The Democrat.

FRIDAY, JULY 12, 1889.

FIRE AND WATER.

From time immemorial one of the great subjects for debate in every debating society has been, which is capable of doing the greater amount of damage, fire or water? At first blush the palm is usually given to fire, but a little investigation generally decides in favor of water. This we think, will be fully verified by the minutes of all such societies.

If a vote could be taken upon the question by the thousands who have seen what water has done as a destroying agent, in Johnstown and vicinity, it would be unanamous in favor of water. To-day, if Johnstown and all the towns of the whole valley had been swept from the face of the earth—if all vestiges of mills, residences, stores and shops had been literally burnt up, the place and its surroundings would be infinitely better off. Not one life would have been lost to every one hundred that has been carried away by the flood. In a conflagaration there are far more favorable prospects of escape than in the face of a deluge.

And so as to property, suppose streets would have been totally denuded of buildings by fire, they would not have been filled with millions of cart-loads of debris; nor covered to the depth of several feet with sand. As to cellars, the brick falling in some of them would have been removed in a comparatively short period of time, and at the expenditure of very little money. One hundred men could have done far more in removing obstructions caused by burning, than five or ten thousand have been able to do in clearing off the stuff left by the flood. Then again, the many thousand dollars spent in the herculean task of freeing the river at the stone bridge would have been saved.

People who talk about a comparison between the ravages of a fire and those of a flood, have but little conception of the difference between them. The two may be contrasted, but compared, never.

Further, if we had been burnt out, lost everything, houses, furniture, clothing, stores, offices, shops, and stables, the hundred thousands that would have been realized on insurances would have gone far to putting most all on their feet again. Very little material aid from abroad would have been required to cause the town to rise again like the fabulous Phœnix from its ashes. But, alas, the dregs of the flood do not contain the elements of a new life.

Burnt out Pittsburgh in 1845, and fire swept Chicago at a later period, that were so soon rebuilt, are not parallel cases. As a new world was made by the Noah deluge, so a new Johnstown must be created and not rebuilt. The word "rebuild" is out of place when applied to the towns of the flood-ruined Conemaugh valley.

A PLEA FOR HOME PATRONAGE.

While we have had no disposition to indulge in any unfavorable comments of the work done by our State authorities, and no wish now to utter a word that could be construed into anything like carping criticism, we think something should be said in favor of a little home protection, which, as we understand it, is a favorite plank in all tariff platforms. Awarding full credit to those who have

At first the difficulty of procuring working implements, teams, wagons, carts, and hands made it somewhat necessary to give contracts to parties who had such means at hand; but now that facilities are abundant for procuring them, the necessity for such a course does not exist.

We have in Johnstown men who have been accustomed to handle successfully large bodies of men in various departments of work, and who are equal to the task of undertaking and performing any enterprise connected with cleaning up our waste places or in erecting buildings. And being on the ground and familiar with all our local affairs we hazard nothing in saying they can do the work now required better and at less expense than any contractors from abroad.

If we are correctly informed a perfectly responsible citizen proposed to do work allotted to strangers at a much less expense than is to be paid, and in a shorter period of time. Not only he but other men in town could utilize bodies of men (distributed in smaller gangs) to much better advantage and less expense than the hundreds concentrated in one place by some of the contractors from abroad.

But even if our home men could not do the work any quicker, better or cheaper, the principle of patronizing home talent and home labor should be obtained.

For general work—for doing it well, expeditiously and economically no community has any superiors to A. J. Haws, or Mr. James, and others that might be named. Their well-known ability, as wel as their push and get up and their uniform success in the past, are guarantees sufficient. And as builders and contractors we have in Messrs. Rose & Son, Mr. B. F. Horner, Mr. Seigh, Mr. Benford, Mr. J. J. Strayer, Mr. Teeter, and others the equals, at least, of any that have or could be imported.

Aside from all this the fact that they have all suffered severely by our washout, ought not to be overlooked.

It is the opinion of some of our people who were saved on buildings, and had favorable opportunities for observation, that not nearly as many houses would have been destroyed if it had not been for the large box cars that struck them. Some structures that withstood the shock of others that came against them were mowed down like grass before the scythe when the heavy cars struck them.

JOHNSTOWN'S PAUL REVERE.

Daniel Sibert Was the Man Who Rode Down the Valley to Warn the People.

Daniel Sibert was the true Paul Revere of the Johnstown flood, according to a story told by Mr. J. P. Wilson, Superintendent of the Argyle Coal Company at South Fork. Mr. Wilson says: "About noon on the day of the flood, the incessant rain and the unprecedented rise in the Conemaugh and South Fork rivers, caused me to fear that the dam would be in danger, and about noon I sent Dan Sibert on horseback to learn the condition of the dam. He returned about at 12:30 o'clock and reported that a little water was running over the dam. Later in the afternoon I observed that the waters in the streams were not subsiding, and, fearing more than ever that the dam would burst, I again sent Sibert to the dam. He was gone but a short time when he returned, riding at full speed, and reported that the water had broken through the dam about twelve feet from the top and was running out in a stream about the size of a barrel. I knew then that it was but a question of time until the dam would give way, and making all possible haste, I went to the Pennsylvania Railroad signal tower across the bridge and sent a message, saying: "The dam is breaking. Look out!" The lady operator laughed at me when I gave her the message, and an engineer in the tower at the time said there was no danger. I induced her to send it, however, and then I walked out of the tower, across the railroad and up the steps to the tramroad. I had just reached that point when I heard the flood coming. I called to the people in the tower, and at last, when they saw it, they hastened from the building. The operator ran up the steps and the engineer ran to his engine near the tipple. He cut his engine loose, and, pulling the throttle wide open, rushed up the track. Just as he was crossing the bridge the flood struck the tender of the engine. The bridge was carried away but the engineer escaped.

"When Sibert came from the dam the second time the people living in the lower portions of South Fork hastily heeded his warning and escaped. Altogether 38 houses, occupied by 42 families, were destroyed. The fact that only two persons were drowned shows that Sibert's warning was well heeded. At the time my message was going over the wires, a relative of mine, employed on the railroad, was in the Mineral Point signal tower. Realizing what the warning meant, he hastened to the village and gave the warning. All of the residents of that place except 14 escaped. Three years ago, when Superintendent Pitcairn, of the Pennsylvania road went with me to inspect the dam, he told me that if ever there was any danger of a break I was to notify him at once. I did so, and am glad to know that my warning saved some lives, at least."

"HEART failure," as a cause of death, has become almost as common an expression with medical men as "malaria" in connection with sundry ills to which flesh is heir. An exchange says: "It would be an excellent idea if physicians of the present day would invent some other reason for about all of the deaths which occur nowadays than the cheap fraud 'heart failure.' This might not be of serious moment were it not for the fact that hundreds of people are being nearly frightened to death by the constant use of this cause for sudden deaths, and many persons who are sick, and necessarily have some heart symptoms, are kept in constant terror by either reading or hearing of death by heart failure. There are probably no more deaths from heart failure in these times than heretofore; but a new cause for death has been coined, and the nervous and timid are being severely injured by it."

A CONVICT in the Eastern penitentiary, whose name and offense the prison rules will not permit to be made kown, has proved himself a man of sense and feeling. He had saved fifteen dollars by working overtime and wanted to give it all to the Johnstown sufferers, but the warden refused to accept more than five dollars.

A Tennessee gentleman named Proudfit, struck by the contributions of the prisoners in the penitentiary sent to Governor Beaver two checks—one for $1,000 for the sufferers and another $5 for the prisoner who had subscribed that amount. The Governor transmitted the latter to Warden Cassidy, but when the sum was offered to the prisoner he indignantly rejected it, saying that the $5 that he gave was his own and that he did not want any consideration from anyone for giving his own money.

ONE of the most conspicuous and saddest features of our disaster was the terrible destruction of child life. In proportion the children were the greatest sufferers. On the other hand, one of the noblest features of the relief work has been the work of children. Thousands of dollars have been raised by them in Sunday Schools and Mission bands. Many a hoarded treasure of bright pennies has been gladly given by little folks all over the land, whose hearts were touched by the stories of suffering and destitution in the Conemaugh valley.

Difficult Operation.

Dr. A. N. Wakefield, assisted by Dr. Geo. W. Wagoner, performed a very delicate operation on a son of Mr. John Gallagher, of Derry Station, Westmoreland, yesterday afternoon. The boy is aged about three years, and about three months ago had an attack of pleurisy wich formed a collection of pus in the chest cavity. The operation was entirely successful, over a pint and a half of pus being removed.

THE LAST ENGINE TO CROSS THE BRIDGE.

Engineer Hugh Clifford Relates His Experience the Evening of the Great Flood.

D. A. Orr, of Chambersburg, was in Philadelphia a few days ago, and touching on the Johnstown horror, from the scene of which he had just returned, said:

"I see that one of your city papers, referring to the saving of James Kelly and dozens of others by the engineman who dashed through Johnstown in advance of the flood, says: They fled to the hills and waited. They saw the unknown engineer fleeing along the track, with the flood racing behind him; they do not know nor does any one there know to this day who he was or whether he ran out. The daring engineer who plucked courage from danger's bold face was Hugh Chfford, in charge of freight engine No. 648, and he kept ahead of the sweep. I saw him last Monday, and with becoming modesty he told me his story, running something like this:

"'I was at Conemaugh when the operator there received a message that the dam had broken. I knew what that might mean, for I was aware of the enormous volume of water its banks up to that time had held in control. I had not a moment to lose, as thoughts of the people and friends as far as Lockport, twenty miles away, that I might save, thickened upon me. I leaped to my engine, to which was attached four freight cars, and started on my ride with a full head of steam. For the first time in my life I went ahead without orders. I heard the dreadful roar behind me and felt that mine was a race to save many lives. I was afraid to look back for fear of being appalled by what I had undertaken. I sped down the grade, my whistle screaming and bell ringing, while called to hundreds, shouting and making myself heard as best I could: 'Get to the hills! The dam has broken!' Along by the track at Johnstown some workmen jeered me and others cried with oaths: 'Let it break!' But I warned all I could.

"Mine was the last engine to cross the Johnstown bridge. I think I was there about twenty minutes ahead of the flood, and while my locomotive did its best, in my fear for the safety of those I had yet to reach, I felt at times that the wheels were not moving. On I sped past Cambria City, Sang Hollow, Ninevah and New Florence; on until I reached Lockport, where my brothers and their families live. There I stopped, alarmed all I could, hurried our people to the hills, and soon the great wave had caught up with me. If I saved many, as they say I did, I am satisfied. I don't see that I deserve praise for doing what I thought was the best to do. This was not the safest for myself, I agree, but I thought then rather of the hundreds I might help than of my own security.'

"Hugh Clifford, who rode down the valley on his iron steed, unlike Sheridan, in front of his enemy instead of behind, on that fateful Friday, was not then a hero for the first time. It was this plucky fellow, then a fireman only twenty years of age, who, some eight years ago, averted an awful wreck and loss of life. He found the freight train he was on, a train of twenty loaded cars, speeding down the eastern slope of the Alleghenies at Allegrippus, deserted by the engineer and crew, all save Fireman Clifford. The engineer deemed the train beyond control, and, signaling danger, jumped from his enginne, and with the remainder of the crew, except the young fireman, fled. He might, too, easily and safely have jumped as did the rest; but he knew the danger and death that it would cause as it would dash into the Altoona yards unmanned, Clifford, with a full realization of his risk, saw that the engine was reversed, then ran back the full length of the train, breaking each car as he went, and soon, though it seemed hours to him, he had brought the train to a stand still and was able to take it safely to Altoona. Clifford never fired after that day. The next morning he was made an engineer. And now the hero of Allegrippus has won new laurels in the Valley of the Conemaugh! Paul Revere's ride seems a pleasure gallop when its story is told along with Hugh Clifford's."

Undertaker Henderson Highly Complimented.

Dr. Formad, of Philadelphia, was in town Sunday and visited the Morgue. He has handled thousands of bodies, and says that everything here has been done as well as possible, and he could have no suggestions to offer.

Important to Railroad Men

A. E. Smith has been for forty-nine years road master on the Boston & Maine system, and is now residing at Great Falls, N. H. He says trackmen, brakemen, firemen, engineers and conductors, as well as baggage masters and expressmen, are subject to kidney disease above all others. All, therefore, will be interested in the statement of his experience. "I have used Brown's Sarsaparilla for kidney and liver troubles, and can truly say it has done more for me than all the doctors I ever employed, and I have had occasion to require the services of the best physicians in the State. My wife also has been greatly benefitted by its use.

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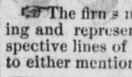

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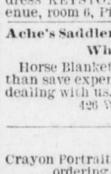

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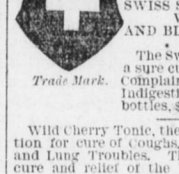

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This corporation is exclusively a Savings Bank. No commercial deposits received, nor discount made. No loans on personal security.

Blank applications for borrowers, copies of the rules, by-laws, and special acts of the Legislature relating to deposits of married women and minors can be obtained at the Bank.

TRUSTEES—Herman Baumer, B. L. Yeagley, John Hannan, John Thomas, C. B. Ellis, Pearson Fisher, James J. Fronheiser, John Lowman, W. B. Lowman, James McMillen, James Quinn, Howard J. Roberts, Wm. A. Stewart, Geo. T. Swank, Jacob Swank, W. W. Walters, James McMillen, President; John Lowman, Herman Baumer, Geo. T. Swank, Vice Presidents; W. C. Lewis, Treasurer; Cyrus Elder, Solicitor. mar12

NO. 2,739.
First National Bank
OF
JOHNSTOWN, PA.
No. 194 MAIN STREET.

Capital, - - $100,000
Surplus, - - $40,000

DIRECTORS:

JAMES McMILLEN, PEARSON FISHER, C. T. FRAZER, HERMAN BAUMER, HOWARD J. ROBERTS, GEO. T. SWANK, PERRY C. BOLSINGER.

JAMES McMILLEN, President.
C. T. FRAZER, Vice President.
HOWARD J. ROBERTS, Cashier.

Careful and prompt attention will be given to all business entrusted to this Bank. may24,'82

FREE

[illegible] FREE. Warranted. Heavy Solid Gold Hunting Cases. [illegible] both ladies' and gents' sizes with works and cases of equal value ONE PERSON in each locality can secure one FREE. How is this possible? We answer—we want one person in each locality to keep in their homes, and show to those who call, a complete line of our valuable and very useful HOUSEHOLD SAMPLES. These samples, as well as the watches, we send free, and after you have kept them in your home for 2 months and shown them to those who may have called, they become your own property; it is possible to make this great offer by sending the SOLID GOLD watch and COSTLY samples free as the showing of the samples in any locality, always results in a large trade for us; after our samples have been in a locality for a month or two we usually get from $1000 to $5000 in trade from the surrounding country. This the most wonderful offer ever known, is made in order that our samples may be placed at once where they can be seen, all over the USA. Write at once, and make sure of the chance. Read—it will be handy any trouble for you to show the samples to those who may call at your home and your reward will be most satisfactory. A postal card on which to write is needed but cost little, after you see any all, if you do not care to go further, why you will owe us nothing. But if you do send your address and [illegible] one of the best solid gold watches [illegible] COSTLY [illegible] address [illegible]