

THE SOMERSET HERALD.

AND FARMERS' AND MECHANICS' REGISTER.

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New Series.]

TUESDAY, FEBRUARY 17, 1846,

[Vol. 4.—No. 14.]

Orphans' Court Sale of Real Estate.

In pursuance of an order of the Orphan's Court of Somerset county, there will be exposed to sale by way of public vendue or outcry on the premises, on Saturday the 14th day of March next, the following real estate, late the property of Andrew Bird deceased viz:

One tract of Land,

situate in Addison township, adjoining lands of John P. H. Walker John A. Mitchell, Robert Robinson and others, containing 270 acres more or less, on which are erected two dwelling houses, barn and other buildings.

—ALSO—

One other tract adjoining

lands of John A. Mitchell, Robert Robinson, Thomas Glissen, James Wilkins and others containing 260 acres more or less, on which are erected a dwelling house and other buildings.

TERMS:—one third to remain a lien on the premises, the interest thereof to be paid to the widow annually, during her life time, and at her death to be equally divided among the heirs and legal representatives of said deceased. One third of the balance in hand and the remainder in three equal annual payments without interest to be secured on the property by judgment bonds.

Attendance will be given by John Hanna, Administrator of the estate of said deceased.

By the Court,

W. H. PICKING,

Clerk.

Feb 3, 1846.

PRAY BE SEATED!

Don't stand up while chairs and sofas are so cheap.

CHAIR & CABINET MANUFACTORY.

W. M. B. COFFROTE,

Would respectfully inform his old customers and the public in general, that he has purchased from Mr. Jacob Myers, chair maker and wheelwright his entire stock of materials and has commenced the chair making business with that of cabinet making, at his shop on main street in the Borough of Somerset, one door east of the residence of Simon Gebhart Esq., where he will constantly keep on hand and make to order, common fancy and Mahogany Chairs, bed-steads, wheels,

BUREAUS,

Tables, Stands, Settees, Sofas, &c., &c., &c.,

He will sell common chairs at \$5 per set, and other articles in proportion.

Thankful for the patronage heretofore extended to him, he would invite the public to call and examine his work, which he will warrant to be made of the best materials and finished in the neatest and most durable manner.

Approved country produce will be taken in exchange for work, at the highest market prices.

ap8'45.

Valuable Farm Private Sale.

SITUATE in Shade township, Somerset county, adjoining lands of David Rogers, Jesse Berkebile, John Powell and others, containing about

350 ACRES

of land, about one hundred and fifty of which are cleared, the remainder is covered with the best of timber; there is a good proportion of meadow and there may be one hundred acres made into the best of meadow, the

UPLAND

will all produce clover and timothy, and every species of grain; the land nearly all lies to the sun, and it is decidedly the best tract in that part of the county. It lies about a mile and a half from the old furnace, and about three miles from the new one, it contains an abundance of

IRON ORE,

and there is every indication of coal on many parts of the surface. The improvements are indifferent, consisting of an old log barn and house, and a new log stable; there are on the premises many fine never failing springs of the purest water; there is not perhaps in the county a farm combining more advantages as a grazing, dairy and grain farm, it has on it a small

ORCHARD,

and is under tolerably good fence. Persons wishing to purchase a good property are requested to call on Robert W. Mason living on the premises, who will show them every part thereof, or to enquire concerning it of Mr. Poslethwaite in Somerset, or of the subscriber living in the borough of Stoyestown.

JOSEPH MASON,

February 10, 1846.

DR. C. N. HICKOK, RESIDENT DENTIST, Bedford, Pa.

REFERENCES.

HON. J. S. BLACK, DR. J. MCCREERY, HON. A. THOMPSON, DR. N. W. RYAN, Office at Ankeny's Hotel, m6'45-1f

WIFE.

Of all the titles, woman fair—
Dear woman—here can ever bear—
Though ALL are holy words to me,
With holy thoughts and things—
Yet ONE among them ever brings
Such gushing feelings on its wings—
Such memories of Love and Care—
Of Trust and Faith in days that were—
Of Hope and Joy for time to come—
Of Truth—of Chastity—and Home—
That of all others, THAT I feel,
I love thee best, in woe or weal;
It is not Sister—Lover—Bride,
'Tis dearer far than all beside!
In all the chequered ways of life,
Her hand in mine, I'll whisper WIFE.

THRILLING NARRATIVE.

LIVING BURIAL AND ESCAPE.

For the subjoined graphic account of the remarkable disaster at Carbondale, Pa. and the almost miraculous escape of a man who was buried in the crushed mines, the editors of the New York Commercial Advertiser are indebted to the Rev. Mr. ROWLAND, pastor of the Presbyterian Church at Honesdale, but formerly of the Pearl street Church, New York.—The narrative is equally interesting and extraordinary:

Correspondence of the N. York Commercial Advertiser.
HONESDALE, Jan. 15, 1846.

On Monday morning last about nine o'clock, an accident occurred in the coal mines of the Delaware and Hudson canal company, at Carbondale which has produced considerable excitement in the community. A large portion of the hill or mountain into which the mines extend, following the law of gravity, suddenly descended on the honey-comb cavities within its bosom, burying all the unfortunate individuals within its reach. Very many acres descended in a mass; and so great was the pressure of the atmosphere, occasioned by this descent, as to shoot out from the mouth of one of the mines as from a cannon, a train of cars with a horse and a boy, throwing them to a considerable distance. Think of a bellows moved by a mountain power, and you will form a very correct idea of the blast. Painful to relate, fifteen individuals were beneath the descending mass, only one of whom has had the good fortune to escape; and his adventures exceed every thing on record. The remaining fourteen are buried alive, if not crushed, and may be now hopelessly wandering in those gloomy caverns beyond the reach of human aid, and shut out forever in all probability from the light of day.

To present a distinct idea of this occurrence, I must first give a brief description of the mines, and the manner of working them. There are several openings to the coal, which are numbered as 1, 2, 3, 4, &c., two of them are above the bed of the Lackawanna, and the others below it. These openings are holes in the side of the hill, about six by eight feet, and are the main entrances to the mines. From these mouths are roads leading into the interior of the mountain, following the dip of the coal sometimes ascending and sometimes descending. The extent of the mining operations will be perceived from the fact that there are thirty-five miles of railroad laid under ground, in the bosom of the mountain, including the main roads with all their ramifications.

The coal lies in a horizontal stratum of from four to six or eight feet in thickness, between strata of slate. The method of mining is, to cut out and remove the coal, leaving only piers of it to support the hill above, aided by wooden props made of sections of trees, cut of a suitable length. As fast as the coal is removed, the lateral branches of the road are abandoned, and the main avenues pushed on to the coal beyond. In this way the coal has been removed for a mile and a half under the mountain, and the roads extend that distance. About a mile from the mouth of mine No. 1 an air-hole was cut to the surface, up an inclined plane, by which access could be had to the surface of the earth, and down which props were taken. The excavation for coal extends half a mile or more beyond this opening. It was in this vicinity that the accident occurred, and by closing the mouth of this passage cut off all hope of escape to those within, in this direction.

As fast as the coal is removed, no particular care is taken to support the mass above, in the chambers which are abandoned; the props are left to decay that the rock and earth may gradually settle

down and fill up these cavities, as it has done in former instances; but care is taken to guard the main avenues to the coal from being thus obstructed.

The coal lies beneath a mass of slate; above the slate is the sand stone rock, and above this are the gravel and soil. I have often noticed, in passing through the mines, that many of the ends of the props, which support the slate above, were shivered like a broom, from the vast pressure on them; and I never saw this indication without thinking what might happen, should the mass from above take a notion suddenly to descend, and always breathed easier when I had passed through the mines and emerged to the light of day.

Symptoms of the working of the mass above had been for some time observed; and these symptoms had greatly increased for a few days previous to the catastrophe. Every thing was done which could be done in these circumstances to avert danger. No one supposed it possible that the rock above would prove so firm, or that it would settle suddenly or in a mass.

Only a few of the workmen, of whom there are nearly four hundred employed in the mines, had gone in on Monday morning, when Mr. Clarkson the superintendent, discovered the ominous appearances, and immediately set some hands to work in propping up the slate. On coming out of the mines, about 8½ o'clock he met Mr. John Hosie, (who is well known on the Croton water works as one of the ablest masons, and who has been in the Hudson and Delaware Canal Company's employment for about a year,) preparing himself to take charge of the new mines to be opened below Carbondale, and told him that he had better wait till he could go with him, and they would examine the mines together.

Mr. Hosie went on, however, in No. 2, intending to join Mr. Clarkson presently, and had proceeded about a mile, when instantly the mountain over his head descended with an awful crush of every thing which opposed its progress, and shot down over him, filling up the road with crushed coal and bending him double, leaving not a foot of space between the solid mass above and the crushed coal below. The distance descended was the height of the mine, or from six to eight feet. So great was the pressure of the air that it produced a painful sensation as if some sharp instrument had been thrust into his ears. All was total darkness, every light in the mine being instantly extinguished. Ever and anon the thunder of the fallen masses roared through the caverns. After waiting a suitable length of time for the rocks to cease falling, Mr. Hosie began to remove the loose material around him and to creep. He tried one way and it was closed. He then proceeded in the other direction, and after nine hours incessant toil, creeping, removing loose coal and slate, and squeezing himself past obstacles, he made his way into the open mine. Here he tried to strike a light, but his matches had become damp and would not ignite. He then felt around him and discovered by the direction of the railroad that, instead of making his way out, he had gone farther into the mine, and was cut off from a return by the mass which had settled down upon the road. He then bethought him of the air hole, and attempted to reach it; but that passage had been crushed in and closed. Being in the vicinity of the mining operations he found some powder and spreading it on the floor, he endeavored with a pick to ignite it, but could not. He found also a can of oil, which he reserved in case of necessity to use for food.

All was total darkness, and the part of mountain over him was also settling, throwing off huge pieces of slate and exposing him to imminent danger at every step; for but a part of the mass above had come down at once, and the other seemed likely to follow. Sensible of his danger, Mr. Hosie protected himself as well as he could; he wound up his watch, and felt the time by the hands. He also, with a piece of chalk, wrote in different places his name and the hour when he was at certain points. Being in total darkness, however, he missed his way, but was enabled through his acquaintance with the mines to set himself right. He first tried to reach No. 1, but after toiling to that road, found it was also crushed in. His only chance seemed then to proceed at right angles with the main arteries of the mines and pass over to No. 3, and this he labored to do in accordance with his best judgment.

At one time he passed through a narrow entrance into a chamber, and in endeavoring to creep out on the other side, he was caught in a narrow place by the hill above settling down upon him, and remained in this position an hour, expecting to die there. But another settling of the mass crushed out some of the materials around him, and he was enabled to free himself and draw back to the chamber of the mine. In returning, however, to the hole by which he effected his entrance, he found to his dismay that he was compelled to hunt a new passage and finally to dig his way out with his hands.

Thus, after working for more than 36 hours, he at length reached No. 3, where

he rested, and then when he partially ceased his working, proceeded towards the mouth of the mines. On his way he met Mr. Bryden, one of the superintendents, who, with his men, were exploring the caverns with lights, in search of him; and at 5 o'clock in the morning he emerged to the light of day, having been given up as dead, and been incarcerated in utter darkness beneath a settling mountain for forty-eight hours. Mr. Hosie told me many of these particulars, and the others I gleaned from the principal officers of the Company, to whom they were narrated.

At one time Mr. Hosie saw lights from a distance, but they soon vanished. They were the lights of the men in No. 3, seeking for him. These lights, however, assured him that he was pursuing the right course. Mr. Hosie's hands were scratched and cut up by working, so as to be completely covered with sores. He never for one moment lost his self-possession, and to this fact, added to his tact and perseverance, is to be ascribed his deliverance.

There were about forty men in the mines when the catastrophe occurred, and the twenty-six who escaped owed their preservation, in a great measure, to Mr. Bryden, one of the superintendents, who conducted them out with great coolness and self-possession, while portions of the hill, other than those which first fell, were settling down around them. Learning that one poor Irish laborer, who had been struck down by slate, was left, with his leg broken, he went back alone and brought him out. Sometimes he was compelled to creep, and draw the man after him, through crevices which were soon after closed by the settling of the hill.—In two hours more the whole had shut down, so that if he had been left his death would have been inevitable. Thanks to Mr. Bryden for his coolness, intrepidity, and humanity.

The greatest possible efforts are now made by working night and day to reach the place where the fourteen were at work; but faint hopes, however, are cherished respecting them. The place cannot probably be reached before the middle of next week, if then. The probability is, that they have been crushed to death. Most of them were men with families.—One boy only is known with certainty to be dead.

Except the loss of life, this unforeseen occurrence is not much to be regretted, nor will it greatly impede the company's operations, since it has occurred at about the time when it is usual to suspend labor for a couple of months, to repair for the Spring, and every thing will be rectified before then. The immense strength of the rock above prevented the bill from settling in the usual way; but now that it is to be rejoiced at, as it frees from future danger, and the roads when re-opened, will be perfectly secure. It was an innovation for it to come down suddenly and in a mass, instead of the quiet decent way it has adopted in former instances, and no human foresight could have predicted the manner of its descent, nor could human prudence, in the present state of knowledge, have provided against it.

The quantity of mountain fallen, is variously estimated. Mr. Bryden said that it was about three quarters of a mile long, by half a mile in width. Mr. Clarkson said that it was about half a mile long, an eighth wide. In the former case it would be 240 acres, and in the latter 40 acres. Mr. Archibald, the chief superintendent of the mines and railroad, whose science and practical skill are not exceeded, estimate the amount fallen at far less than either of his assistants.—Since the first avalanche, it must be borne in mind however, many other portions have gone down. What the extent of the whole is, no one can conjecture with any approximation to certainty; and it is exceedingly difficult at present to get any accurate information respecting it.

I do not know that the company have any interest either to magnify or conceal the matter, inasmuch as it is more likely to prove a benefit than a damage to their future operations. The only expense attending it will be to repair the roads and remove the obstructions; but these will then be the safer; and the knowledge acquired by this experience, may prove of the greatest utility hereafter.

This occurrence seemed to me so unlike anything I ever heard of, that I commenced writing the account of it to my friends; but it has proved so long, that to save the multiplication of letters, I have concluded to send it to your paper, which most of them are accustomed to read; and they may, if they choose, consider it as personally addressed to each of them.—There may be others of your readers also to whom it may not be uninteresting.

With sentiments of respect, I am yours,
H. A. ROWLAND.

A baby, three months old, was stolen, in Cincinnati, a few days since. The child was stolen from the cradle during the absence of its mother.

The Virginia House of Delegates, has passed a bill to allow the banks to issue small notes.

REMARKS OF MR. HILL, (OF WESTMORELAND.) IN SENATE, FEB. 3, ON THE BILL GRANTING THE RIGHT OF WAY TO THE BALTIMORE AND OHIO RAILROAD COMPANY.

MR. HILL said it was not his design to occupy much of the time of the Senate in discussing the merits of this bill. He was willing to leave that with abler hands. But this was a subject in which his constituents, and indeed, all Western Pennsylvania felt so deep an interest, that he felt bound to ask the indulgence of the Senate to offer a few arguments in favor of the passage of the bill.

MR. H. said he had supposed the time had gone by for so serious and formidable an proposition to be made to this measure. There was a time when it was the opinion of many that Pennsylvania had the control of this improvement, and that it was her policy, so far as our own State improvements were concerned, to prevent the Baltimore and Ohio Railroad Company from reaching the Ohio river at any point. But, sir, that time has gone by; for it is now as certain as any future event can be, that that company will never stop short of the Ohio river at some point, the predictions and declarations of the Senator from the city of Philadelphia, and the Senator from Bucks, to the contrary notwithstanding. Now, (said Mr. H.) this being the case, there is no time for Pennsylvania to slumber. When we look to the North and the South, and see the efforts that are making to divert the whole trade and travel of the great valley of the Ohio and Mississippi, from passing through our own State, and reaching our own great commercial city, it is high time for every Pennsylvanian to be on the alert. And what was most strange to him was to find the Senator from the city, (Mr. Crabb) and the Senator from Bucks, so zealously opposing the measure—a measure which, in his humble opinion, was pre-eminently calculated to promote the best interests of that city, for it was now evident to every reflecting mind that the Baltimore and Ohio Railroad Company were determined to reach the Ohio river, and that they were able to do so beyond dispute. That company was now nearly out of debt—they were deriving a splendid revenue from their work in its unfinished state, and were laughing at the predictions of Pennsylvania politicians who talked of their inability to reach the Ohio river west of Pittsburg. Now, sir, this being the case, the interests of Philadelphia and of Pittsburg, and indeed of our own public improvements, are all deeply involved in the passage of this bill. If we, by our contracted and selfish policy, exclude this road from passing through our own territory, it must and will terminate at Parkersburg or some other point on the river, west of Pittsburg. And he would ask the Senator from the city, where would the Western trade and travel then go? It would go to Baltimore, and would be forever lost to Philadelphia, and it would be out of the power of Pennsylvania ever to retrieve the loss. But by granting the right of way to Pittsburg, we have but a short link to connect that road with the Cumberland Valley Railroad, and by this short and easy connection, we have a continuous railroad from Pittsburg to Philadelphia which would at all times secure the Western trade to Pittsburg, and thus have a choice of routes through the whole length of our State to Philadelphia. Mr. H. said he was willing to admit that if Pennsylvania had the control of this improvement and could arrest its further progress, it might then be a question of State policy to hold it where it was; and even that would be a contracted and unjust policy; it would be unjust towards a large portion of our fellow-citizens who reside in the south-western parts of our Commonwealth, who are groaning under their share of the burdens of taxation, and who had never received one dollar out of the forty millions that had been expended in making canals and railroads through other parts of the Commonwealth. Mr. H. said he was for adopting a more liberal policy than this. He would go for a railroad from Harrisburg to Pittsburg—he would go for the right of way to the Baltimore and Ohio Railroad; and he believed it was the policy of Pennsylvania to go for every improvement that would bring the western trade to the city of Pittsburg, even if part of that trade should go to Baltimore; and he would say to Philadelphians not to be too jealous of sharing part of the trade or setting down at the same table with Baltimore. For the time was not far distant when Baltimore would fare sumptuously every day, and Philadelphia be left to pick up the crumbs that might happen to reach her. Sir, Philadelphia has always pursued a selfish policy—she has always had her false prophets. He recollected well when the Tide Water Canal Company asked the privilege of constructing that work, the Representatives from the city and county of Philadelphia raised the hue and cry that this was a Baltimore project; it was calculated to build up Baltimore, little Baltimore, at the expense of the city of Philadelphia; and he would now appeal to the Senator from that city, if this improvement had not been of vast-

ly more advantage to Philadelphia than it had ever been to Baltimore; and just as it would be with the Baltimore, and Ohio Railroad, for the simple reason that Philadelphia was the best market for western produce, and the cheapest place to purchase merchandise. Let Philadelphia think and act in time on a question of such vital importance to her interest and prosperity. Besides, sir, is the city of Pittsburg of so little importance as to be entirely overlooked and disregarded by the eastern part of the State? Defeat this bill, sir, and you prostrate that city; you strike a death blow to her energy and prosperity; yes, sir, the conflagration that laid waste one half her wealth on the 10th of April, 1845, was but a trifling circumstance when compared with the defeat of this bill. Let the Baltimore and Ohio, and the Harrisburg and Pittsburg Railroads both terminate at Pittsburg, and Baltimore can never compete with Philadelphia; but let the former terminate at any point west of Pittsburg and it will prove a successful competitor to all the improvements that ever have been or ever can be made from Philadelphia to Pittsburg; and if there was but the shadow of doubt of this company passing through Virginia and tapping the Ohio west of Pittsburg, that doubt alone should be sufficient to secure the vote of every Senator of Pennsylvania for the passage of the bill.

The Wild Cattle of Texas.

We find the following article, in relation to the wild cattle of Texas, in a recent number of the HOUSTON TELEGRAPH:

"The settlers who have recently opened farms near the sources of the San Gabriel and Brushy, find the country well stocked with a singular breed of wild cattle. Large droves of these cattle are found not only on the San Gabriel, Leona, and other tributaries of Little River, but also on the San Saba, the Llano, and many tributaries of the Upper Colorado, far above the settlements. They differ in form, color, and habits from all the varieties of domestic cattle in Texas. They are invariably of a dark brown color, with a slight tinge of dusky yellow on the tip of the nose and the belly. Their horns are remarkably large, and stand out straight from the head. Although these cattle are generally much larger than domestic cattle, they are more fleet and nimble, and, when pursued, often outstrip horses that easily outrun the buffalo; they seldom venture far out into the prairies, but are generally found in or near the forests that skirt the streams in that section. Their meat is of an excellent flavor, and is preferred by the settlers to the meat of the domestic cattle. It is said that their fat is so hard and compact that it will not melt in the hottest days of summer; and the candles formed with it are far superior to those that are formed with the tallow of other cattle. Some persons have supposed that it is possible these cattle are a distinct race, indigenous to America; and the immense skeletons of a species of fossil ox with straight horns, that are often found in the beds of the Brazos and Colorado, would seem to strengthen this opinion. But as these cattle are now found only in the vicinity of the old Missions, it is much more probable that they are descendants of the cattle introduced by the early Spanish adventurers. It is said that a species of wild cattle, differing from all the domestic breeds of the Eastern continent, is found in the Sandwich islands; but it is well ascertained that this breed is derived from the domestic cattle that were left on those islands by Vancouver. These cattle are so wild that they can only be caught alive by entrapping them in disguised pits. The celebrated botanist, Douglas, while on a tour in one of those islands, fell into one of these pits, and was gored to death by a wild bull, who had been thus entrapped. Several attempts have been made by the settlers on the San Gabriel to domesticate the wild cattle in that section, but they have thus far been unsuccessful. As they are far superior to the domestic cattle of the country, not only in size, strength and agility, but also in the flavor of their meat and the density of their fat, they might, if once domesticated, become a valuable acquisition to the agriculturists of this country."

Terrific Fire in Turkey.

WHOLE VILLAGE CONSUMED—ELEVEN OTHERS ATTACKED.

A journal of St. Petersburg, published an account of a fire which took place on the 23d of September, in the government of Tobolsk. It appears that it commenced in a forest near Omsk, and extended to a distance of fifty French leagues, over a breadth of fifteen. Eleven villages were attacked in its course, and one was entirely destroyed. In the ten others there were burned thirteen miles, 1,859 barns, 77,808 ricks of hay, and an immense quantity of wood for fuel. Twenty five peasants, 605 horses, and 915 head of cattle, were burned to death. We, in the United States, should be thankful that we are saved from such awful events. Only think of a fire reaching a distance of fifty French leagues.