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"Liberty and Union, One and Inseparable."—WEBSTER.

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EMPORIUM, PA., THURSDAY, OCTOBER 10, 1901.

NO. 33.

Fatal Wreck.

Last Sunday morning about five o'clock one of the most serious wrecks occurred on the P. & E. R. R., about one mile this side of Sterling Run. The Flyer coming west, while running at a rapid rate collided with Time Freight, standing on the siding. The freight had orders to proceed to Huntley and just as the head brakeman had opened the switch to pull out onto the main track the Flyer dashed into the freight, causing a frightful wreck. The freight was a heavy one and had two engines. All three engines were demolished. The Flyer smoker was telescoped tightly with the baggage car. No passengers were seriously injured.

Telegrams were sent for surgeons and soon a train with Drs. DeLong and Smith, and a force of men left Emporium.

KILLED AND INJURED.

Engineer Harry Snodgrass, well and pleasantly remembered as a former resident of Emporium, was buried under the wreck and literally roasted to death. He was 32 years of age and the support of a widowed mother. His remains were taken from the wreck about two hours after the accident.

Engineer Jas. Collinge, was thrown from the engine when the engines collided and sustained severe injuries.

Robt. Fleming, formerly of Emporium, fireman on Flyer, saw the danger in time to jump, breaking one leg and receiving other injuries.

Conductor Buck, who was sitting in the smoker talking to Train Master McCarthy and Chief of Titusville fire department, the only persons in the car, had both legs broken and other injuries.

The following account of the accident, we copy from Renovo News, believing that the account must be accurate, inasmuch as the division offices are located in Renovo and most of the railroad men reside there:

The most disastrous wreck that has occurred on the Middle division of the Philadelphia and Erie railroad for many years, was that of yesterday morning when the west bound Erie Flyer crashed into the first section of train No. 98, which was lying upon the siding above Sterling. The accident occurred at 5 o'clock.

ENGINEER KILLED.

HARRY SNODGRASS, engineer of No 98, was killed.

FOUR SERIOUSLY INJURED.

The injured are: JAMES COLLINGE, engineer of the Flyer, leg broken; scalded on legs and body, and it is believed injured internally. Taken to his home at Kane.

ROBERT FLEMING, fireman on the Flyer jumped from engine and had his right leg broken and back hurt. Taken to the Williamsport hospital.

WM. BUCK, conductor on Flyer, both legs broken above ankle and bruised on body. Taken to Williamsport hospital.

KEMBER VOUGHT, baggagemaster, broken rib, a number of contusions and brought internally by inhaling steam. Brought to his home in Renovo.

THE INJURED CARED FOR.

Immediately after the collision, Engineer Collinge, who was able to walk, boarded the Flyer and was taken to his home in Kane. Robert Fleming, Wm. Buck and K. Vought were placed upon a car and taken to Sterling, where Drs. Lo Long and Smith of Emporium and Dr. Torbett of Driftwood made them as comfortable as possible, until a special train which had left Renovo at 7 o'clock in charge of Engineer Geo. Severia arrived there and brought them to Renovo. Here Mr. Vought was taken to his home in Seventh street and Messrs. Fleming and Buck were taken on to Williamsport, where they were placed in the hospital. Dr. C. L. Fullmer, railroad surgeon, who had gone to Sterling in the special train, saw the injured men placed safely in the hospital and arranged for their treatment.

The injuries of Baggagemaster Vought were of a considered slight but unfavorable symptoms manifested themselves last evening.

RESPONSIBILITY FOR THE COLLISION.

The responsibility for the accident will be settled by formal inquiry, but it is alleged it was caused by carelessness or an error in handling train orders at the Emporium office.

ORDERS TO THE FREIGHT TRAIN.

First 98, which was being hauled by two locomotives, with Harry Snodgrass engineer and Harry Smith fireman on the first, and H. E. Johnson engineer and Dorsey Bittner fireman on the second, received an order at Emporium to meet the second section of train No 7, the Buffalo flyer, at Huntley. This order was delivered to Engineer Snodgrass and others on the train.

It is alleged that the order sent from the Renovo office read "7" but that the Emporium operator made it No. 7, omitting the figure 9 from the order. Train 97 was a west bound train, and the crew of No. 98 judged from their order that second No 7, was No 9, which led to the error.

Mr. Snodgrass was holding his train at Sterling to No. 9, the Erie Flyer to pass, as that was the regular time of that train, which of course had right of way, and observing a train pass, and believing it to be No. 9, he with an order in his pocket giving him a clear

track to Huntley, prepared to take out his train.

TURNING OF THE SWITCH.

His brakeman, Adam E. Probst, turned the switch at the main track, leading into the cross-over to the siding, and was about to start for the other end of the cross-over to turn the switch there, when he was startled by the rapid approach of the Flyer which proved to be No. 9.

THE AWFUL CRASH.

Mr. Probst had not time to turn the switch again and barely got out of the way, when the train dashed into the cross-over and in a few moments went headlong into the freight on the siding.

TRAINMEN JUMP FOR THEIR LIVES.

Fireman Smith of the first engine and Engineer Harry Johnson and Fireman Bittner of the second saw the train coming and jumped. Mr. Smith called to his engineer to jump, but as Mr. Snodgrass was on the lower side and unable to perceive the danger he failed to jump off at his side, but attempted to reach the fireman's side of the engine.

HELD AGAINST FIREBOX.

He was in the middle of the gangway when the crash came and the tender, turning upon its end, covered him with coal and pinned him close to the firebox. His feet were forced into the firebox and were burned off, his head was burned and his whole body charred beyond recognition. When taken out he presented a horrifying aspect.

FLYER'S ENGINEMEN HURT.

Engineer Collinge of the Flyer was jammed up into the front part of the engine, where he was scalded and bruised. Fireman Fleming saw the freight in the path ahead and jumped from the cab, alighting on the ties and rails, sustaining many bruises and having a leg broken.

INHALED LIVE STEAM.

The most remarkable escape from instant death was that of Baggagemaster Vought. The baggage car was completely telescoped by the coach adjoining, and Mr. Vought was shoved up into the end, where he had one rib fractured and was severely contused about the body. The breaking of a steam heat pipe filled the car and he inhaled some of this live steam which may have serious consequences.

LOCOMOTIVES JAMMED TOGETHER.

The impact of the Flyer which was running at the rate of 45 miles an hour, was so great that the freight train was thrown back 100 feet, the three locomotives were jammed into one another, and a car loaded with cattle, was piled upon the engines.

Twenty or more head of these animals were killed, and their mangled and bleeding bodies were strewn upon the locomotives. Those that were not killed were released and cared for in a nearby field.

HOW THE FLYER FARED.

The smoking car and baggage car and ladies car on the Flyer were badly damaged. It was while he was between two of these cars that conductor Buck was caught and had his legs broken. A large bone in the leg protruded from the flesh.

SOME CLAIMS FOR DAMAGES.

While the passengers on the Flyer were considerably shaken up, there were no serious injuries. Trainmaster O. M. McCarthy was in the combination car and was asleep when the collision occurred. There was only one other occupant, a member of the Salvation Army, judging by his attire. Neither was hurt. In the cars further back the jar, while not so great, was felt by the passengers, and there were ten or twelve persons who handed to railroad officials their names and addresses with claims for damages for broken fingers, bruised heads and scratched faces.

The two sleeping cars were not damaged and the passengers were placed therein and the train continued on its way to Erie.

The three locomotives were badly broken and considerable repairs will be necessary before they can be returned to service.

DEAD ENGINEER'S BODY REMOVED.

After the living had been attended to willing hands went to work to remove Engineer Snodgrass. Several hours of labor was required to extricate him. When this was accomplished the remains were placed on the train that reaches Renovo at 1:25 o'clock in the afternoon. Undertaker Strasse took charge of them here and prepared them for burial.

WRECK CREWS AT WORK.

Three wreck crews were put to work, those of Renovo, Emporium and St. Marys. As the main track was not obstructed there was no delay in the handling of trains.

Trainmaster Owen M. McCarthy took an active part in directing the work at the wreck and his promptness in securing aid for the injured was commendable.

THE DEAD ENGINEER.

Harry E. Snodgrass who met death in the performance of his duty yesterday, was a son of Mrs. John S. Snodgrass. He was born March 17, 1867, in Farrisville. He entered the service of the railroad company fifteen years ago and was promoted to engineer September 21, 1895. He was a member of the Brotherhood of Locomotive Engineers. Mr. Snodgrass was considered an efficient engineer and he owed his promotion to faithful service and strict attention to his duties while lower in the ranks. He was a kind hearted, generous young man, and his devotion to his widowed mother was a notable trait. He was her sole support and chief comfort and reliance and his sudden taking away was an inexpressible blow to her. Mr. Snodgrass was greatly esteemed by all his asso-

ciates in the railway service and enjoyed the respect of the whole community.

The funeral will take place tomorrow. Service at the M. E. church at 1 o'clock. Burial at Fairview cemetery.

The news of the accident soon spread and all day Sunday people flocked from all sections to witness the wreck. Many were the rumors circulated as to the cause of the accident.

Reports are in circulation that Mr. Alfred Almetia, operator at Emporium Junction, made the fatal error. Mr. Metta maintains strict silence, no doubt believing that time will place the responsibility. Mr. Almetia viewed the wreck and no one feels worse and deplores the awful accident more than he does. He was not arrested, and while still in the employ of the company, he is taking a vacation, remaining in Emporium. Our people all speak well of him and deplore the fact that his position has placed him in a position to be so bitterly assailed. At the proper time, no doubt, the responsibility will be placed upon proper person or persons.

The funeral of Engineer Snodgrass at Renovo, Tuesday afternoon, was very largely attended, at M. E. church. Rev. H. C. Pardoe, D. D., delivered a touching eulogy on the character of the deceased.

The condition of Engineer Collinge, who was taken to Kane, is not as favorable as his friends wish, yet they believe he will pull through.

A Pretty October Marriage.

A very pretty, though quiet wedding was solemnized to-day at the home of Mr. and Mrs. M. Scherer, Ellen st. when their daughter Edythe C., was united in marriage to Mr. James Roderick Loder of New York City. Rev. R. von Pirch, who also confirmed the bride, performed the ceremony at 1:30 while only the immediate friends of the contracting parties were present. The bridal party stood in a floral archway, above which was joined the Union Jack together with the Stars and Stripes.

The bride, who came down stairs leaning on her father's arm, was preceded by her niece, Gertrude, the little daughter of Dr. and Mrs. Rieck of Emporium, Pa., as flower girl, and by her sister, Miss Elenore Scherer, as maid of honor, gowned in a dainty frock of white organdie and lace, and by her cousin, Miss Olive Clemens, B. A. as bridesmaid, in a pretty gown of pale blue silk organdie over taffeta silk. Both carried handsome bouquets of pink roses.

The groom was assisted by Mr. J. Sidney Barrick, of Toronto, as best man. Prof. A. H. Heller played the Mendelssohn's Wedding March most exquisitely.

The lovely dark-haired bride looked very beautiful in a handsome gown of white duchess satin, en traine, trimmed with Persian lace, pearl trimming and tucked chiffon, and carried a cluster of brides roses and lilies of the valley.

After the wedding dejeuner, Mr. and Mrs. Loder left on the 5:23 for an extended tour through the eastern states. The going away gown was a veritable creation of the tailor's art, being of the new beaver shade of Amazon cloth and was worn over a handsome blouse of white tulle taffeta.

The presents of cut glass and silver were numerous and costly, a substantial check from the groom and the groom's mother being conspicuous.

The groom's presents to the bridesmaids and groomsman were very pretty opal and pearl pins.

The Record tenders Mr. and Mrs. Loder its very cordial congratulations and wishes them all the good things of life in plentiful measure.—Berlin, (Ont.) Record.

Religious Notice.

The second quarterly meeting of the Cameron circuit, Wesleyan Methodist church, will be held at the North Creek appointment, Saturday and Sunday, Oct. 12-13. First service at 2:30 p. m., Saturday. Love feast, Sunday morning, 10 o'clock. Evening services at 7:00 o'clock.

Rev. C. H. Dow, president of the conference will be present to preach the word. Rev Dow is a speaker of no mean ability, and every one that hears him will be well repaid. We extend a most cordial invitation to everyone.

The circuits of Emporium, Castle Garden and Driftwood are especially invited to this feast.

Following the Q. M., Rev. Dow will preach Monday, Tuesday and Wednesday evenings at the Elk Lick appointment. W. READEIT, Pastor.

Advertise in the Press.

BRIEF MENTION.

The hour for evening service at Methodist Episcopal Church has been changed from 7:30 to 7:00.

Col. Jack Haverly, the noted minstrel and theatrical manager, died in a hospital at Salt Lake City on Saturday. He had been ill there for a long time.

Each member of the Sextette is an artist. They sing, they play, they recite, they please, they delight. Fort Worth (Tex.) Morning Register. Tuesday evening, Oct. 15th, Court House, Emporium, Pa.

In the classic and the gay, in the pathetic and the mirthful, they are reliable artists and entertainers.—Boston Journal of Education. Ariel Ladies Sextette, Court House, Tuesday evening, Oct. 15th, 1901. Emporium, Pa.

"We have not been visited by a man of rarer qualities than Mr. Wilson. It is indeed true of him that he combines the language of Graves, the wit and humor of Burdette, the gracefulness of Booth, and the eloquence of Grady."—Louisiana Chautauqua Report Picayune. Wednesday evening, Oct. 16th, 1901. Court House, Emporium, Pa.

"It was Mr. Wilson's first appearance here, and he thoroughly captured his audience. He has all the gifts of the irresistible orator, presence, voice, sympathy, noble ideas, a rich, varied vocabulary, and all shot through and glorified with the fire of contagious feeling. He is a master of his art, and are glad to know him."—Express, San Antonio, Wednesday evening, Oct. 16th, 1901, Court House, Emporium, Pa.

Farmers in this section are not worrying about the rise in the price of coal nor are they looking well to their wood piles. They are sure the winter is going to be mild and that precautions against extreme cold will be unnecessary. These predictions are based on the fact that the hornets are building their nests close to the ground. Old farmers say this is a sure sign of a warm winter with little or no snow. When the nests are built on trees up close to the trunks, then the winter will be a rough one and there will be plenty of snow.—Wellsboro Advocate.

That advertising in the newspapers has become essential to success in most enterprises appears from many indications. A striking proof is the extraordinary development of the business of writing advertisement for the newspapers. One of the older and most successful schools in this city has found it expedient to establish a department for the training of "ad" writers. It is only a question of time when every kind of business will make its announcement regularly through the newspapers.—Philadelphia Record.

Hurt at Buffalo. Last Monday while Mrs. D. L. Robbins was alighting from a trolley (trailer) in Buffalo, the cars were started and she was thrown violently to the pavement, alighting so that the side of her head received a severe shock. A doctor happened to be riding alongside the car and gave her immediate attention. She was taken to a nearby office and the wounds dressed. Mr. and Mrs. Robbins have returned home, and aside from the discoloration of the eyes and the effects of the jar, Mrs. R. is feeling quite well, and her many friends will be thankful to learn that a serious accident was averted.—Eldred Eagle.

Mothers' Meeting.

The first regular Mothers' Meeting will be held in the High School room, Saturday, Oct. 12th, at 3:00 p. m. A full attendance of the ladies of the town is earnestly requested, as questions of importance will be discussed.

PROGRAMME.

Music. Discussion: "What Should be the Aim of our Mothers' Meeting?" Music.

Question box. Organization of Mothers for permanent work.

Mothers and teachers are requested to come prepared with questions for question box.

To the Hungry It May Concern.

The ladies of the Presbyterian church propose—oh! ahem!—this is not leap year—they expect to serve an oyster supper on Friday evening, 11th, inst., at the old war room of Walker, Howard & Co., on 4th. st., near the offices of the Climax Powder Co. Oysters in all excellent styles, very edible. Other appetizing "articles too tedious to mention." Price, a modest little 25 cts. Come all.

Institute Train.

P. & E. mail east will stop each evening at Sterling Run and Sinnamahoning, October 15th, 16th, and 17th. This will enable down county citizens to attend evening entertainments of Teachers' Institute.

Will Retire.

Owing to ill health of his daughter, Mr. W. H. Cramer will retire from business and this week advertises a sacrifice sale for sixty days. His wife and daughter will spend the winter months at De Land, Fla.

Does Not Improve.

Mrs. Thos. Waddington, who has been in a serious condition for some time does not improve, much to the alarm of her family and friends. This (Thursday) morning Mrs. Waddington is slightly better.

Maro.

A most remarkable performance by a man of wonderful versatility—far exceeding in interest anything of the kind ever given here.—Bridgeport, Conn., Morning Telegram. Thursday evening, Oct. 17th, 1901, Opera House, Emporium, Pa.

New Baptist Minister.

Rev. Mr. W. A. Pugsley, of Cayuga county, N. Y., occupied the Baptist pulpit last Sunday for the first time. The Rev. gentleman and wife occupy one of Mr. Goodnough's dwellings on Fourth street. Our Baptist friends are well pleased with the gentleman.

Two Accidents.

Alex. McAulay, who drives for D. C. Hayes, while coming down North Creek Monday afternoon, was thrown from a load of household goods, alighting on his shoulder, fracturing his left clavicle. Dr. Baker reduced the fracture.

Clyde Rupert, in the employ of Howard & Co., had the misfortune to have his foot caught between a stump and a log on Monday, badly mashing it.

Killed at Galeton.

Vance Moody, of Renovo, was killed on the Buffalo & Susquehanna R. R., at Galeton last Saturday. His remains were taken to Renovo, the funeral taking place on Tuesday, from the home of his father-in-law, Geo. Long. Deceased was son of A. A. Moody, of Driftwood, the relatives from this county being in attendance, viz: A. A. Moody, father, P. C. Lawrence and Adelbert, brothers, Driftwood, Mr. and Mrs. H. W. Smith, Medix. This makes the second son to be killed by the cars within a few months.

DEATH'S DOINGS.

DODGE.

After a lingering illness of one and a half years, HOBART R. DODGE, of Four Mile, Cameron county, quietly laid down the burdens of life on the evening of October 2nd. Deceased was born in Benton, Me., in 1840. He came to Cameron county in 1884. He leaves a wife and three children—two sons are still at home to care for and comfort their mother. Services were held in the Emporium M. E. Church, conducted by Rev. Robt. McCaslin, assisted by Rev. O. S. Metzler. The old veteran was then kindly laid to rest in Newton cemetery by D. W. Taggart Post, G. A. R., of which he was a worthy member.

Hobart Dodge was a kind and loving husband and father, a good neighbor, and died implicitly trusting in God for a happy entrance into the Glory Land.

Four Mile, Oct. 8, 1901.

SANFORD.

SAMUEL S. SANFORD, aged 69 years died at the family residence near Beechwood, October 1st, 1901, after a long illness. The funeral took place on Thursday last at 2 p. m., from the home, a large circle of relatives and friends attended.

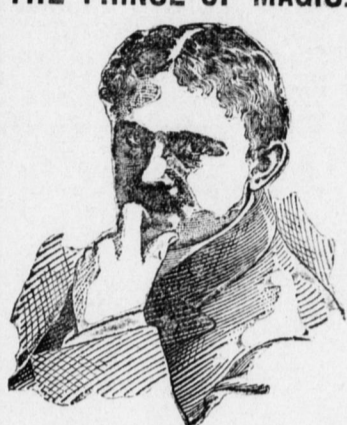
Samuel S. Sanford was born in Canadea, Allegany county, N. Y., July 26, 1832. His parents moved to Beechwood, Pa., when he was but nine years old. When the call came for volunteers in the Rebellion of 1861, he was among the first to answer the call. While in the army he received injuries that may have hastened his death. He acknowledged his desire to live a christian life in 1890 and joined the Wesleyan Methodist church of Beechwood, Pa., later he withdrew by letter and joined the Methodist Episcopal Church of the same place. He was liked by all and will be missed by his immediate community.

He leaves a wife, three sisters and three brothers. The funeral was held Oct. 3, the services were conducted by Rev. J. Dean Brown, pastor Wesleyan Methodist Church, Emporium, Pa. His remains were interred in Sanford cemetery.

Zinc and Grinding Make

Doveo Lead and Zinc Paint wear twice as long as lead and oil mixed by hand.

Maro THE PRINCE OF MAGIC.



AT OPERA HOUSE, EMPORIUM, PA., Thursday Evening, Oct. 17, 1901 under auspices

Teachers' Institute.

ADMISSION, 50 CENTS. Reserved Seats at H. S. Lloyd's.

WEATHER REPORT. (Forecast by T. B. Lloyd.) FRIDAY, Probably Fair. SATURDAY, Rain. SUNDAY, Showers.

EDITOR'S NOTICE

WHEN you see this item marked with an X, in blue or black pencil mark across its face you will know that your subscription is due, or past due. Your name will be found printed on each copy of the PRESS, as you receive it and gives the last date to which you have paid. Our terms are \$2.00 if not paid in advance, \$1.50 in advance.

New Compulsory Attendance Act.

For the information of our readers we publish a portion of the new public school compulsory attendance act:

Section 1. Be it enacted, &c., That every parent, guardian or other person in this Commonwealth, having control or charge of a child or children between the ages of eight and sixteen years, shall be required to send such child or children to a day school in which the common English branches are taught, and such child or children shall attend such school continuously during the entire time in which the public school in their respective districts shall be in session, unless such child or children shall be excused from such attendance by the board of the school district in which the parent, guardian or other person resides, upon the presentation to said board of satisfactory evidence showing such child or children are prevented from attendance upon school or application to study by mental, physical or other urgent reasons. But the term urgent reasons shall be strictly construed, and shall not permit of irregular attendance.

Section 2. For every neglect of duty imposed by the first section of this act, the principal or teacher, or person in parental relation, offending, shall be guilty of a misdemeanor, and shall upon conviction thereof before a justice of the peace, magistrate or alderman, forfeit a fine not exceeding two dollars on first conviction, and a fine not exceeding five dollars for each subsequent conviction; and in default of payment of said fine, the defendant may be committed to the county prison for a period not exceeding two days for the first conviction, and for a period not exceeding five days for each subsequent conviction.

LOCAL NOTICES.

New stock of Window Shades in all grades and prices at H. S. Lloyd's.

Subscribe for the PRESS; only \$1.50 a year in advance.

Gloss enamel paints and varnish stains to match your wall paper, at H. S. Lloyd's.

Large stock of Wall Paper at 3c per roll and border at 1c per yard at H. S. Lloyd's.

Canned Pine Apple in chunks, packed in Singapore, at Balcom & Lloyd's.

Just received at Balcom & Lloyd's "Salada" Ceylon Tea. Wholesome and delicious.

We can convince you of a saving on wall paper of from 25 to 50 per cent. Examine our stock and get our prices. H. S. LLOYD.

A barrier against disease and better than drugs is SHAW'S PURE MALT. Sold by F. X. Blumle, Emporium, Pa.

We buy our wall paper direct from the factory and thereby save the jobber's profit. We give this profit to you when you buy our wall paper of us. H. S. LLOYD.

If you want to Buy Anything.— Advertise in the Press