

PITTSBURG, THURSDAY, MAY 29, 1890.

A YEAR AFTER.

Johnstown as it Looks on the First Anniversary of the Flood.

A RESURRECTED CITY.

Reconstruction Progressing Rapidly, but Not Half Finished Yet.

A DAY OF SAD MEMORIES.

Saturday Will Recall the Scenes and Incidents of That Reign of Terror.

IN THE GREEN VALLEY OF DEATH.

Pictorial Remembrances of the Wrecked Town, and Illustrations of Rebuilding.

THE PAST AND PRESENT COMPARED.

Descriptions of Johnstown as It Was Before the Flood, the Day After the Deluge, and as It Now Is.

DETAILS OF THE NEW BUILDING ON EACH STREET.

Saturday will be the first anniversary of the Johnstown flood. It will be a day of sad memories in the Conemaugh Valley...

For the tenth of a vanished hand. The sound of a voice that is still. Sunshine may make Saturday a beautiful day...

Could Memory be No More! "Forget! Forget! Forget!" Every man, woman and child in Johnstown is saying that...

Why not stop work for the day, and go to their homes to spend the hours in quiet? You ask. Homes! There were no homes left...

Tell That Helps Obliterate. "Work! Work! Work! Forget! Forget!" When people awake in Johnstown on Saturday morning...

IN ITS ZENITH.

THE PROSPERITY OF JOHNSTOWN BEFORE THE CALAMITY.

A City of Wonderful Growth—An Industrial Gateway to Pittsburgh—How the Surrounding Boroughs Thrived—Substantial Buildings and a Large Population.

iron mill, pointing to the black Cambria smokestacks as caught a glimpse of them from the gap at Sun Hollow...

A Gateway to Pittsburgh.

Descending the Alleghenias, the traveler from the East watched the tortuous windings of the Little Conemaugh as it dashed and foamed westward down the great mountain slope...

"Why, I thought the first iron mills we would see were at Pittsburgh," an English tourist was once heard to say as the train stopped at Johnstown...

How It Had Grown.

On Friday morning, May 31, 1888, Johnstown was the center of population of about 30,000. The town was incorporated in 1851, and had at that time 700 residents.

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worked by charcoal furnaces. It was in 1853 that the Cambria Iron Company was chartered, but it was a few years before such an immense establishment as the projectors proposed could be made to run smoothly...

A Great Enterprise. By 1871 the Cambria works was not surpassed in size by any of the mills at Pittsburgh. Since then it has steadily grown.

These were the surrounding boroughs created. They grew and flourished. Clustering all about Johnstown they made the parent city their market place.

East Conemaugh and Franklin, half a mile farther up the river, were the two suburbs for Woodvale. Coming back to Johnstown we find Kersville on the south...

of the flood a population of 2,900. That included Morrellville.

Johnstown's Substantial Character.

As the market place for this large population the heart of Johnstown was most substantially built up. Large stores lined Washington, Main and Clinton streets.

"An Awful Force. It would therefore take nearly 35 minutes for Niagara Falls to discharge an equal body of water. The reservoir was supplied, all but the last harmless drippings, in just about that time...

part of town known as the Point. Hundreds of the smaller artisans had got to that point where they had built and now owned their own homes. A degree of thrift and prosperity marked the whole population.

Between the dam and Johnstown bridge, was the inconceivably vast aggregate represented by 20,000,000 tons falling 400 feet.

The Destruction Begins. With every inch and foot of progress this terrible force increased. Engineers say that under this theory the water would have had a velocity of about 100 miles an hour.

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What the dawn of day on Saturday disclosed is given in another section of this article.

The Quick Recovery of the P. R. R. From Its Losses Along the Conemaugh. A million dollars would hardly cover the loss of the Pennsylvania Railroad between South Fork station and Sun Hollow Tracks.

lay close to the water-head, and into it poured all the surplus of the week's rain. The lake, although discharging its best through a contracted spill-way, gradually arose at the rate of a foot an hour for several hours before the break.

THE AWFUL BLIGHT.

Johnstown as it Appeared on the Morning After the Flood.

DESOLATION ON EVERY SIDE.

Two-Thirds of the City Bereft of its Homes and Business Blocks.

A BARREN WASTE DOWN AT THE POINT.

The Blockade of Wreckage on Main Street and the Ruin Everywhere.

Washington street parallels the river. Originally there stood between it and the stream the B. & O. freight yards, storage

to look in any of the second-story windows of the remaining buildings beside you, it was necessary to stoop; while here and there, branching suddenly to the right or left, you could come prominently upon the housetops.

and Luckhardt's frame close by was almost completely demolished. The south side of the street had the largest store in Johnstown. The walls were left solid, but owing to the height of the driftwood all the plate-glass fronts were crushed in...

at the park. Locust street presented an odd appearance on the Saturday morning succeeding the Friday night. All around the park were the remains of the houses which were swept away by the roots.

such thing as salvage in Johnstown, as there often is in cases of big conflagrations or explosions. The destruction was complete to a nicety.

IN AN AWAY SHAPE. John Thomas' building at this point defied the elements and its roof furnished a substantial perch for 100 people on the black Friday night. All around the park were the remains of the houses which were swept away by the roots.

THE HEART OF TOWN. Here is Alma Hall, four stories in height, a store and gas office below, law office and the lodge rooms higher up. On the right of the floor over 300 refugees sought shelter in this building, and the thrilling story of their awful suspense there, put in amidst utter darkness, has become familiar to the whole nation.

BEAUTIFUL HOMES RUINED. The remaining squares along Main street comprised the finest brick house which Johnstown, or even Western Pennsylvania, outside the large cities, could boast of.

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THOSE WHO PERISHED.

List of the Dead Who Have Been Identified up to Date.

UNKNOWN COUNTED BY HUNDREDS.

The Estimate of the Loss of Life Will Not Fall Short of 3,000.

HOW MORQUE RECORDS ARE CONTINUED.

Education in the Working Pines of the Cambria Iron Works Severely Felt.

Even a year after the flood, it is impossible to state exactly how many people perished. The official records do not tell the tale...

Rev. D. J. Beale, D. D., one of the historians of Johnstown's calamity, says in his book that nearly 4,000 persons were drowned. J. J. McClure, of Harrisburg, the author of a magnificent volume describing Johnstown's woes, puts the total at 3,000.

CLINTON STREET. Clinton street was built principally of stores from Washington to Main. The upper floors of most of these were occupied by families.

THE UNKNOWN DEAD. The number of unknown dead is still large. Last November the work of raising the corpses from temporary graveyards all along the Conemaugh Valley was completed...

standing houses had their fronts knocked in and goods destroyed.

BLIGHTED KERNVILLE. Go to the other side of Main street and travel toward Kernville. There, hundreds of houses left their moorings and floated away.

CHURCHES LITERALLY ANNIHILATED. The German Lutheran Church, worth \$30,000, was totally annihilated. Not even a single pile of it was left within a mile of its foundations.

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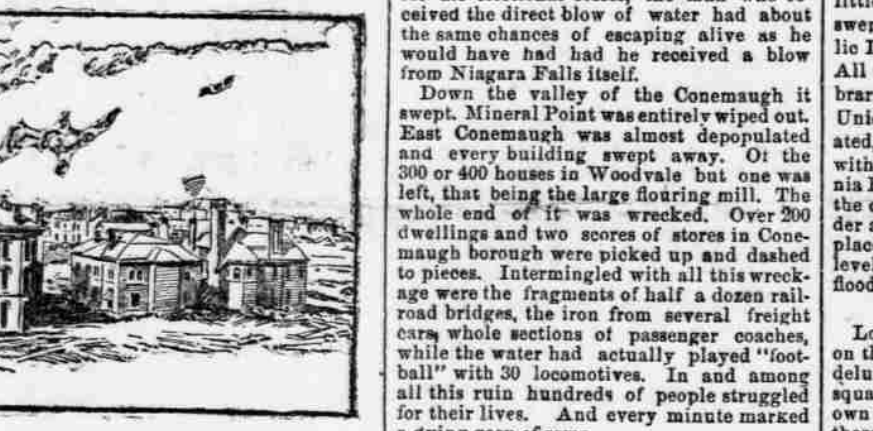
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RAILROAD WRECKAGE ABOVE THE STONE BRIDGE. [Sketches by THE DISPATCH Artist Saturday, June 1, 1889.]



LOWER END OF JOHNSTOWN AFTER THE FLOOD.

THE DESTROYING GIANT.

THE TREMENDOUS POWER THAT LURKED IN SOUTH FORK RESERVOIR.

Weight and Velocity of the Vast Body of Water Greater Than Niagara—How It Crushed Woodvale Out of Existence and Descended Upon Johnstown.



THE RAILROAD REBUILT. The Quick Recovery of the P. R. R. From Its Losses Along the Conemaugh.

A million dollars would hardly cover the loss of the Pennsylvania Railroad between South Fork station and Sun Hollow Tracks. South Fork station and Sun Hollow Tracks, it will be remembered, were washed away by the mile, costly bridges were broken to



CLEARING AWAY THE WRECK AT THE STONE BRIDGE. [Sketches by THE DISPATCH Artist Thursday, June 6, 1889.]

pieces, and hundreds of cars smashed to splinters and more than 30 locomotives ruined. The traffic of the line was delayed for nearly one month.

as far as the original buildings are concerned.

AN AWFUL SPECTACLE. Main street was an awful spectacle on Saturday morning, June 1. East of the park the business buildings on this thoroughfare remained standing, with the exception of here and there a weaker structure had departed, leaving a gap to tell the story.



VIEW OF JOHNSTOWN FROM A DISTANCE.

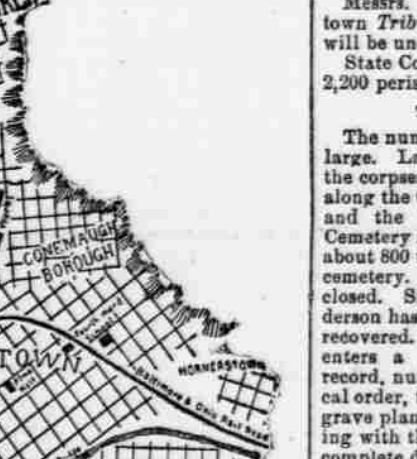
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REPORTERS' TENTS A YEAR AGO.

up the streets and even paved roadways could not be found for months afterward. Elsewhere in this Johnstown anniversary article is reproduced a photograph of a bird's eye view of this lower section of the city as it stands to-day, rebuilt and re-building with a large number of frame dwellings.

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HOW THE LAND LAYS.

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