LOSS BY THE JOHNSTOWN FLOOD.

A Large Net Gain During the Year-The Destruction of the Company's Property in the Conemaugh Valley-The Cost of Repair-Improvements Under Way-Some Comparisons With Other

The annual report of the Board of Directors of the Pennsylvania Railroad Company for 1889 just made public shows the gross earnings on the whole system to have been \$122.917,337, or \$6, 408,044 larger than in 1883, and the net earnings were \$89,106,209, an increase of \$3,334,252.

These are the largest earnings in the history of the company, a remarkable fact when it is remembered that curing the whole month of June, owing to the Jounstown flood, the main line of the road was partly closed up. The number of tons of freight carried was 122,164,.18, an increase of 11,220,274 tons, and the number of passengers carried was 78,126,-957, an increase of 4,126,871. The lines both east and west of Pittsburg comprise 7844 miles.

Dividends to the amount of \$5.327,270, or 5 per cent., were paid and the balance, \$3,328,641, was transferred to the credit of profit and loss less deduction on account of the floods, \$2,489,954. The balance to the credit of profit and loss was therefore increased \$938,687, and the item now stands at \$20,068.055.

That part of the report referring to the loss of the company by the June floods reads as follows :

On the 31st of May the extraordinary rainfall began, and following nearly the trend of the mountain range over which your system of lines passes, caused an unparalleled destruction of property, not only upon your Main Line, but many of the other roads forming your system.

In the Juniata Valley three of the larg-

est and most expensive double-track bridges, two of which had recently been rebuilt, were entirely destroyed, together with several miles of track.

THE JOHNSTOWN FLOOD.

"The greatest destruction both of life and property took place however on the western slope of the mountain, in the Conemaugh Valley, where a reservoir (originally constructed by the State of Penn-ylvania for its canal system) gave way, and completely destroyed your road for a distance of over ten miles, including several large bridges, and all the machine-shops, round-houses, and yard facilities at Conemaugh, at the foot of the mountain, the destruction being so complete that it was almost impossible to fix the location for merly occupied by your property. Among the property damaged and destroyed were twenty-four passenger cars, 561 freight cars, thirty-four locomotives, some of the latter, not withstanding their weight, being carried more than a mile by the force of the flood. While this loss of property was appalling in its magnitude, yet it was more than overshadowed b; the great de struction of life and property in the manufacturing city of Johnstown, a short distance below Conemaugh, in the same

valley.
"In addition to the destruction of property on your Main Line, many of the largest and most important bridges on the Philadelphia and Eric road were entirely destroyed, while on the Elmira and Williamsport line (leased to the Northern Central Railroad Company) several miles of railway, including many bridges, were washed away.

"The total amount expended to- December 31st, 1889, in repairing the loss caused by the floods to your system was \$3,475,425.01, leaving still a considerable sum to be expended to restore it to its original condition. This outlay does not include the indirect loss from the suspension of traffic and the serious interruption to the working of your entire system caused thereby.

"The services of as many of your officers and employes as could be spared from your system of lines both east and west of Pittsburgh were concentrated night and day upon the work of repair ing these disasters; and notwithstanding their magnitude the movem at of traffic was resumed within eight days. Too much credit cannot be given to them for their skill, energy, and unremitting devotion to this work, to which is largel due the fact that your properties were able to recover so promptly from the serious disasters which had overtaken

CONTEMPLATED IMPROVEMENTS

The improvements under way include locomotive shops at Altoona, a bridge over the Ohio river at Pittsburgh, the construction of the cut-off from Downington to a point near Trenton and a new line from Downington to Lancaster via New Holland, important improvements on the New York water front, and large expeditures to avoid grade crossings in Philadelphia and other cities.

The business of the Philadelphia, Wilmington & Baltimore, Northern Central, Cumberland Valley, and other auxiliary lines are not included in the above figures. If they were the gross earnings would be more than \$130,000,000. The gross earning of the Pennsylvania Railgross earning of the Pennsylvania Railroad in 1889 were \$85,000,000 larger than its largest trunk line rival, the New York Central, and more than double those of the Reading, triple those of the Lackawanna, and more than five times the amount earned by the Baltimore & Ohio, On the lines east of Pittsburgh, the com-

pany earned \$61,514 445, the net earnwere \$10.375,467, an increase of \$1,-143,192. The gross earnings per mile on the main line were \$81.723 against \$77, 634 during the previous year. The main line and branches made \$10.870,351 net, The main the New York division \$138,712, and the Philadelphia & rrie lost \$16,316. The profit on the New York division is the first for many years. The pencentage of local freight to the whole traffic fell from 87.58 per cent. in 1888, to 86.89 per cent. in 1889, the change being made by operapercentage of tarough freight was 13.13 per cent. against 12 42 per cent, last year. On the main line the percentage of through freight was but 7.11 per cent. on

Philadelphia & Erie 9.56 per ce and on the New York division but 30.58 per cent. On the main line the percent age of through East bound freight increased 4 23-100 per cent. The local freight shows an increase of 7 51-100 per cent, East bound and 18 49-100 per cent. West bound. The average earnings from each passenger per mile was 2.082 cents, against 2.092 cents in 1888; the cost of transportation was 1.527 cents, against 1.543 cents in 1888, and the profit was 0 555 cents per passenger, against 0.549 cents in 1888. The average distance traveled by each passenger was 18 1-10, against 17 9-10 miles in the previous year.

The net gain on business west of Pitts burgh for the year was \$1,184.009. There was an increase of 5,089, 480 in the num ber of tons of freight carried, and 1,193,929 in the number of passengers.

The income account shows that out of net profits east of Pittsburgh, for the year mounting to \$10,992.747, \$2,336,835 was deducted for payments of interest, sinkng funds and extraordinary repairs and improvements. The balance which is the net profit of the Company, from a stockholder's point of view, is \$8,655,911 against \$7,040,962 in 1888. These profits are equivalent to more than 8 per cent on the stock of the Company on which a

on the stock of the Company on which a dividend was payable.

Industrial Education at Indiana.

In the Manual Training Department of the Indiana Normal, Fa., te chers learn how to use their hands. We have two large shops litted up. We have an expert at the head of it. reachers learn designing in folding paper, in cutting paper and in laying paper. They learn color-work, modeling, mounding, carving, Join-erry, forging, making physical apparatus, sew-ing and cooking. Spring term opens March 3ist.

The Ad antages of Modern Appliances Well Hustrated in Bennett News' Tele-phone Line to Geistown.

Mr. Bennett Nees, of Geistown, says hat his telephone line is giving him great satisfaction. Although but in operation a short time numerous parties of his friends have already taken advantage of the convenient arrangement to order supper, so that when they arrive everything s ready for them. Quite a distinguished party from this city, in this way had an egant feast prepared for them on Tuesday night. If he could only get some modern appliance for bringing him the morning paper Mr. Nees thinks he wou'd have all the advantages of residents in the city, in addition to the pleasures of country life.

Avoid Appearances.

A worthy gentleman, having an unusuality red nose was long suspected of being a tippler on the sly, by those not well acquainted with his strictly temperate habits. His unfortunate disfi-urement was reachly cured by the use of Ayer's Sarsaparilla.

Poor Hunanity!

Poor Hammity!

The common lot is one of sorrow say—at least the pessimists, they who look at the worst ide. Certainly what would otherwise be a bright existence, 1 often shadowed by some all-near that overnangs it like a pail, obscuring erpetually the radiance that eise would light be path. Such an alliment, and a very common me, is nervousness, or in other words, weakness of the nervous system, a condition only irsunciated where inedicaet or improper means for taken to relieve it. The concurrent experiment of the nervous people who have persistently test nostetter's stom. In titlers is, that it conjugers entirely super-ensitiveness of the nerves, is well as diseases—so called—which are invited. A sustained by their curronic weakness. As he nerves gain a stamina from the great tonic as the conjugation of the interior o

For throat and lung troubles this remedy has o equ. It is gua anteed to cure consumption is three stages, and even in advanced stages if that disease it relieves coughing and induces teep. You may have, a cough or a cold at any me, ther force no house oid, especially with hidren, should be without it. For all affections of the throat, lungs and chest, croup, or the chroat and have seen to the constant of the co

When Baby was sick, we gave her Car toria, When she was a Child, the cried for Castoria, When she became Miss, she clung to Castoria, When she had Children, she gave them Castoria,

Mrs. M. J. Carroll, of the Ninth ward. returned last hight on Fast Line from naving visited friends on the mountain.

We wish to call aboution to the advertisement of Chamberlain Institute in this issue. This school has had an unblem ished reputation for forty years. Dr. Enwards, the present President, has been connected with it for twenty years, and parents and guardians may safely commit the intellectual, moral, and social training of their children to his care. It will be noted that the spring term opens

Rheumatism Can be Cured.

SISTER ROSE GERTRUDE

She Is Going to Hawaii to Minister to the Lepers

Miss Amy C. Fowler (Sister Rose Gertrude), a member of the Third Order of St. Dominic of the Roman Catholic church, is on her way through the United States to Hawaii to take up the work left by Father Damien at his death among

How simple this announcement. how much is involved in it. An English girl, having learned of the sacrifice of one who fell a certain victim to the most dreadful of all diseases, freely offers her-self to take his place as the soldier steps into the tracks of his comrade shot down in a storming party, with this differ-ence—that the soldier acts under a fever-ish excitement and may not be killed.

while the woman gives herself deliber-ately, and for her there is no hope. The oldest and best known legend of the sacrifice of a young girl is that of

Iphigenia, the daughter of Agamemnon and Clytemnestra. Her father.

so goes the leg-end, having of-fended the Goddess Diana, vowed to make atonement by a sacrifice of the most beautiful thing year This hap-pened to be Iphigenia. Agamem-non long delayed the sacrifice, but when the Trojan expedition ap-proached, and the Greek fleet

SISTER ROSE GERTRUDE [From Pall Mall Budget.]

was detained by a calm, Chalchas, the soothsayer, told him that he must keep his promise. When Iphigenia was brought to the altar she disappeared, having been carried oif by the goddess to Tauris, where she became a priestess. Such is the legend that has been for

centuries perpetuated in song and story, on canvas and in marble, till the whole world is familiar with the name Iphigenia. Yet how much more is there in the case of Sister Rose Gertrude to stir the emotions. The Trojan girl was sent to the altar by her father in obedience to a vow. The English girl goes of her own free will to spend what time may be granted between her arrival at Hawaii and her death from the disease which, unless she is carried off earlier by other means, is sure to follow—among stricken beings kept in a pen to prevent their contaminating the rest of the

the daughter of an English clergyman in the Episcopal church. Some seven years ago, when she was about twenty, she entered the Roman communion Very soon after she listened to a sering in which the speaker gave an account of the leper colony at Kalawao and Father the riper calony at Katawao and rather Damien's labors there. An inspiration came to her that she should devote herself to this same work. She wished to go at once, but her friends begged her to at least wait till she should be older and should know something of the terrible disease. She acceded to their wishes for a postgonence but did not about an acceded to their wishes for a postgonence but did not about an extended. a postponement, but did not abandon her purpose. Five years passed, and then she began her preparations. Going to Paris, she was trained under the cele brated Pasteur and in the hospitals there. in order that she might gain a scientific knowledge of leprosy. With this trainknowledge of leprosy. With this training she may at once care for the lepers and study the disease which afflicts them. The body in which dwells this heroism

is very small, weighing scarcely a hun-dred pounds. The face is oval, the eyes bluish gray, the hair dark. The sister is as modest and retiring as she is heroic. Her father and mother and two sisters are living in England and her brother is a farmer in Manitoba. She was educated at the Ladies' coilege, in Bath, England, and brought up by her father in the Church of England, but, when she became a woman, began to doubt if she was in the right fold, and after six months' study joined the Roman church. She has always loved to care for the sick and began to be a nurse at the Pryor Park mission, in London, following up her training in a London hospital.

At Kalawao Sister Rose will have charge of the leprosy hospital containing sixty lepers. Before leaving England she was presented with a complete set of instruments for the study and cultivation of the leper bacilli as is done at Paris in Pasteur's institute. She will study mi-crobes with a view to discovering how they develop under different degrees of temperature, and as she attains results will forward them to the Leprosy so-

The case of this little nun is one of those singular instances where the great-est heroism is contained in the smallest and frailest human compass. And how important the work she may be destined

The Tennyson Family.

The cut here given is from a drawing reduced from a page picture made direct from a photograph for a recent number of The London Pall Mail Budget. It



HON. HALLAM TENNYSON.

LADY TENNYSON. LORD TENNYSON.
shows Alfred Tennyson and his wife and Hon. Hallam Tennyson at home, and presents a new aspect of the poet lau-

NAVAL SECRETARY TRACY.

SUDDEN INTERRUPTION OF A BRIL LIANT AND SUCCESSFUL CAREER.

Early Struggles and Triumphs-Brilliant Military Career-Takes High Rank at the New York Bar-The Beecher-Tilton Trial. Heated Campaign and Fitting Reward.

Benjamin Franklin Tracy, whose able administration of the naval department of the United States was so suddenly interrupted by an appalling calamity, born in Owego, Tioga county, N. Y., in 1830 and passed his early life on a farm, attending only the winter terms of an academy. From boyhood he was notice ably vigorous, earnest and reliable, and when admitted to the bar, in 1851, he soon made his mark in law practice. So rapid was his rise and so great the popular confidence in him that in 1853, and again in 1855, he was elected district attorney, though his party was in a minority in the county.



In 1861 he was elected to the legisla-ture, in which he was made chairman of the railroad committee, and won fame by defeating the first skillful organiza-tion to place a surface railway on Broad-way. He entered on the fight almost single handed, but his exposure was so effective that he soon gained adherents, and the scheme went into local history as "a deservedly defeated job." time came when New York city regretted that there was not a Tracy at the head of the same committee in the house. On June 22, 1862, Governor Morgan personally requested Mr. Tracy to raise a regiment in the counties of Broome, Tompkins and Tioga. He soon did that and assisted in raising another and was commissioned as colonel of the first—the One Hundred and Ninth New

His career in the Army of the Poton was brilliant. At the close of the battle of the Wilderness he was carried from the field exhausted, but refused to go to a hospital, and, after a brief rest, led his regiment through the three days' fight at Spottsylvania. Being completely broker down he was then compelled to leave the service for a time, but soon took com mand of the One Hundred and Twenty seventh United States colored



Benedict, Tracy & Benedict, and SECRETARY TRACY.

for a few years the public heard comparatively lit tle of him, though he held the office of United States district attorney for the Eastern district of New York from 1866

troops. He came out of the war a

brigadier gen-eral, resumed the

practice of law as

ne of the firm of

No other fame, probably, is so evanes cent as that of a successful lawyer—especially a city lawyer, and most of all one whose work is chiefly done in his office and concerns property interests chiefly—and it was, therefore, as a new man that Gen. Tracy came into prominence as counsel with Mr. Evarts and others for Henry Ward Beecher in the protracted and exciting trial of 1875. It was in this connection that the first direct charge of unprofessional or not strictly shonorable conduct was made against Gen. Tracy-a charge disregarded by the public at the time, but revived in heated political contests afterwards. Theodore l'ilton's friends indignantly declared that Gen. Tracy had listened to Tilton's ac count of the matter and afterwards con-sented to act as counsel for Mr. Beecher. The statement was as indignantly denied and goes into the limbo of the insoluble along with so many other statements ncerning that remarkable case

concerning that remarkable case.

The public likewise remained in ignorance of the fact that Gen. Tracy was a great lover of fine horses; that he was often present when big races were run and allowed his own horses to be put on the track, though he never bet himself, well that be read

until that heated campaign of 1886, which tore Brooklyn circles all to pieces and ventilated the lives of many. Gen. Tracy was candidate for district attorney of Kings county against James J. Ridgway, then the Democratic

MRS. TRACY.

occupant of that office; there was a "great moral reform movement" in progress, and the campaign was savagely personal.

was the one man on whom all parts of his party in the state could unite, and his appointment was therefore a peculiarly happy one. It is no accreet that

he tock the naval portfolio somewhat re luctantly, as his great wish was to be at-torney general, which would certainly seem more in line with his talents and

For New York as a state, however, the naval secretaryship is vastly more important than the other place, and Gen. Tracy has most ably served the best interests of his city and party while serv-ing his country in a way to command general approval. The official and semiofficial intercourse between him and his predecessor, Secretary Whitney, was a most pleasing episode in the political movements of the day, and their personal relations, with suggestions for improvement of the navy, have been highly honorable to both. In addition to accepting the plans for defensive action (coast defenses and the like) which have (coast defenses and the like) which have been settled for some years as the na-tional policy, Secretary Tracy purposed to go much farther, to the construction of line of battle ships ready for offensive action if desired, and on this point will come the first discussion of his policy.

Gen. Tracy's domestic circumstan have been of the happiest, and the Brooklyn friends of Mrs. Tracy now recall with grief some of her expressions on leaving that city to the effect that she did not hope to be as happy in Washington as at her old home. . She united two qualities not often found together-an extremely charitable disposition and good judgment in giving. She was one good judgment in giving. She was one of the founders of the Home for Friend-

less Children.

Personally she did not like "society in big doses," as one interviewer expresses it; small parties, small gatherings of personal friends she greatly enjoyed. Her place among the cabinet ladies, however, was well sustained; and the young and fair, as well as the official society, were looking forward to a winter of unusual enjoyment when death invaded the cabinet circle-and with such rapid blows! Scarcely had the American people time to express their deep sympathy with Secretary Blaine in his double affliction when they were shocked by the appalling calamity to the Tracys. In Brooklyn society there is, besides

the general sorrow, a deep and special grief for Miss Mamie Tracy, who was a charming and cultured lady with much musical and artistic talent, and it adds nota little to the grief of her friends that she, like her mother, did not favor going to Washington. Mrs. Tracy's maiden name was Delinda E. Catlin, and she was a native of the same county as her husband—Tioga, N. Y. Their three children, Emma Eloise (now Mrs. Wilmerding), Frank B. and Mary Farrington, were also born there, in Owego. Miss Mamie was 26 years old, and received most of her education in Brooklyn, and was loved and admired by all who knew her.

New York's Wrecked Banks

When G. H. Pell and P. J. Claasen bought the control of the Sixth National bank in New York, by a very cunning but not altogether commendable piece of out not an ogether commensuable piece of financiering, they paid for it out of its own treasury. Having already two state banks in their control after the Sixth National deal was consummated they were in possession of three metropolitan banks. Had it not been for the suspicions of Cashier Colson they might have warked the combination to even better worked the combination to even better



COLSON

antage to the depositors than they did s it was. He reported his fears to the clearing house, and an investigation re Mr. Leland, the former presi dent of the Sixth National, was at first freely censured for not having inquired more particularly into the antecedents of the buyers. Most of the criticism was withdrawn, however, when he handed over \$500,000 of the purchase money to secure depositors and stockholders.

Hon. J. C. Power.

Hon. J. C. Power, Republican, is one of the "Big Four" now waiting for the United States senate to decide which two of them are to

hold seats in that body for Mon-tana. He is emphatically "a western hustler," one of the kind so often described in romances of the west, one whose business career is a sort of romance. yet who makes romance subsidiary to business.

J. C. POWER.

As carpenter, surveyor, town boomer, government contractor and heavy investor in railroad and steamboat stock, he personal.

The charge as to liking a good horse never hurt anybody in Brooklyn politics, but Gen. Tracy was defeated under circumstances which made him enthusiastically active against the Democrats in 1888. The success of the Republicans in New York that year was chiefly due to Brooklyn, and Gen. Tracy received much credit for it: it so happened also that he was the one man on whom all parts of his party in the state could unite and years, and was defeated by the Democrats has been always active and often successful, is very nearly the wealthiest man in Montana and is still active. He was born in 1839 in Dubuque, Iowa, and he is ever on the in appearance, but his bright eye redeems his face, and he is ever on the alert. He entered politics four years ago, was a candidate for governor last. Strict Economy.

Science brings about economy, and in these days of varied manufactures, and perfect facilities for carrying them on, there is very little waste material in any branch of trade. The Sunday Call in de-scribing the slaughter of cattle at New-

ark, N. J., says that no part of a steer is lost save its dying breath. Nothing is wasted from the tip of the tongue to the brush on the end of the The blood is caught and sold to make albumen for sugar refineries and other manufactures, or to form a cheap substitute for the hard rubber and other plastic material used in the manufacture of buttons. When the meat is dressed the contents of the stomach are removed, dried and baled as manure, and the stom-

ach itself is prepared as tripe.

The hide goes to the tanner, the head is skinned and denuded of flesh for the sausage maker, the horns go to the comb maker, who knocks out the pith and sells it to the glue manufacturer, who is ever ready to take all the refuse from any part of the steer. The horny coverings of the hoofs are almost as use-ful as horn for making buttons and similar articles, and the feet can be used for oil and glue.

The shinbones make the finest of bone handles, and all the rest of the bony structure, which the butcher is unable to sell with the meat, finds its way event-ually to the manufacturer of bone fertil-

izer and bone black.

A few of the tails are utilized, in cold weather, in the manufacture of oxtail soup, but usually "the tail goes with the hid," and becomes spoiled for domestic use while lying about in the tannery. Every scrap of the animal's skin, even the pate, as the skin of the head is called, is used, in one way or another, and the refuse of the tanneries becomes an im-portant part of the income of those establishments.

Bow low the head, do reverence to the old man, once like you. The vicissitudes of life have silvered his hair and changed the round merry face to the worn vis-age before you. Once the heart beat with aspiration, crushed by disappoint-ment, as yours, perhaps, is destined to be. Once that form stalked promptly through the gay scenes of pleasure, the beau ideal of grace; now the hand of time that withers the flowers of yesterthat noble carriage, Once, at your age, he possessed the thousand thoughts that pass through your brain, now wishing to accomplish deeds equal to a nook in fame; anon imaginging life a dream that the sooner he awoke from the better. But he has lived the dream very near through, the time to awaken is very near at hand; his eye never kindles at old deeds of daring, and the hand takes a firmer grasp of the staff. Bow low the head, boy, as you would in your old age be reverenced —Somerville Journal.

If you want a handsome wearable Silk Dress for Spring and Summer, buy the material of us. Samples cheerfully furnished upon request.

SURAHS.

COLORED:

19 irch at 50c a yard.

19 inch at 65c a yard. 20 inch at 75c a yard.

24 inch Standard at \$1.00.

24 inch at \$1 20.

BLACK : 19 inch at 50 cents.

21 iuch at 75 cents.

26 inch at 75 cents. 25 :nch at 85 cents.

23 inch at \$1.00.

25 inch at \$1.00. 24 inch at \$1.20.

These are leaders - selected from dozens of grades of Surabs, also Gros Grains, Failles, Armures, etc., etc., colored and black, the best values we ever offered.

Goods. Dress

Our complete new Spring stock is now complete. This means the grandest array of beautiful goods shown in this countrate. Goods and prices are all on the buyer's side of the bargain. Send for samples.

Curtain Circular.

Our 1890 Spring Catalogue will be ready in March. Send your name and you will

> JOS. HORNE & CO., 609-621 Penn Avenue,

PITTSBURGH, PA.

NOTICE.

NOTICE is hereby given to the stockholders of the Feople's Building and Loan Association that the Annual Meeting of the Association will be held at the office of F. J. O'Connor, Solletor, 89 Franklin street, on the TRH of March, at 7:30 clock F. M., for the purchase of the Association of the Assoc

A JAHES KING, Adn inistrator.

Johnstown, January 1, 886. DMINISTRATOR'S NOTICE