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I. D. WOODRUFF.
Editor and Publisher,

FRIDAY JANUARY,24 1889.

CALL FOR DEMOCRATIC COUNTY COM

To the members of the Democrati

GENTLEMEN: There seems to be a prevailing opinion among Democrats that a change should be made in our system of nominating candidates for offices. It is urged that the present system has damaged the party in the county, and a like result has followed its adoption in all other result has followed its adoption in all other counties where it provailed. I have been repeatedly urged by prominent Democrats throughout the county, who have no other interest in the matter than the good of the party, to call the County Committee together for the purpose of considering the projecty of retaining the present, or adopting the old style delegate system or increased delegate system. Therefore, I will ask what deems a public demand, That the members of the Democratic Committee meet at the Armory Hall, in Ebensburg on Monday the 24th day of February 1890, at 2 o'clock r. w. for 24th day of February 1890, at 2 o'clock P. M , for the purpose of deliberating on this and other matters of interest to the party. I would further suggest that each member of the Comttee consult his constituents on the the sub ect so that any action taken by the Committee

ject so that any action taken by the Commit would be endorsed by the party. JOSEPH A. GRAY, Chairman of the Democratic Committee Carrolltown, Pa., January 21, 1890.

SPEAKER REED is opposed to tellers, because if he doesn't count straight they

THE question of the location of the World's Fair is to the patriotic citizen not a question of politics, but one of convenience and suitability. It is a blot upon our boasted public spirit that poli tics should have been allowed to come at all. What location is most accessible to the world? where can the purposes of the fair be best carried out ?-there are the questions that should decide the

Some wise people are proposing that the World's Fair be postponed till 1893, saying that the date of opening in that year, say May 1st, would be as near October 12th, the date of the discovery of America as May 1st 1892. Well. suppose it is; how will it be about the closing time? It is a great pity, if the American republic is not abl to get ready to celebrate such an ann versary when it really occurs instead of year later. Let's call in some help.

The late Lewis C. Cassidy, of Philadel phia, left a handsome fortune. It was thought at first that his debts would eat up his estate, but after every liability has been met there will be at least \$250,000 to be divided between four heirs. Mr. Cassidy made an enormous amount of money during his professional career. He received a salary of \$6,000 a year from the Philadelphia Traction Company, \$10, 000 from the Baltimore & Ohio Railroad \$15,000 from the Liquor Dealers' Assoc ation, and general fees bringing up his yearly income to more than \$50,000

ROAD MAKING.

There is much agitation now about changing the read laws with a view of improving the country roads, which a certain sensons of the year are almost im passable. It is well to agitate the question and discuss it thoroughly before the matter is laid before the Legislature Some propose that the State should build roads, and others that the matter should be in the hands of the county. The peoout of their bands, as it would likely take money out of their hands instead of their being allowed to "work out" their taxes We believe, however, that an efficient for road improvement can be made without taking the matter out of the hands of the local authorities, and be sides the State can never in the lifetime of those now living, construct roads half the places where they are needed. The reform might be started by making the term of office of supervisors about five years long, and requiring some stand qualification. Three-fourths of the money spent on roads at present is lost through the lack of knowledge on the part of supervisors. A good work on road-making might be placed at public expense in the hands of every sepervisor, and he be required to four contiguous townshins might be under one good supervisor, and they then Gilson,) Lockport, Blairsville Intersec each district. The people could still be six passenger engines was all the metive permitted to work out their taxes or the power required to convey the passengers main part of them, but there should be and freight over the division at that time rection to the work. Many farmers and others less interested in the matter than they are, work on the road for the purpose of "working out" the taxes instead of improving the roads. A few good roads in a county will make a demand for other good ones. The matter should be discussed that public opinion can take shape before the next meeting of the Lage of the purpose of the purpose of the purpose of the purpose of the post of the purpose of the pu

THE BEGINNINGS OF THE P. R. R.

The Story of One Who Was Employed on Great Rairoad at its Beginning. To the Editor of the Johnstown Democrat.

PATTERSON, PA., January 21, 1890. As I read your valuable and always very welcome weekly. I have from time to time found in its columns the names of some your citizens with whom I was very well acquainted, away back in the years 1853 and 1854, when I was quite a young man and in the employ of the Pennsylvania Railroad, at East Coremaugh. the year 1853, my brother Daniel was Despatcher for the Pennsylvania Railroad Company, at East Conemaugh, and my brother W. D. Cramer, was Conductor of through freight between Conemaugh and Putsburgh. I was Conductor of a train that hauled all the Pennsylvania Railroad Company cars from Conemaugh to the Viaduct. The engines of the Portage, or State Road, also used the Pennsylvania Railroad tracks from Conemaugh to the Viaduct, thereby abandoning that part of Portage Railroad lying between East Conemaugh and the Viaduct about five miles of the level and also do ing away with plane No. 1, and the only tunnel on the line of the Old Portag State Railroad.

At the viaduct 1 backed off all Pens sylvania Railroad cars, and then the Por tage engines would take on from five to ten Pennsylvania Railroad cars, in addi tion to the number of line cars they left Johnstown with, on account of the very heavy grade on the Pennsylvania Railroad between Conemaugh and Via duct. The State engines could haul only about half as many cars between these points as they could from Viaduct to foot of plane No. 2. So an engine leaving Johnstown with twenty four-wheeled cars would arrive at plane No. 2 with double that number.

Judge Edson was train master for the State at that time at Viaduct, and Johnny Bracken, father of Patrick and Barney Bracken, was switch tender. During this time of running trains to Viaduct I became acquainted with a great many engineers, firemen, and train hands, some of whom are dead, while others have, I suppose, left Johnstown and located else where. Among those with whom I had become well acquainted was Geo. Mc Clain, who was engineer on the Cherokee; Yank Langdon, who run the Ni-agara, and there was the three Hudson brothers-Henry, John, and Terrence Arthur and Frank Devlin, John Brook bank, John Woods, Stewart McCiellan, and Thos. Bracken. The last named and myself were near one age, and boarded at the same house, and we became very much attached, but in the flight of time and changes made, I have no knowledge of his wherabouts, but would be pleased to hear from him if he is still living. would be much pleased could I meet those who are still living whom I have known, and have a friendly chat ever the days we spent together railroading thirty-six years ago. At that time Johns own was quite a small town.

I believe there was more people drown ed in the flood of last May than there was inhabitants in the town in May, 1853. The only industries (outside the forwarding ess) that I can recall, was Smith's Car Works, the State Shops, and Smith's Cement Mill. Everything was business and bustle, however, around the ware louses, where all freight had to be transferred from the boats to the cars or from the cars to the boats; and the putting of the four-section boats upon the trucks whereby they were transported over the evels and inclined planes of the State railroad to Hollidaysburg, where they were again run into the canal basin. I remember well my aged friend, David Lucas, Sr., had charge of the section boat ip at Johnstown in the year 1853.

The works of the Cambria Iron Compa were to a great extent built in the year

My brother Daniel, Despatcher at Cone naugh, hauled a great deal of the maof the Cambria Iron Company, to the different sidings near the works and shifted andled in the unloading

The Cambria Iron Company from mall beginning in 1853, has certainly de veloped to astounding proportions in this years of grace 1890. The Cambria Iron Co., have to-day more engines employed and their works, than the Pennsylvania Railroad Company had in the year 1853, to perform all its Passenger and freight traffic between Pittsburgh and Cone freight and passenger maugh. The business on the Pittsburgh division of the Pennsylvania railroad was all done over a single track road with exceptions of short pieces of double track here and there over the division, and used for passing trains around others in opposite directions. I can only recall telegraph offices at the following places on the divi sion at that time, viz : Conemaugh, Johnstown, New Florence (which place was then headquarters for Supervisor Thos. might have much of the improved road tion, Latrebe, Greensburg, Irwin, and machinery in common, with little cost to Brintons. About eignteen freight and but during the fall months of that year the company began to add largely to their

shape before the next meeting of the Leg- have been made in the increased weight prove a veritable boomerang to its conand power of the locomotives and the in- coctors.

crease in the size, weight and carrying capacity of the cars is almost beyond be-Then the locomotives weighed from eighteen tons to twenty-six tons. and the carrying capacity of an eight wheeled Pennsylvania Railroad car was from nine tons to twelve tons per car. Now the heaviest freight locomotives, I suppose, weigh over fifty tons, and the carrying capacity of the freight cars is up as high as thirty tons to an eight-whee'ed car. The four-wheeled cars owned by the transportation companies of that day and run over the old Portage system carried from two and one-half to three tons per car. Surely the changes have been great in railroading since I made my first trip as brakeman on a freight train from Conemaugh to Pittsburgh one night in March in the year of our Lord 1853.

Respectfully Yours. DAVID T. CRAMEE.

THE BODY OF ARTHUR DOOUSS FOUND.

it Now Lies at the Morgue Awaiting Burial. The body of Arthur Doouss(not Doons, as some have tried to make it) the young man who was drowned from the works at No. 6 bridge on December 18th, and for whose body such diligent search made, was recovered from the maugh Tuesday. It was found lying on a rock about two feet out of the water, just opposite Buttermilk Falls, one-half mile from East Conemaugh. The body had been washed over a mile from where the drowning occurred. brought to Johnstown slation on an engine and thence to the morgue, the body was fully identified by David H. Doouss. brother of the deceased.

The brother states that to his knowledge the deceased had at least \$50 in bills and a watch and chain, when he fell into the river. These are missing from the body. Even the boots had been stripped off. The presumption is that the body was found and taken from the river some unknown parties, robbed, and left where it was found by the workmen yesterday. The body will be buried at Grand View.

Special Excursions to Washington via Pennsylvania Railroad. In order that the residents of this section may enjoy the opportunity of visit ing Washington the Pennsylvania Railroad Company will run a series of special excursions to that city on the following dates : February 13th, March 6th, April 3d, and April 24th. The National Capital is one of the most interesting cities in the Union. It is esteemed by many the most beautiful city in America, and the fact that it is the seat of government and the location of the andsomest public buildings in the land makes it interesting to every citizen.

Both branches of Congress will be in daily sessions, and, in fact, every branch of the public service may be seen in the actual work of conducting the the government. The public buildings, embracing the Capitol, White House, Treasury, State, War, and Navy Departments, the great Smithsonian Institution, the National Museum, are open to the public every day, and offer a field for interest and study that cannot be excelled anywhere. The great Washington monument, the highest memorial shaft in the world, is in itself worth a trip to see

The rates are unusually low, and the limitation of the tickets ample for a most pleasurable visit.

Excursion tickets, good for ten days from date of sale, admitting of a good stop-over in Baltimore in either direction within the proper limit, will be sold from Pittsburgh at \$9, and at correspondingly low rates from other stations in Western Pennsylvania. The tickets will be good for use on any regular train of the dates above named except limited express trains; and in addition to the regular service a special train of parlor cars and day coaches will leave Pittsburgh at 8 A. M., and run through to Washington stopping at principal stations. The reurn coupons will be valid for passage or any regular train within the return limit except the Pennsylvania Limited.

Where to Get Job Printing

partment of the DEMOCRAT, which is pro rided with the most approved and exten sive facilities for the execution of job orinting of all kinds, from the smalles abel to the largest poster, in black of colored inks, at prices as low as can be nad elsewhere for an equal grade of work. We are prepared to print at short notice, pamphlets, paper books, posters, sale bills, programs, circulars, eads, checks, envelopes, bill heads, blanks of all kinds, catalogues, busines cards, and everything in the line of printing used in the conduct of every day business.

A Laugh on the Doctor

A Utica physician has to bear the ban er of his medical friends on account of a natural mistake that he made recently. A patient called to be treated for a severe He described his troubles at length, and the doctor advised him to go home and soak his feet in hot water. will do no good," was the reply of the sick man. "How is that?" asked the doctor, a little put out. "My legs are cork," said he, with a smile. The doctor did not fail to appreciate the force of the reply.

PHOTOGRAPHY AS A PASTIME.

The Possibilities for Pleasure and Instruction Which It Presents.

The wonderful growth of amateur photography as a popular outdoor pastime illustrates in a marked degree the elevating tendencies of the modern devices for health giving recreation. To the lover of those polite diversions that are devoid of the elements of daring adventure and the prowess of reckless exposure, the study of field photography presents at-tractions that are imcomparably superior to those of other outdoor pastimes.

Photography enjoys an acknowledged upremacy over all other outdoor sports a that it cultivates the finer instincts and depends not for its fascinating features upon an exhibition of physical har-dihood or athletic training. The pursuit ures upon an exhibition of physical har-dibood or athletic training. The pursuit of the pastime is beyond question enno-bling and refining in its influence. It de-velops a keen and artistic eye for the beautiful in nature. Through the mys-tic and enchanting alchemy of the "dark room" it below. room" it brings the receptive mind into contact with the great Artist who has filled the earth and sky with such regal beauty.

The whole realm of nature with its The whole realm of nature with its green fields and woodland symposium of daisies and buttercups, its babbling brooks, where the laughing rivulets go clattering with their silver heels over the stony depths and the nodding lilles drink in copious libations from the perpetual fount—all this is the kingdom of the amateur physicography.

ar photographer. The pastime is one that not only con duces to physical exhibitantion, but, through the fascinating mystery of its results, it engages our admiration and enlists our ripest mental endeavor. Other outdoor sports are largely calculated for the development of the body without rendering to the mind any adequate recompense. Moreover, such pastimes as hunting, fishing, lawn tennis and base-ball combine elements of roughness that are incompatible with the refined delicacy of the gentler sex. Photography is a recreation admirably adapted to both After all, the excellence of the results

accomplished are dependent upon the skill of the artist. The time of the exposure must be regulated according to the light and the character of the subject. To make indiscriminate "shots" at all sorts of objects is the pastime of the schoolboy and not of the artist. The most beautiful effects are obtained by a proper study of the lights and shadows of the landscape, coupled with a skillful exposure of such duration as is best calculated to draw out all the beauties of the scene. The dark foliage of trees will rescene. The dark foliage of trees will require a longer exposure than a house that has been painted white. And in this connection it is proper to remark that the most inane and insipid feature of the passions is the photography of houses. No time is the photography of houses. No artist who is in love with the art will waste any of his precious negatives upon houses except, perchance, those that are singularly beautiful and rustic in their architectural conception.

Landscapes constitute the poetry of

photography. They make up the rhyth mic beauty of the photographic melody. A proper appreciation of the art is predicted upon the delicate impressionable ness of the artist with reference to natu

ral scenery.

The photography of faces that have been previously prepared to the "ordeal" should be left for the "professional" whose appreciation of the art is circumscribed by the limitations of the almight scribed by the limitations of the almighty dollar. It is his business to flatter human vanity for sordid lucre. The amateur must not prostitute the art to such base ends. If he desires to embalm a sweet face or a graceful form on the unfading tablets of photography, he should "take" them by the instantances research. them by the instantaneous process, when they are not posing for it.

Groups of merrymakers, taken at a

pionic or outing, without any warning from the operator, form a laughable feat-ure of photography, and the pictures have the rare merit of being exceedingly

'natural.'

The time is coming when an educated man will not think of starting upon a pilgrimage without his trusty camera. upon whose never failing power he may depend to secure a panorama of his journey, which will be one of the comforts of his declining years. A glance at the pictures will revive a thousand tender associations of earlier days.

The time is also coming when every

The time is also coming when every educated man who builds himself a home to live in, will give as much attention to the construction of the "dark om" as he does to the library dark room, where may be developed at leisure the results of a day's tramp in field and forest, are to be found the tru delights of photography. Here are evolved by the wand of the photographic wizard, the pictures that will hang on memory's wall for many years to come After the day's battle and the ignoble strife for gain is ended, it is sweet to re tire into the quiet seclusion of the en-chanted dark room, and bring to light the hidden sun pencilings of a long ramble through the woods in the au-

tumn days.

The dark room is an institution that will mollify the asperities of connubial life and dissipate the corroding perplexi-ties of business care.—Forest and Stream.

The Deepest Lake Known.

By far the deepest lake known in the orld is Lake Baikal, in Siberia, which is every way comparable to the great Canadian lakes as regards size; for, while its area of over 9,000 square miles makes it about equal to Eric in superficial extent, its enormous depth of be-tween 4,000 and 4,500 feet makes the volume of its waters almost equal to that of Lake Superior. Although its surface is 1,350 feet above the sea level, its bottom is nearly 3,000 feet below it. The Caspian lake, or sea, as it is usually The Caspian lake, or sea, as it is usually called, has a depth in its southern basin

YANKEE LOCAL NAMES.

SOME OF THE ODD TITLES BY WHICH LOCALITIES ARE KNOWN.

How Kite End Was Named-Where the Hog Was Run Down by a Train-Ned Buntline's Contribution-Stony Lonesco Barbary Coast and Christian Shore.

"Can you direct me to the Richardson neighborhood?" said a newspaper man, tramping along a dusty country road last summer. Two farmers leaned on their rakes and looked at each other in-

"Richardson neighborhood? Never heard o' no such place. Guess you must mean the Coop. Used to a Richardson mean the Coop. live there once."

It is just this way all over New England. Every township is subdivided into localities and neighborhoods bearing odd and distinctive names. Often they more than odd; they are quaint and ec-centric, and sometimes laughable. This same Coop was bounded on the east by the Rock o' Dundee, on the north by the City, a solitary house, standing where four roads met, and on the west by Shadagee. And so it is in every town, there is an unwritten geography of New England.
THE HOO'S GRASSE.

Boston may have at one time been blessed with queer subdivisions of this

blessed with queer subdivisions of this sort, but they have now nearly all been swallowed up in the North End, the West End, the South End, etc. Lynn, on the other hand, abounds with them. are Rail Hill, Breed's End, Blood Swamp, are Rail Hill, Breed's End, Blood Swamp, New Light Hill, Pan Swamp, Vinegar Hill, Sadler's Rock and Pudding Hill. This last name came to be applied from the fact that the father of Preserved Sprague, who lived in this section, was noted for the quality of his puddings. What is now Market square was once known as Kite End. It received its name at the hands of the late Joshua C. Oliver. who published a little sheet known as The Tattler, and, out of spite, he nick-named the locality Kite End, and its peo-

named the locality Kite End, and its peo-ple Kite Enders.

Manchester, N. H., boasts of a section known as the Barbary Coast, a name given it by an old sailor. Here too, are found Jacob's Ladder, Pig Village and Phinenton square. The city itself has been variously known as Harrytown, Tyngston, Derryfield and Nomoskeag.

In the shuttles of Barbary, Me., on the

In the suburbs of Bangor, Me., on the line of the old Veazie railroad, is a vilage still known as Hostown Years ago, when the railroad was in full opera-tion and trains used to drag lazily along between Bangor and Oldtown, a terrible scrident occurred there one morning woman living near the track was the happy possessor of a very large hog, and the animal in its meanderings came upon the road in front of an advancing train. The hog had never been accusomed to turn out for anything, and did not propose to commence with a trifling thing like an engine. It therefore held its ground, and a dying hog was soon rolling down the embankment.

The train stopped, as was its custom upon all occasions, even to allow a pasenger to alight and cut a twig. came an angry woman, brandishing her arms and wildly calling upon the con-ductor of the train to pay for the fatally injured porker. In those days the con-ductor of the line was of as much im-portance as the general manager, and he latly refused to pay for the hog, saying that the owner ought to have kept him away from the track. This settled the matter, and he started his train and left When that train returned, how ever, there was sorrow on board. and for a long distance had greased the rails so that it was impossible to pass the place. None of the modern appliances for surmounting such obstacles were then known, and the train was hopelessstalled. A crew was employed to help trainmen, and it took hours to clean he grease from the rails so that the train ould proceed. Since that time the place as been called Hogtown.

OTHER ODD NAMES. To everybody in the city of Portland he neighboring town of Cape Elizabeth s known by the simpler name of Pooluck. This is a contraction of its ancient Indian name of Purpooduck.
Augusta has among its subdivisions
Rotten Row, Slab City, Mud Mills, and Britt's Gully. Suburban Lewiston is made up of "patches." There are the Baby patch, the Strawberry patch, the Bleachery Hill patch, the Foundry patch,

Portsmouth, N. H., has its oddly named localities, and these have been well described in Thomas Bailey Aldrich's "Story of a Bad Boy." One of the best nown is Christian Shore. The name of the district is supposed to have come from some early settler named Christian, who lived upon and owned the land on that side of Strawberry Bank creek, as the inlet now called the North pond was named by the early colonist.

In Providence, R. I., and its vicinity there are locations known by some pe-culiar names that are not to be found in the maps or directories. There are Squaw Hollow, Chicken Foot alley, Bulldog square, Shoo Fly Village, Maiden's Prayer park and a variety of others less

familiar to the general public.

In this state Gloucester is esprich in these queer localities. L. cove is situated on the eastern side of the cape, and was probably the scene of old time feast, at which "loblolly, dish made from Indian meal, was the bill of fare. Cat pond is probably name from the plant called "pussy willow, which grew on its margin. Donefudging is the name applied to that strip of Squam river between the cut bridge and the old town landing. There are various derivations of this. One is that, the derivations of this. One is that, the river being shallow near this locality, the boatmen in the olden time, who used poles to propel their crafts, were done "fudging" or propelling with their poles when the deep water in this vicinity was reached. Goose cove, on the northern side of the cape, was probably so called from the tame geese which were kept in that place.—Boston Dispatch in New York Sun.

THAT V. M. C. A. REFUSAL.

The Petition for Aid to the Flood Relief flow the Association Receives the De

The refusal of the Flood Commission to appropriate money for the purposes set forth in the petition given herewith is provoking much comment, most of which is of an unfavorable character. The peitioh as sent in to the Commission signed by twenty-five ct the most prominent men in the city, and is as follows:

JOHNSTOWN, PA., December 31, 1889.
To the Flood Commission:
GENTLEMEN:—We, representative business

GENTLEMEN:—We, representative business men of Johnstown, respect fully request an appropriation towards the erection of a permanent and substantial building in our city for the "Young Men's Christian Association."

The confidence this organization has enjoyed in this community is more than ever indulged. Statistics show that its temporary quarters even reached to the sheltering of as many as five hundred men in a single rainy day, largely drawn from the "State forces" then at work. In thus sheltering and shielding these men we believe it has helped the State work, while the many other features as to its worth need no argument. We believe an appropriation would be justi-We believe an appropriation would be justi-ed and as loudly applauded by our citizens and afferers as was the commendable appropriation or a city hospital from a similar fund;

First. Because such a home for young men sour city's loudest cry, and the money was iven to relieve want,
Second. While "children's aid," general be-

second. While 'children's aid," general betevolence, churches, lodges, etc., have prosetevolence, churches, lodges, etc., have prosetevolence, churches, lodges, etc., have prosetitle has been done for young men as a class,
ave through this Association.

Third. That in the adjustment of loss by the
commission, this institution has never received
cent, and the young men and business men
warded the least consideration.

Fourth. That this organization must not be
lassed with schools supported by general tax-

Fourth. That this organization is alassed with schools supported by general taxalians or churches maintained by individuation, or churches the same of nembers or assessment, but as a public institution. Its doors stand wide to all creeds.

Fifth. That to the extent of Commission's con-ideration, we, who have received least, will be relieved of the burden that must fall heavily upon us at this time in the erection of this ig. That such building would have weight

in the business interests of our city, and in helping to rear its walls again would thus ben-ent all. ided for, out of the gratitude of our hearts we

would be denied personal benefit that a monu-ment might thus stand open to young men and speak the generosity of this wonderful world after all other visible remembrance has passed Eighth. That no committee or organization Eightt. That no committee or organization could better care for such a memorial tower, and combine greater benefit to humanity from humanity, than this "Young Men's Christian Association." It stands as most substantial business men of the community, yet by special Act of the Legislature ever under the State's control.

control.

Ninth. That as all personal loss has been adjusted to the full proportion of Commission's intent, it would be an injustice to withhold this money from such a public need. And we who have lived here in prosperity before the flood, passed through the waters, know where this money can do the most good, if greatful hearts

can be allowed a lasting souvenir, in the name of a common cause we again ask a most liberal ppropriation. John Thomas & Sons, general merchandise M. Woolf & Son, clothiers ; John Fulton, Gen al Manager Cambria Iron Company ; John D. toberts, Cashier First National Bank ; Jame

Roberts, Cashler First National Bank; James McMillen, President Wood, Morrell & Company; and Resident Director Cambria Iron Compony; W. C. Lewis, Cashler Savings, Bank George A. Hager, Assistant Cashler of Savings Bank; Herman Baumer, Postmaster; John fl. Brown, Board of Inquiry of Flood Claims; Samuel Masters, Board of Inquiry of Flood Claims; John Hannan, Board of Inquiry of Flood Claims; George W. Wagner, M. D. Secretary, Board of George W. Wagner, M. D., Secretary Board of Trade; W. E. Matthews, State Board of Health Fronheiser, General Superintendent Cambria Iron Company; Cyrus, Elder, Esq., Solicitor Cambria Iron Company; G. W. Moses, grocer; B. F. Speedy, wholesale grocer; Alex Kennedy, President Johnstown Council; W. A.

Although the above list lacks a few namas to be complete (there being diffi-culty in getting the names) yet it contains a number of our most prominent

men.

Speaking of the refusal to grant the request, a member said it should be noticed that only a few of the signers are prominently connected with the Association. It is thought that the amount appropriated for the hospital, \$40,000, is not all needed for that purpose and that a portion of it might have been devoted to the purpose mentioned in the petition.

THE BODY OF A MAN FOUND.

The Search Force Comes Upon the Remains of Another Flood Victim Near Cooper

near Coopersdale came upon the body of a man, buried deeply in the sand. It was emoved and brought to the morgue late the afternoon. The description is as

No. 531, male, height five feet nine ches, large irregular front teeth s what decayed, lower right back teeth out. gum boots, black and red ringed woolen hose-rings one-half inch wide, the legs had been darned near the top-calico shirt with square red dots one-half inch apart, brown and white striped shirt of regular cotton shirting worn under the other, covered scapulars, two pairs of pantaloons-top pair of pepper and salt colored woolen goods the others gray mixed goods with narrow black stripes one-half inch apart—vest of heavy woolen goods grayish with narrow black stripes omewhat closer than in pantaloons, gutta

percha buttons.

The body is in a fair state of preservation considering the length it has been buried. A watch chain was also found

on the clothing.

And Thus Ar the "Faithfet" Rewarded

It is given out that in place of Louis Wehn, Democrat, who has recently re signed the position, Mr. William P. Reese. of Millville, has been appointed Stamp Deputy at Johnstown. Mr. Reese was Deputy Chairman of the Republicar County Committee in this section last fall and by his untiring efforts succeeded in letting O'Connor, the Democratic candidate for District Attorney, gain several votes in his ward. Mr. Reese is Principal of the Millville schools, which position he has held for several years.