

John Nuttall & Company
Letters and Ledgers from Operations in Pennsylvania, 1865-1899
In Chronological Order

1. Powelton Mine Letter Book, Feb. through May 1865, 8½" x 11", with covers missing, showing an apparently complete file of 60 original letters to John Nuttall from Powelton Coal & Iron Co. officials in Philadelphia and Harrisburg, dealing with coal orders and mine operations at Powelton Mine between Osceola and Sandy Ridge. Much information on railroad cars and operations. Letters from Charles Berwind, Josiah Bacon, Israel Loomis, Henry J. Smith, and one letter from Robert Hare Powel himself.
2. Decatur Mines Ledger Book, 1866-1871, 14" x 17", approx. 100 pages, with shipments from Decatur Mines, showing name of mine, names of miners, coal mined in each room of mine by the day, with totals for day and month, at the following mines:
 - A. Original Decatur Mine on Coal Run in Decatur Township
 - B. Decatur No. 1, west of present Route 53 near turnoff for Hawk Run
 - C. Decatur No. 2, west of Route 53 and south of Morrisdale Dam.
3. Receipt Book, 1871-1899, 7" x 9", containing receipts for monthly payments to Philipsburg physicians for medical services at Decatur Mines: J. Harvey Pierce (1871-1878), Samuel F. Lytle (1879-1885), and J. W. Dunwiddie (1885-1899). Receipts indicate variable amounts per month, apparently collected from Decatur employees, and in a very few cases, names and ailments of persons treated. A few other receipts for items such as tax payments, orders for Nuttall Store, etc.
4. Nuttall Company Store Account Book, 1873-1874. In coll. of Phbg. Hist. Found.
5. Decatur Mines Ledger Book, 1874-1875; 1890-1899, 20" x 25", approx 200 pages, with shipments from Decatur Nos. 1 and 2, showing reporting marks and numbers of each railroad car shipped by the day, consignees and destinations, railroad weight of coal, with totals by day and month. Includes some small shipments of coke, 1874-1875; also some coal shipped from Baltic No. 4 in 1890.
6. Nuttall Company Store Account Book, 1881-1885, 9" x 14", 802 pages, with balanced accounts at Nuttall Company Store for individual miners and farmers. Some banking and personal accounts—John Nuttall, Thomas Nuttall, Moshannon Banking Co. etc. In alphabetical order. Several loose notes of bookkeeper, incl. acct. of work done at Shaw Farm, July-Sept. 1883, and a blank bill from Nuttall Company Store.
7. Nuttall Company Store Account Book, 1881-1892, 9" x 13", 404 pages, with balanced accounts of individual suppliers to Nuttall Company Store. Alphabetical order.

8. Moshannon Banking Co. Checkbook, 1887-1889, 12" x 18", approx. 100 pages. Check stubs Nos. 2900-3901 (June 25, 1887 to Aug. 3, 1889). Includes nine loose pages in red ink, approx. 9" x 12", showing coal shipped to brokerage accounts, in tons and pounds, for 1891-1893.
9. Moshannon Banking Co. Checkbook, 1892-1895, 12" x 18", approx 100 pages. Check stubs Nos. 5402- 6206 (Mar. 22, 1892 to Sept. 30, 1895) are filled out, and checks gone; stubs 6207-6211 are blank with checks missing; stubs 6212-6217 are renumbered 1-6, as funds are transferred to First National Bank in 1895; blank checks and stubs 6218-6403 are intact.
10. Nuttall Company Store Letterpress Book, 1892-1897, 10" x 12", approx. 100 letters, mostly of orders to vendors for Nuttall Co. Store, but including some important family and banking letters by Superintendent George W. McGaffey.
11. Decatur Mines Letterpress Book, 1892-1898, 10" x 12", approx. 100 letters, mostly to coal brokers, railroad officials, mine owners et al., about mining and shipping of coal, by Superintendent George W. McGaffey.

A Short Biography of John Nuttall
Followed by Some Commentary and Notes
On John Nuttall & Co. Pennsylvania Ledger Books

By Luther Gette

Through the generosity of Mr. Thomas Eiff and the Managers of Nuttall LLC, the Philipsburg Historical Foundation in December 2011 received for examination the Ledger Books from Pennsylvania operations of John Nuttall & Co., which operated mines in the Philipsburg area in the latter half of the nineteenth century, also a company store and two banks in Philipsburg proper. It is hoped that these important records may eventually be deposited at the Foundation, or perhaps at the Penn State Labor & History Archives, where they would be preserved and available for researchers. In the meantime, since the Ledger Books have added a good deal to what we know about Nuttall operations in Pennsylvania, I have prepared a short biography that includes much new information from the ledgers, followed by more detailed commentary and notes on individual books, eight in total. An additional Nuttall Company Store Account Book (1873-1874) is in the collection of the Philipsburg Historical Foundation, but I have not yet had a chance to examine it. The Foundation also has three letters of 1863-1864 dealing with coal and coke orders at Powelton, and transcriptions are included here.

Biographical details on John Nuttall and his Pennsylvania mining operations come from John Blair Linn's *History of Centre and Clinton Counties, Pa.* (1883), Lewis Cass Aldrich's *History of Clearfield County, Pa.* (1887), and Samuel B. Row's *History of Philipsburg* (1904). Jasper Fritz's book *Osceola Mills from the Beginning* (1991) is well researched and written, with some details on Nuttall showing up. In addition there is a short, fact-filled biographical sketch by Nuttall's grandson, also named John Nuttall. This latter John Nuttall, a son of Laurence William Nuttall, also produced a lengthy and highly readable book entitled *Trees Above with Coal Below*, which deals with Nuttall operations around the New River Gorge in West Virginia, and with many family and personal recollections of life in the area. There are a number of Pennsylvania connections mentioned in this book. A Nuttall family tree was compiled in 1952 by Grace Taylor Himes. Other sources are noted as they occur in the following text.

John Nuttall was born on April 9, 1817 at Cupola Clough, Lancashire, England, near the larger town of Accrington. His father died in 1820, and the family was poor. At the age of eight, John got a job as tierboy in a calico printworks at Love Clough, also near Accrington. By age 11 he went to work in a coal mine at nearby Goodshaw Hill. He alternated between textile work and coal mining until the age of 32, by which time he had married Ms. Elizabeth Pollard and started a family, which then numbered two daughters, Elizabeth Alice and Susanna, and a son, Thomas. Desiring to improve his fortunes, he decided to emigrate to America, leaving his wife and three children behind temporarily and arriving in New York on May 27, 1849. He found employment with the firm of Crabtree and Wilkinson, silk handkerchief printers on Staten Island, and was able to bring his family to the New World in 1850. The Crabtrees—Jonathan, William and sister

Martha Crabtree Sutcliff—were children of John Nuttall's wife's mother and her second husband. The Nuttalls had a fourth child, Martha, born in 1851, but unfortunately Elizabeth Pollard Nuttall died in 1853, and the child was looked after by Martha Sutcliff.

After a few years, John Nuttall had saved some money from his employment, and having a practical knowledge of mining, decided to use it to become a coal operator. He read or heard of a new branch of the Pennsylvania Railroad, the Tyrone & Clearfield, projected from the PRR main line at Tyrone up over the mountains to Philipsburg and the bituminous coalfields of Centre and Clearfield Counties. In the spring of 1856 he arrived in Tyrone, almost certainly by train, and took the stagecoach to Philipsburg, where he hired a horse so he could ride along the right of way in search of suitable coal properties. The T&C RR was just then being surveyed by James E. Montgomery, who lived in Philipsburg, and it may have been Montgomery himself, or one of the other major stockholders of T&C such as David I. Pruner, who let John Nuttall know exactly where the railroad was being located. It seems significant that the property Nuttall chose was close to a large sawmill on Trout Run operated by a partnership of four T&C stockholders—Andrew G. Curtin, Joseph J. Lingle, David I. Pruner and John Mulholland Hale—and only a mile or so from their new townsite of Osceola (originally called Independence). The firm of Morgan, Hale & Co., led by several members of the Hale and Morgan families of Philadelphia and New York, had purchased the remaining 36,400 acres of the old Philips Estate in 1854, and were largely responsible for building the railroad, which had been proposed by Hardman Philips as early as 1826.

In April 1856, John Nuttall purchased a 200-acre farm on the hillside east of Trout Run from William Colburn, who had a fine seam of coal under his property, and apparently had not heard about the coming of the railroad, or was just too impatient to wait. Mr. Colburn was mining a little of his Lower Kittanning coal for local sale, as had his predecessor Joseph Dale, who purchased the plot from the Philips Estate. Upon returning to Staten Island, John Nuttall talked the Crabtree brothers into supporting his venture, Jonathan buying the land and William providing funds for opening a mine, building a village and store, and buying mine cars, rails, mules, etc. John Nuttall made several trips to Philadelphia to buy materials and supplies for his new mine, and on one of these he met Ms. Ann Nuttall, widow of a distant relative. The two were married in November 1856, and shortly moved with John's children to Nuttallville, as the budding company town around the mine had been christened. Here they had a child, Laurence William Nuttall, born on September 17, 1857.

Almost to the day of Laurence William's birth, the Panic of 1857 broke out, bankrupting numerous institutions across the United States and nearly stopping work on the Tyrone & Clearfield RR. The railroad didn't get going again until around 1860, only to run headlong into the Civil War, which dried up the supply of Irish labor available for grading and tracklaying and nearly derailed the line again. Times must have been very hard for John Nuttall and his Crabtree partners, who were spending large sums on opening the mine and company town, with no way to ship any quantity of coal. Sometime in 1861 the mine was leased to Col. Robert Lemon of Hollidaysburg, who made the very first shipments of coal on T&C when the railroad finally arrived.

A letter of Jan. 17, 1862 from T&C Treasurer Henry Shillingford to Congressman James T. Hale, one of the Morgan, Hale partners and the first president of T&C RR (1856-1859), announces opening of the railroad as far as the mines, and hints that at least some of the coal was going to a U. S. Naval contract (see Hale-Mull Papers, Reel 1.10, at Penn State Labor and History Archives). This possibility seems credible, since President Lincoln's Secretary of the Navy was Gideon Welles, who was married to one of the Hale sisters and became an investor in Morgan, Hale & Co. According to Lewis Cass Aldrich (p. 232), shipments from Nuttallville totaled only 7, 239 tons in 1862. Many of these first carloads are recorded in letters and reports of T&C Supervisor William A. Purse to T&C President Reuben C. Hale (in the Hale-Mull Papers, Reel 8.10), and they are definitely credited as coming from the Lemon & Co. Mine. The T&C was operated by one of its contractors, David Edmiston of Osceola, from the time it opened to Sandy Ridge and Nuttallville until leased for operation by PRR as of July 1, 1862. The first PRR train actually ran on July 23, 1862, after some delay in obtaining equipment.

Col. Lemon stayed on the scene in Nuttallville only about a year before a much larger operator, Robert Hare Powel of Philadelphia, showed up. Powel, from an old and very rich family, was buying large coal tracts in the Broad Top coalfield south of Huntingdon, and in Westmoreland County east of Pittsburgh. How Powel and Nuttall came into contact is a topic for further research, but Powel purchased the interest of the Crabtree brothers at Nuttallville, plus an extra 650 acres of coal, putting up cash for more houses and mine equipment, and renaming the company town Powelton. John Nuttall seems to have retained title to his original 200 acres, perhaps a partnership as well, and also stayed as manager of the mine, earning a fee of five cents per ton. Within two years he was shipping as much as 4,000 tons per month—Philipsburg Historical Foundation has two early orders of 1863-1864 for Powelton coal addressed to John Nuttall, plus an 1864 inquiry from Powel partner Charles Berwind about the costs of making coke at the mine. Charles Berwind would soon become one of the founders of the Berwind-White Coal Co., along with Judge Allison White, who at the time was operating a large sawmill on the dam at Osceola, along with John Lawshe of Jersey Shore. The earliest records in the Nuttall Collection consist of a book of sixty letters from various officers of the Powelton Coal & Iron Co. to John Nuttall between February and May of 1865, and are full of information on coal orders, railroad operations, car types, destinations for the Powelton coal, and so on.

In 1866, John Nuttall used some of his profits from Powelton to open a new mine for the Decatur Coal Co., formed by top officers of the Pennsylvania Railroad, with William L. Levis of Philadelphia, a relative of PRR President J. Edgar Thomson, as president of the coal company. There was certainly Philadelphia capital involved, since three PRR officers—Thomson plus vice-presidents Thomas Scott and Herman Lombaert—paid \$6,000 for the Decatur property (acorage unknown) and took on John Nuttall as a partner and superintendent. The original Decatur mine was located on Coal Run in Decatur Township, about two miles west of Osceola. With PRR officers in the ownership, there was no problem building a one-mile line to Decatur from the Moshannon Branch of PRR (which took over T&C completely in 1866), then under

construction toward several mines near what would soon become Houtzdale. PRR apparently installed the Decatur mine sidings too, while other operators such as Robert Hare Powel were paying for their own sidings—see *Testimony before the General Judiciary Committee of the Senate of Pa., relative to the alleged extortionate charges upon freights and passengers by the railroad corporations of the Commonwealth* (published with Pa. Legislative Documents for 1868), pp. 79-89; 215-217. After getting the Decatur mine in operation, John Nuttall moved to Osceola with his family, and set up a company store, either in Osceola or at the mine. He must have built company houses for this mine also, but just where is unclear.

According to the Decatur Mines Ledger Book for 1866-1871, in the Nuttall Pennsylvania Collection, the original Decatur Mine shipped its first coal on Sept. 1, 1866, and was soon loading around 4,000 tons per month, much of it destined for use in PRR locomotives. Over the winter of 1866-1867, when coal cars were scarce, owners of other new mines in the area complained that the T&C dispatcher in Tyrone had orders to supply 20 cars per day to Decatur, while other operators got none for months on end. In spite of all the preferential treatment, it soon developed that Decatur Mine was in a heavily faulted formation. As miners tried to follow the convoluted seam, losing it temporarily and then having to dig through rock to find it again, it was reported that some of the interior haulways were so steep that it was necessary to sprag all four wheels to control the descent of the mine cars—see *Second Geological Survey of Pa., Report H7*, p. 52. Nuttall soon realized there was no profitable way this coal could be taken out. Production dropped markedly after June 1868, and on November 13 the mine shipped its last coal, a mere 76.31 tons from the last two rooms working, Nos. 9 and 10. The one-mile branch to the mine was then removed.

In 1868, John Nuttall purchased 1,200 acres of coal land in Morris Township along the then-building Philipsburg Branch of the PRR to Morrisdale Mines and opened a new mine, which confusingly became known as Decatur No. 1, just west of the turnoff from present Route 53 into the village of Hawk Run. At least one source (Row) says that J. Edgar Thomson was instrumental in obtaining rails for this two-mile branch off the original Loch Lomond line of the Philipsburg Coal, Iron & Oil Co., taken over by T&C in 1866. Decatur No. 1 produced its first coal, only 2.13 tons, on April 23, 1868. By October, it had 25 rooms in production, most of which were worked by two miners, and shipped 2,451.14 tons. There was no production in January and February of 1869, on account of a general miners' strike. By June 1869, there were 40 rooms in operation, with 4,528.09 tons shipped.

In 1868, John Nuttall built a mine village and school at the north edge of Philipsburg, at Point Lookout in Rush Township, plus a home for himself just across the tracks of the Philipsburg Branch at the north edge of Philipsburg proper. Family legend says that the company store and some other buildings were moved to this location by rail. At any rate, the community, which became known as the Nuttall Block, provided housing and services for the miners, who probably made the two-mile commute to their work on the PRR shifter or passenger train to Morrisdale—there was no direct road to Morrisdale for the first decade or so. Just to add to the confusion, there was a row of company

houses on the hillside above Decatur No. 1 also known as the Nuttall Block. Miners who lived here could walk to work.

Decatur No. 1 was a drift mine into the Moshannon or Lower Freeport seam, also known as the D seam, a free-burning, medium-volatile coal that was ideal for steam generation, and the best mined in the Moshannon Valley. No. 1 also had a separate drift into the E or Upper Freeport seam, about 35 feet above the D, as described in Report H7 of the *Second Geol. Survey of Pa.* (p. 78), and shown in a photo at the Philipsburg Historical Foundation. As markets increased, John Nuttall opened Decatur No. 2, also in the Moshannon seam, into the hillside just south of the Morrisdale Dam and closer to the Morrisdale Mines. This mine shipped its first coal on July 1, 1869. Though it never attained the production levels of No. 1, it was yielding around 1,500 tons per month by mid-1871, its rooms numbered from 50 upward, above those of No. 1. Both mines were managed by John Oliver Todd, a mine boss from Powelton and the original Decatur Mine who had married Susanna Nuttall around 1863. George McGaffey, a native of Lyndon, Vermont who had come to Powelton around 1861 as a carpenter, married Elizabeth Alice Nuttall in 1864. He became the outside manager at the mines, in charge of keeping the books, selling the coal, making up the payrolls, attending to rentals and repairs of the houses and managing the company store. Tragically, John Nuttall's son Thomas drowned in the Ohio River while returning from a trip out West in August 1868, but John Nuttall continued to place a well-warranted faith in his two sons-in-law.

With his Pennsylvania mines in profitable operation, John Nuttall must have felt the call of new adventure in 1870, when he read in his paper that the Chesapeake & Ohio Railroad was building through the New River Gorge in West Virginia to provide an outlet for coal both east and west. In a repeat of his Pennsylvania experiences, he went to Virginia by train and took a stage on the James River and Kanawha Turnpike, across the uplands north of the New River, to look for coal properties. At the Locust Lane Tavern, near what is now called Lookout, he ran into a local surveyor, Mr. Jacob L. Blume, who showed him some fine outcrops of coal from the Sewell seam along Keeney's Creek, which plunged down into the Gorge on a five-mile trajectory between the Turnpike and the north bank of the River. Mr. Blume, who was intimately acquainted with properties and projects in the area, assured John Nuttall that the C&O would be building along the north bank at this point.

John Nuttall began buying up properties along the north bank, and soon had started a mine and a company town in anticipation of the C&O arrival. A second mine was also started after Nuttall bought more land. Sources seem to be somewhat confused about whether the original mine was at the mouth of Keeney's Creek or Short Creek, but the town and the depot, known as Nuttall to the C&O and as Nuttallburg to the U. S. Post Office, were near the mouth of Short Creek. After his mines were in operation, John Nuttall bought even more land, until he had about 3½ miles of frontage on the north bank of the Gorge from Fern Creek to Keeney's Creek, plus lands stretching back to the Turnpike and beyond, around 12,000 acres in all. These totals were augmented over the years by additional purchases.

The C&O was opened through the New River Gorge in February 1873, and soon both Nuttall mines were shipping coal. In 1873, John Nuttall further expanded his empire back in Pennsylvania by opening the Laurel Run No. 1 Mine, along the Mapleton No. 1 Branch of the Tyrone & Clearfield, in partnership with Philadelphia merchant Josiah M. Bacon, who was a member of both the T&C and PRR boards, and in fact served intermittently as acting PRR President on some occasions when J. Edgar Thomson was sick and/or out of the country. This is another instance of Nuttall's access to Philadelphia capital, and it would not be surprising to find that such access persisted for his West Virginia ventures. It seems noteworthy that John Nuttall maintained a home in Philadelphia, which he gave to his second wife Ann after their divorce around 1866. She later purchased a house in Philipsburg, and lived there until 1900.

Mr. W. H. Holland, mine boss at the original Nuttallburg Mine, seems to have come from Pennsylvania with John Nuttall, and some of the Pennsylvania miners may have done likewise (see *Trees Above with Coal Below*, p. 53). Nuttall was also assisted in West Virginia by bookkeeper John Taylor, husband of his daughter Martha, plus his son Laurence William Nuttall, and by Fred Rothwell, who had charge of the company store. The West Virginia mines found a large market for their coal with the U. S. Navy, and in New England, by transshipment from the C&O maritime terminal at Newport News. They seem to have been little affected by poor conditions in the national economy in the 1870's. In 1882 or 1884, John Nuttall created the Nuttallburg Coal & Coke Co., giving equal one-quarter shares to himself, son Laurence W. Nuttall, Fred Rothwell and W. H. Holland. He also gave shares in his Decatur Mines to the sons-in-law who had stayed behind in Pennsylvania, George McGaffey and John Todd.

In 1887, realizing that he owned enough land along Keeney's Creek to develop several good mines, John Nuttall began negotiations with the C&O RR to build a branch to take out the coal. The railroad was then in an expansionist phase, but was spending most of its capital on other projects, many of which involved branches that were cheaper to build than the steep line with two switchbacks up out of the New River Gorge and into the cleft of Keeney's Creek. After several years of delay, John Nuttall finally agreed to finance the seven-mile branch himself, at a cost of around \$300,000, if C&O would operate it, and give him free passage for coal plus one-third of revenues on incoming freight. C&O would charge a five-cent per ton toll to lessees of the mines, which the railroad would then remit to John Nuttall. Nuttall would also receive a royalty of ten cents per ton on the coal leases, which he parceled out among friends and family members, including W. H. Holland, Fred Rothwell and Jacob L. Blume.

Construction of the branch began in the spring of 1892. In Chapter 6 of *Trees Above with Coal Below*, grandson John Nuttall recounts much interesting detail on the blasting of a high shelf for the branch, on the work of tracklayers and civil engineers, and on the building of new company towns along Keeney's Creek as the line progressed. The first leasehold on the branch, the Boone Mine near milepost 4, started shipping in 1894, and W. H. Holland's mine, the Ballinger, in 1895. Fred Rothwell had his mine and company town in operation by 1896, but promptly hit a fault that slowed him down—this fault was soon struck by all the other operations, but proved not so deadly as the fault at

the original Decatur Mine in Pennsylvania. The branch reached the last mine, leased by Jacob L. Blume at Lookout, in 1896. Several sources indicate that there were seven mines in all along Keeney's Creek, but West Virginia Mine Reports for the year ending June 30, 1897, show only six—perhaps there was one other put in after this time, or a second opening at one of the existing mines.

In 1895, enchanted by all the work and bustle along Keeney's Creek, John Nuttall built himself a new house behind Fred Rothwell's company store and moved in with his third wife, Martha, the daughter of Jacob Blume. Here he died on Sept. 17, 1897, only four days after Fred Rothwell, who had been seriously injured in a fall from his horse, departed this life. Nuttall heirs decided to sell the Decatur Mines in Pennsylvania, which was accomplished in 1899. West Virginia titles were in some disarray, and were resurveyed by two engineers from Pennsylvania in 1901. This allowed the two original Nuttall mines along the New River Gorge to be sold, following which Laurence Nuttall and his wife Katharine Dubree Nuttall moved back to Philipsburg in 1903 and erected a new house there. Laurence, who had become a renowned collector of botanical specimens (his Pennsylvania collection is at the Penn State Herbarium), served as president of John Nuttall's First National Bank in Philipsburg, until moving to San Diego in the 1920's. Jackson Taylor moved his family to Swarthmore, Pa. The younger John Nuttall, son of Laurence and Katherine, stayed in West Virginia, devoting about five years to additional surveys of the Nuttall tracts there. In 1908 he married Ms. Linnie Vance and the couple moved into the Nuttall house at Rothwell. The last mines along Keeney's Creek closed in the 1950's, and the branch was torn out from 1972-1975. The residue of the Nuttall Estate in West Virginia became the chief holding of Nuttall LLC, still operated by various Nuttall heirs, with its chief revenue coming from timber sales on the old Nuttall lands back from the New River. Those plots closer to the River, and those along Keeney's Creek, now form part of the acreage for New River Gorge National River.

Following this sketch of John Nuttall and his various activities is a series of short commentaries on the individual books from the Pennsylvania operations, containing some of the most interesting factoids I have been able to uncover in a week or so of taking notes. Since my interests tend to railroading and mining, and not so much to mercantile and genealogical records, my comments will be found weighted in favor of the former. But there's plenty of work to go around. Chris Watson at the Philipsburg Historical Foundation, for example, is interested in trying to connect miners mentioned by name in the early Decatur Mines Ledger Book (1866-1871) with local genealogical records, and in following these names through the various strikes and mine openings and closings. Experts on nineteenth-century railroad cars, of which there are a number at the PRR Technical & Historical Society, will surely be interested in the extensive car and shipment records in the second Decatur Mines Ledger Book (1874-1875; 1890-1899). Yet to be found is a historian who would undertake a detailed study on operations of the Nuttall company store.

How much capital did John Nuttall have from Philadelphia investors, and who were they? How did he meet up with Robert Hare Powel? Did the Decatur Coal Co. have a corporate structure, and did this persist for some time? Did any of John Nuttall's

Pennsylvania miners move to West Virginia? These are some of the questions I plan to work on. The discovery of early West Virginia records, or some independent records of the Decatur or Nuttallburg Coal Companies, in Philadelphia or elsewhere, would be a big help. A very tantalizing entry in *Trees Above with Coal Below* (p. 101) says that records of the first ten to fifteen years in West Virginia were destroyed to make room for those of later years. Perhaps this scenario may prove exaggerated, as it has in the case of the Pennsylvania records, and we will yet see some mine ledgers or company store accounts from those earliest days along the New River. It's also interesting to note that John Nuttall in spring of 1881 with Col G. C. Wharton of New River Depot, Virginia, visited southern West Virginia in order to scout out the most desirable coal lands into which the Norfolk & Western Railroad could build an extension. It may be possible to find the report he sent to N&W Vice President Frederick Kimball about the coal seams, which N&W used in building into the Pocahontas region of West Virginia—this and correspondence about John Nuttall's explorations may be located in the N&W papers in possession of its modern-day successor, Norfolk Southern Railroad.

Coda: Coal and Timber Poaching.

In the late eighteenth century, when speculators were buying and selling huge tracts of Allegheny lands sight unseen, surveying was at best an inexact science, with property corners hard to find and boundary lines only approximate. Edward Heary of State College, who has been a surveyor in Centre County for many years, and did much work in sorting the papers of nineteenth-century surveyors Charles and Henry Trczyulny for the Penna. State Archives, says that if all the acreage claimed on old Centre County land warrants was actually there, the County would be larger than it is by around one-third.

Once properties were purchased for development, this flexible situation gave rise to an almost irresistible temptation for property owners to stray across lines that were sometimes almost invisible, especially if those developers were cutting tall timber or mining good coal. Major David Hough, the surveyor for Morgan, Hale & Co., was kept busy for several seasons following Morgan, Hale's 1854 purchase of the Philips lands, in trying to adjudicate boundaries between various claimants. One of the jobs assigned to William A. Purse, after he became T&C Supervisor in April 1862, was to "watch and catch" timber thieves when making his rounds along the railroad. It wasn't long before he reported to T&C President Reuben C. Hale that he felt both John Nuttall and David Pruner were cutting timber at some distance across their property lines, and asked Gen. Hale to send Maj. Hough to take a look. Sure enough, both Nuttall and Pruner were over their lines, and the delicate question then arose of who might actually own the railroad ties they were cutting and piling along the T&C right of way for shipment. Nuttall and Pruner both agreed to submit the question to James T. Hale, and apparently a satisfactory solution was found. (See W. A. Purse to R. C. Hale, Aug. 15, 30, 1862, also R. C. Hale to J. T. Hale, July 3, 1862, in Hale-Mull Papers, Reels 1.10 and 8.10).

When John Nuttall moved to West Virginia and became a major landowner there, the shoe was on the other foot. His grandson John Nuttall records in *Trees Above with*

Coal Below (pp. 158 ff.) how smaller landowners would cut back into Nuttall lands from their own property, sometimes making off with quite a bit of timber. Following the elder John Nuttall's death in 1897, and a resurvey by the two surveyors from Pennsylvania, the younger John Nuttall spent around five additional seasons in the woods trying to find corners and property lines, and to figure the acreage of various plots for tax purposes. His job was complicated by the fact that the elder John Nuttall had kept poor records of his land transactions. The younger John Nuttall also learned from the local mining engineer how to run lines inside a coal mine and keep the mine maps current. Among other reasons, this was done in order to find the underground boundaries of a coal property and let the miners know when to stop mining. There was always the possibility for cheating, but since there was little mineable coal on Nuttall plots back from the New River, except along Keeney's Creek, coal poaching wasn't as much of a problem here as it was in some other areas, Philipsburg for example.

Transcriptions of Three Letters to John Nuttall, 1863-1864
From Originals in the John Nuttall File at Philipsburg Historical Foundation

1. Charles W. Berwind in Philadelphia to John Nuttall, Tyrone, Blair Co., Pa.

Phila., March 7th, 1863

John Nuttall, Esq.

Tyrone, Blair Co., Pa.

Dear Sir:

P. W. & Balt. RR [Philadelphia, Wilmington & Baltimore, later the PRR main line between these points] have sent you 13 cars to load with J. B. coal.

You will please load the cars full & manifest all the coal in the cars at 2,000 lbs. and forward top & bottom manifests to this office.

Robert Hare Powel
Per C. W. Berwind

2. J. B. Gifford at Bald Eagle Furnace [near Tyrone] to John Nuttall, Osceola, Clearfield Co., Pa.

Bald Eagle Furnace
Jan. 6, 1864

Mr. J. Nuttall

Dear Sir:

You will please send us two carloads of coal as soon as convenient and much oblige

Yours respectfully,
Abm. M. Lyons
Per J. B. Gifford

3. Charles W. Berwind in Philadelphia to John Nuttall, Powelton, Centre Co., Pa.

Philada., Jan 19, 1864

John Nuttall, Esq.

Powelton, Centre Co., Pa.

Dear Sir:

Be kind enough to inform me by return mail the cost of the coke you are now making including the cost of wood, hauling the same, the amt of coal required to make 2,000 lbs. of coke, & labor. This estimate must be correct & include all expenses of manufacture. The estimate to be made out per 2,000 lbs. to the ton.

I am respectfully,
Robert Hare Powel, Pres.
Per C. W. Berwind

Commentary and Notes on Decatur Mines Ledger Book, 1866-1871
From John Nuttall & Co. Pennsylvania Operations

This wonderfully detailed ledger is the earliest record book found thus far from any of John Nuttall's coal operations after Powelton. Since several sources indicate that Nuttall started the original Decatur Mine about the time he sold out his interest at Powelton to Robert Hare Powel, this book very likely shows the earliest date that coal was shipped from the original Decatur, Sept. 1, 1866. Apparently used in preparation of the mine payroll, the book includes the amount of coal mined each day in each room of the mine, down to the hundredth of a ton, with totals for the day and month. The name of each miner is shown, plus the room in which he was mining, usually with a partner. Miners received a set of brass tags stamped with the number of the room they were working, and attached one of these to each mine car they sent to the tipple weigh scale.

With names of the miners shown, a detailed study of who was working at each of the three mines John Nuttall operated between 1866 and 1871 is highly possible, but I have confined my observations for the present to production details. Beginning on Sept. 1, 1866, we can see production increasing at the original Decatur, then holding steady at around 2-3 thousand tons per month through most of 1867, then dropping off drastically in mid-1868 as various faults are hit and mining grinds to a halt. The last day coal was shipped here was Nov. 13, 1868, only 76.31 tons from the last two rooms still mining, Nos. 9 and 10. Meanwhile, Decatur No. 1 has opened on the Philipsburg Branch of PRR on April 23, 1868, and Decatur No. 2 soon follows on July 1, 1869. In between these two events is the big strike of Feb.- Mar. 1869, when there was no production at all from Decatur No. 1.

Since this ledger predates Pa. State Mine Reports by five to ten years, I have been interested in compiling monthly and yearly totals of production from these three mines, which are given below. It should be noted that Decatur No. 1 is called Philipsburg when it opens on April 23, 1868, then becomes Morris on Nov. 2, 1868, and finally No. 1 on June 1, 1869, by which time No. 2 must have been at least a gleam in John Nuttall's eye.

Tonnage Shipped from Original Decatur Mine

Sept. 1866	2,947.13	June 1867	2,300.10	Mar. 1868	2,349.06
Oct.	4,509.32	July	2,325.90	Apr.	2,279.12
Nov.	4,171.16	Aug.	2,840.13	May	2,138.13
Dec.	<u>3,982.00</u>	Sept.	3,164.16	June	2,022.10
Total 1866	15,609.61	Oct.	3,059.02	July	1,715.19
		Nov.	2,189.10	Aug.	1,401.10
Jan. 1867	3,200.50	Dec.	<u>3,199.08</u>	Sept.	1,020.09
Feb.	4,439.10	Total 1867	37,596.28	Oct.	988.08
Mar.	4,223.13			Nov.	<u>427.23</u>
Apr.	3,614.90	Jan. 1868	3,751.17	Total 1868	20,638.35
May	3,041.16	Feb.	2,547.08	(Mine closed Nov. 13)	

Tonnage Shipped from Decatur No. 1

The ledger makes no differentiation between the E seam and the D seam, though we know from State geological reports there were two separate drifts into these seams at Decatur No. 1, the E about 35 feet higher than the D. The E was mined out quite early, since it was only 25 feet below the top of the hill, and had mostly disappeared by erosion over eons. As No. 1 expanded, presumably into the D seam, more rooms came on line; No. 1 was apparently shut down in Sept. 1868, probably for expansion. I have listed totals from this book as tonnage shipped, though there was a small additional amount mined for company use. Tonnage is probably in long or gross tons of 2,240 lbs., though this is not indicated—may be in short or net tons of 2,000 lbs.

Apr. 1868	136.46	July 1869	2,388.10	Oct. 1870	3,677.14
May	328.14	Aug.	3,285.17	Nov.	3,365.03
June	351.05	Sept.	3,179.05	Dec.	<u>3,420.16</u>
July	1,233.11	Oct.	4,325.00	Total 1870	30,353.00
Aug (14 rms)	1,416.14	Nov.	2,886.05		
Sept.	none	Dec.	<u>2,731.16</u>	Jan. 1871	3,845.02
Oct (25 rms)	2,451.14	Total 1869	29,913.97	Feb.	3,339.19
Nov.	2,976.00			Mar.	3,584.15
Dec.	<u>3,309.18</u>	Jan. 1870	1,236.22	Apr.	3,178.10
Total 1868	12,201.22	Feb.	1,329.19	May	2,866.10
		Mar.	2,468.17	June	2,665.15
Jan. 1869	3,732.19	Apr.	2,786.02	July	1,898.07
Feb.	Strike	May	2,890.19	Aug.	2,693.13
Mar.	Strike	June	3,300.06	Sept.	2,580.16
Apr.	590.08	July	1,762.02	Oct.	<u>2,180.09</u>
May (29 rms)	2,269.08	Aug.	2,299.00	Total 10 mos	28,829.16
June (40 rms)	4,528.09	Sept.	3,056.02	(Ledger ends here)	

Tonnage Shipped from Decatur No. 2

July 1869	261.16	Apr. 1870	688.16	Jan. 1871	802.02
Aug.	70.10	May	728.03	Feb.	834.16
Sept.	372.38	June	1,102.02	Mar.	360.01
Oct.	751.10	July	687.13	Apr.	1,773.14
Nov.	788.14	Aug.	739.08	May	1,689.11
Dec.	<u>951.07</u>	Sept.	none	June	1,507.07
Total 1869	3,193.95	Oct.	346.06	July	1,147.02
		Nov.	571.17	Aug.	1,475.03
Jan. 1870	527.11	Dec.	<u>844.01</u>	Sept.	1,577.15
Feb.	664.15	Total 1870	7,636.08	Oct.	<u>1,207.00</u>
Mar.	729.16			Total 10 mos	12,369.71
				(Ledger ends here)	

Commentary and Notes on Decatur Mines Ledger Book, 1874-1875; 1890-1899
From John Nuttall & Co. Pennsylvania Operations

This book, which is called a Manifest Book on one of its pages (Dec. 1890), is a daily record of coal shipped, in pounds, for Decatur Nos. 1 and 2, and for two months of Baltic No. 4 (Oct. and Nov. 1890), as determined on the railroad scales, which weighed the loaded railroad cars after the mine cars had been weighed at the tipple. It also includes columns for type of railroad car (box, truck, stock, or dump), car numbers, name of consignee and destination. The section for 1874-1875 includes some small shipments of coke. It is important to note that this book was printed for use on the Pennsylvania RR, and was so used for shipments via Tyrone from Jan. 28, 1874 through Aug. 1875, when the PRR was the only rail line serving these mines. There is no breakdown of who owned which car, but probably most were owned by PRR (T&C RR had no cars of its own). Car numbers go largely unrecorded from April-August 1875. Consignees are almost exclusively on PRR points, or PRR-served piers at Greenwich (Philadelphia) or South Amboy, New Jersey. I have calculated total shipments for nearly all of 1874 and part of 1875, but have converted them from pounds into net tons of 2,000 lbs. for purposes of comparison with later years in State Mine Reports. Note there is no breakdown between Decatur No. 1 and No. 2 in 1874-1875.

By the time the book takes up again, on Oct. 1, 1890, the Beech Creek Railroad (New York Central) has come into the area, building its Decatur Branch to serve Decatur Mines, and there are few if any shipments on PRR. Columns that show the type of PRR coal car in 1874-1875 have been relabeled by pen to show the owning railroad of cars shipped on the Beech Creek—Beech Creek, Jersey Central, Philadelphia & Reading, Fall Brook, Pennsylvania Poughkeepsie & Boston, Wilmington & Northern etc. Not surprisingly, cars owned by these lines go via Jersey Shore or Williamsport to consignees on these roads, or to the Reading piers at Port Richmond, northeast of Philadelphia. Detailed studies of car types and of consignees and destinations could be easily done with all this information, but for the present I have confined my work to the total shipments, plus some notes on consignees, also a few miscellaneous remarks in the entries for 1890-1892 by the bookkeeper, whose initials are HS. Entries from 1892 to 1898 can be compared with letters in the two letterpress books, and I have signaled some of these.

Tonnage Shipped from Decatur Mines, 1874-1875

	<u>Coal</u>	<u>Coke</u>		<u>Coal</u>	<u>Coke</u>		<u>Coal</u>	<u>Coke</u>
Jan. '74	w/ Feb.		Sep. '74	6,199.5	145.05	Mar. '75	5,656.85	79.3
Feb.	90.2	129.5	Oct.	5,939.65	133.75	Apr.	3,284.96	73.15
Mar.	1,523.2	13.65	Nov.	1,909.5	86.7	May 7da.	183.5	none
Apr.	621.65	38.10	Dec.	<u>774.4</u>	<u>134.00</u>	June	6,206.15	73.2
May	2,112.25	149.3	Total '74	24,264.05	1,189.37	July	4,944.5	135.9
June	3,333.46	102.92				Aug.	<u>3,512.25</u>	<u>161.45</u>
July	5,234.1	131.8	Jan. '75	1,279.3	94.75	Total 8 mo	26,679.61	1,020.4
Aug.	4,206.45	124.6	Feb.	1,612.1	102.65			('74-'75 ends here)

Notes on Consignees in Decatur Mines Ledger Book, 1874-1875

Much coal from this time goes to Northern Central RR, Marysville, Pa. This is the location on the west bank of the Susquehanna River where NCCR had its own yard and servicing facilities, and its own bridge across the Susquehanna, just north of the famous PRR bridge at Rockville. Decatur sends up to ten cars per shipment to NCCR, about once or twice a week, probably for locomotive coal.

Many coal shipments also going to:

A. & P. Roberts, Pencoyd

John A. Roebling & Sons, Trenton

Pa. Steel Co., Baldwin,

One single shipment to D. D. Wood [T&C Dispatcher], Tyrone—T&C apparently not getting locomotive coal here

Coke to many steel and iron companies.

Consignees at PRR piers, Greenwich, Philadelphia:

Decatur Coal Co. up to 27 cars daily, also a few shipments to So. Amboy, N.J. Last So. Amboy shipment for Decatur Coal Co. on July 11, 1874; last Greenwich shipment on Nov. 10, 1874.

Berwind & Bradley—only two shipments, before mid-1874.

A few shipments to R. H. Powel, Kittanning Coal Co., and J. M. Bacon through July 14, 1875, then none for July or August.

Addresses at Front Cover of Decatur Mines Ledger Book, 1874-1875; 1890-1899

[John H.] Weaver, 3815 Walnut St., Phila.

F. E. Herriman, Gen. Frt. Agt. [Beech Creek RR], Rm. 62 & 65, Manhattan Bldg. [Phila.]

Sara A. Miller, 20 National Ave., Ft. Scott, Kansas

Berwind-White Coal Mining Co., Bullitt Bldg., So. 4th St., Phila.

Notes on Consignees and Shipments in Decatur Mines Ledger Book, 1890-1899

I have not attempted to calculate all totals for shipments in these years, since they are available in State Mine Reports. Rather, I have listed selected totals that seem interesting for one reason or another, such as the price obtained for the coal, and with consignees have done the same. The beginning of shipments to coal broker J. H. Weaver & Co. seems to be in August 1891, although Weaver could have been a broker previous to entries in this book, which begins in October 1890. Once the Decatur Mines Letterpress Book for 1892-1898 kicks in, a number of interesting correlations can be made, notably with the various strikes and stoppages, and with the beginning of shipments to the Clearfield Bituminous Coal Co. in April 1894, which corresponds to a letter of April 20, 1894 from George McGaffey to CBC President William D. Kelly, saying that CBC has had "...every car we have loaded or shipped since April 2nd, the date you took the first lot." We learn from *Trees Above with Coal Below* (pp. 153-154) that April was the traditional month for renegotiating coal contracts with brokers, and this is borne out in many ledger entries and letters from Pennsylvania. The figures are tons of 2,000 lbs.

Oct. 1890 Dec. No. 1 12,609.95 tons Baltic No. 4 3,370.35 tons Total 15,980.3 tons
 Amount for Oct. [prob. for both mines] \$14,382.27=90 cents per ton.
 Decatur may have taken some Baltic coal to fill a contract.
 Lots of Birdsboro and Reading, Pa. consignees.

Nov. 1890 Dec. No. 1 11,042.30 Baltic No. 4 2,304.5 Total 13,346.8

Dec. 1890 Dec. No. 1 10,089.0 Dec. No. 2 2,235.2 Total 12,324.2

“1890 Amount from old book to Oct. 1st” 101,427.25 tons
 Oct. 1890 Dec. No. 1 12,609.95
 Nov. 1890 Dec. No 1 11,042.30
 Dec. 1890 Dec. No . 1 & No. 2 12,324.2
 Total shipped 1890 137,403.70 [Baltic No. 4 not included.]

“Amt. shipped in 1889 other manifest book” 101,823.95 tons.

Jan. 1891 Dec. No. 1 11,781.45 Dec. No. 2 3,375.4 Total 15,516.85

Feb. 1891 Dec. No. 1 9,806.9 Dec. No. 2 3,678.2 Total 13,485.1

Mar. 1891 Dec. No. 1 9,737.85 Dec. No. 2 3,900.8 Total 13,643.15

Revenue \$12,278.84=90c per ton

Apr. 1891 Dec. No. 1 14,071.15 Dec. No. 2 none

Revenue \$12,664.04=90c per ton

May 1891 Dec. No. 1 9,474.65 Dec. No. 2 none

June 1891 Dec. No. 1 5,400.15 Dec. No. 2 2,616.5 Total 8,016.65

July 1891 Dec. No. 1 6,413.3 Dec No. 2 none

Selected consignees: Bodine, Thomas & Co, Williamstown, N. J.

Wellman Iron & Steel, Thurlow

Combination Sheet & Iron Co., Chester

Many steel & foundry accounts, Reading

Wilmington & Northern RR, Birdsboro—this was northernmost point on W&N RR, where it joined the Reading main line, and probably had locomotive servicing facilities.

Starting in Aug. 1891, shipments to broker J. H. Weaver & Co. are listed—this is first mention of Weaver in this ledger book—plus smaller shipments to other parties or mines. These are listed here rather than totals for each mine. There are consistent small shipments to Alvin Jones in Newport, who seems to be one of the few shippers not

represented by a broker—was he a relative of O. Perry Jones, cashier at First National Bank in Philipsburg?

Aug. 1891 J. H. W. & Co. 7,259.9 Alvin Jones, Newport 26 tons (prob. one car)

Sep. 1891 Weaver 8,604.45 Jones 26.75 [Josiah M.] Bacon 138.4

Oct. 1891 Weaver 7,059.95 Holloway 20.2 J. M. B. 143.7

Nov. 1891 Weaver 9,088.6 Revenue \$8,179.74=90c per ton
New Coaldale (Coaldale Coal Co., Philipsburg, O. Perry Jones) 3 shipments
totaling 576.85 tons, revenue \$504.72=87.5c per ton

Dec. 1891 [prob. Weaver] 9,214.6 Revenue \$8,293.14=90c per ton

Total shipped 1891 126,791.65 tons [not all itemized in above notes]

Mar. 1892 Port Liberty and Port Richmond appear as destinations. J. H. Weaver appears as consignee at Port Richmond.

Apr. 1892 J. E. Jeffords & Co. and Geo. Warren appear as consignees for small shipments to Port Richmond.

May 1892 Weaver 9,490.25 Coaldale 4,116.15 Total 13,606.70

NOTE: First letter in Decatur Mines Letterpress Book, 1892-1898, is July 15, 1892.

May 1893 Only worked 12 days, Nos. 1 & 2 still working, total shipped 2,090.2 tons

June 1893 Worked 4 days, No. 1 only, total shipped 269.4 tons

July 1893 No work

Aug. 1893 Worked 1 day (Aug. 3), prob. No. 1, shipped one car to Alvin Jones, Newport, 29.7 tons, which is total shipped this month

Sept. through Nov. 1893 No work

Dec. 1893 Worked 11 days, No. 1 only, total shipped 3,090.25 tons

Jan. 1894 Worked 6 days, No. 1 only, total 2,539.3 tons, all to New Coaldale Co.

Feb. 1894 Worked 2 days, No. 1 only, total 405.05 tons, all to New Coaldale Co.
(Feb. 27 & 28)

Mar. 1894 Worked 1 day, No. 1 only, total 398.1 tons (15 cars) to New Coaldale Co.
(Mar. 1st)

Apr. 1894 Worked 13 days, No. 1 only, 3,858.75 tons all to Clearfield Bituminous Coal

(Apr. 2-21)

No work April 22 to Aug. 7. STRIKE—see Decatur Mines Letterpress Book, 1892-1898

Aug. 1894 No. 1 5,817.45 All to Clearfield Bituminous Coal Co.

Sep. 1894 No. 1 8,329.65 To CBC

Oct. 1894 No. 1 5,534.65 To CBC

Nov. 1894 No. 1 4,707.7 To CBC

Dec. 1894 No. 1 7,650.45 To CBC

Ownership of railroad cars, Nov.-Dec. 1894: Rome Watertown & Ogdensburg, Fall Brook, Central Railroad of New Jersey, New York Central, Philadelphia & Reading, Beech Creek, Erie & Pittsburgh (one car).

Jan.-June 1895 Dec. No. 1, nearly all to CBC until Aug. 1895, then some individual consignees

June-Dec. 1895, Jan.-June 1896 Most from No. 1, plus small shipments from No. 2

Mar. 1896 No. 1 7,196.7 tons, all to CBC Dec. No. 2 591.0, of which 386.05 to Weaver and 204.95 to Coaldale Total 7,787.7

Sept.-Dec 1897 Most from No. 1, plus small amt from No. 2. Most or all to CBC

July-Dec. 1897 Shipments to G. W. Meek, Tyrone, in PRR cars

Jan. 1898 To CBC

Feb. 1898-May 17, 1899 [end of Nuttall ownership] Most or all to Coaldale Coal Co.

Oct. 1898-May 1899 Most from No. 1, plus small amt from No. 2.

June-Aug. 1899 No Nuttall shipments

Sept.-Oct. 1899 A few Nuttall shipments, exact dates not indicated.

End of Decatur Mines Ledger, 1874-1875; 1890-1899.

Miscellaneous observations in “Remarks” column of Decatur Mines Ledger, 1890-1892, in same hand as other entries (i.e. bookkeeper HS). There are a few additional observations, not transcribed here, dealing with weather and car supply.

Dec. 17, 1890. Alfred Stoff suspended for hurting a mule, the balance of the Drivers refuse to work until he is reinstated, the result of it is Decatur No. 1 is idle from the 17th to 22nd inst.

May 15, 1891. Mountain Branch fishing party today.

June 9, 1891. Big Fill fishing party today.

July 10, 1891. Picnic at Arch Spring.

Jan. 8, 1892. Snowing today, troublesome to shift cars, BC 928 run through before it was quite loaded (1½ cars short).

Feb. 22, 1892. In Philada, pleasant trip.

Mar. 21, 1892. Dead child found in bottom of Reading car 43155 when put in this AM.

Aug. 31, 1892. F. C. T. [Fred C. Todd] attended Mahlon Fryberger's funeral at Bellefonte today.

Commentary and Notes on Nuttall Company Store Letterpress Book, 1892-1897
From John Nuttall & Co. Pennsylvania Operations
With Transcriptions of Several Important Letters

By Luther Gette

According to the short biographical sketch of John Nuttall by his grandson, also named John Nuttall, it was John Oliver Todd, the mine foreman from Powelton married to Susanna Nuttall around 1863, who became foreman at the original Decatur Mine when it was started in 1868, and served in the same capacity at later Decatur Mines. George McGaffey, a native of Lyndon, Vermont, had come to Powelton as a carpenter around 1861 and married Elizabeth Alice Nuttall in 1864. He became the outside manager at Decatur Mines, in charge of keeping the books, selling the coal, making up the payrolls, attending to rentals and repairs at the company houses and managing the company store. In 1882 or 1884, when the elder John Nuttall decided to divide up some of his estate, he gave roughly equal shares to his two sons-in-law in the Pennsylvania enterprises and to his son Laurence William Nuttall and son-in-law Jackson Taylor in West Virginia. John Oliver Todd, who seems to have been older than the other sons-in-law, retired after 1884, and it seems that his son Fred C. Todd was put in charge of Decatur Mines some time after this. He appears in State Mine Reports by about 1890, and is definitely involved at Decatur Mines during the time frame of this letterpress book, 1892-1897.

By 1892, George McGaffey, who must have had a very full schedule at the Pennsylvania operations, was also in charge of policy at the two Nuttall banks in Philipsburg, and of operations at the Shaw Farm, on Troy Hill north of town, which seems to have supplied produce and dairy products to the company store. This letterpress book contains around 100 letters, at least half of which are orders to vendors to the store. I have done no notes or transcriptions on any of these, but have directed my attention to other letters that are quite important for family or business reasons. According to McGaffey descendant Walter Swoope of Philipsburg, the McGaffeys originally lived in the John Nuttall house on North Centre Street, behind the company store on No. Second and directly across the tracks of the PRR Philipsburg Branch from the Nuttall Block in Point Lookout—this is where his grandmother Caroline McGaffey Fryberger was born and raised. Beginning on April 6, 1893, the letters indicate that the McGaffeys have moved into a new house, which must have been at 100 So. Centre Street, and are engaged in painting and remodeling. I have taken close notes on the remodeling, also on family decisions concerning the two Philipsburg banks, and several other matters of interest. Some of the most important of these letters are transcribed in full following the notes. The complete dates covered in the letterpress book are from Mar. 7, 1892 to Nov. 15, 1897. All letters seem to be in same hand, probably that of George McGaffey or a secretary. Most letters dealing with family and personal matters are signed by George McGaffey.

Notes on Individual Letters

May 27, 1892. To S. S. Blair, Supt. Tyrone Division, Pennsylvania RR, in Tyrone
Requesting a free pass for Caleb Long, former employee of Nuttall & Co., and later of L. Barnes & Bro., who has become sick, exhausted his savings, and wishes to go to Philadelphia to seek help from a specialist. SEE TRANSCRIPTION.

June 15, 1892. To SSB, Tyrone.

Returning pass you sent to Caleb Long, with thanks. He was in a hurry and used money contributed by friends to travel to Philadelphia.

June 15, 1892. To SSB, Tyrone [second letter to Blair this date].

Will accept your offer of 6th for \$35 for a cow killed.

June 17, 1892. To R. B. Montgomery, Lewistown.

Several weeks ago when I was at your place, you said you would come up and look at our old wagon, with a view to trading on a new one. When will you come?

July 12, 1892. To R. B. Montgomery.

When will the new wagon be ready to ship?

July 15, 1892. To RBM.

Yours of 13th at hand. Glad to hear you will ship in ten days. We want no lettering on the wagon.

Aug. 9, 1892. To RBM.

When will wagon be shipped?

Aug. 15, 1892. To RBM.

When will wagon be shipped?

Aug. 24, 1892. To RBM.

When will wagon be shipped?

Sept 9, 1892. To RBM.

You say you have shipped the wagon, but we have not seen it.

Sept. 12, 1892. To RBM.

The wagon arrived Saturday last and we have shipped the old one to you after removing steps, because there were none on the new wagon. Also discussing a yoke.

Jan. 16, 1893. To Sturtevant, Larabee Co., Binghamton, N. Y.

Please give us best terms on sleigh No. 32 in your charts.

April 6, 1893. To Wood Mosaic Co., New York.

George McGaffey is repairing a house and wants to put hardwood floors in three rooms and hall. Value of the house about \$3,500. McGaffey wants good, dry material, not too expensive, to correspond with other parts of the house. "Oak, maple and birch are nice." The Wood Mosaic Co. was recommended to McGaffey by Mr. W. H. Sandford.

April 10, 1893. To John W. Boughton, Esq., Philadelphia.

Sketch of three rooms and hall enclosed. Would like to relay with wood carpet or hardwood, not too expensive. Would like plain border, and the center of wood carpet of oak, maple or birch.

April 15, 1893. To JWB, Philadelphia.

Please quote prices for the following, taken from your catalog, and based on dimensions on sketches:

Sitting Room	Border #250 Field Ash and Walnut
Dining Room	Border #245 Field Oak
Hall	Border #108 Walnut and Ash 8" wide
Parlor	Border #252 Ash or Maple & Oak.

April 15, 1893. To J. H. Weaver, Philadelphia.

Did you call on Mr. Boughton at 1207 Chestnut Street about wood carpet I spoke to you about at Williamsport? Please ask him how long it would take to ship. Won't be ready for shipment for a few weeks. SEE TRANSCRIPTION.

April 28, 1893. To Strawbridge & Clothier, Phila.

Please sent 10 yds gingham like sample enclosed. Also 6 yds of Waterford the same quality as black sample, but same shade as the blue. Also send a sample of Belgium silk trim to match above goods.

May 2, 1893. To S&C, Phila.

Your sample arrived May 1st, please send goods at once. Also send sample of fashionable silks, incl. a grayish green with that effect, and dark blue wool suitable for traveling dress, also some changeable silk to be used with the wool.

May 11, 1893. To Standard Publishing Co., Indianapolis.

Subscription to the *National Presbyterian*.

May 15, 1893. To Strawbridge & Clothier, Phila.

Send 10 yds like sample, blue must not be darker than sample.

May 22, 1893. To S&C.

Send 6 yds like sample enclosed.

May 29, 1893. To Wood Mosaic Co., Rochester, N. Y.

Your cost estimate is too high. Could you reduce by using:

In sitting room a border about 15" wide and field of ash and walnut wood carpet

Dining room border about 20" and field plain oak carpet

Parlor border about 18" and field ash and walnut carpet

Hall border 8" or 10" and field ash or maple carpet

In each case a suitable narrow strip between the breadths of carpet.

June 16, 1893. To L. C. Jones [Philipsburg or Tyrone?]

The house is in shape to be painted—please come and look at the job with me. Some others have estimated.

June 30, 1893. To Messrs. Boyd, Harley & Co. [1122 Market Street], Phila.

Enclosed is a sketch of room for which we selected a carpet to be made. Please include any scraps of carpet for use in doorways, and mark any discount you allow on bill. [The following sketches are copied in the pressbook:

To Boyd, Harley & Co.	Bedroom over Parlor
To McCallum & McCallum, Phila.	Room over Dining Room
To McCallum & McCallum	Room over Sitting Room
To McCallum & McCallum	Hall and stairs.]

June 30, 1893. To McCallum & McCallum, [1012 & 1014 Chestnut Street], Phila.

Enclosed please find sketch of two rooms and hall for which we selected carpets to be made. Also want 12½ yards of carpet like hall carpet and 29½ yards like stair carpet. Please send the scraps.

July 7, 1893. To McCallum & McCallum.

Enclosed is revised sketch of two rooms and hall—advise if you do not think it correct. Rug for the dining room should be three widths of carpet with border on each side, and 16 ft. on outside. Please do not send until advised—house is not ready.

July 7, 1893. To Trimby, Hunt & Co., Phila.

Please hold all goods we selected at your house until advised to ship—painters have not finished and house not ready to accept furniture.

July 7, 1893. To J. B. Van Scriven Co., Camden, N. J.

Please hold all items bought from you [not specific what items]. House not ready.

Aug. 4, 1893. To Boyd, Harley & Co., Phila.

Check enclosed for your statement of Aug 1st, even though we have not yet unrolled the carpet.

Aug. 17, 1893. To John Boughton, Phila.

We are double checking description of wood carpets for sitting room, dining room, hall and parlor. Have been delayed on house, but now nearly ready to have wood carpets made.

Aug. 24, 1893. To John Boughton, Phila.

Yours of 21st inst. at hand. Enclosing your letter of 4-17-93 with changes suggested by gentleman at your store. Please ship.

Aug. 26, 1893. To McCallum & McCallum, Phila.

Please ship carpets.

Oct. 3, 1893. To John Boughton, Phila.

Sending check to pay for wood carpets. Some small discrepancies.

Sept. 7, 1893. To James Wigham, Tyrone [This letter is out of date order in the pressbook, and is perhaps misdated for Oct. 7th.]

If you are a partner of Jones, try to get him to finish painting, or come and finish it yourself.

Oct. 7, 1893. To McCallum & McCallum, Phila.

Please ship 9¼ extra yards of hall carpet and 7 extra yards of stair carpet.

Oct. 7, 1893. To M. S. Pretzman, Altoona, Pa.

Do you think Knapp or Hartshorne shades are the best? We need 28 shades with all fixtures, fringe, etc.

Oct. 11, 1893. To M. S. Pretzman, Altoona.

We need ASAP:

10 shades	7' 3" x 2' 9"
17 shades	6' 7" x 2' 9"
1 shade	5' 6" x 2' 6".

Would prefer Scotch Holland if we can get same color as sample 19L.

Dec. 7, 1893. To L. C. Jones [Philipsburg or Tyrone?]

McGaffey would gladly pay Jones every cent that is due him "...were it not for the attachment of [John M.?] Hale. You know how fast he moves and how quick he will say what he will do or will not." McGaffey will go to Bellefonte for advice if Jones and Hale can't agree on something.

Dec. 1893 [no day]. To L. C. Jones.

McGaffey will not settle since he doesn't know what Hale's attachment covers. There is some wallpaper loose, and Jones must send someone to fix it, and deduct expense from his bill.

June 29, 1894. To Cook Carriage Co., Cincinnati, Ohio.

Please quote price on your #128 surrey, body black, graining dark green, and dark trim, with brake.

July 5, 1894. To Cook Carriage Co., Cincinnati.

Price of surrey is too high—we can get cheaper in Philadelphia.

July 10, 1894. To M. S. Shipley, Cincinnati, Ohio.

We are ordering from you a three-seated surrey to be shipped ASAP, provided the strike situation is such that you will risk it.

July 26, 1894. To M. S. Shipley, Cincinnati.

Having trouble fitting seats and top of new surrey.

Aug. 18, 1894. To Harry Chappell, Williamsport.

Sending back flowers that arrived late for a funeral.

Oct. 15, 1894. To S. S. Blair, Supt. T&C RR, Tyrone, Pa.

Can you sell us 8-10 tons of 60-lb. [per yard] steel rail, fit for laying on [mine] siding, also fish plates and bolts for same. Please quote cost to Decatur Mine.

Oct. 15, 1894. To A. G. Palmer, Supt. Beech Creek RR, Jersey Shore, Pa.

Same as to Blair.

Oct. 15, 1894. To Edward J. Etting, Phila.

Same as to Palmer and Blair.

Dec. 10, 1894. To W. H. Hessick, Washington, D. C.

We are thinking of a change [in management] at the farm. Your father said he would speak to you about it. We give the man[ager] the use of the [farm]house and garden plot. Expect him to devote all his time to the work. We pay him _____ dollars per month, also _____ dollars per month to board each man on the farm. The entire product and produce of the farm are ours. Please give us price at which you would board each man, also your price for salary.

Dec. 15, 1894. To W. H. Hessick, Washington, D. C.

Yours of the 12th at hand. The [farm]house is in fairly good shape. We would make the change in spring. As regards having a carriage, we will say that the present party has kept one there, which is one of the objectionable things, "...as when a man is riding around the country he can not be attending to matters on the farm."

Aug. 12, 1895. To John Nuttall, Nuttallburg, W. V.

Proposing merger of Moshannon Bank and First National Bank in Philipsburg.
SEE TRANSCRIPTION

Jan. 6, 1897. To Laurence William Nuttall, Nuttallburg, W. V.
Concerning deposits from West Virginia concerns in First National Bank of
Philipsburg.

SEE TRANSCRIPTION.

Nov. 10, 1897. To Laurence William Nuttall, Nuttallburg, W. V.
Discussion on sale of Decatur Mines.

SEE TRANSCRIPTION.

Nov. 15, 1895. To Laurence William Nuttall, Nuttallburg, W. V.
Discussing deposits at First National Bank in Philipsburg, and sale of Decatur
Mines.

SEE TRANSCRIPTION.

Nov. 15, 1897. To Jackson Taylor, Nuttallburg, W. V.
Discussion on sale of Decatur Mines.

SEE TRANSCRIPTION.

Loose item in Nuttall Company Store Account Book, 1881-1885,

Notes of bookkeeper on expenses for work done at Shaw farm, house and barn from July-November 1883.

John Nuttall & Co. owned a farm on Troy Hill, near Philipsburg, which apparently supplied produce and dairy products to the Nuttall Company Store. This same account book for 1881-1885 contains a number of balanced accounts for employees at the farm. The hiring of a new manager for the farm is discussed in several letters in the Nuttall Co. Store Letterpress Book for 1892-1897.

Loose item in Nuttall Company Store Account Book, 1881-1885.

A blank bill from the Nuttall Company Store, 188_.

This bill, a fairly standard item for the time, is what a miner would have received as a monthly account of what the company owed him, or of what he owed the company. Under "credit" would have been entered his wages for mining coal, or for whatever other work he had done. Under "debit" the expenses he had incurred for the month. A man who worked in the mine and lived in the company town might indeed "sell his soul" to the company store.

Loose item in Decatur Mines Ledger Book, 1874-1875; 1890-1899.

Beech Creek Rail Road Co. In account with John Nuttall & Co., Feby. [1893]

The year is missing on this account, but it can easily be related to a letter of Feb. 14, 1893 in the Decatur Mines Letterpress Book, 1892-1898, which indicates that Decatur shipped 14 cars of coal on Beech Creek RR on Feb. 14th. These cars wrecked on Feb. 15th. Total amount of coal contained in the cars was 715,700 lbs., less 450,700 lbs. coal transferred to other cars, leaves 265,000 lbs. billed to Beech Creek RR at 90c per ton. The same weights can be seen on the account sheet, with all car numbers and the final bill to the Beech Creek of \$119.25.

This ad in *Poor's Manual of Railroads* for 1885 indicates that Henry Levis & Co. were the sole agents in Philadelphia for Decatur Coal from Clearfield County. Levis was likely a relative of W. L. Levis, President of the Decatur Coal Co. in 1867, according to his testimony at the State Senate hearings on railroads of that year. Decatur Coal Co. is still listed as a consignee for Decatur Mine shipments as late as 1875, and Henry Levis & Co. are still in contact with George W. McGaffey as late as April 1893 relative to coal contracts (see Decatur Mines Letterpress Book).

Notes on Pennsylvania Railroad Coal Wharves
In Philadelphia
From Minutes of PRR Board of Directors

Taken by Luther Gette, October 2012
From Microfilm at Pennsylvania Archives
(Which Also Has Original Minute Books)

Most of these entries were found by looking in the indices of the Minute Books, under such entries as "Greenwich," "Powelton," "Coal," "Wharves," etc. They shed much light on the locations to which coal from Powelton (Nuttallville) mine on the Tyrone & Clearfield RR was being shipped during the period covered by the Powelton Letterpress Book (February-May 1865). Powelton Coal & Iron Co. had agents at West Philadelphia and Greenwich piers on the PRR, also at Port Richmond on the Phila. & Reading RR. Note: the PRR West Philadelphia location was also called Powelton, for the Powel Estate which PRR purchased in 1853 for its West Philadelphia terminal. It was on the Schuylkill River, near where 30th Street Station is located today. Dock Street and Greenwich wharves were on the Delaware River, south of Market Street in Philadelphia proper. I took down many of the pier entries from Minute Books 3, 4 and 5 (1854-1871); there are many more, particularly in Book 5.

Minute Book No. 3 (1854-1861), Microfilm Roll MB 87 of Penn Central Collection.

P. 228. March 15, 1857. Schuylkill Navigation Co. gives notice of construction of wharves on west side of Schuylkill River, adjoining property of PRR. Referred to Committee on Powelton [West Philadelphia].

P. 351. Aug. 11, 1858. Letter from PRR Board to Philadelphia Common Council states that since Jan. 1856 PRR has used Dock Street Wharf (in possession of City of Phila.) for its transfer business. PRR lease on this property expires in January 1859; PRR needs more facilities at Dock Street and requests extension of lease for five years.

P. 484. April 9, 1860. PRR resident engineer to construct temporary wharf on west side of Schuylkill, and south side of old canal, above the Market Street Bridge. A rail track will be laid to this wharf to accommodate the increasing coal trade.

P. 491. May 2, 1860. On submission of his report [Resident Engineer] W. H. Wilson is directed to prepare a plan of proposed wharf on the Schuylkill River and submit same to the Committee on Powelton.

See additional page of these notes at "John Nuttall" file.