



PUBLISHED EVERY FRIDAY MORNING, No. 138 FRANKLIN STREET, JOHNSTOWN, CAMBRIA CO., PA.

TERMS: \$1.50 per year, payable in advance; the county, fifteen cents additional for postage. If not paid within three months it will be charged. A paper can be discontinued at any time by paying arrears, and not otherwise.

FRIDAY, JULY 12, 1889.

ROGER Q. MILLS, of Texas, aspires to be Governor of that great State.

CHAUNCEY DEWE takes no stock in the new fangled theory that marriage is a failure. To a newly-wedded friend he writes: To be engaged to the woman you love is happiness; to marry her is heaven.

THE collections of internal revenue during the first eleven months of the fiscal year ending June 30, 1889, were \$120,028,968, being \$5,934,208 more than the collections during the corresponding period of the last fiscal year.

WHY NOT?

That's the question of the hour, with reference to an immediate distribution of funds now on deposit in banks that were raised for the relief of our suffering people. One dollar would be of more use now than five in three months from this time. This opinion is shared in by all persons we have spoken to. Four gentlemen from different parts of the State—representative men who paid our office the honor of a visit yesterday, were emphatic in their condemnation of the policy of keeping the money another day from those for whom it was contributed; and said Governor Beaver ought to attend to it at once. The four persons were officers of the Grand Lodge of Pennsylvania I. O. O. F., namely, Messrs. Muckle, Hall, Moore and Freeman.

MR. GLADSTONE, now in his eightieth year, is a marvellous man in his physical and mental preservation. He is a splendid illustration of the fact that great and prolonged mental activity is not inconsistent with a high degree of bodily vigor.

Again on Deck.

We congratulate our unfortunate friend, L. D. Woodruff, Esq., of Johnstown, upon the re-appearance of his valued newspaper, the DEMOCRAT. Its first issue since the flood came to the surface, as it were, on Friday last. Of the plucky editor's trials and hardships his paper speaks in tones of touching pathos and sadness, though untinged with a single indication of despair or despondency.

SPEAKING of the rumored coal oil trust, the romance about a \$500,000,000 coal trust, the announcement of the formation of an ice trust, and the story about a \$25,000,000 plug tobacco trust—all of which have come to the front within a week—the New York Press sensibly advises that "whenever you see a trust head, hit it!" The trust business is getting monotonous, and one of these fine mornings the people will rise in their might and effectually squelch them, as they ought to.

To the Front Again.

We gladly welcome the JOHNSTOWN DEMOCRAT, which after a month's suspension forced upon it by the deluge of May 31, has come to the front again and will hereafter be regularly published. The first number issued since the flood was the WEEKLY DEMOCRAT of July 5 and it contains many sad but interesting accounts of that black Friday, when the city of Johnstown, the pride of the Conemaugh valley, was almost wiped out. Mr. Woodruff, the publisher and editor, deserves the earnest and hearty support of the public, as he was one of the heaviest losers by the flood. The publication of the DAILY DEMOCRAT was also resumed on Monday.

MUCH is said from time to time about the fast rate at which Americans live. Pessimists are never weary of quoting statistics to prove that the English race in America is coming to a speedy and ignoble end. But figures, as compiled by medical societies and insurance companies leave room for encouragement to the people of the United States. The average length of life in Russia is 28 years, in France 45, in England 50, and in the United States 55. Or, at least, these are the figures quoted before a late meeting of the State Medical Society of Georgia.

Surmounted All Obstacles. Somerset Herald.

The Johnstown Democrat found its way to Somerset Monday morning, its first appearance since the flood. The DEMOCRAT office managed to escape total destruction, but it was badly wrecked, and brother Woodruff has had a hard time getting on his feet again. Nothing in the world is as easily disarranged as a printing office, and nothing as hard to get into its normal condition. The DEMOCRAT has surmounted all obstacles, and is again to the front, as bright and as new as of yore. Dr. Endsley, of Somerset, is assisting Mr. Woodruff in editing his paper.

FATALITY AMONG PROMINENT CITIZENS.

After all is summed up and balances struck, it will be found that all losses in other directions are mere atoms in comparison with the destruction of human life. The town as it now is contrasts sadly enough with what it once was in every respect; but in no other particular is the contrast so sad, so mournful, so overwhelmingly touching as it is in reference to men, women and children.

Strangers coming here see on every hand ocular demonstrations of material losses, in the destruction of property. In viewing our waste places, our barren streets, and acres covered with wrecked matter they need no one to tell them of the losses of buildings—of the millions thus represented that have been swept away. And impressed with what they see, but little, if any, thought is given to the thousands that were buried in the ruins or swept down in the angry water, of the vast number whose lives went out with the flood. And even those who survive, do not yet realize the irreparable loss the town has sustained by the drowning of some of its noblest citizens. The fact is the excitement, the worry, the anxiety, the work of living, of keeping alive after such perilous adventures in and escapes out, of the flood, have left but little time or opportunity for thinking about the dead.

Many of them who were carried or hauled in a wagon to the cemetery, and accompanied by only two or three friends hastily deposited in the grave, would have had large funerals had they died under ordinary circumstances. The finding of each mutilated body and its burial, were dismissed from the public mind with a simple remark, "well, that makes so many to-day."

This is by far the most sorrowful feature of the awful things connected with, and consequent upon, the town's destruction. The list of prominent men, useful men highly respected men that have been numbered among the victims of the flood is a long and sad one. As time rolls on, we will slowly awake to the fact that the community has suffered far beyond what we even now think, in the death of so many of our best men.

In business quarters, the list is a deplorably long one, as follows: John Dibert, of the banking house of John Dibert & Co.; Howard J. Roberts, cashier of the First National Bank, J. P. McConeghey, John Brady, John Ryan, John Penn, M. S. Maloy, John H. Fisher, Samuel Lenhart, Christ Kimple, John Stream, Jacob Swank, Geo. Unversagt, A. Nathan, S. Goldenberg, Samuel Eldridge, Alvar Akers Abram Eldridge, Augustus Young, W. W. Pike, David Reed, W. D. Kirby, Capt. O'Connell, George Raab, John Schiffhauer, Alex. Kilgore, Charles Murr, John Coad, Got. Hoffman, Lou Benford, L. S. Clark, Alex. Recke, Louis Luckhardt, Emil Young, S. T. Blough, J. G. Alexander, H. G. Ludwig, John Frank, Henry Pritchard.

In the legal profession three are gone: viz: H. G. Rose, John W. Weakland, Theodore F. Zimmerman.

The medical profession has been called upon to mourn the loss of six of its number, namely: L. T. Beam, J. K. Lee, J. P. Wilson, H. W. Marbourg, W. C. Beam, G. C. Brinker.

In the long list many had families, out of which comparatively few were saved, and in some instances nearly all were lost.

On Saturday of each week during months of July and August tickets good until Monday will be sold at all points on the Somerset and Cambria R. R. at excursion rates.

JUDGE MASTERS, who took time by the forelock, saved himself and family by going to the hill above Adams street, at 10 o'clock Friday forenoon. He says when the official notice came at 2:30 o'clock that the dam would break, he felt that was the time for him to fly to safety, and acted accordingly. He further says that he warned all he came in contact with, some of whom denounced the statement as a "d—d lie," invented to scare the people. Before going to the hill he went up Railroad street as far as the Gautier Works and gave the warning.

Do not, in this warm weather, convert the stomach into a refrigerator for the whole system and endeavor to reduce the temperature of the body to a comfortable point by swallowing quantities of ice-water at short intervals. The evil effects of ice-water are well known. When taken at meals the sense of taste is impaired. The indigestion, to say nothing of more serious troubles, which arises from the free use of ice-water, would entitle it to be set aside. Water at fifty degrees is cold enough for drinking purposes. Drinking very cold water, like drinking very hot beverages, is a habit to be avoided. The extremes in this matter, as in most other cases, are dangerous.

An Excellent Paper. Westmoreland Democrat.

The first issue of the Johnstown DEMOCRAT, since the terrible flood, appeared on Friday last. The office of the DEMOCRAT was badly wrecked by the relentless waters. Brother Woodruff has our sympathy in his misfortune and best wishes for success in his plucky efforts to again come up smiling. We hope that a long period of prosperity will attend his labors by way of reimbursing him for his heavy reverses. The DEMOCRAT has always been an excellent paper and we are confident that it will soon be itself again.

THAT DEATH-DEALING WAVE.

Its Velocity, Its Appearance, and the Mighty Gust of Wind That Preceded It. St. Louis Globe-Democrat.

The velocity of the wave is an interesting subject of inquiry. The information upon this point is in some respects puzzling. Young Parke, the engineer of the South Fork Lake, stood by the dam and saw the water go over the crest and cut out the lower side of it. He says the water commenced running over at 1 o'clock in the afternoon, and that the dam gave way at 3 o'clock, having sustained this wearing-away process for two hours. The clocks in Johnstown show that the water reached there at 4-07. The wave then was an hour in traversing the twelve or fourteen miles of narrow valley to the place where it did its greatest destruction. The fall in that distance is about 500 feet. The velocity varied. It was not so rapid in the upper part of the valley. The people at South Fork, the first settlement in the way, escaped without exception. The losses of life were comparatively small at Mineral Point and Conemaugh, but when the wave reached the latter place its velocity was tremendous. From there to Johnstown the wave had a straight course, and it moved with a speed which can only be estimated by comparison. The whistles of the engines gave the alarm. The people looked up the valley, saw a black mass coming straight toward them, and tried to run up stairs. The water entered the houses and mounted the stairs almost as fast as the people did. At least that is what many claim as their experiences.

The railroad men who saw the wave from the tops of cars and from the hills at various points gives the movement the character of a succession of checks and rushes. They say that the vast load of trees, houses, earth, and other wreckage which the wave carried with it caused a temporary dam to form a dozen times on the way down. Coming to a place where the valley suddenly narrowed the mass of timbers and trees would be crowded and would slow up. Behind the dam the waters would back up until the pressure would become too much, and then the mass would go out with a great rush. Foreman Kelly, of the Pennsylvania road, said one of these temporary checks occurred near Conemaugh. The water was thrown back and the spray dashed forty feet high. The whole surface back of the moving dam surged and boiled. But the check was only for a few moments. Then the mass let go and moved straight down the valley, striking Johnstown squarely in the centre, crossing through the heart of the city and plunging over Stonycreek and into the South Side before its impetus was again checked. Foreman Kelly thought the centre of the wave was at least fifteen feet higher than the outer edges. This series of checks of the wave on the route down is the only thing which will account for the length of time occupied in the passage from the dam to Johnstown. The speed was much greater than fourteen miles an hour while the wave was moving. If there had been no holding up, the route would have been traversed in half the time it was, but the force could have been hardly more destructive.

William Davis, the agent at Conemaugh, observed what others noted, the rolling and boiling and grinding movement. The water was carrying a great load, but the logs and other objects were being continually tossed above the surface as if the mass was full of life.

Another phenomenon which many saw was the wind just ahead of the wave. That wind, Foreman Kelly said, actually moved houses from their foundations before the wave reached them. This explains in some degree the declarations of one class of eye witnesses who saw the wave go by while in its greatest velocity. These insist that there did not seem to be any water in the front of the wave. The front, according to their description, was a rolling collection of trees, rocks, houses, timbers, cars, earth, grass, and everything else moving down the valley, with a great lake pushing behind it. Of such appearance was the front of the wave, they say, until the valley widened at Woodvale, and there the water came forward and mingled with this moving dam, and the whole mass, without any regard to the river's channel, plunged through Johnstown—at the same time a hurricane, an avalanche, and a flood, with all the destructive powers of each.

ASSORTED SMILES.

Hotel Mail: That must have been a big drunk when Goliath got slewed with a "sling."

Athens Globe: A man never knows that a woman has any old clothes until he has married her.

New Orleans Picayune: Kind words never die; but they frequently stay a long time from home.

Binghamton Republican: That mercurial persons are usually thin seems to disprove the saying that haist makes waist.

Baltimore American: The discipline in the navy is so strict that they even dock the vessels that fail to keep up with the rest.

Yonkers Statesman: Did you ever notice when the tragedian cries: "Fly for your life!" how naturally his companion takes to the wings?

Somerville Journal: You can buy a pig-in-clover puzzle for two cents now, but it isn't any easier to put the pigs in the pen than it was when the thing cost a dime.

Burlington Free Press: Tell a woman that she looks fresh and she will smile all over. Tell a man the same thing, and if he doesn't kick you it is either because he has horns or doesn't.

THE ARMAGH DISASTER.

ONE OF THE MOST SHOCKING CATASTROPHES OF ALL.

Some of the Details Not Published Before in this Country—How Seventy-five Children and Sunday School Workers Met an Untimely Death—Nearly 800 Badly Injured.

The pictures herewith are from photographs showing views of the wreckage after one of the most shocking disasters that have ever taken place on any railway in the United Kingdom, causing seventy-five deaths and injuries to more than a hundred and sixty other persons, mostly children and young men or young women, on Wednesday, June 12, near the town of Armagh, in the north of Ireland. A holiday excursion had been arranged by the pastor and teachers connected with the Sunday school and Methodist church, Armagh. The place chosen was Warren-



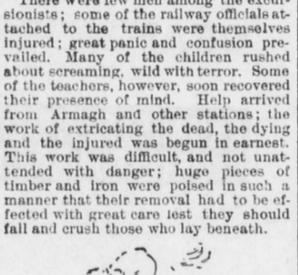
ABOUT THE LOCOMOTIVE.

point, a favorite watering place on Carlisleford bay. The excursionists were mainly children of both sexes, ranging in age from 7 to 16 years, accompanied by their teachers and a large number of grown-up friends. The party numbered in the aggregate about 1,200.

The Great Northern Railway company set apart for their accommodation two special trains, the first of which consisted of thirteen carriages and two vans, with 840 passengers, drawn by a single engine; it was in charge of Joseph Elliott, clerk in the traffic manager's office at Armagh; William Moorhead, assistant guard; Thomas Magrath, engine-driver; and Henry Parkinson, fireman.

Two miles from Armagh there is a steep incline, on an embankment, near Killooney; and it doubts were felt before starting, whether one engine could draw so many carriages up the incline. The driver, Magrath, when the station-master then offered to send on a second engine to assist him, is reported to have said he thought his engine could do it; the conductor, apparently, was unwilling to have the train delayed. It was closely followed by the ordinary passenger train, leaving Armagh at 10-20, its usual time.

Both trains moved on, but the second train was stopped at Annacree bridge, having, it is said, gained somewhat upon the excursion train. The latter had got near the top of the incline when the couplings about the center of the train were, by some means, unfastened, and the hind part, consisting of seven carriages, all crammed with people, began to run backwards towards Annacree bridge. The descending carriages acquired a tremendous momentum, and dashed into the standing train with an awful crash. Some carriages were telescoped completely; others were smashed to splinters, one or two mounded to the top of the pile of wreck almost intact. The embankment at the point where the collision took place is from 60 feet to 70 feet high; some fragments of the carriages and a few of the bodies were thrown down its side to a considerable distance. The bulk of the wreck and nine-tenths of the unhappy victims were, however, to be found within a limited area. Most of the people in the last two carriages were killed outright. Four persons—two men and two young girls—were dug out from beneath the overturned engine, which was twisted and battered in an extraordinary manner. There were few men among the excursionists; some of the railway officials attached to the train were themselves injured; great panic and confusion prevailed. Many of the children rushed about screaming, wild with terror. Some of the teachers, however, soon recovered their presence of mind. Help arrived from Armagh and other stations; the work of extricating the dead, the dying and the injured was begun in earnest. This work was difficult and not unattended with danger; huge pieces of timber and iron were piled in such a manner that their removal had to be effected with great care lest they should fall and crush those who lay beneath.



A VIEW OF THE WRECKAGE.

The dead were at first laid in rows near the scene of the disaster; many of them were so dreadfully crushed as to be almost unrecognizable. The wounded who could bear removal were taken to Armagh after such hurried assistance as could be given them on the spot. They received the devoted and skillful attention of physicians and surgeons who hastened to the town from places as far distant as Belfast and Newry at the first intimation that their services would be useful. Later in the day the dead were brought into Armagh, and placed in the market-house and the Fontaine. One of those killed is Mr. Samuel Stovill, magistrate clerk of the Armagh petty sessions. The queen has sent a message of sympathy and compassion to the mayor of Armagh.

It is stated by several witnesses at the owner's inquest, and at the official inquiry opened by Maj.-Gen. Hutchinson, Board of Trade Inspector, that Mr. Elliott, the traffic conductor in charge of the train, ordered Moorhead, the guard, to uncouple the carriages and detach the hind part, when the train could not move; and that he persisted in having this done, in spite of Moorhead's objections, and of the remonstrances of one or two passengers.

When the detached carriages began to run backwards down the incline, Elliott, who was on the line, told the men to put on the brake, and to put stones under the wheels; but this was not sufficient to stop the carriages, which ran down a gradient of one in seventy-five, a distance of a mile and a half.—London News.



PRACTICE MAKES PERFECT.

The makers of the Ivory Soap have been engaged in the manufacture of Soaps for over fifty years, and the "Ivory" is the happy result of their long experience, and is unquestionably the soap to be used by all who value the advice (quoted below) of Ellen H. Richards, Instructor in Chemistry, Woman's Laboratory, Massachusetts Institute of Technology, who says, "In the purchase of soap, it is safest to choose the make of some well known and long established firm who have a reputation to lose if their product is not good."

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'Ivory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

Real Estate For Sale. New Picnic Grounds.

JOHNSTOWN'S NEW SUBURB, Moxham. ALTHOUGH situated nearly two miles from the heart of town, it is connected with the same by the

Rapid Transit Railroad,

On which trains run every thirty minutes, and after July 1st, will run every fifteen minutes. The fare is the same as on the street cars, five cents; time eight minutes. This makes Moxham equal to a walk of only four squares from the post-office; in addition to which, the new VALLEY PIKE

runs through the heart of the property and forms the main thoroughfare, making a short level drive into Johnstown over a good roadway and heavy steel bridges. The large number of houses already erected at Moxham have justified every modern improvement, among which may be mentioned

A GOOD SEWER SYSTEM.

The Waring Sewer System has been adopted, with flush tanks. Over half a mile of sewer is already laid.

A GOOD DOMESTIC WATER SYSTEM

Has also been provided. The rates are 25 per cent. less than Johnstown rates.

NATURAL GAS

Rates are the same as in Johnstown. This, together with the

WELSCH INCANDESCENT GAS LIGHT,

For home use, gives Moxham every modern facility. The well-known

Von Lunen Grove,

The summer evening resort of Johnstown, is situated in the very heart of the property. On one part of the property set apart for the purpose, there are a large Steel Plant, a Foundry, and several other factories, employing together from two to 800 men, and several more likely to soon be located there.

Over sixty tasty houses already built and this number will be doubled this year. The streets laid out for a width of sixty feet, including sidewalks.

TERMS LIBERAL. For prices and information apply to

JOHNSON ALLEN, Agent, Bedford Street Station, Johnstown, Pa. may3-60d-tf

BALTIMORE AND OHIO RAILROAD.

SOMERSET AND CAMBRIA BRANCH.

Table with columns: Distance and Fare, Miles, Fare. Rows include Johnstown to Hooversville, Johnstown to Stonycreek, etc.

JOHNSTOWN MAIL EXPRESS.

Leaves North. Leaves South. Rockwood, 5:30 a. m. Rockwood, 11:35 a. m.

UNIONTOWN & B. EXPRESS.

Leaves. Arrives. Pittsburgh, 7:00 a. m. Rockwood, 11:15 a. m.

LIMITED MAIL EAST.

Leaves. Arrives. Philadelphia, 12:05 a. m. Ohio Pyle, 4:17 p. m.

LIMITED MAIL WEST.

Leaves. Arrives. Philadelphia, 4:50 p. m. Ohio Pyle, 4:30 a. m.

KANTNER'S GROVE, near Som-

erset, Pa., on the line of the S. & C. R. R. has been thoroughly cleaned out and fitted up with covered dancing platform, shelter, tables, tents, booths, etc., and will be rented to picnic parties at a moderate charge. The B. & O. R. R. will give special excursion rates to organizations and will run special trains to suit any arrangements that may be made. For information address

W. W. PICKING, Traveling Passenger Agent B. & O. R. R., Somerset, Pa. may30-mth

McMILLAN & CO.,

PRACTICAL PLUMBERS,

GAS AND STEAM FITTERS,

219 Main Street.

Dealers in FINE SANITARY APPLIANCES, GAS FIXTURES, and everything pertaining to the business. Sole Agent and Manufacturer of the JOHNSON PATENT AERATED CRYSTAL FOUNTAIN. may25

FOR SALE.

The undersigned will sell at Private sale,

75 Valuable Building Lots

Situated in the West End of Morrellville. The lots will be sold on reasonable terms. This is part of the late JOHN P. STRAYER ESTATE. apr27-2m STRAYER HEIRS.

WM. J. FRIDAY

Senior Member of the Late SCHMIDT & FRIDAY

DISTILLER AND JOBBER IN

Fine Rye Whiskies,

AND IMPORTER OF

Wines, Brandies, Gins and Ales,

No. 202 LIBERTY ST., PITTSBURGH.

DANIEL McCORMY, Agent, Johnstown, nov26

Ocean Steamship Passage

AND FOREIGN DRAFTS.

PASSAGE TICKETS TO OR FROM EUROPE BY PROMINENT STEAMSHIP LINES.

Also, Drafts on all parts of Europe at Lowest Rates.

W. C. LEWIS

AT JOHNSTOWN SAVINGS BANK across-street

THE LOWEST RATES

ON THROUGH TICKETS TO THE

WEST and SOUTHWEST

ALWAYS TO BE HAD VIA.

THE GREAT WABASH ROUTE

The Shortest and Quickest Route to

KANSAS CITY, ST. JOSEPH, OMAHA, AND ALL POINTS WEST.

For Tickets, Maps and further information ask your ticket agent or write

A. M. BRACKENRIDGE,

CENTRAL PASSENGER AGENT, COR. SEVENTH AVE. AND SMITHFIELD ST., PITTSBURGH, PA. aug15