

THE PATTON COURIER.

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PATTON, CAMBRIA CO., PA., THURSDAY, APRIL 12, 1894.

\$1.00 PER YEAR.

IT PAYS TO ADVERTISE IN THE PATTON COURIER. TRY IT.

T. F. MELLON & CO.,
— NEAR LINGLE MINE, —

Do You
WEAR SHOES?

For the next ten days we will sell our stock of winter styles at 25 per cent. less than cost. If you want a bargain hurry up, as they will not last.

We have opened our stock of

NEW SHOES,

and are prepared to sell you latest styles at a smaller price than ever before. Do not fail to see them.

OUR Grocery Department

is stocked completely with fresh goods and our prices are as low as the lowest.

T. F. MELLON & CO.

A. Lantzy,
Dealer in

Wines, Liquors and Beer.

Phoenix Brewing Co's Beer, Flasks, Casks, Jugs, Etc.

Mail orders attended to promptly.

Pure Goods AT Right Prices.

HASTINGS, PA.

Are You
GOING To BUILD,

If so don't fail to call and inspect our fine line of **DOORS and SASH**

We have just received two Car Loads—Can make prices to suit Buyer.

We are also agent for

D. M. Osborne & Co. FARMING IMPLEMENTS

D. C. DALE
Magee Ave.
PATTON, PA.

MINERS EAGER TO STRIKE.

President McBride Says the Limit Has Been Reached.

WILL ACT AT ONCE.

Delegates to the National Miners Convention at Columbus, O., Enthusiastic.

The fifth annual meeting of the United Mine Workers of America opened in Columbus, O., Tuesday with 119 delegates, representing Ohio, Pennsylvania, Indiana, Illinois, Missouri, Kansas, Colorado, Washington, West Virginia, Kentucky and Tennessee. The delegates present are entitled to 273 votes out of a possible 400. By far the most significant incident of the convention occurred Tuesday evening when a motion to adjourn was being considered.

A delegate named Murray secured the floor and said he thought there was one thing the delegates should be asked to give expression upon, and that was whether they had come instructed in favor of or opposed to a national suspension of work. He requested that all who had come instructed to vote for a suspension should be requested to raise their right hands. He had hardly spoken when every hand in the hall went up with a vim, and the demonstration that followed this unanimous expression would be difficult to describe.

A cautious shout went up, hats were thrown in the air, and the delegates shook hands. The convention will no doubt take early action upon this important question, as the price of mining will be considered immediately after the election of officers Wednesday.

THE SITUATION TRADE

Producers Taking Steps to Establish Their Business on a New Basis.

The following is taken from the Colliery Engineer:

"The principal producers, with the aid of the railroads, are taking steps to establish their business on a new basis. At a recent meeting of the Steam Seaboard Coal Association, at which nearly all interests were represented, a schedule of coal prices for the season's business was adopted.

"This schedule was based on the understanding that the railroads would make a reduction in freight rates which will partially offset the reduction of the tariff. Such a reduction is necessary in order that the changed trade conditions can be met; and although no official freight rates have been put out by the roads, yet it is fair to assume that they will come to an understanding in the matter.

"Already some have begun to figure on a possible Canadian supply, and the Canadian coal interests have representatives in the New England markets with a view to booking contracts."

WELCOME VISITORS.

There are few people in this world who have never been troubled with toothache or diseased teeth, and it is our opinion that most people can blame themselves for the suffering and misery they undergo, simply by neglecting to employ the services of good dentists. This is why we call attention to the fact that Drs. Richer & Gerow, whose headquarters are at Reynoldsville and DuBois, with a branch office at Hastings, will make arrangements to visit Patton weekly to attend to all who are in need of dental services. Both these gentlemen are experts in their profession, having graduated from one of the best schools of dentistry. Those needing their services will do well to make a note of this item.

Surprised Jeff.

Last Saturday Mrs. T. Jeff Bloom managed to surprise her husband who had that day attained his fiftieth birthday and his friends and relatives gathered in from far and near to the number of 75 or 80 and made merry at his comfortable and prettily located residence a mile and a half down the river. Quite a number of friends from here, DuBois, Osgood, Houtzdale, Tyrone and Clearfield were present. Mr. Bloom received a number of moments of hearty good will to their host and hostess, and for the happy day enjoyed.—Curwensville Review.

The Silver Tongued Dutchman.

H. J. Boyer, the "silver tongued" dutchman, who was at one time an employe of the Patton COURIER was in town a few days this and last week. Mr. Boyer is now selling groceries for J. W. Brown & Co., of Philadelphia. He has many friends here who were glad to see him again.

PATTON'S ATTORNEY.

Reuel Sommersville Comes to Us Highly Recommended—Graduate of Ann Arbor.

Mr. Reuel Sommersville, one of Ebensburg's popular attorneys who has recently located in Patton, has made application to act as the borough solicitor. The COURIER desires to express the opinion that the borough could find no one more admirably adapted to transact their legal business than this rising young lawyer.

He is a graduate of the celebrated and well-known law school of Ann Arbor, Mich., having graduated there June, 1893, after which he read with F. A. Shoemaker, attorney-at-law at Ebensburg, when he was soon afterwards admitted to the bar of Cambria county.

Mr. Sommersville comes to us highly recommended from the following well known attorneys of the county seat: Alvin Evans, T. W. Dick, Mathias Reade, S. L. Reed, M. D. Kittell, Wm. H. Seehler, P. J. Little, H. H. Myers, D. E. Dafton, Wm. Davis and F. A. Shoemaker. We also quote the following, which is an extract from one of his many flattering recommendations: "As a student he was most attentive at all times to the duties devolving upon him as an applicant for admission he underwent a thorough and most creditable examination, and as a lawyer he conducted the trial of his first case with the ability and success of an old practitioner, receiving the congratulations not only of the bar but also of the court."

Mr. Sommersville is a young man of more than ordinary business ability, and one in whom entire confidence can be reposed.

REMARKABLE JOURNEY.

Geo. Botta, a Resident of Patton, Walks to the Place from New York.

A remarkable journey having recently been accomplished, was that made by George Botta, a resident of Patton. Mr. Botta was called to New York city to seek information leading to the recovery of a large amount of money held in Germany in trust for the Botta heirs. His efforts to gather information however, proved unavailing as he learned that the particular persons for whom he was in search were residing in some sequestered village along the banks of the Hudson river. His funds having been reduced to a minimum he concluded that he would not abandon the chase, but pursue the parties of whom he was in quest by walking to their place of abode. Having arrived at his destination he met with no better success than in the great metropolis and wisely concluded to wind his way homeward.

He covered the entire distance, five hundred miles, in the short space of fourteen days, and considering his age, which is fifty-seven years, it was a most remarkable feat. Mr. Botta is apparently enjoying the best of health after his long tramp.

Home Ministry.

An advertisement was posted on the front of the government building this week wanting all who could sing, dance or assist in a home minstrelsy to apply at once to the signature attached to the bottom of the advertisement. This will be a nice amusement if carried out and no doubt considerable assistance can be realized financially for the purpose it is intended for. The COURIER understands that it will be for the benefit of the Patton Fire company, and if the organization is perfected everyone should turn out and help the boys.

A Model Crossing.

Street Commissioner Samuel Adleman has just completed what the COURIER calls a model street crossing opposite the Palmer house on Magee avenue. It is made of five heavy planks, the two outside ones slanting so as to leave a wagon or any vehicle pass over it without jarring or moving it out of place. On each side of the crossing it is filled in with broken stone and makes one of the best crossings in the town. It would have been a saving of money to the borough if they had built all of their crossings after this plan.

Brook Mines Resumes.

The Brookville Record says that Robert Dick, mine superintendent at the Brook colliery, received orders on Wednesday from headquarters at Ridgeway to resume work at once. Enough orders had been secured to warrant a resumption of work. Consequently Mr. Dick fired up the electric power house on Thursday and made what repairs were necessary and is now about ready to begin work.

For Rent.

A large store room of J. P. Rodgers', also a small stable. Enquire of James Mellon.

A FATAL RAILROAD WRECK.

Engineer Butler Killed, Flagman Starr Seriously Hurt.

RUNAWAY COAL CARS

Get Loose and Cause Considerable Damage to the Railroad Company.

On Thursday last week about 10:20 a. m., just three minutes before the time for the Pennsylvania passenger train to arrive, one of the most frightful and damaging railroad wrecks occurred in Patton that has ever been witnessed in this immediate locality and one life was lost, that of Nelson A. Butler, engineer on shifter No. 7, and a probably fatal blow for flagman Jesse Starr, who is now at the railroad hospital at Altoona under the care of physicians.

Just a few minutes before the time mentioned above, eight cars loaded with coal which were standing below the Flanigan Ran mine tippie, which is about one mile and a half from the station, started to descend the steep grade towards town, and before any assistance could be afforded had gained such headway that they were beyond control, and came down the branch at a terrific speed. By the time they reached the switch just below the station, which throws the branch on to the siding running past the depot, they were running at the rate of a mile a minute, or possibly faster. There is a sharp curve on the branch just before reaching the main siding where two of the cars were derailed, smashing them up into fragments and scattering coal in every direction. The remaining cars proceeded on up the track at a rapid rate. Engine No. 7, which was used for switching purposes, was standing just a few rods above the depot with Engineer Butler, Fireman Wood and Flagman Starr on board. The cars coming towards him and in an instant reversed his lever and pulled open the throttle attempting to start his engine in the same direction, intending to get away from the runaway cars, and save the locomotive, but was too late. The cars struck the tender of the engine with such force that he was knocked off in an instant striking on the opposite track on his head and shoulders. There were several box cars standing on the opposite siding which were caught in some way by the running cars and started in the same direction.

Mr. Butler struck on the track just ahead of the cars which had thus been started and was caught just above his shoulders, the wheels holding him fast. Jesse Starr, the flagman, who was standing on the side of the tender was knocked several feet striking his back on a rail and reported to have had his back broken. The fireman, Mr. Woods, escaped injury by jumping.

The tender, cab and other parts of the engine were entirely stripped and piled up in a mass of ruin with other coal and box cars a short distance below where the unfortunate engineer was thrown. As the lever was reversed and the throttle already wide open the engine, after being struck by the cars started up the track, running a distance of a quarter of a mile without cab or tender, until it came in contact with some loaded cars of coal. The front of the engine was demolished leaving nothing but the bare engine and boiler with a few fixtures on the top consisting of the smoke stack, whistle and bell.

Wrecked cars and fragments of wood and iron were strewn along the track for nearly half a mile. It was a horrible sight to behold immediately afterwards. As soon as the wreck happened assistance started to relieve the unfortunate engineer and flagman. They were both placed on a stretcher and carried to the City drug store where medical aid was summoned. An examination was made at once of both the injured men. Mr. Starr was immediately removed to Hotel Beck where he was made as comfortable as possible until 3:30 in the afternoon when he was taken to Altoona.

The physicians worked with Mr. Butler until about 12 o'clock using every effort to bring him to consciousness, but without avail. He was then removed to his home on Palmer avenue, where he died the following day at 9:45 p. m., never having regained consciousness.

Several different reports have been circulated as to the cause of the terrible accident and it is quite difficult to ascertain the true cause, but it is generally supposed that some malicious person had removed the blocks which were under the wheels and also turned the safety switch which is used for preventing just such an accident as the one occurring. The cars were started by dropping a loaded car down from the tippie against them. Had the switch been left unturned as it should have been, the cars would only have gone as far as the switch block and thence against the hillside.

MORE TRAINS FOR PATTON.

Beech Creek Passenger Services Extended Here.

FROM GOOD AUTHORITY

Important Changes in Connection with Williamsport, DuBois and Other Points.

There seems to be little room for doubting that Patton will soon be made the western terminus of the Beech Creek's passenger business as well as freight, since the following from the DuBois Courier seems to have been published upon reasonably good authority:

"Not long ago a representative of this paper had an interview with a Beech Creek railroad man. In the course of the talk the Beech Creek man said some important changes in the running of passenger trains would take place about the second Monday in May. The Beech Creek line proper terminates at Mahaffey, but the company is joint owner with the Pennsylvania in the line from Mahaffey to Patton, Cambria county, and has been running freight trains over the division ever since it was completed about a year ago. The Pennsylvania company has been doing all of the passenger business between Mahaffey and Patton and has held the exclusive right to that business under the contract by which the section of the road was built. The matter was referred to a master who has decided that the Beech Creek company has as much right, according to the contract, to run passenger trains between the two points as it has to run freight trains. Since that decision has been awarded, the latter company has arranged a schedule for the spring change which will make the daily run of its trains between Williamsport and Patton instead of Williamsport and Mahaffey. The morning train which now arrives at Clearfield from Williamsport at 11:15 will be about an hour earlier and will arrive in Patton in time for dinner. In its run east in the afternoon it will be something near two hours later, arriving at Clearfield about 6 o'clock. The afternoon train from Williamsport will also be earlier and finish the run at Patton between 9 and 10 o'clock in the evening, about the same time it does now at Mahaffey. It will leave Patton in the morning near the same time it now leaves Mahaffey and that will bring it at Clearfield on the way east some time later than its present time.

"The Beech Creek man said he understood the Easton, Rochester and Pittsburgh's passenger department was working on a spring schedule which would give an evening train from DuBois to Clearfield and thence be taken through to Philadelphia, arriving there about 7 o'clock the next morning; the new arrangement giving a through Pullman car each way daily between DuBois and Philadelphia. This understanding on the part of the Beech Creek man coincides with the substance of an interview a representative of this paper had several months ago with General Passenger Agent Lapey, of the R. R. and P. Mr. Lapey at that time spoke of the probabilities of another train to Clearfield and a sleeping car, providing the Beech Creek people would schedule their trains as they now propose, making a close connection for travelers going east at Clearfield."

Looks Like Business.

D. C. Dale, the Magee avenue hardware merchant just received two car loads of doors and sash for building purposes. There were fourteen hundred doors and about twenty-two hundred sash. This looks as if Patton was not going to be behind the time in the building swim the coming summer. Several contracts for buildings have been let and as soon as the weather permits you may look for several new buildings to be erected in Patton.

Football Man.

A young man down east hung himself because the people found fault with him. If the practice should become general the trees would be full of preachers, school teachers and editors.—Coalport Standard. The kitchen in this section need not look for such a thing to happen in Patton as the editor will join Coxy's army first.

For Sale.

We have for sale a new platform spring wagon capacity for carrying 1000. It is hand made and has a fine appearance. Inquire at Fisher & Beck's furniture store Beech avenue, Patton, Pa.—30-4.

It's tough on peaches this year, sure.

Postoffice Fixed Up.

E. A. Mellon, the popular postmaster of this place is keeping up with the times in the way of fine improvements. He has just had the interior of the postoffice re-papered in a most artistic manner and presents a very fine appearance. The work was done by Mr. Jones, the painter and paper hanger, and shows exceedingly skillful workmanship. Ed. has also had the rooms on the second floor of the postoffice building re-papered and will occupy them soon for dwelling purposes. Since Mr. Mellon has become postmaster he has been continually making improvements.

Coxy's army in hard luck.

Postoffice Family.

A family residing in the vicinity of McCormick's mine below town, it is said are in very destitute circumstances. The family consists of father, mother and four or five children. Several people of Patton have been generous enough to make up baskets of food and clothing and send down to them. It seems that the family have not lived in this county long enough to get relief from the county officials, and if more of our citizens would show their willingness they could be kept from starving until the deserving and industrious father could get work to do. It is stated he is an employe in the McCormick mine, which has been closed for several weeks, but in the past few days have been running some.

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