

Commentary and Notes on Decatur Mines Letterpress Book, 1892-1898
From John Nuttall & Co. Pennsylvania Operations

By Luther Gette

The Decatur Mines Letterpress Book for 1892-1898 contains copies of more than a hundred business letters sent by operations manager George W. McGaffey to coal brokers, railroad officials, fellow mine operators and the like. McGaffey, a Vermont native, came to the Philipsburg area in 1861 or 1862 to assist John Nuttall in development of his mines at Nuttallville, about midway between Osceola and Sandy Ridge on the Tyrone & Clearfield Branch of the Pennsylvania Railroad, where Nuttall had started a company town in 1856, while the railroad was still in the planning stages. In 1862, about the time of the railroad's arrival, Nuttall went into partnership with Robert Hare Powel of Philadelphia, who expanded the town and renamed it Powelton. Nuttall sold this operation to Powel in 1866 and opened the original Decatur Mine on Coal Run in Decatur Township. This mine was owned by top officers of the Pennsylvania Railroad, who built a branch to it from Osceola, but sold out their interest quite early. It was forced to close in 1868 because of heavy faulting in the seams.

After 1868 Nuttall opened a series of mines on the newly-built Philipsburg-Morrisdale Branch of the Pennsylvania Railroad, all of which were called Decatur, even though they were in Morris Township. Locations of these mines, as near as can be determined from State Mining and Geological Reports, are indicated on the accompanying map, also locations of the Nuttall company store and Nuttall home at the northeast corner of Cherry and Second Streets in Philipsburg (now occupied by Weis Markets), and the Nuttall company houses, known as the Nuttall Block, in Point Lookout, just northeast of the junction of the PRR Philipsburg Branch with the Tyrone & Clearfield main line, and directly across the Philipsburg Branch from the company store (most of these are still standing).

In 1870 John Nuttall moved to West Virginia, where he opened mines on the Chesapeake & Ohio RR near his company town of Nuttall (post office Nuttallburg) in the New River Gorge. George McGaffey, who had married Nuttall's oldest daughter Elizabeth Alice, remained in Philipsburg and became superintendent of Nuttall operations in the area. At the time of the letterbook there were two Decatur mines in operation, No. 1, just west of present Route 53 near the turnoff for the village of Hawk Run, and No. 2, west of Route 53 into the hillside south of Morrisdale Dam. After building of the Beech Creek Railroad into the area in 1884-1885, these mines could ship either via the Decatur Branch of the Beech Creek RR (New York Central), or via the Philipsburg Branch of the Tyrone & Clearfield (PRR), but usually availed themselves of lower rates on the Beech Creek RR. To further confuse locations, there was an additional row of company houses, also known as the Nuttall Block, on the hillside above Decatur No. 1. Miners who lived there could walk to work; those who lived in the Nuttall Block at Point Lookout probably rode on a coach attached to the PRR morning shifter, or on the regular PRR passenger service between Philipsburg and Morrisdale.

Most of the letters in the pressbook concern George McGaffey's efforts to obtain favorable coal contracts with brokers in Philadelphia, or favorable rates from railroad officials. Car supply was a constant problem; the mines often worked part-time or not at all if they were unable to obtain enough railroad cars. The time period covered by the letters includes some major economic developments, notably the Silver Panic of 1893, whose unsettling effects bankrupted the Philadelphia & Reading RR, chief eastbound connection of the Beech Creek RR at Williamsport. The subsequent depression reduced coal prices from around 95 cents per ton freight-on-board at the mines in 1893 to around 70 cents per ton in 1896. Decatur mines shut down for several months in 1893 rather than ship coal below cost. When mine owners reduced wages in April 1894 a strike ensued that lasted until August. Much of McGaffey's correspondence during this period deals with his efforts to end the strike and restore a profitable price for coal.

For their labors, miners received around 40-45 cents per ton of 2,000 pounds—the exact figure was a large bone of contention during the 1894 strike. Weights were checked at the tipple, and again when the loaded railroad cars reached the railroad weigh scales. Coal at both of the Decatur mines came from the Moshannon or Lower Freeport seam, also called the D seam, a free-burning, medium-volatile steam coal that was the best mined in the Moshannon Valley, and the first exhausted. Numerous complaints from customers about boney, sulphur and dirt in the coal were usually answered by McGaffey with incredulous denial, though in a couple of cases he mentions that he has spoken forcefully to men at his tipple, and expects the coal to be better cleaned and loaded in future. Miners who were paid by the ton often tended to disregard such niceties.

Some of the McGaffey letters deal with orders for mine rail and machinery, with car and shipping accounts, with credit recommendations, and with small orders for coal, usually a carload or two shipped to individual consignees who were not represented by a broker. In this latter case, the price is usually about ten cents per ton higher than those quoted to brokers. A very small number of the letters deal with McGaffey's social relations with fellow mine operators and coal brokers, including the Weaver family of Philadelphia. McGaffey made at least one visit to West Virginia during these years, and a number of trips to Philadelphia and New York, at least one of these with his wife. He invited the Weavers to visit the McGaffey home in Philipsburg, a comfortable dwelling at 100 South Centre Street. Walter Swoope of Philipsburg, a McGaffey descendant, says he often visited this home, for many years in possession of his uncle George McGaffey Fryberger (a grandson of George McGaffey), and saw there the industrial-grade letter-press on which these letters were presumably copied. The letter book itself was preserved in the estate of George McG. Fryberger.

Since many of the letters are repetitive, I'm providing here only some notes on their individual contents, not transcribing directly, but trying to preserve expressions or turns of phrase that give some insight into what must have been the rather forceful personality of George McGaffey himself. All the letters are written in the same hand, probably either that of McGaffey or a secretary. McGaffey's location is invariably

Philipsburg, or perhaps an office at one of the mines. Letters are usually signed “John Nuttall & Co.,” but are sometimes signed or initialed by McGaffey. The general drift is that McGaffey and Nuttall, as smaller independent operators, were having a hard time selling coal in a poor economy. Not surprisingly, following Nuttall’s death in 1897, Decatur Mines were sold to Peacock, Kerr & Peale, who were major investors in Central Pennsylvania coal properties, and in the Beech Creek RR. They formed the Bloomington Coal Co. to operate the former Decatur Mines, and opened a number of additional mines in the area, under both the Bloomington and Decatur names. In taking notes on the letters, I have put my own explanatory comments in brackets. The letters themselves are somewhat opaque about which of his mines McGaffey is referring to, but State Mining Reports clear this up nicely, also showing that Peacock, Kerr & Peale, with their vast resources and connections, brought Decatur Mines into much higher levels of production following their purchase:

	Total production	Days worked	Employees
1892			
Decatur #1	107,162 tons	206	123
Decatur #2	46,731	224	43
1893			
Decatur #1	42,671	87	117
Decatur #2	17,249	74	49
1894			
Decatur #1	38,857	84	116
Decatur #2	none		
1895			
Decatur #1	59,232	118	102
Decatur #2	none		
1896			
Decatur #1	38,014	97	42
Decatur #2	none		
1897			
Decatur #1	13,996	39	72
Decatur #2	none		
1898			
Decatur #1	32,537	142	64
Decatur #2	Some production brought out through No. 1 opening.		
1899 (under ownership of John Nuttall & Co.)			
Decatur #1	34,087	81	104
Decatur #2	none		

1899 (under ownership of Peacock, Kerr & Peale)			
Decatur #1	126,809	48	109
Decatur #2	1,294	7	50
1900			
Decatur #1	90,726	248	92
Decatur #2	96,310	245	85
Decatur #3 (new)	59,638	199	138
Decatur #4 (new)	4,088	47	28.

Notes on Individual Letters

July 15, 1892. To J. H. Weaver & Co., Philadelphia.

Central Railroad of New Jersey cars are now allowed to be loaded for points on the Philadelphia & Reading, but Beech Creek cars still not allowed on Wilmington & Northern RR. We asked for P&R cars yesterday, but only got Beech Creek, hence were unable to attend to W&N orders.

July 18, 1892. To JHW & Co., Phila.

Please explain to Mr. Stager [see Jan. 30, 1893] our position on cars used for W&N shipments.

July 22, 1892. To R. B. Wigton & Sons, Phila. [operators of nearby Morrisdale Mines].

Your statement for coal mined during June at hand—please send royalty check due on Monday next.

July 22, 1892. To JHW & Co.

Please ask Mr. Herriman [Frt. & Pass. Agt. of BCRR] why we are not allowed to send Beech Creek cars to W&N RR or to W&N points, while others have this privilege.

July 26, 1892. To G. W. Sparks, Pittsburgh.

We know nothing about a test hole being put down in this section.

July 28, 1892. To JHW.

Beech Creek discriminating against us in matter of W&N shipments.

Aug. 8, 1892. To JHW.

If Tidewater Steel and Simon Seyfert are complaining about dirt in our coal, let them try to get coal elsewhere at as cheap a price.

Aug. 10, 1892. To JHW.

Rec'd your check for \$6,723.95 for July shipments. Tidewater and Seyfert still complaining—let them go elsewhere for their supply.

Sept. 8, 1892. To JHW.

Rec'd \$6,106.19 for August shipments.

Sept. 8, 1892. To JHW [second letter to Weaver this date].

Ref. to a Western trip by Weaver. Business has revived in past few weeks. Could you quote on a carload of small stone-sized anthracite to be delivered here.

Sept. 13, 1892. To JHW.

Just rec'd a note from Mr. Palmer [Supt. Beech Creek RR] saying that three Jersey Central cars shipped yesterday can't go to P&R points, and will try to replace them with BC or P&R cars today:

NJC RR #28800 consigned to Pa. Bolt & Nut Co.

“ #41382 “ Combination Steel & Iron Co.

“ #28615 “ Wm. McShane & Sons.

Sept. 14, 1892. To JHW.

What is outlook in regard to a tie-up of Reading System? Will Mr. McLeod [Reading President] stand any blackmailing? Why are you asking for more coal than we agreed to furnish you?

Sept. 20 & 22, 1892. To JHW.

Please ship us a small car of A Nut Anthracite, for a self-feeding stove (large size). Hopefully this will be as good a coal as you shipped us two years ago.

Oct. 1, 1892. To JHW.

Wired Mr. Palmer today asking about cars for next week—all very short here.

Oct. 3, 1892. To JHW.

Rec'd your lithograph of Reading Station [Philadelphia?] and will certainly hang it. Got 29 cars today and will try and catch up on orders, esp. for Mr. Lawler.

Oct. 3, 1892. To D. H. Thomas, Mine Inspector 8th Bituminous District.

We are aware that part of the mine you speak of has less than ideal circulation, but since there is little coal on that side we had hoped to get it out without expense of another shaft, furnace, stack, etc., but will comply with any suggestion you have. Onset of cool weather should provide more air to the mine. As to copies of the mine rules, we need only those in English, and not in Italian, Greek, Norwegian and every other dialect known. [This refers to Decatur #1, which is worked on the old methods, not in good condition, “with hardly a perceptible air current anywhere in the mine,” per 8th Bituminous Dist. Mine Report, 1892, p. 448. Decatur #2 is “always in good condition,” since it is worked “on modern methods,” i.e. with double headings for better air circulation.]

Oct. 5 & 6, 1892. To JHW.

I told you while in Philadelphia we would do the best we can for you. Sat. we gave you four cars out of eight. Mon. sent 15. Tue. none—we were idle on account of a

wreck. Today can give you 20. You cry for coal now, be we recall a time when we were working only two days a week and begging you for orders.

Oct. 7, 1892. To JHW.

Got no cars today. Please get us cars on the siding, instead of on paper.

Oct. 8, 1892. To JHW.

Got no cars today. What is the problem? Working only 2 1/2 days per week.

Oct. 10, 1892. To JHW.

Other people getting more cars than we are. Why?

Oct. 10, 1892 To JHW [second letter to Weaver this date].

We realize that Pa. Bolt & Nut Co., Reading Iron Co. at Slatington, and R. M. Co. and Warner at Port Richmond are much in need of coal. Ask Beech Creek RR and P&R to send us cars!

Oct. 12, 1892. To JHW.

The explanation of a blockade on the Beech Creek and P&R is old hat. Have Mr. Palmer check his car reports if he believes others are not getting more than their fair share. Railroad people can't use the Washington gathering as an excuse for not furnishing cars. We got none today.

Oct. 13, 1892. To A. W. Palmer [Supt. Beech Creek RR.]

Short of cars past 3-4 weeks, and getting worse. Can you get us a better supply?

Oct. 13, 1892. To JHW.

Only got enough cars for a half day at No. 1. Some shippers on PRR getting all the cars they need. We may have to shut down.

Oct. 15, 1892. To JHW.

Mr. Palmer says we have not been discriminated against. Can we come to Philadelphia to work on this?

Oct. 15, 1892. To JHW [second letter to Weaver this date].

We got enough cars to make a day. Don't know anything about [local producer] Coaldale people's shipments, or where A. & P. Roberts are getting their coal.

Oct. 17, 1892. To D. H. Thomas, Inspector 8th Bituminous District.

Will have Mr. Hartman the Engineer do a survey of our mines as soon as possible.

Oct. 25, 1892. To JHW.

Long answer to Weaver's complaints about shortages of shipments. Weaver trying to divert cars from Coaldale to Decatur.

Oct. 25, 1892. To JHW [second letter to Weaver this date].
Met with Mr. Palmer since writing you this AM, and he promises more cars.

Oct. 25, 1892. To R. B. Wigton & Sons.
Royalty payments now three months overdue.

Oct. 27, 1892. To R. B. Wigton & Sons.
Rec'd \$276 for July royalty.

Oct. 31, 1892. To JHW.
No cars today and no improvement in supply. Lean on P&R people.

Nov. 2 & 4, 1892. To JHW.
Lean on P&R and Beech Creek for cars.

Dec. 2, 1892. To JHW.
Car supply still poor.

Dec. 8, 1892. To JHW.
Rec'd check for \$4,711.50. Only getting enough cars to do half work.

Dec. 29, 1892. To JHW.
Small shipments acct. poor car supply. Don't get tied up with Diamond State people or anyone beyond April 1, 1893.

Jan. 4, 1893. To JHW.
Your check rec'd for \$4,209.75 to balance coal account. Thank Mrs. Weaver for getting flowers for a sick friend here. Send me cost for flowers. Behind on correspondence, have been away much lately.

Jan. 12, 1893. To JHW.
We have been selling coal to other parties, incl. Coaldale, since you wouldn't take all our production.

Jan. 18, 1893. To R. B. Wigton & Sons, Phila.
Please render statement for coal mined on my lands in Oct., Nov. and Dec. 1893.

Jan. 18, 1893. To JHW.
Will continue selling to other parties, since we fear you wouldn't take all our production. Mr. McLeod [of P&R] has issued an order but this has produced no extra cars, nor has a personal interview with Col. DuPont.

Jan. 19, 1893. To JHW.
Got enough cars to work one mine yesterday; today got none. McLeod's orders have apparently been suppressed before reaching the operating department. Previous to

McLeod's order and DuPont's influence, during first two weeks of Jan., we averaged more than twice the cars per day that we have rec'd this week:

Jan. 16th 0, Jan. 17th 27, Jan. 18th 19, Jan. 19th 0.

Jan. 19, 1893. To Davidson & Co., Phila.

We have arrangements that take all our production at this time, and cannot give any to you. Congratulations on entering the coal business—we hope the future may prove all you expect.

Jan. 21, 1893. To JHW.

The fact that you got only 8 cars on the 18th has to be kept secret from any railroad official. It's no secret we got only 19 cars that day and that on the 17th we gave you 17. One mine here had cars only 2 days this week, and the other has been idle 2½ days, worked 3½ days. Our question about how much coal you would take was not impertinent—but you said you would take it all as long as people would continue to live and not all die. We know your claim that we have run steadier than any other colliery in Beech Creek Region except Pardee [on Hawk Run Branch of BCRR] is false.

Jan. 21, 1893. To JHW [second letter to Weaver this date].

Repeats that one mine worked 2 days this week, the other 3½ (idle 2½).

Jan. 24, 1893. To JHW.

Getting about ½ supply of cars now and may have to shut down if this decreases.

Jan. 30, 1893. To JHW.

We have Mr. Stager's list of cars delivered to Beech Creek RR for Decatur, but have rec'd none of these cars.

Jan. 31, 1893. To JHW.

Still haven't rec'd any of the cars on Stager's list.

Feb. 3, 1893. To JHW.

None of Stager's cars rec'd yet. It's really useless to make lists. Our experience has been that railroad officials' orders take effect immediately, if at all.

Feb. 10, 1893. To JHW.

Your check for \$5,822. 51 rec'd.

Feb. 25, 1893. To R. B. Wigton & Sons, Phila.

Royalty check for coal mined in Oct. rec'd--\$307.08. You are still three months behind.

Feb. 27, 1893. To JHW.

None of cars consigned to Decatur on your list have been received.

Mar. 1, 1893. To D. B. Patrick [mine boss at Decatur No. 2.]

You are fired from Decatur Mines effective April 1st. [State Mine Reports for 1893 say on p. 453 that mining law required both mines to be under same supervision, probably because they had been connected underground.]

Mar. 4, 1893. To JHW.

Feb 22nd was a holiday, and on 24th we rec'd no cars.

Mar. 6, 1893. To JHW.

Your check for \$4,500 rec'd.

Mar. 6, 1893. To R. B. Wigton.

Your check for \$1,237.79 rec'd. Will have excavation [of coal in your mine] measured in full if you feel weights are off.

Feb. 14, 1893 [out of date order]. Account with Beech Creek Railroad.

Decatur shipped 14 cars of coal on Beech Creek on Feb. 14th. These cars wrecked on Feb. 15th [car numbers are given]. Total amount of coal contained in these cars was 715,700 lbs., less 450,700 lbs. coal transferred to other cars, leaves 265,000 lbs. at 90 cents per ton billed to Beech Creek RR.

Mar. 7, 1893. To A. G. Palmer, Sup't Beech Creek RR.

Per your request we send bill of all coal wrecked on Feb. 15th, and have credited what was transferred to other cars.

Mar. 9, 1893. To JHW.

Check for \$342.50 rec'd. Your figures for weights of coal to Consolidated Steel & Iron are correct.

Mar. 11, 1893. To JHW.

We have rec'd none of the cars supposedly consigned to us. Got no cars today, while others had half or full share of whatever came up.

Mar. 13, 1893. To JHW.

Time for making coal deals is nearing. What quantity would you take?

Mar. 20, 1893. To JHW.

Sorry to hear of sickness in Davidson family—did not know they had moved across the river. Mrs. McGaffey has expected Mrs. Weaver here for some time. I will come to Williamsport to deal if you will fix a day—we will adjust price according to amount of coal taken by you.

Mar. 20, 1893. To W. S. Nearing [engineer of Fall Brook Coal Co.], Morris Run, Pa.

Several operators here have received a circular from Charles Connor of Roberts-dale, asking for \$10 cash in connection with mining bill expenses. He doesn't tell us

what the total cost is, and makes no difference between operators with one mine and those with many mines.

Mar. 20, 1893. To Charles Connor, Robertsdale, Pa.
Makes same complaint as above to W. S. Nearing.

Mar. 22 & 24, 1893. To JHW.
About meeting in Williamsport.

Mar. 27, 29 and April 1, 1893. To JHW.
About meeting and prospective tonnage; no price mentioned.

April 5, 1893. To JHW.
We have not rec'd any distribution [list for consignees] from you today and are making it by guess. Should be able to fill New England orders tomorrow.

April 6, 1893. To JHW.
More cars today than we have consignees for--please wire consignees at once. Using New Jersey cars for New England orders.

April 7, 1893. To JHW.
Got a few New Jersey cars today, using them for New England orders. Have told railroad people not to put in any more until further notice.

April 8, 1893. To JHW.
Your check for \$6,005.95 rec'd.

April 11, 1893. To JHW.
Your list of April 10th of New England orders is at hand. We have overlooked 57 carloads of them and will fill as soon as possible, not neglecting your home orders.

April 15, 1893. To JHW.
Rec'd your distribution list for this day. Must overship a few home orders in order to reach a couple of New Jersey cars for New England (on our siding). Will be idle Monday, should complete Eastern orders on Tuesday.

April 18, 1893. To Messrs. Henry Levis & Co., Phila.
Cannot deal with you at present, as we have named a price for our coal and are awaiting acceptance or refusal.

April 18, 1893. To JHW.
The talk of PRR people offering low prices is bunk, except where quality is low. Others are getting to work in spite of disturbed freight rates. Moshannon coal is going for good prices, per the newspapers. Please say soon what you will or will not do; we will not let all chances go by.

April 18, 1893. To A. G. Palmer, Supt. Beech Creek RR.

If you charge other shippers for putting cars back on the track, we cannot complain, but think no repairs were required in this case.

April 19, 1893. To Wm. P. Deamint, Pittsburgh.

Berwind-White operates over thirty mines. Why should they be asked to contribute the same to expenses for the mining bill as an operator with one mine?

April 19, 1893. To Charles Connor, Robertsdale.

Same question as above to Deamint.

April 20, 1893. To JHW.

PRR people are going to hold things in just the present shape until they get what they want—business will be lost to Beech Creek RR. Please give an answer not later than Monday on what you want to do.

April 27, 1893. To JHW.

Re consignment to Germania Mills: we put on shipping slips all the directions there was room for, and attached a slip with full directions, until the railroad people said not to do it. What about the future?

May 2, 1893. To Messrs. Donaldson, Davidson & Co., Phila.

Have closed no deal yet for next year. Will call on you if your ideas will likely meet ours.

May 2, 1893. To JHW.

What about next year? Other parties are asking us.

May 4, 6, 7, 1893. To JHW.

Let's make a deal.

May 7, 1893. To JHW (second letter to Weaver this date)

Your check of \$7, 041.26 rec'd.

May 12, 1893. To JHW.

Sorry to hear of Mrs. Weaver's illness.

May 17, 1893. To JHW.

Sorry to hear of Mrs. Weaver's illness, and accident to little ones of Mrs. Herriman. I worry if Reading people can maintain their rates.

May 20, 1893. To JHW.

You seem to want a lower price for our coal.

May 30, 1893. To JHW.

Are the railroad people of this section going to allow all our business to be taken by B&O. C&O and N&W?

June 1, 1893. To JHW.

Beech Creek and Pennsy charging same rates.

June 2, 1893. To JHW.

Please send consignment for eight cars sitting on our siding.

June 7, 1893. To R. B. Wigton & Sons.

Rec'd royalties for coal mined Nov. and Dec. 1892.

June 13, 1893. To JHW.

Check for \$1,881.08 rec'd.

June 15, 1893. To JHW.

Will ship three cars to Jeffords next day we work. Don't know when that will be.

June 15, 1893. To RBW.

Please answer my letter of June 7th.

June 29, 1893. To RBW.

Send royalties for Jan. thru April!

Aug. 26, 1893. To H. J. Smith, Phila.

Could load around 30 cars per day for you. What type of payment could we expect?

Sept. 27, 1893. To JHW.

Let's make a deal.

Sept. 27, 1893. To HJS.

What price could you pay for Moshannon Coal. We mine it exclusively.

Oct. 3, 1893. To JHW.

Our price would depend somewhat on amount of coal mined.

Oct. 24, 1893. To RBW.

Send statement of coal mined May through Sept.

Oct. 27, 1893. To RBW.

Thanks for royalty check of \$1,588.70 for Jan. through April 1893.

Nov. 1, 1893. To RBW.

There are errors in your statement for Sept. 1893.

Nov. 2, 1893. To JHW and HJS.

Coal business has been slow—do you need more coal?

Nov. 8, 1893. To JHW.

Can you get some business at 95 cents per gross ton for us? If so we will take it, but would not like to tie up at this price for long.

Nov. 16, 1893. To JHW.

We have waited for a better outlook, but now with cold weather coming on we have some men working for the necessary stuff to live on. They had other jobs in different work in warmer weather.

Nov. 25, 1893. To JHW.

Delayed answering your letter because of reductions in price of mining coal that are to be made next Monday in Philadelphia. Please let us know soon after if you can take 10-15 cars per day at lower prices, if any.

Dec 1, 1893. To JHW.

We understand that Philadelphia people have made a ten-cent reduction in the price of mining coal, and other labor connected to it.

Dec. 4, 1893. To JHW.

Sorry to hear that Mrs. Weaver is under the weather. What can you pay after reduction agreed on by operators?

Dec. 7, 1893. To Robinson Chilled Plow Works, Canandagua N. Y.

We will supply you at 86 cents per ton f.o.b. Decatur Mines.

Dec. 9, 1893. To JHW.

Why do you wish to pay several cents per ton less for our good Moshannon Coal than other people are paying for coal not as good? We are not disposed to wait for Diamond State order until they see what happens to Wilson Bill in Congress.

Dec. 17, 1893. To JHW.

Same complaint about low prices as in previous letter.

Jan. 4, 1894. To R. B. Wigton & Sons.

Please send check for Oct. 1893 and statements for Nov. and Dec.

Feb. 6, 1894. To JHW.

Can you take 5-10 cars per day? At what price?

Feb. 6, 1894. To Howard Slidell, Phila.

Will come to Phila. any time if you think it would help a deal for 5-10 cars per day at such price as would give us a new dollar for the old one.

Feb. 21, 1894. To "Ned".

As you say, we couldn't make money on the Grand Trunk RR contract. What price would your people name for coal? Best regards to your folks.

Feb. 27, 1894. To Howard Slidell, Phila.

Prices named in yours of Feb. 7th are below cost of production, not to mention royalties.

Mar. 20, 1894. To Messrs. Ayers & Bro., Phila.

We only mine the Moshannon Vein. Will be happy to supply your customers along the Pennsylvania Railroad. Name a price.

Mar. 23, 1894. To Ayers & Bro.

We can make your price of 72 cents per ton, based on present mining price of 40 cents per ton—to vary if there is a change in mining price.

Mar. 26, 1894. To Ayers & Bro.

We are quoting on a net ton of 2,000 pounds.

April 13, 1894. To C. W. Smith, Phila.

We mine only Moshannon Vein. As there will probably be a suspension of mining on the 21st, everyone is trying to stock up some, so could not provide any to that date.

April 20, 1894. To William D. Kelly, President Clearfield Bituminous Coal Co., Phila.

You have had every car we have loaded or shipped since April 2nd, the date you took the first lot. Our understanding is that you were to have our entire output over the Beech Creek RR if you would take it, otherwise we are at liberty to ship any surplus over the PRR. Several mines idle today. Some quit this morning, some at noon, and probably some will tonight, to be in time for general strike ordered for tomorrow morning.

April 30, 1894. To William D. Kelly.

All is quiet in the region—no demands, and few miners to be seen. Evidently they are expecting the Cumberland and Virginia mines to come out and create a scarcity of coal. The move of some operators in the Pittsburgh region to offer an advance has undoubtedly stiffened them very much. How long can the Eastern market wait?

May 23, 1894. To Clearfield Bituminous Coal Co., Phila.

We have rec'd your copy of the resolution passed in Philadelphia on the 21st. We will not post the accompanying notice as we think it will only arouse the stubborn element among the miners and prolong the strike.

May 24, 1894. To WDK.

Several operators here will come to the meeting called for May 29th at 2:00PM by J. Chester Wilson, Sec'y, if you believe we will do more than just talk over the situation.

June 21, 1894. To WDK.

The miners' convention called for next Monday at Altoona will probably be stormy. We should postpone for a few days our meeting called for Tuesday. Judging by your letter to T. J. Lee [a Philipsburg operator], you evidently understood the position we took in regard to resolution passed in Philadelphia and agreed to in Altoona, namely, we wished to go to work when others in the Beech Creek Region did, even if Berwind, Scott, and others in other regions did not.

July 19, 1894. To WDK.

Situation discouraging here. It is reported that all Broad Top and all except four parties on PRR main line are working strong at 45 cents per ton. Fishburn working at Grampian, also at Munson's. Hoyt & Ashman [near Philipsburg] producing 20-25 cars each day and night. Wigton running Troy and [Morrisdale] Shaft day and night, producing about 80 cars per day. He is here, and ready to promise, agree and sign anything the committee ask, so he can keep at work and keep others idle. Scott at Houtzdale and [O. Perry] Jones at Coaldale No. 4 are the only ones trying to work at 40 cents. Jones can't keep going unless they can start their No. 14 nearby and divide attention. I have just written Berwind about all this.

Bradley, Wilson and Wigton are upsetting every deal we can make. Wigton has given 100 sacks of flour this week to those not at work. He will assess each of his miners one dollar per week and advance the committee \$500. Also will pay the committee 5 cents per ton on all coal mined while others are idle.

Wigton promises the committee to put 150 men in at the Shaft [probably Morrisdale No. 1] and 100 at his coke ovens [next to Morrisdale No. 1, on Hawk Run Branch of the Beech Creek], even if they don't work much. Broad Top, Allegheny Mountain, Bell Lewis & Yates all working at 45 cents. We have little chance at 40 cents.

[Total production at Morrisdale Shaft No. 1 for 1894 was 189,649 tons, of which 12,624 tons were coked in 106 ovens. No. of employees 496, days workds, 165. Total production at Troy Mine was 44,089 tons, with 172 employees working 78 days.]

July 23, 1894. To WDK.

Wigton's deal about the one dollar per week assessment has made the idle men stiff and defiant. Wigton is idle today—he probably doesn't intend to work full time. Unless the railroad can stop handling coal mined at 45 cents per ton, we can get to work at 40 cents only by bringing in new men, and with ample protection, and this is very expensive.

July 23, 1894. To Harry A. Berwind, Phila.

Chances of making any deal with the old men at forty cents have vanished, thanks to these pirates who have agreed to the one dollar per week assessment. This together with money coming from Virginia, Maryland, Blossburg and the Hard Coal, will assure strikers of a good living. Get the railroads to refuse to carry 45-cent coal!

July 26, 1894. To WDK. Miners here in good shape to hold out. Wigton wanted northbound cars today, and didn't get them. He left here mad for New York, threatening every railroad man in the country.

July 26, 1894. To Charles F. Berwind, Phila.

Send a detective up here—he will land some strike leaders and some operators behind bars. What's the matter with Nichols? According to the Pittsburgh Times he must have had a sudden change of sentiment.

Aug. 4, 1894. To Harry A. Berwind, Phila.

Our efforts not entirely in vain—the conference I asked you to have has undoubtedly hastened the result. Have you heard anything about the general conference of operators and the committee of miners? Can you find out who is taking Hoyt & Ashman's coal from Ophir Mine [on One Mile Run east of Philipsburg]? Wigton did for a few days, but has been stopped. They have been running right along for several days.

Aug. 6, 1894. To WDK.

The strike is officially off. Will your Mr. Ruester [at Viaduct Pa.—see letter of Dec. 20, 1894] tell Beech Creek RR people what kind of cars to send us. We will start a little tomorrow. Can you find out where Hoyt & Ashman's coal from Ophir is going?

Sept. 8, 1894. To WDK.

You deleted some 15 cars of coal from our August account. We say once coal is shipped we have no control over it. What is proposed for fall business?

Sept. 20, 1894. To WDK.

Some quibbles about coal accounts.

Oct. 22, 1894. To WDK.

Please send the car numbers not included in your voucher for August.

Oct. 22, 1894. To WDK.

We can't understand the complaints about our coal. We have always instructed our loaders to keep a close watch of it, but after receipt of your letter we again went after them, and trust you will have no further trouble.

Nov. 23, 1894. To WDK.

Very little business from you this month—only about 5½ cars per day, while others got five full days last week. Please investigate and remedy.

Nov. 23, 1894. To Josiah M. Bacon, Phila. [Bacon was a partner with Nuttall in Laurel Run Nos. 1 and 2, on Mapleton Branch of PRR bet. Phbg and Osceola].

Please order from Cambria Iron Co. as per prices quoted on 6th instanter:

6 tons 60-lb rail at 23.00

Angle joint sufficient for same

10 tons 16-lb. rails—can use in lengths shorter than 30 feet.

This order delayed by my going to West Virginia to see the Rocks.

Nov. 24, 1894. To WDK.

Can find nothing wrong in answer to your complaint about the coal in cars 57299 and 59890. Did it get into the hands of a chronic kicker?

Dec. 20, 1894. To J. N. Ruester [Clfd Bituminous Coal Co.], Viaduct, Pa.

Why are we getting only enough cars to work every other day, while others have nearly full work? If it is by order of your Philadelphia office, we want to know.

Dec. 24, 1894. To WDK.

You say we are getting our fair share of cars and work—we don't think so.

Dec. 28, 1894. To WDK.

You took more from Lanse Colliery [local producer near Viaduct] in Nov. and Dec., even while their capacity is considerably less than Decatur. Please investigate and remedy.

Jan. 14, 1895. To WDK.

Thanks for the check of \$5,078.70 for balance of Nov. and Dec. coal, less cars not rec'd Jan 1st. Believe you have left off one car in Dec. account—list of 32 cars here.

Jan. 15, 1895. To Harry A. Berwind, Phila.

Our production April 1893 to April 1894 was 16, 844 tons. We did not turn a wheel for several months owing to low price for coal.

Jan. 21, 1895. To WDK.

In regard to four cars you mention, either the customer you sent it to is a chronic kicker, or his men have been seen by some party that wants the order. We are shipping good coal, but other parties are getting more orders than we do from you.

Feb. 1, 1895. To WDK.

We are not getting our fair share of orders from you. Why?

Feb. 4, 1895. To WDK.

You gave us only six days' work in Jan. and nothing yet in Feb., while Colorado No. 3 [east of Hawk Run on BCRR] has had 12 or 15 continuous days' work, and Gearhart [at Gearhartville near Phbg] nearly steady work last week. Why tell us that you are reducing your stock at tidewater, and that there is practically no line trade, when at the same time you are keeping other mines running nearly full time? We can scarce keep the mine going on leftover work from Colorado and Gearhart.

Feb. 15, 1895. To WDK.

Our deal was that you would make a fair divide in proportion to capacity of the mines.

Feb. 20, 1895. To WDK.

Rec'd your check for \$2,927.36 for balance of Dec. and part of Jan. coal. Please send a list of cars shipped that had not passed the [railroad] scales by Jan. 31st, so we may check our accounts.

Feb. 25, 1895. To WDK.

Parties making complaint on coal in cars 3191 and 535 must be very fastidious, or chronic kickers—there was no dirt or refuse in them or any other. A very small part of our coal is some rusty, but free from bone or sulphur.

Mar. 6, 1895. To WDK.

We are giving the coal careful attention.

Mar. [day blank] 1895. To D. E. Davidson, Phila.

Referring to your letter of the 20th instanter, for the present our coal is sold, but I could send some parties to you who want to sell either B or E vein.

Mar. 27, 1895. To A. G. Palmer.

We are advised by Mr. Kelly that Fall Brook car #4008 loaded at Decatur was wrecked at Mapes on 22nd inst. He says we should send bill for coal to you. Shall we?

Mar. 27, 1895. To WDK.

Mr. Ruester has told the dispatcher not to send us any cars. Is there some reason for this discrimination?

Mar. 29, 1895. To WDK.

Mr. Palmer says he prefers that coal in Fall Brook #4008 go into your running account with the Beech Creek RR. Mine weight of car is 49,100 lbs.

Mar. 29, 1895. To WDK [second letter to Kelly this date].

Your estimate of 7,000 tons for month's shipments is high. We have not had a car since the 22nd, when we had a half day, and until today, when we have 19 cars. Others have had steady work more than a week. We hope your expectation for increased business will be fully realized.

April 2, 1895. To WDK.

We should be given a fair share of our capacity at all three mines, even if we're only working one, as now. [Note: Decatur No. 3 is not recorded in State Mine Reports until 1900.]

April 6, 1895. To WDK.

Fall Brook car #2431, of which you have no record, was in the shipment of Mar. 21st, same day as Fall Brook #4008 that was wrecked. Mr. Ruester says there was nothing for us on Mon., and we were idle yesterday and today. Please stop if you come up next week.

April 20, 1895. To WDK.

Only one day's work this week. Could we meet in Phila. if you don't come up?

April 20, 1895. To WDK [second letter to Kelly this date].

Car #2431 was loaded on Mar. 21st, and passed the (railroad) scales all right, so we feel we should be paid for it.

April 22, 1895. To WDK.

I do not see how there could be many complaints regarding coal shipped from Decatur—they must be from a chronic kicker.

Late April 1895 [no date on this letter]. To WDK.

Your letter of the 22nd instanter is at hand. Would like to meet with you in Phila. Our miners are stirred up about getting less work than others. We know our coal is merchantable and all right.

April 26, 1895. To WDK.

If you see our coal at mine you will see it is all right. Will come to Phila. to see you.

June 7. 1895. To J. H. Weaver, Phila.

In reply to your favor of the 6th, we can sell you same type of coal as you were getting before—a lower price if you take higher quantity.

June 10, 1895. To JHW.

In reply to yours of the 8th, please give me a price you're willing to pay for 5 cars or more a day. It's evident you've never had pleurisy, and if you ever do you'll be aware it cuts quite a figure. Mrs. McGaffey and I were in Phila. 2-3 days ago—don't know when we'll come again. We would very much enjoy a visit from you and Mrs. Weaver and daughter. We have a very comfortable home—when may we expect you?

June 12, 1895. To JHW.

If you can give us 70 cents net [per ton] we will go you for 5-10 cars per day. Please say to Mrs. Weaver that when Mrs. McGaffey called at your house she did not find anyone at home and had no calling card with her. Please come here. I could come to Phila. any time if you think it will be any use.

June 14, 1895. To JHW.

Your figure is too low for Moshannon coal. If you want B or C coal, let me know and I will try to buy it for you. When you mention United Collieries [not a local producer] in connection with a price for coal, let me say that parties that can and will operate a railroad for fun ought to be able to name any price that suits them for coal or anything else.

June 17, 1895. To JHW.

Our price of 70 cents net is the lowest we can go, even if Mr. Coryell is selling his coal at 65 cents per gross ton, unless you can get a lower freight rate via PRR—they have gotten away with some Beech Creek business.

June 29, 1895. To JHW.

Just rec'd your wire offering 70 cents net to us for 2,500 to 3,000 tons per month for one year from July 1st. We have wired you yes, if divided equally monthly, and no fly back about it. We believe prices will advance, but not for several months, therefore will take a chance at 70 cents.

July 2, 1895. To JHW.

Will be in Phila. Sat. morning or early next week, as I come back from New York.

July 13, 1895. To JHW.

Since returning I have carefully considered the letter of Glasgow Iron Co. and concluded that either they have been getting coal elsewhere, or some of the upper vein from this station has been put in to them. [The D coal at Decatur No. 1 consisted of three separate veins totaling about five feet thick, separated by thin layers of boney, shale, slate and sandstone—this made it difficult to mine in a clean manner. See Report H7 of 2nd Geological Survey of Pa., pp. 77-78.]

Aug. 7, 1895. To JHW.

We have received none except immediate orders from you, none that are to run any length of time, so we don't want to make any deal with you beyond Dec. 1st.

Aug. 8, 1895. To JHW.

There is a scarcity of cars now. Will try to ship 12 cars to Midvale on the days you mentioned.

Sept. 5, 1895. To WDK.

Since you have been giving us only 2-3 days work per week, we thought you would have no objection to our selling 20 cars this week.

Sept. 7, 1895. To WDK.

We sold the 20 cars only after realizing that you would be unable to effect the sale.

Sept. 25, 1895. To WDK.

Complaints about our coal are groundless.

Oct. 4, 1895. To JHW.

A strike is possible over a move being made (by the operators?) to advance the price of mining.

Oct. 9, 1895. To Alvin Jones, Newport, Pa.

Will ship you one car best Decatur coal at 80 cents per net ton. PRR agent here says freight is \$1.05 per ton.

Nov. 7, 1895. To Atlantic Refining Co., Williamsport, Pa.

We are in receipt of your monthly statement of account.

Nov. 7 and 9, 1895. To WDK

About cars received after Nov. 1st.

Nov. 12, 1895. To J. A. Woodhouse, Newville, Pa.

Please remove from our property two mules that belong to you.

Nov. 16, 1895. To Moslak & Goss Coal Co., Buffalo, N. Y.

We will name a price for coal f.o.b. at mines, if the parties are all right, or if enough collateral is offered.

Nov. 20, 1895. To Lehigh Valley Coal Co., Buffalo, N. Y.

Will you please give us the standing and financial responsibility of Moslak & Goss Coal Co.

Nov. 22, 1895. To WDK.

Our coal is good. Complaints unjustified.

Dec. 3, 1895. To WDK.

Your letters of Nov. 26 and 29 sound angry. Have Mr. Ruester visit the mine and examine the coal as it comes out and is dumped—he will see it is good.

Dec. 9, 1895. To WDK.

Last week we only had $\frac{3}{4}$ day's work from you, and the week before $1\frac{1}{2}$ days, while others have been given full work.

Dec. 11, 1895. To WDK.

We are heartily sick of having someone we know nothing about continually growling and making false accusations. Coal never was produced that some person could not find fault with.

Dec. 13, 1895. To Harry A. Berwind, Phila.

What are our chances of being able to sell you coal after April 1, 1896? Our arrangement with another party may last until that date, if not cancelled before.

Dec. 16, 1895. To HAB.

In reply to yours of Dec. 14th, we would like to ship 10-12 thousand tons per month.

Dec. 16, 1895. To WDK.

Tired of your complaints. If you don't want our coal, don't take any more. If anyone is willing to take a price lower than you're paying, they are working for glory. We will disallow all claims made on us.

Dec. 19, 1895. To WDK.

Send us the names of parties for whom you have made the allowances claimed by your bill.

Dec. 19, 1895. To JHW.

How is the trolley riding today? How would you get along with a strike if you were situated like the country, no police.

Dec. 30, 1895. To WDK.

Your letter of 21st with enclosure from the Phoenix Iron Co. rec'd. Will take up their claims with you, not them.

Jan. 6, 1896. TO WDK.

Your check for \$4,677.68 rec'd. Our accounts differ:

	106,400 lbs. delivered in Oct., weighed in Nov.	\$36.71
	14,238,100 lbs. delivered in Nov.	
	784,600 lbs. weighed in Dec., shipped in Nov.	\$4641.46
Total	13,453,500 lbs.	

This makes a difference of 1,500 lbs. in Nov. Please check.

Jan. 22, 1896. To JHW.

We gave you a low price for coal in consideration of pleasant dealings in the past—can't go lower. What do Penna. fellows propose to do at the meeting next Friday?

Jan. 31, 1896. To Hartman Mfg. Co., Beaver Falls, Pa.

Do you manufacture or handle drive gates that are opened and shut by driving over a loop? Send us costs, or let us know about other manufacturers:

Springfield Arch Works, Springfield, Ohio

E. T. Bassman, Detroit

Van Dorn Iron Works, Cleveland.

Feb. 19, 1896. To WDK.

Kindly advise what is the purpose of the meeting to be held in the Betz Building on Feb. 28th. Would it be any use in the little fellows going?

Feb. 27, 1896. To WDK.

There is considerable feeling in regard to what the result is intended to be of the coal trust and pool. If you wish to make another deal after April 1st, please reply.

Mar. 18, 1896. To W. F. Spearing, Lock Haven, Pa.

Due to unsettled matters we would not like to name a price for July delivery.

Mar. 18, 1896. To "Dear Fred" [possibly Fred Rothwell, a Nuttall friend and associate in West Virginia].

Mr. Kerr left Clearfield on Friday, and is to be at all the meetings.

Mr. Peale was in town on Monday, and we had quite a talk with him.

Barnes [local operator] tells me he thinks Peale is going to take Colorado No. 3 coal. If all parties on the Beech Creek RR outside the pool go together there could be an agency built up. Where would I come in? Before deciding on a deal with any of the pool people I would want to see what kind of a deal would be proposed. Should such a combination be attempted, where would Jackman & Atherton [local operators] stand if Peale decides to take 70,000 tons of their coal at the price they named to him?

There is no question about the use they have made of us in past—we will insist on a fixed amount per year to be divided evenly per month.

Rumor says Peale has bought Pardee Colliery as of April 1st—it will fix him for Moshannon Coal even if it is badly crushed.

The sleighing is about done.

Mar. 21, 1896. To WDK.

Your remarks when I was at your office last week led me to believe you do not want a new deal for our coal. Let us know if otherwise—it's near the last of March.

Mar. 24, 1896. To WDK.

Yours of 23rd at hand. We don't want to drop you or be dropped. Would like to do more work next year.

Mar. 26, 1896. To JHW.

Sorry to have an order cancelled. We shipped two cars to Buck & Long this morning before your letter arrived.

Mar. 26, 1896. To WDK.

Please name amount of tonnage you will take—unless you want our total production.

Mar. 27, 1896. To National Iron Bank, Pottstown, Pa.

Please give us information on financial standing and responsibility of G. J. Newton & Co. of your city. We will keep this confidential.

Mar. 30, 1896. To JHW.

All the coal we have shipped to George W. Bush & Sons has come from the same mine.

April 20, 1896. To JHW.

Can you make arrangements for any stated amount of our coal?

April 20, 1896. To W. H. Wigton, New York.

Your letter of the 11th was forwarded to me in West Virginia, and has followed me here. We have made no deal for our coal and were never high-priced this year. There

should be no difficulty in making a deal if you will give us satisfactory references or collateral.

April 20, 1896. To WDK.

Let's make a deal.

April 22, 1896. To WDK.

Your check for \$5,279.33 is \$3.44 short of the bill we rendered you. Shortage is just the same as you reported on Beech Creek car #1533. We enclose a letter from the weighmaster to verify our bill.

April 23, 1896. To WDK.

We are trying to sell all our production to two different parties, so don't wish to make a deal for part of it. I hope to be in Phila. in a few days.

April 23, 1896. To William H. Wigton, New York.

We are negotiating with a party for our entire output. If this fails will sell you what you want.

April 27, 1896. To WDK.

We can make no claim on the railroad, for they simply weighed the car of coal and reported to us the correct weight. If they reported a different weight to you, they should settle with you.

May, 1896 [no date indicated]. To WDK.

Yours of the 7th May rec'd. Nobody can sell coal at 80 cents gross now. It was low enough last year, and now the cost of production has increased by 12½%.

May 12, 1896. To WDK.

Enclosed is the bill for coal shipped in April—neglect in sending was caused by coal not being taken out, therefore we did not get the weight of it. We have not charged you quite the full advance made in cost of production.

May 21, 1896. To WDK.

I will come to Phila. next week if you will take up the subject of a deal on our coal.

May 29, 1896. To JHW.

We can't meet the price you name for Moshannon coal, with 12½% advance in production cost since April 1st. There wouldn't even be a royalty left for us. I will come to Phila. to deal if you can name a better figure.

June 3, 1896. To JHW.

Let's make a deal. Will ship coal to Daugherty as soon as we get a car, maybe tomorrow.

July 27, 1896. To WDK.

Small discrepancy in accounts.

Sept. 3, 1896. To J. M. Yeager, Yeagertown, Pa.

Will quote you 90 cents net ton f.o.b. at mine for best Moshannon coal.

Oct. 2, 1896. To Morlock & Voss Coal Co., Buffalo.

We can ship via PRR or NYC. Will quote you for Moshannon coal after knowing how much you want.

Oct. 2 and 3, 1896. To WDK.

Errors in Aug. accounts and balance for July.

Nov. 2, 1896. To WDK.

Employing few men here, have inquiries from several parties. What can you do?

Nov. 12, 1896. To WDK.

We will ship you ten cars per day for 4-6 months, and forward any applications for coal to you.

Nov. 13, 1896. To F. E. Herriman, Gen. Frt. Agent Beech Creek RR, Phila.

Kindly give us your freight rate from here to Wilmington, Del. We have an inquiry for coal delivered there.

Nov. 13, 1896. To Charles Warren Co., Wilmington, Del.

We have yours of No. 5th and 12th. Trying to get a freight rate.

Nov. 16, 1896. To Charles Warren Co.

We have been unable to get any but the regular rate to your city, namely \$1.75 per gross ton. Have wired you a price of 75 cents per net ton f.o.b. at mines—presume you can get a better rate.

Nov. 16, 1896. To WDK.

Let's make a deal.

Nov. 18, 1896. To WDK.

We have stood by the full price agreed on by the combination last spring, believing that fall and winter would be enough to even up the summer dullness. Did not dream that you would ask us for a lower price, without promising any stated amount of business.

Nov. 18, 1896. To Charles Warren Co.

Our telegram was clear, we don't see how you could construe it to mean 2,240 lbs. [gross ton].

Nov. 27, 1896. To Charles Warren Co.

Laws of Pa. make 2,000 lbs. a ton [net ton], unless otherwise specified. We mentioned net tons in telegram. Sorry you won't make the deal.

Dec. 2, 1896. To Messrs. Jones & Laughlin, Pittsburgh.

Please send us via PRR

2 kegs of 3/8 x 3 in T-iron spikes

1 keg of 3/8 x 2 1/2 T-iron spikes.

Dec. 9, 1896. To WDK.

Car #1547 should not be deducted from Nov. account. It was shipped Nov. 17th, but by mistake of Mr. Ruester was billed from Grassflat.

Dec. 15, 1896. To John H. Miller, Tyrone, Pa.

Please ship me a small car of mixed corn, about 200 bushels ears, and balance shelled [this could have been a feed order for Nuttall company store].

Feb. 24, 1897. To WDK.

During my absence from here, Mr. Ruester telegraphed that you were complaining about the coal. No grounds for this—our men at the tipple say they have given it close attention. But I have read them the riot act and think there will be no cause for complaints in future.

Feb. 27, 1897. To WDK.

Let's make a deal.

Mar. 2, 1897. To WDK.

We see no other way than a general (wage) reduction for this region.

June 11, 1897. To Atlas Coal Co., Phila.

Let us know how much coal you want—we can ship via Beech Creek RR.

June 21, 1897. To Atlas Coal Co., Phila.

Sixty cents per ton is too low. Our mining is 45 cents, royalty 10 cents, and this would leave only 5 cents.

July 21, 1897. To H. A. Berwind, Phila.

I'm having a deuce of a time getting started on your order. Railroad people didn't give us any cars until Monday, then they got off the track on the siding, which now needs heavy rails. Railroad will put them in as soon as possible.

July 22, 1897. To Jones & Laughlin, Pittsburgh.

Please send ASAP one keg 5/8 x 5 1/2 in. railroad spikes.

July 27, 1897. To F. E. Herriman, Freight & Passenger Agt., Beech Creek RR.

Please give me lowest rates via Pottstown to points of connection with:

Perkiomen RR
Pickering Valley RR
East Penn RR
Reading & Columbia RR
Wilmington & Northern RR.

Aug. 2, 1897. To S. S. Daub, Pottstown, Pa.

I am unable to get better than published rates, which are:

Pottstown \$2.10
Points on Perkiomen RR \$2.40
Colebrookdale RR \$2.10 to \$2.35
East Penn RR \$2.30
Pickering Valley RR \$2.35
Reading & Columbia \$2.10
Wilmington & Northern \$2.20 to \$2.35.

Try to get better rates yourselves.

Aug. 12, 1897. To Messrs. Hubner & Sons, Lansdale.

Order for flywheel shafts.

Aug. 27, 1897. To Hoopes & Townshend, Phila.

Order for bolts.

Sept. 13, 1897. To Harry A. Berwind, Phila.

Stir up the railroad people to get us a better supply of cars. People on Beech Creek RR getting all they want, but not on PRR.

Mar. 11, 1898. To WDK.

Could I make a deal for you to buy the property outright or to lease it, or I could sell to you by the ton?

Dec. 9, 1898. To Henry Levis & Co., Phila.

Freight via PRR is \$1.40, via Beech Creek \$1.30. We have no desire to sell coal at 50 or 51 cents per ton, and must decline the order.

Dec. 1898. To C. N. Chase, Lyndon Vt.

Check encl for four dollars for my subscription to the Union and Scribner's magazine for 1899. Please begin Scribner's with the Jan. number.

George W. McGaffey in Philipsburg to Samuel S. Blair, Supt. Tyrone Div. PRR, Tyrone
From Letterpress Book of John Nuttall & Co. Store, Philipsburg

May 27, 1892

S. S. Blair, Esq.
Supt. Tyrone Div. PRR

Dear Sir:

Caleb Long, a steady, sober & industrious young man who was for several years in our employ, and later of T[homas] Barnes & Son, has been sick for six or eight months, and entirely unable to earn anything, therefore has exhausted what little he had saved, and his physician now recommends a trial of the Hospital in Philada. His friends have contributed a sum sufficient (as they believe) to pay his expenses there, requested me to ask you for a Pass for him to Phil. & Return, he would like to go Mon. morning next if it will be convenient for you to ans in time for same, will assure you it is fully a case of charity.

Yours very truly,
G. W. McGaffey

George W. McGaffey in Philipsburg to John H. Weaver in Philadelphia
From Letterpress Book of John Nuttall & Co. Store, Philipsburg.

April 18, 1893

J. H. Weaver, Esq.

Dear Sir:

Have not heard anything from you in regard to the future [of a contract for coal]. What is the delay? Trust you will give it your early attention as we wish to get the matter settled in some shape and want to give you all the chances possible.

Did you call upon Mr. Boughton at 1207 Chestnut St. in regard to the wood carpet I spoke to you about in Williamsport? He sent me his prices for each room but some of the styles he selected did not just please me, therefore have written to him today giving my views and asking prices for them. Now wish you would drop in store and ask how long it will be after they get the order before they would be able to ship the goods. We are not ready for them yet & will not be for a few weeks and do not want them here until ready to put them down, but do not want to wait on them after ready.

Yours very truly,
G. W. McGaffey

John Heisley Weaver, born May 15, 1859 in Williamsport, became a coal broker in 1877, after working a while for PRR. He started his own firm in 1879 and moved to Philadelphia at some later time, becoming a major force in the coal market. George McGaffey seems to have encountered Weaver in the course of business dealings, but also cultivated him as a friend—the duality of their relationship shows very clearly in this letter. The Decatur Mines Letterpress Book shows that McGaffey was very anxious about obtaining a coal contract from Weaver for April 1893 and met the broker in Williamsport to talk about this in late March. In a tumbling economy, however, Weaver divagated about price and no contract was forthcoming. The Decatur Mines Ledger Book shows that Decatur Mines had practically no work until April 1894, when they obtained a long-term contract with the Clearfield Bituminous Coal Co., a New York Central subsidiary, only to encounter a strike later that month that shut them down again. In spite of ups and downs, George McGaffey and his wife Elizabeth Alice Nuttall McGaffey maintained a strong social connection with Mr. and Mrs. Weaver. After the McGaffey house at 100 So. Centre Street in Philipsburg was remodeled over the summer and fall of 1893, the McGaffeyes invited the Weavers to visit on several occasions.

John H. Weaver began to purchase coal properties in northern Cambria County around 1904, and in partnership with B. Dawson Coleman of Lebanon, Pa., built the Cambria & Indiana Railroad to serve them. Manver, Pa., on the C&I, was named for Coleman and Weaver, and Colver the same. Revloc is Colver spelled backwards. Heilwood, Pa. was originally Heisleywood. J. H. Weaver also owned coal properties in Preston Co., W. V. He and his wife built a huge mansion along the PRR Main Line at Merion, Pa., west of Philadelphia. J. H. Weaver died in 1934. See Jack Hill, *The Cambria and Indiana Railroad*, 2010.

LWG

George W. McGaffey in Philipsburg to John Nuttall in Nuttallburg.
From Letterpress Book of John Nuttall & Co. Store, Philipsburg.

Aug. 12, 1895

John Nuttall, Esqr.

Dear Sir:

For some time I have been thinking over the Bank business. The situation is just this. We are making a little money at both of them, and can not see any reason why we should not keep doing it, but the expenses are very nearly the same when there is but little business as they are when there is lots of business.

Now in view of all these things it is a question in my mind, whether it would not be advisable to close up one of them, and if some people should want to start one let them do it. We have tried both styles of banking (individual partnership, and National), and certainly the National is the most desirable. Therefore was either to be closed, should be in favor of closing the Moshannon, and wind up its business at the First National. There is another reason besides the expenses for doing it, which is that Duncan is away nearly all the time, so much of it that he is not of much use to us, and Robt. Mull is sick and has been for several weeks, and I fear will not be able to ever do much more (if anything) in the Bank. I have not said anything to anyone except Perry [Jones] about this, he thinks it a good idea.

Now will you kindly think this over and give me you views in regard to it as soon as possible, my reason for wishing to know at once what you think of it, is that while business is quiet we have lots of money, much more than we can use, and think it would be a good time to make the change. Another reason is that Moshannon is very low in the way of supplies, and will soon have to order quite a stock of Books and supplies of all kinds. All well and wish to be remembered to all the people there.

Yours as ever,
G. W. McGaffey

This is the only letter in the two Philipsburg letterpress books that is addressed from George McGaffey to John Nuttall the elder himself. The second of the two Moshannon Bank Checkbooks in the Nuttall Philipsburg Collection shows that funds were indeed transferred from Moshannon Bank to First National Bank with Moshannon checks 6212 through 6217, which became First National Bank checks 1 through 6, sometime after Sept. 30, 1895. The Duncan referred to must have been the cashier or president of Moshannon Bank, while O. Perry Jones was cashier at the First National. Phbg. Hist. Found. has numerous ledgers of First National Bank, but these have not been catalogued, and I'm not sure if they go back to the mid-1890's.

LWG

George W. McGaffey in Philipsburg to Laurence William Nuttall in Nuttallburg
From Letterpress Book of John Nuttall & Co. Store, Philipsburg.

Jany 6, 1897

Dear Will,

Since you spoke about [Jackson] Taylor's not being satisfied with your sending items to me for endorsement and deposit in Bank, it has occurred to me that as I have been in the habit of acknowledging receipt of them the fear must have been that they were not used properly, and in order that you can examine the deposits that have been made, I have copied all the deposits that have been made to your father's credit since Jany 1st, 1894. For sometime after that date I made only a part of them, but you can easily check them up, and if correct it does not matter who made them.

After examination and checking off, if you find it correct, I want it endorsed as correct and both you and Jackson sign it and return. Should there be any errors or anything not understood let me hear from you at once in regard to it and will try to explain.

GWM

Following this letter is a three-page list of large deposits from Nuttallburg concerns, presumably in the First National Bank of Philipsburg, from Jan. 1, 1894 through Dec. 30, 1896, copies of which I am transmitting as they appear in the Letterpress Book (some dates missing at left edge of pages). This raises the question of whether or not there was a Nuttall-controlled bank in the Nuttallburg area, or if banking was done through Philipsburg—it hardly seems that Philipsburg could have handled West Virginia mine payrolls, railroad accounts, company store accounts, etc. It may be that Nuttall royalties and profits were deposited in Philipsburg so they could be loaned out there, at least in good times.

As to identity of depositors, NC&C Co. is Nuttallburg Coal & Coke Co., formed by John Nuttall as a partnership for his first two mines in Nuttallburg. Rothwell, Ballinger, Smokeless and Boone are mines leased to other parties along Keeney's Creek (see WV Mine Reports for year ending June 30, 1897). C&O Railroad must have been collecting tonnage fees on Keeney's Creek Branch and depositing them to Nuttall's account, as described by the younger John Nuttall in his accounts. R. B. Wigton, owner of Morrisdale mines, was leasing coal from Decatur Coal Co. and perhaps had a WV operation as well. Others such as McLaughlin, Campbell, M. F. Blazer et al. I'm not sure of.

LWG

George W. McGaffey in Philipsburg to Laurence William Nuttall in Nuttallburg
From Letterpress Book of John Nuttall & Co. Store, Philipsburg.

Nov. 10, 1897

Dear Will,

Fred [Todd] handed me a letter from you, to read, today in regard to leasing the Decatur property. You know that I am perfectly willing to either sell or lease it and for these reasons: First it is utterly impossible for anyone to get a price for coal in this section that will leave a fair margin for profit, Second when you sell to some party that is in the market and can handle the coal they will not take enough to let one out even. Therefore there is a loss of Royalty, Taxes on property, Interest on same, and a part of the expenses that can not be done away with as long as there is any attempt being made to work at all. For these reasons there has been a loss at Decatur for a year, and the prospects do not look any better, and the same can be said of the Lane property that is leased to Fred [Todd]. They leased the Dunkle [?] but are not working it, nor have they for months (think about July 1896) but are working the upper or C vein, but not at any royalty. This is also causing a loss of interest on investment, Taxes and Timber cost to work the coal.

Now in view of all these facts think you had better talk the matter over and try to get a solution of the difficulties, write me fully exactly what you think is the best plan to attempt to adopt, and if you desire to lease Decatur what royalty you would expect to get. As I wrote you before, am willing to make individual sacrifice if necessary for the benefit of the Estate, and will only ask that the others do the same should it be necessary.

In order that I may act in accordance with your views and wishes in regard to speaking to desirable parties about purchasing or leasing, want the views of yourself and Jackson [Taylor] in regard to the matter, all well,

Yours as ever,
Geo.

Fred C. Todd, son of John O. Todd and Susanna Nuttall, is shown as operator of Lane Nos. 1 and 2, at the end of the Beech Creek's Todd Branch on the west side of Troy Hill, in State Mine Reports for 1896 and 1897. No. 1 was in the D or Moshannon or Lower Freeport seam, and No. 2 in the E or Upper Freeport seam. Total production for 1896 was 24,209 tons, and for 1897, 40,440 tons, not broken down except that inspector says Lane No. 1 mined very little in 1897. The Upper Freeport was fine coal, but there was very little of it in the Moshannon Valley. Question mark beside Dunkle [?] because it is only my best guess at what is very light in the letterpress copy—no likely mine beginning with letter D is reported in 1896 or 1897. John Nuttall had just died, on Sept. 17, 1897, thus accounting for references to the Estate. Decatur mines were sold in 1899, and the first two West Virginia mines of John Nuttall in 1903.

LWG

George W. McGaffey in Philipsburg to Laurence William Nuttall in Nuttallburg.
From Letterpress Book of John Nuttall & Co. Store in Philipsburg.

Nov. 15, 1897

Dear Will,

Yours of the 12th inst. at hand and am very sorry to be obliged to say that eye trouble is not improving any, fear will be obliged to go to Philada. and see some specialist in regard to it.

Fred [Todd] showed me your letter in regard to leasing the Decatur, to which I am perfectly willing, or to the sale of the same. You say [Jackson] Taylor has no further objection, did he object to it at any time?

Will the appointment of Gaines as Judge of the Criminal Court prevent his acting as atty. for you hereafter?

Am glad you are getting the leases run off and trust you will have no trouble getting them established to the satisfaction of all parties.

Trust that Mrs. N. and Joe will have a quiet time, and that they will not be bothered by anyone that is not exactly agreeable to them.

We (the Bank) received a check of yours to Rothwell Coal Co. dated Sept. 1st for \$9.75, as the account of John Nuttall in Bank has been transferred to the Estate of John Nuttall will hold his check as a cash item until we get the books ordered for you, and which we expect every day, when you can draw one for the same amount and take up the one we have, this will keep your books straight. We also have the check of Smokeless Co. which went to protest, [O. Perry] Jones will send it to you along with protest notices. What is the matter with them?

Have read and reread yours of the 13th inst., and fully agree with you, but the stick is so many ifs, in the first place, if we can find a good party that would make such a lease, then if we can get 15 cents per ton for same all these arranged and Decatur would be provided for, then about the lease it is also a loss to the Estate all the time, and very little profit to either Fred [Todd], Sue [Nuttall Todd] or John [Todd], but do not know how they would feel in regard to leasing it.

In regard to their mining the Coal for any party that might lease, that would have to be after deal, and between them and the lessee, as no one would tie themselves up by such an agreement in the lease. Am willing to do anything that is reasonable, even if it requires a loss individually, and until there is a decided change in the conditions of Coal business in this section neither of these properties can be operated by us except at a loss, and like yourself I believe this will be the situation for sometime.

The greatest object any person would have in leasing both properties would be that it would give them so nearly all the Moshannon vein there is here, in fact it would be all except what Berwinds have in the Houtzdale region, for this reason we ought to get a better price than for either alone, think this will give you my views fully and reasons for same.

Yours as ever,
Geo.

George W. McGaffey in Philipsburg to Jackson Taylor in Nuttallburg.
From Letterpress Book of John Nuttall & Co. Store in Philipsburg.

Nov. 15, 1897

Dear Jackson,

Yours of the 10th received, also one from Willie of same date. You have the conditions of the coal matters just right, which is that small producers can not get into the market at all, and when they mine the coal and sell to the larger operators, who are in the markets, it is at such low prices that they can not make anything over a royalty if they get fair work, which is not often the case, for the reason that some parties are constantly selling at prices that will not afford even a royalty and these low priced fellows get the orders. I know of Moshannon Coal that is sold at 60 cents gross, 45 for mining and 15 cents for expenses and royalty, this will tell you what there is to contend with here...[two lines not copied at bottom of page on letterpress]...Moshannon mined about here, except Decatur, Lane [?] and what Berwinds have in Houtzdale region, and I believe any party leasing one would like the other in order to virtually control all of it here.

In regard to a situation for John that would have to be a deal between him and the lessee, as no one would listen for an instant to having such a clause in an agreement, even if we were to ask it.

Am willing to do anything that is the best for the Estate, but am sad to say that I do not know just what to try to do, have written Will today and think between it and this you will fully understand the situation of matter.

Sorry to say my eyes are not any better, Alice [Nuttall McGaffey] is well. Carrie [their daughter] has a bad cold and has had for near a month.

Yours as ever,
Geo. McGaffey

Dear Tom,

Jan. 26, 2012

Thanks for your letter. I've been typing and looking around in sources since returning to Madison on Jan. 11th, and was going to send you a big packet of all my notes and transcriptions, once they're done, but certainly don't mind sending along what I think would be the most important things for Carter Taylor's history, namely some letters in the second letterpress book that deal with banking in Philipsburg and sale of Decatur Mines, 1895-1899. These letters, five in number, show much more interaction between WV and PA than I would have expected, though I should have expected some from the fact that Geo. McGaffey visited WV on several occasions in the 1890's. I have put some commentary below most letters that shows the types of questions I'm asking as I go through the material—there are sure to be more! One big question is the mystery of Nuttallburg concerns making rather significant deposits to account of John Nuttall at the First National Bank in Philipsburg—hopefully some of you WV experts will be able to identify all the companies on the list of deposits enclosed with the letters.

There's just a wonderful amount of source material in these books! I never dreamed we'd see something like the first Decatur Mine Ledger 1866-1871, which shows how much coal was mined in each room of each mine, day by day, with names of miners in each room (one or two per room), starting on Sept. 1, 1866, which apparently was the first day of operation for the original Decatur on Coal Run (several sources say it opened in 1866). We can see production increasing at this mine, then holding steady at around 2-3 thousand tons per month through most of 1867, then dropping off drastically in mid-1868 as the fault is 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. Chris Watson, our resident genealogy person at Phbg. Hist. Found., wants to see if he can trace some of the miners listed, also find out if there were different people hired after the strike. Did some of these miners also go to West Virginia?? John Nuttall hints in *Trees Above with Coal Below* that they may have (p. 53).

Since my main interest runs to railroading and coal mining, I'm also doing cartwheels over the second Decatur Mine Ledger 1874-1875 and 1890-1899, which shows in glorious detail, across two huge ledger pages, the railroad weight shipped each day, in pounds, the RR company that owned the cars, the car numbers, the consignee and the destination. I've taken some preliminary notes on all this, and will type them up, but a detailed study of consignees would be very easy to do, also a study of what types and ownership of coal cars were going where. Believe it or not, there are model railroaders who are absolute fanatics about this type of information—I'll bet when I tell Rich Burg, for example, the foremost car fanatic of PRR Technical & Historical Society, he will be beating a path to Philipsburg, or at least asking me to send him long lists of car numbers so he can check them against his car rosters.

So stay tuned! Thanks very much for giving Walter and myself the chance to look at all this material. My appetite thus whetted, I will be looking harder than even for records from Nuttallville/Powelton, Nuttall's first coal operation in Pa. Maybe in Philadelphia we'll find something.

Feb. 17, 2013

Dear Tom,

Thanks very much for your wonderful mailing, which finally reached me around mid-January, having languished for about a month in Madison after I left for Philipsburg. I'm still in Pa., but planning to return to Wisc. in 2-3 weeks. The info on Nuttallburg is great, esp. the production figures, broken down into pick and machine mining, no less. Are the production figures from a published work? I would love to take a look at it.

Walter and I were very intrigued by the letter from L. W. Nuttall to Prof. Millspaugh. Did you find this at the Field Museum, and/or through an Internet search? This certainly seems to reflect a large turning point in L. W.'s career. Just by chance, around New Year's, I was talking with Harry Henderson, a Penn State meteorologist and amateur naturalist and botanist, when he asked out of the blue what I knew about L. W. Nuttall. A fair amount, I said, but I'd love to know more. Well, Harry said, did you know that many of L. W.'s Pennsylvania plant specimens were given to the Penn State Herbarium around twenty years ago? It seems that the Univ. of WV in Morgantown decided to keep his West Virginia specimens and ship those from Pennsylvania to Penn State. It took a little digging to even find the Penn State Herbarium, a well-concealed treasure containing more than 100,000 plant specimens in the basement of Whitmore Hall, near the Library. Their curator, a gruff old dinosaur by the name of Alfred Traverse, told me in no uncertain terms, in two separate phone calls, that he never heard of L. W. Nuttall, and that he can only look up the names of collectors if provided with the names of plants they collected, since the Herbarium has never digitized its records. Harry suggested that a way around this impasse would be to get in touch with the UWV Herbarium, which must have an inventory of the specimens they sent to Penn State—Traverse probably has this too, if he cared to take a look. Harry, the amateur, knows about L. W. We're both wondering how many Pa. specimens there are. Tens? Hundreds? Thousands?

I'm pursuing this because it would be somewhat ironic to have the Nuttall mining and banking records from Pa. at Penn State Special Collections, without their being aware of the plant specimens housed only a few hundred feet away, and vice versa. Walter and I had another meeting on Feb. 7th with Jim Quiggle, Curator of Special Collections, who reiterated his strong desire to add the Pa. mining and banking records to their collection, where they would be well preserved and available to researchers. Jim Quiggle says they would like to feature the records on their Flicker website, and Centre Co. Historical Society would also like to run a short article, once their eventual home has been determined. Walter has all the information on deed of gift terms, etc., and I believe will be getting in touch with you and Beth about this.

In the meantime, we still have the First National Bank records to go after here—if there are some letters and minute books included, we might have much more enlightenment on L. W.'s career. The letter you found seems to indicate that he did no collecting at all while in Pa., but this seems unlikely. Harry says he knows of at least one plant L. W. found and described at Black Moshannon State Park—*cynoglossum boreale*. Still looking forward to meeting the gang in WV this summer. Sending cc to Beth.

