

# Holsopple, Using a Box Car Now, will Get Fine New Station from Fire

B. & O. Superintendent Visits Town for Inspection

## MAYBUY LAND

Transformers on Pole Alongside Blaze Taken Down for Inspection

Special to The Tribune.

Holsopple, July 13.—While smoking ruins still sent up their blue-gray spirals into an atmosphere suggestive of dripping clouds, Holsopple saw a vision of a fine new and considerably larger B. & O. station. People who have heretofore had their little laugh over the "slow old S. & C." will have to revise their viewpoint. Supt. O. L. Eaton, of the Connellsville Division, and his assistant on the S. & C. Branch, Mr. Wolfersberger, of Somerset, came here yesterday afternoon in a special car. They had a look at the site where the S. & C. depot had stood, now marked by only the foundation walls and here and there a bit of smoking ember, and announced that Holsopple would have a new and larger depot. Just how soon work would start on the edifice could not be told immediately. Mr. Eaton seemed to be of the opinion that a larger building was required, to meet the growing passenger and freight business from this vicinity. To do this involves purchasing a strip of ground from the lot just across the road from the rear of the present depot site. It is believed that about 20 feet will be added by occupying the road with the rear of the new building. Then, by buying a strip of that size from the lot beyond, the road could be run around the rear of the building on that purchased piece, giving teamsters the same easy access to the freight warehouse. It is believed negotiations will begin very shortly with the owner of the lot.

But the S. & C. People are not waiting for a new depot to begin to take shape. As soon as the progress of the

Wed to M. R. Guggenheim  
Three Days After  
His Divorce



Deal, N. J., July 13.—Less than 48 hours after the marriage of his first

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But the S. & C. People are not waiting for a new depot to begin to take shape. As soon as the progress of the fire made certain that the depot would be licked up, Agent P. S. Walters and his assistants began carrying out all the office equipment and then tackled the records. They got out a big lot of the papers, but some bundles of receipts, etc., were destroyed. All the equipment and papers were carried into a box car and placed in order and preparations made to resume business as usual in the morning. That box car was and is the center of B. & O. activity here and is visited by hundreds, some through curiosity, others for business. A Tribune man who stepped in to buy a ticket for Paint Creek saw a business-like revolver on the desk. With money lying in drawers the agent and his assistant are taking no risks on a sudden attack and getaway. Freight consignments are being received and billed as usual, passenger traffic goes on as usual, and the only item of deferred interest concerning Mr. Walters' service in a box car is over the question when the new depot will be started.

There has been talk that a temporary structure would be put up for use until the real new depot is built, but this seems to be a matter of doubt. It would mean an additional expenditure. Freight business has been growing steadily here, due to the development of the mines in the vicinity, and a larger warehouse in the new structure is absolutely imperative. Then, Holsopple people believe they are entitled to a depot with two waiting rooms. This is due to the large number of foreigners having habitation here or coming here to start or end railroad journeys. Said one prominent Holsopple citizen:

"The foreigners, of course, have a right to live, and their money is as good to the company as ours. But, really, I do not believe the company should ask an American woman, for instance, to go into a room whose odor is overpowering. A bunch of these foreigners come in here and buy tickets. The agent cannot keep them out of the waiting room; they go in there, and the result can be imagined. Now, Holsopple people believe the foreigners should have one waiting room set apart for them, with another reserved for Americans, who don't travel with the odor of garlic, etc., about them. I am not for class distinctions, but health and sanitary conditions are involved in this."

#### Much Travel Over the Fire.

Holsopple will long have reason to remember the fire of Sunday night, July 11, 1915. It is doubtful if another Somerset County village has ever had

Deal, N. J., July 13.—Less than 48 hours after the marriage of his first wife, Grace Bernheimer Guggenheim, to Morton E. Snellenberg, of Philadelphia, and only three days following her decree of final divorce against him, Meyer Robert Guggenheim, son of Daniel Guggenheim, was married to Miss Margaret Gibbs Miller Weyher, daughter of Mr. and Mrs. Casper Weyher, of Scranton, Pa.

Miss Weyher was a well-known amateur horsewoman and had appeared at many of the fashionable horse shows in the East. It is presumed that the romance had its inception at one of the horse exhibitions, as Mr. Guggenheim is himself an enthusiastic horseman.

Few of the friends of the couple knew of the impending marriage.

Mr. Guggenheim is 29 years of age, a graduate of the Columbia School of Mines and is a member of the Kennel Club and the Bulldog Club of America. His bride is 19 years old.

such an experience. Within half an hour after the fire was discovered there were at least 1,500, possibly 2,000, persons at the scene. They came by automobile, motorcycle, buggy, bicycle, or afoot. Strangers were here who were never seen here before and probably will not be seen here again. And this continued throughout yesterday. A large number of Johnstownians came here to inspect the fire ruins, talk insurance adjustment, etc. Windber was represented by Lee Sproat, representing the Parnell insurance agency, and Andrew Jackson Jones, for Attorney J. A. Hartman's agency. Both these agencies carried considerable insurance on the burned or damaged buildings and their adjusters were busy while here. People came and went all day and the stream was still in evidence today. The hotels and restaurants did good business as a result. One incident will show how people foregathered in Holsopple to see the fire sights. A bunch of men were in the box car depot or outside, waiting for the 6:23 down train last evening, when two men drove up on the street side of the "station." One of them said: "Does anybody here know whether Smith took the 4 train up?" Station Agent Walters said: "Indeed, I don't know." Jones, of Windber, said: "You mean Smith, of Stoyestown, who is running for County Treasurer?" And the man in the auto replied: "Yes, that's the one." Jones said he had talked to him since the train left for up the hill. "I don't see where he got to," came from the man in the car, and one in the crowd said: "Oh, I guess he's around

talking to some of the men who came here to see the fire."

#### Testing the Transformers.

Late yesterday afternoon Edward Dougherty and Lewis Mulhollen, employees of the Penn Electric Company, of Johnstown, came here and took down the three transformers which stood on the pole alongside the burned flour and feed mill. The White Oak Milling Company, which operated the plant, bought power from the Penn Electric Company for use in operating the plant and in lighting the village. The transformers were used to reduce the current from 23,000 to 1,100 volts, making it safer for use. A crowd fringed the sidewalk and watched the linemen working. C. C. Zimmerman, head of the milling concern, said: "The Public Service Commission is very strict about the use of transformers which have been rendered less effective by being heated. We are having these three transformers taken down and sent to Johnstown for testing and the men will put up one new transformer to work until the others are returned." McMullen was up the pole while Dougherty worked around the wires below and in no time, almost, the light in front of the Zimmerman store came on, proving that the new transformer was on the job.

#### Hard Work Saved the Stable.

People who came here to see the fire ruins have wondered how the fire-fighters managed to save the stable which stood across an alleyway, about 15 feet away from the burning mill, while the B. & O. station was fired and destroyed. There is a reason for this. As soon as it became evident that the fire was going to eat things up, Mr. Zimmerman got several men working on a bucket brigade. Mr. Feight, the Davidsville merchant, went into the stable, which was filled with hay and straw, and as the buckets were passed in to him threw the water onto the wall nearest the blaze. The stable began to catch fire at the lower end, nearest the railroad, whereupon one board was kicked out and through the opening water was dashed directly on the flames. Occasionally one of the two hose lines being used to protect buildings across the street, was brought back and played upon the fire or the stable. By this kind of teamwork the stable was saved, the charred walls nearest the fire showing how close the building had been to destruction.

#### Piano in Livery Stable.

A Tribune man who walked into Paden's livery stable was surprised to see Paul Winters, the former New Yorker now living in Johnstown, playing a piano at the entrance to the livery. The piano was brought down, during the fire, from the hall above the rest of the building. The Catholic

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People have not yet done wondering how the fire was carried to the depot. The mill stood on the west side of the track, at least eight feet below the grade of the railroad, and about 40 feet from the depot. The flames went straight up into the air, making them so easily visible in Johnstown. There was no wind, accounting for the escape of the buildings across the street, but apparently the flames set up a draught, which carried embers, etc., across the track 40 feet to the railroad station. A slate roof did not save the structure.

### Looting of Allon's Store.

Talk about the fire is overshadowed by the looting of Julius Allon's clothing and furnishings store, which occupies a building about opposite the box car now used as a depot. One man said to The Tribune.

"It was something shameful. With no sign that the building, which was the farthest away from the fire of the row across the street, was in danger, the crowd simply walked in and

began pitching Allon's stock out onto the street. I saw the crowd at work and most of them were foreigners. Where they all came from I don't know. Lots of them I never saw before. They piled up Allon's goods in front of his place and presently began throwing them into the building again—what they didn't carry away with them. A man would pick up a box of shoes, for instance, and throw them in through the door. The shoes would go on through, while the box would drop at the door. In this disarrangement and mussing, Allon suffered heavy depreciation of stock. He lost lots of goods, which were stolen. I never saw the likes of such business, because there was absolutely no call for throwing the stock out of the store. Such officials as we have were trying to fight the fire."

One of the insurance adjusters who was here yesterday said that he estimated Allon's loss by depreciation alone as \$1,000. How much he lost by theft probably he himself does not know. The Tribune man met Joseph Allon, of Jerome, brother of the Holsopple man and who had come over to take a look at his brother's stock and help him set things to right. Julius Allon was busy all day in fixing up his place.

Mr. Zimmerman said he had not decided as to rebuilding. Nobody knows exactly how the fire started. Mr. Zimmerman has suffered two or three times from fire and it is a question whether he will vote in favor of rebuilding the mill.

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