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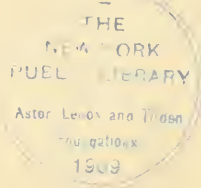
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James M. Swank

HISTORY
OF
CAMBRIA COUNTY
PENNSYLVANIA

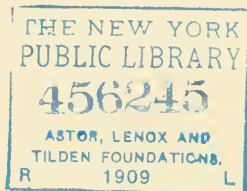
BY
HENRY WILSON STOREY
WITH
GENEALOGICAL MEMOIRS

ILLUSTRATED.

VOLUME I.

THE LEWIS PUBLISHING COMPANY
NEW YORK CHICAGO

1907



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BY

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FOREWORD

A history of Cambria County and its people is an essential part of the progress of civilization in our country for two hundred and twenty-five years.

After its acquisition by William Penn it was at peace with the red man for a period of seventy years, followed by thirty years of cruel barbarism.

In the beginning its pioneers were with Washington in the struggle for independence; its rank and file have marched with Dearborn, Taylor and Scott, Grant, Farragut and Shafter, and gallantly sustained our government.

Its 666 square miles of land were richly endowed with the tall white pine and hemlock, and the forests are filled with hard wood, and its mountains are veined with the best quality of bituminous coal.

In the iron and steel industry it has created for itself an international reputation for excellent products, and in its fine arts its people have achieved a worthy place. In statesmanship and government, in the nation and state, the influence of its men has been wielded for the good.

It is worthy to modestly enroll the achievements of her people among the annals of our country.

In grateful acknowledgment of the invaluable assistance given in the preparation of this history by James M. Swank, George T. Swank and Anderson H. Walters of the Johnstown Tribune, John McCormick and other friends, the author desires to express his sincere thanks.

MEN OF CAMBRIA WHO HAVE DISTINGUISHED IT BY
THEIR ACHIEVEMENTS.

1. John J. Boyle: A Sculptor.
2. Jacob Miller Campbell: A General and a Statesman.
3. George Fritz: An Inventor and Engineer.
4. John Fritz: An Inventor and Engineer.
5. Lawrence Francis Flick, M. D.: The Master of Tuberculosis.
6. John Fulton: Geologist and Mining Engineer.
7. Demetrius Augustine Gallitzin: A Pioneer Priest.
8. John White Geary: A Major General and Governor of Kansas and Pennsylvania.
9. Joseph Johns: A Friend of the Common Schools and Founder of Johnstown.
10. William R. Jones: An Inventor, Engineer and Manager of Steel Works.
11. George Shryock King: Founder of the Cambria Iron Co.
12. Daniel Johnston Morrell: Iron and Steel Master; Author of and the Chairman of the Executive Committee of the Centennial Exhibition, and Commissioner to the Paris Exposition.
13. Robert Samuel Murphy: Lieutenant Governor and President of the Pennsylvania Senate.
14. Robert Edwin Peary: The Arctic Explorer.
15. Cyrus Long Pershing: A President Judge and Member of the War Assembly; the Democratic Candidate for Governor, Supreme Judge and Congress.
16. Robert Lees Phythian: A Commodore in the United States Navy and a Superintendent of the Naval Academy.
17. Charles M. Schwab: A Steel Master.
18. Powell Stackhouse: President of the Cambria Steel Co.
19. James Moore Swank: An Editor, Statistician and Historian.

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History of Cambria County.

CHAPTER I.

WILLIAM PENN SEEKS TO PURCHASE INDIAN TITLE FOR THE SUSQUEHANNA RIVER—PENN SECURES THE DONGAN TITLE—PENN'S DIFFICULTIES IN ENGLAND AND IN THE PROVINCE—TREATIES WITH THE INDIANS—FRENCH AND INDIAN WAR—CHARLES CAMPBELL PROCURES A WARRANT FOR THE LAND ON THE CONEMAUGH AND STONEYCREEK RIVERS AT JOHNSTOWN.

The King of England, Charles II, desiring to perpetuate the memory of his friend, Admiral William Penn, for his victory over the Dutch fleet in 1665, looked with favor on the petition of William Penn, his son, for permission and a grant of sufficient land in America to locate a colony thereon; therefore, on March 4, 1681, at Westminster, the charter for Pennsylvania was granted. The boundary lines were given thus:

“All that tract or parte of land in America, with all the Islands therein conteyned, as the same is bounded on the East by Delaware River, from twelve miles distance Northwards of New Castle Towne unto the three and fortieth degree of Northern latitude if the said River doth extend soe farre Northwards: But if the said River shall not extend soe farre Northward, then by the said River soe farr as it doth extend, and from the head of the said River the Easterne bounds are to bee determined by a meridian line to bee drawn from the head of the said River unto the said three and fortieth degree, the said lands to extend Westwards, five degrees in longitude, to be computed from the said Eastern Bounds, and the said lands to bee bounded on the North by the beginning of the three and fortieth degree of Northern latitude, and on the South, by a circle drawn at twelve miles distance from New Castle Northwards, and Westwards unto the beginning of the fortieth degree of Northern Latitude: and then by a straight line Westwards, to the limitt of Longitude above mentioned.”

Under this authority Penn immediately began to make his arrangements to take possession, and appointed William Markham, his cousin, lieutenant governor, who arrived in New York

in June, 1681. Markham found Captain Anthony Brockholls, deputy governor of New York, in charge of the Duke of York's colonies. Brockholls inspected the documents which Markham presented, and in acknowledging their validity gave him a letter to the settlers in Pennsylvania, requesting them to yield obedience to the new proprietor. On August 3, 1681, Markham organized a Council, which was the formal beginning of Penn's proprietorship, and began to buy lands from the Indians.

Penn sailed in the ship "Welcome," and landed at Upland, now Chester, about October 28, 1682, when he was about thirty-eight years of age. Markham had had the city of Philadelphia laid out before Penn's arrival, but it was under his instructions, inasmuch as two years later Penn wrote: "And thou Philadelphia, named before thou wast born."

In the summer of 1683 Penn began to negotiate with the Iroquois chiefs of New York, who were in control of the tribes on the Susquehanna river, for that river and the lands on both sides of it. In July he wrote to Brockholls commending two agents he was sending to treat with the sachems of the Mohawks, Senecas and their allied tribes, for a release of the Susquehanna lands. In his letter he declared his intention "is to treat * * * about some Susquehanash land on ye back of us, where I intend a colony forthwith, a place so out of the way that a small thing could not carry some people to it." It seems very clear that Penn's intentions were to secure at once the Susquehanna river to its source, and to the extreme point, or, as he expressed it so plainly, "a place so out of the way that a small thing could not carry some people to it."

The agents, William Haige and James Graham, proceeded to Albany in August, and found that Brockholls had been superseded by Colonel Thomas Dongan, who had arrived August 25, 1683. Colonel Dongan is an important personage in the study of the history of Pennsylvania, in view of his term of service as governor of New York until 1688. He was a Roman Catholic, as was the Duke of York, and an enterprising, active and intelligent man, well qualified to manage the delicate relations then existing, especially so with the Iroquois Indians.

When Dongan heard of Penn's negotiations for the Susquehanna river it gave him much concern, and caused his justices, who were his advisers, to become panicstricken. They feared that Penn would plant a strong settlement on the Susquehanna, and that the Iroquois Indians, instead of bringing

their furs to the Hudson river, would send them to what is now Philadelphia, by the way of the Susquehanna.

On September 7, 1683, the justices had a conference with such Indians as could be reached in their haste for action. These were two Cayugas and "a Susquehanna," who were closely interrogated as to the Susquehanna's geographical and trade relations with the New York settlements, especially Albany. These close questions caused the Indians to be inquisitive. Their inquiries were: Why did the justices want to know? Were the white men coming to the Susquehanna? The chiefs were asked how this would suit them, assuming it to be correct, and they candidly replied "very well," as it would be much easier and nearer to trade there than at Albany, "insomuch as they must bring everything thither on their backs."

The situation was alarming, and the justices hastily advised Dongan to find some way to prevent Penn from acquiring the "Susquehanna Indian title." On the 18th, Colonel Dongan informed Haige and Graham that it was considered "very convenient and necessary to putt a stopp to all proceedings in Mr. Penn's affairs with the Indians until his bounds and limits be adjusted," and furthermore "to suffer no manner of proceedings in that business" until they should be advised. The Indians were influenced by Dongan and his friends not to sell to Penn, being told that they had no right to do that, but should sell to the New York parties.

The situation was acute and prompt action was required; therefore, to control it, Dongan purchased from some of the chiefs, especially the Senecas, these lands and the river for himself. He seems to have been uncertain whether his position in this transaction was entirely honorable, although on October 10th he wrote to Penn avowing his purchase, and in another letter of the 22d he stated the "Indians had confirmed the sale;" however, he added, that he and Penn would "not fall out" over it.

Even this purchase did not clear the haze, and Penn's efforts were causing much uneasiness in New York for fear of losing the Indian trade. It went so far that in 1691 the Provincial Council of New York presented a petition to William III, earnestly requesting the dispossessing of Penn altogether. They represented that "The Susquehanna is situate in the middle of the Sinnekes country," and that it had been given to the Duke of York many years before Penn had received his

charter. They further stated that Penn was endeavoring to buy it from the Indians in order to draw away trade to his province, and the King was assured this would do them great damage, because "All the Nations with whom Albany hath a trade live at the head of the Susquehanna river," and declared that "the inhabitants at Albany" had "only seated themselves there and addicted their minds to the Indian language and the mysteries of the said trade with the purpose to manage it." They insistently urged that if Penn's title to Pennsylvania should be affirmed that it should extend no further on the Susquehanna than the falls thereof. The falls are probably at the mouth of the Conestoga creek, about fifteen miles north of the Maryland line. They preferred that Pennsylvania, New Jersey, Delaware and Connecticut be re-annexed to New York.

The uneasiness which Penn's negotiations caused in 1683 had now become malevolent; it was bitter and vindictive toward the Province and its rulers. Penn was the central object for the attacks of those who disliked his religious views, his democratic system of government, despised his humane policy, or hated all of these. This was the beginning of Penn's troubles and the historical events relating to Barr, Carroll and Susquehanna townships in Cambria county.

In 1684 Penn returned to England with the fixed purpose of making a short visit and of bringing his family to Pennsylvania, but in the meanwhile James II had succeeded Charles II as King of England. Penn strove to use his influence for the persecuted dissenters, which included the Roman Catholics, and at first James assented, but political measures demanded the re-enactment of offending measures, however, and Penn continued to intercede for the oppressed people. This condition of affairs continued until the revolution of 1688.

William and Mary ascended the throne February 13, 1689, in full faith in the doctrine of the Church of England, which radically changed the situation. All the friends of the Stuarts were suspects. Penn was twice arrested on charges of treasonable correspondence with the banished James, and twice was he acquitted. He was accused of being "a cheat," also of being a Catholic, and under these strained conditions of affairs he remained in seclusion for three years. In 1693 three lords presented his case to William with the assurance there was nothing against him, and Penn was given his liberty.

However, his troubles were not confined to England, inas-

much as in 1692 his executive authority over Pennsylvania was taken from him and given to Benjamin Fletcher, governor of New York, who was totally out of sympathy with the people of this province, but upon Penn's release in 1693 his powers were restored.

While Penn was abroad Thomas Dongan, formerly governor of New York, returned to England in 1691 and succeeded to the earldom of Limerick in 1698.

Penn's proprietorship of Pennsylvania now being confirmed by William and Mary, he sought to acquire the ownership and control of the Susquehanna river, regarding it as essential to the prosperity of his province. It had been his first thought as early as 1683, and most likely prior to that date, as his correspondence with Markham shows, and his general knowledge of the Province had determined the value of that river. Therefore in 1695 he opened negotiations with Colonel Dongan for the purchase of the interest of the Seneca Indians in the Susquehanna river and its lands, which the latter had acquired in his name in 1683. They were concluded successfully on January 12, 1696, by acquiring a lease thereof for one thousand years, in consideration of the payment of one hundred pounds and the annual rent of a "pepper corn" to be delivered on the "Feast Day of St. Michael the Arch Angel," is demanded.

Penn remained in England until September 9, 1699, when he and his family sailed for America to make it their home; however, this was not to be, as he returned to England in 1701 for a visit, and the changed conditions prevented him from ever returning to Pennsylvania. The Province was governed through his deputies until his death in 1718, when his son and other heirs assumed control over Pennsylvania.

The following is the text of the deed of Colonel Thomas Dongan to William Penn:

Deed of Thos. Dongan to William Penn, * * * This indenture made the 12th day of January, Anno Dni, 1696, and in the eighth yeare of the reigne of our Sovereign, Lord William, the Third, King of Eng'd. between Thomas Dongan, late Govern'r of New York, and now of London, Esqr. of the one part, and,

William Penn,

Govern'r of the Province of Pensilvania in America, of the other part; * * * in consideration of the sune of one hundred Pounds * * * to him in hand paid by the said William Penn * * * he hath demised and granted * *

* to the said William Penn, * * * All that tract of Land lyeng upon, on both sides the River commonly called or known by the name of the Susquehanna River and the Lakes adjacent, in or near the Province of Pensilvania, * * * beginning at the Mountain or head of the said river, and running as fare as and into the Bay of Chessapeake, with all Isles, Islands, mines, woods * * * which the said Thomas Dongan lately purchased of or had given him by the Sinneca Susquehannah Indians, and also all the lands * * * whatsoever lyeing on both sides the Susquehannah river * * * which he, the said Thomas Dongan did, at any time purchase or which were at any time given unto (him) by the said Indians. * * *

To have and to hold, from the date hereof, for and unto the end and term of One Thousand years, paying * * * yearly and every year on the Feast day of St. Michael the Arch Angel, the rent of a pepper Corn, if the same shall or lawfully (be) demanded to the intent and purpose, that by the force * * * of these presents and of the Statute for transferring of uses, into possession, the said William Penn may be in the actual possession of the premises, and may be thereby the better enabled to attempt and take a grant, release, * * * for his heirs and assigns forever. * * *

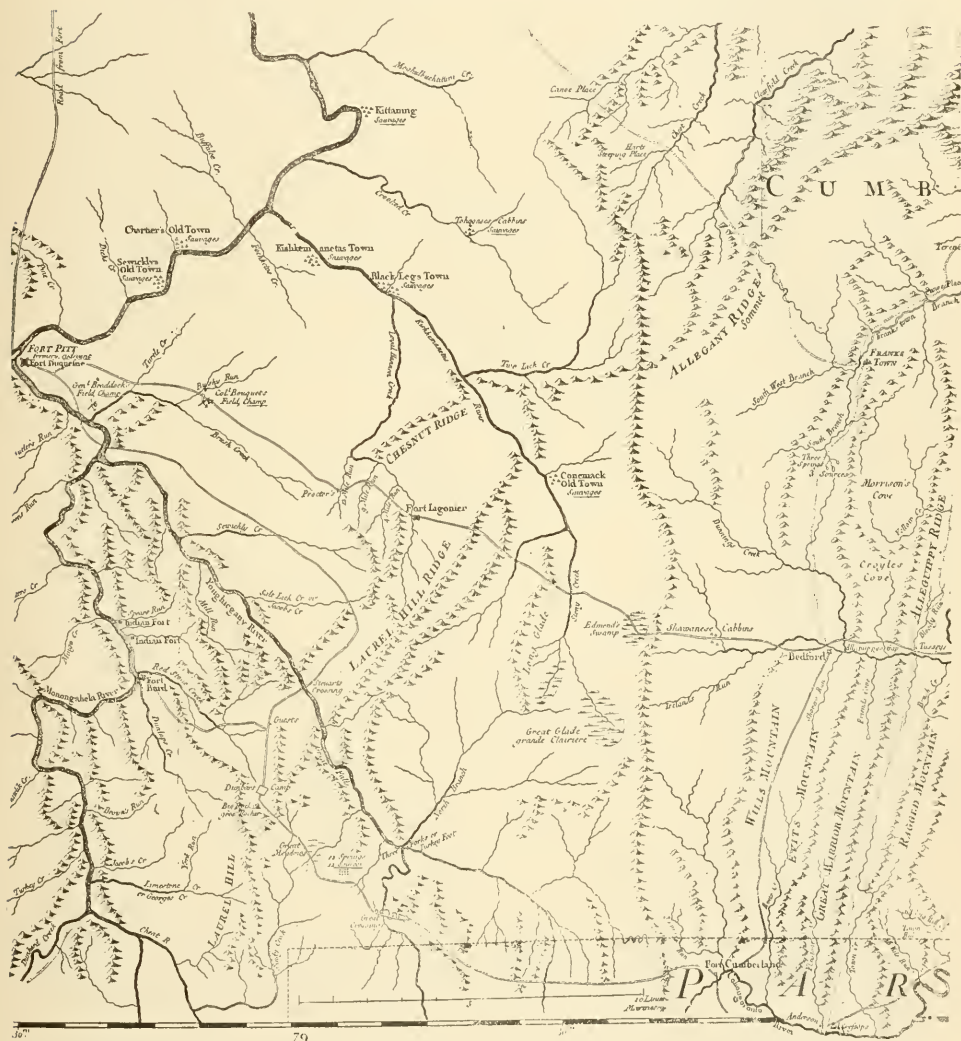
THOMAS DONGAN, (LS.)

It will be observed this document is a lease for the Susquehanna lands and the river, but on the following day Dongan conveyed all his right, title and interest therein to William Penn, in fee, for the consideration of one hundred pounds. The deed is dated January 13, 1696, and conveys "all the land and every of the Senneca Susquehannah Indians," and will warrant and forever defend it.

There are two branches of the Susquehanna river which join at Sunbury. The northern branch extends into the state of New York. The western branch runs along Union county, and passes through Lycoming, Clinton, along Center, and through Clearfield counties into Cambria, at Cherry Tree. Its source is, of course, on the eastern slope of the Allegheny mountains, and becomes prominent near Carrolltown, then passes through Carroll township, along Barr and through Susquehanna townships into Clearfield county.

The Susquehanna is the only stream which drains the eastern slope and the territory east of the Allegheny mountains in our State, and being very crooked the distance from its source to Sunbury is about two hundred miles, fifteen of which lies in Cambria county.

The Dongan deed is not of record except as it appears in the colonial records, nor has it ever been found: however, it was confirmed in 1700 by several of the tribes, and in 1722 the Conestoga Indians, then known as the Susquehanna Indians.



Cambria County Territory.
W. Scull Map of 1770.
Savages at "Conemack."

confirmed the lease and sale of 1696. It was subsequently affirmed by treaty and by deeds.

Notwithstanding the confirmation and the admissions of the Five Nations, the Delaware Indians claimed they had an interest in the Susquehanna lands, and as the boundaries were

indefinite in the former deeds, the Penns arranged for another conference with these several tribes, which took place October 11th, 1736, in Philadelphia, and another treaty was made. They gave the following deed:

To All People to whom these presents may come, * * * we do and every of them doth give, grant, bargain, sell, release and confirm unto the said proprietors, John Penn and Richard Penn, their heirs and assigns, * * * All the said River Susquehannah, with the lands lying on both sides thereof, to extend Eastward as far as the heads of the Branches or Springs which run into the said Susquehannah, and all the lands lying on the West side of the said River to the setting of the Sun, and to extend from the mouth of the said River Northward, up the same to the Hills or mountains called in the language of the said Nations, the Tyannuntasacta, or endless hills, and by the Delaware Indians, the Kekkachtananin Hills, together, also, with all the Islands in the said River. * * *

Dated October 11th, 1736.

Onondagoes.	His	HANNYHARANGUAS.	X
KAKISKEROWANA.	X	By his fr'd, Kaneckhungo.	
	mark.	ASHCOALAX,	X
TAGUNHUNTY,	X	HETQUANTAGECHTA,	X
CAXHAAYN,	X	Oneidas.	
KUCHDACHARY,	X	TECOCHTSEEGHEROCHOO,	X
SAWEGATEKOE,	X	SALISKAGUOH.	X
By his fr'd,		SHEKALAMY,	X
TAGUNHUNTY,	X	TAHASHWANGARORAS,	X
SANEYUSKOE,	X	Tuscaroras.	
CANAUNGOE,	X	SEWUNTGA,	X
CAHOOEYEOH,	X	TYEROS.	X
Senecas.		Cuyagos.	
KANICKHUNGO,	X	SEGUCHSANYUNT,	X
EYACKSAGEE,	X	SUNERETCHY,	X
Alias, Tagachskaholoo.		KANAWATOE,	X

In the conference between Governor Keith and the Conestoga Indians in 1722, the Indians claimed that forty years before that, which would be 1682, William Penn had procured some person in New York to purchase the lands on the Susquehanna river from the Five Nations, who pretended to have a right in them by having conquered the Indians formerly settled there. The Conestoga Indians said to Governor Keith "that William Penn took the parchment and laid it upon the ground, and saying to them it should be common amongst them, namely, the English and the Conestoga Indians." Keith replied: "I am very glad to find that you remember so perfectly

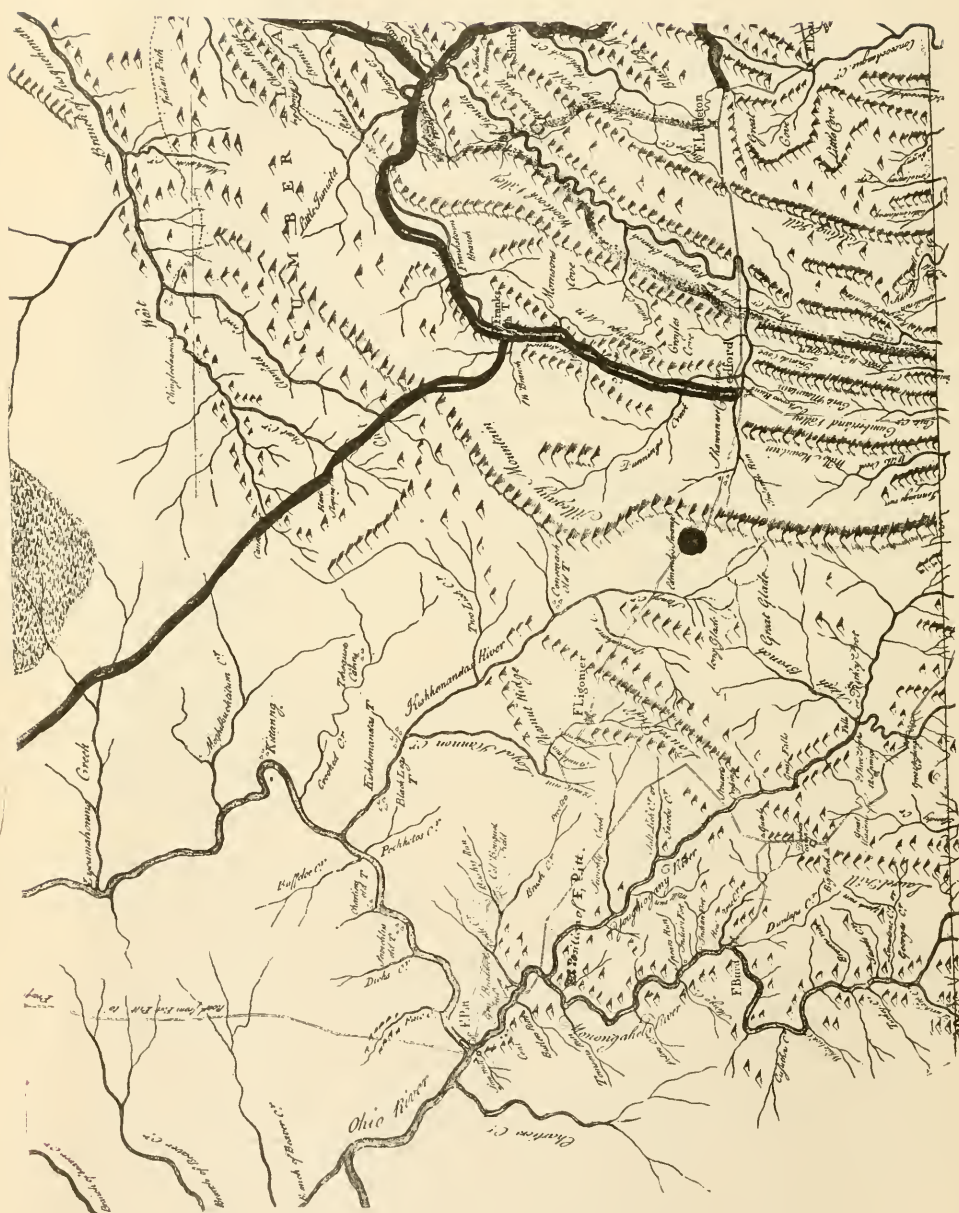
the wise and kind expressions of the great and good William Penn towards you; and I know that the purchase which he made of the lands on both sides of the Susquehanna is exactly true as you tell it, only I have heard further that when he was so good to tell your people, that notwithstanding that purchase the lands should still be in common between his people and them, you answered that very little land would serve you, and thereupon you fully confirmed his right, by your consent and good will, etc."

The great object William Penn had in mind was the control of the Susquehanna river throughout his province. Therefore, on September 13th, 1700, he purchased from Widagh and Andaggyjunkquagh, kings or sachems of the Susquehanna Indians, all their right in the Susquehanna river, "and all the lands situate, lying and being on both sides of the said river, and *next adjoining to the same*, to the utmost confines of the lands which are or formerly were the right of the people or nation called the Susquehannagh Indians, or by what name soever they were called," and therein confirmed the deed of Thomas Dongan, now the Earl of Limerick, to William Penn, dated September 13th, 1696. This deed is recorded in the Department of Internal Affairs at Harrisburg, in Book F, volume 8, at page 242.

A further purchase or confirmation of the Thomas Dongan deed was made April 22, 1701, between William Penn and several branches of the Susquehanna, Shawona, Potowmack and Conestoga Indians, for the Susquehanna river and the lands on both sides of it.

At a treaty held in Philadelphia, in July, 1727, between Governor Gordon and the deputies of the Five Nations, the latter said inasmuch as the former had at divers times sent for them they had therefore come to know his pleasure, and made an offer to sell the Susquehanna river lands. Gordon replied "that he was glad to see them, and that he takes their visit at this time very kindly, but that they were misinformed when they supposed he had sent for them; that Governor Penn had, by means of the Colonel Dongan deed, already bought of the Five Nations the lands on the Susquehanna river."

A conference between the provincial officials and the Indians at Carlisle, Pennsylvania, in 1753, was the beginning of the Indian troubles. At that time the latter were friendly but discontented, principally on account of the sale of August 25th.



W. Scull's Map, about 1773.
Kittanning and Venango Indian Trail Through Canoe Place.

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1737, known as the "Walking Purchase" deed, wherein the land conveyed was described to be "as far as a man can go in one day and an half." This purchase did not relate to the Susquehanna river or lands upon its shores, but applied to the Delaware river in its vicinity.

In July, 1742, two hundred and thirty Indians of the Six Nations made a visit to Philadelphia and held a conference with Governor Thomas, complaining that the white men were not honestly dealing with them, but were settling on their hunting grounds which had been reserved. Canassatego implored the governor to make the white men remove therefrom, particularly those "who have settled on the Juniata, a branch of the Susquehanna." The chief said: "We have given the river Juniata for a hunting place to our cousins, the Delaware Indians, and our brethren the Shawnese. We therefore desire you will immediately by force remove all those that live on the river Juniata."

The governor interrupted the chief by saying "that some magistrates were sent expressly to remove them, and he thought no person would presume to stay after that." The chief replied: "These persons who were sent do not do their duty; so far from removing the people they made surveys for themselves, and they are in league with the trespassers."

About August 14th, 1749, two hundred and eighty Indians, including Senecas, Mohicans, Tutelas, Delawares and Nanticokes again went to Philadelphia, against the advice of Conrad Weiser, whom they regarded and who really was their friend. They renewed their complaints and insisted on the white man being removed from their hunting grounds. They did not complain of any trespassing east of the Susquehanna river, but as to the grounds of their cousins the Nanticokes and other Indians living on the waters of the Juniata, the white man must use more vigorous measures and formally remove them. At the Carlisle conference of 1753 the Indians did not make any threats, but continued to press their complaints that the white man should forbear settling on the Indian lands over the "Allegheny hills," and on the Juniata river.

The friendly relations heretofore existing between the provincial people and the Indians were being strained and the former deemed it wise to have another conference with the Six Nations, which comprised the Mohawks, Oneidas, Senecas, Tuscaroras, Onondagas and Cayugas, and have a new treaty

to cover all the lands then in dispute. In this view the parties met at Albany, in July, 1754, and after a conference the Six Nations gave a deed to Thomas and Richard Penn for the consideration of four hundred pounds, lawful money of New York, for "all the lands lying within the said province of Pennsylvania, bounded and limited as follows: namely, Beginning at the Kittochtinny or Blue hills on the west branch of the Susquehanna river, and thence by the same, a mile above the mouth of a certain creek called Kayarondinagh (Penn's creek), thence northwest and by west as far as the said province of Pennsylvania extends to its western lines or boundaries; thence along the said western line or boundary of the province; thence by the said south line to the south side of the Kittochtinny hills; thence by the south side of said hills to the place of beginning."

When the Indians returned to their homes and meditated upon the fact that they had sold all their lands west of the Allegheny hills, dissatisfaction and discontent were supreme. They became exasperated, and sought an alliance with the French, who were endeavoring to hold all the lands west of the Allegheny mountains, and were then in and around Fort Duquesne, now Pittsburg. The French promised to redeem the lands which were claimed by the English under these several deeds. The intense feeling broke out the following year when the Indians and French attacked and defeated General Braddock, who was mortally wounded and died within a few days.

This was the beginning of the Indian wars in western Pennsylvania. The Indians told Conrad Weiser that they did not understand the points of the compass, and if the line was so run as to include the West Branch of the Susquehanna, they would never agree to it.

In 1744 contention began between Louis XV of France and George II of England as to the territory west of the Allegheny mountains. France claimed it on the explorations made by La Salle in the lower Mississippi valley as early as 1679, wherein he had included a part of Ohio and of the Ohio river, and by that fact, sought to take possession of all the land to the headwaters of the Ohio river, which would have included the territory in Cambria county. George II denied the claim, so in 1753 the French came to Pittsburg and, constructing Fort Duquesne, prepared to take possession. During this period

(1755-63) the French took advantage of the discontent among the Indians, and most of them joined issue against the provincial authorities. The territory west of the Allegheny mountains was now defenseless and made desolate by the Indian war.

On July 9, 1755, the army sent out by George II, under General Braddock, was defeated at Braddock's field, and the commander, mortally wounded, died four days later. This regiment had been considered of sufficient strength to overcome the French, but it remained for General Forbes in 1758 to capture Fort Duquesne and name it Fort Pitt.

Notwithstanding the treaty and the delivery of the deed of 1754 for the land west of the Susquehanna river, the Indians of the Six Nations continued to complain that they had not been treated properly, and barbaric acts of cruelty were being committed by them throughout Western Pennsylvania and elsewhere. The Penns desired to have peace, and therefore invited the Indians to Easton to consider the contentions. As a result of that conference (October 23, 1758) Thomas and Richard Penn appointed Richard Peters and Conrad Weiser their attorneys-in-fact, and directed them to release all their claim to the land "lying to the northward and westward of the Allegheny hill," providing that the Six Nations or their deputies would affirm the sale of all the other land mentioned in the deed of 1754, which included territory east of the Allegheny mountains.

But the situation in Western Pennsylvania remained intolerable, notwithstanding the effort of the Penns to conciliate the several tribes of Indians. It was in 1771 that Samuel Adams was killed by them at Sandy Run, a few miles from Johnstown, and other depredations being committed on the pioneers and their families, many of them took their departure for the eastern part of the province.

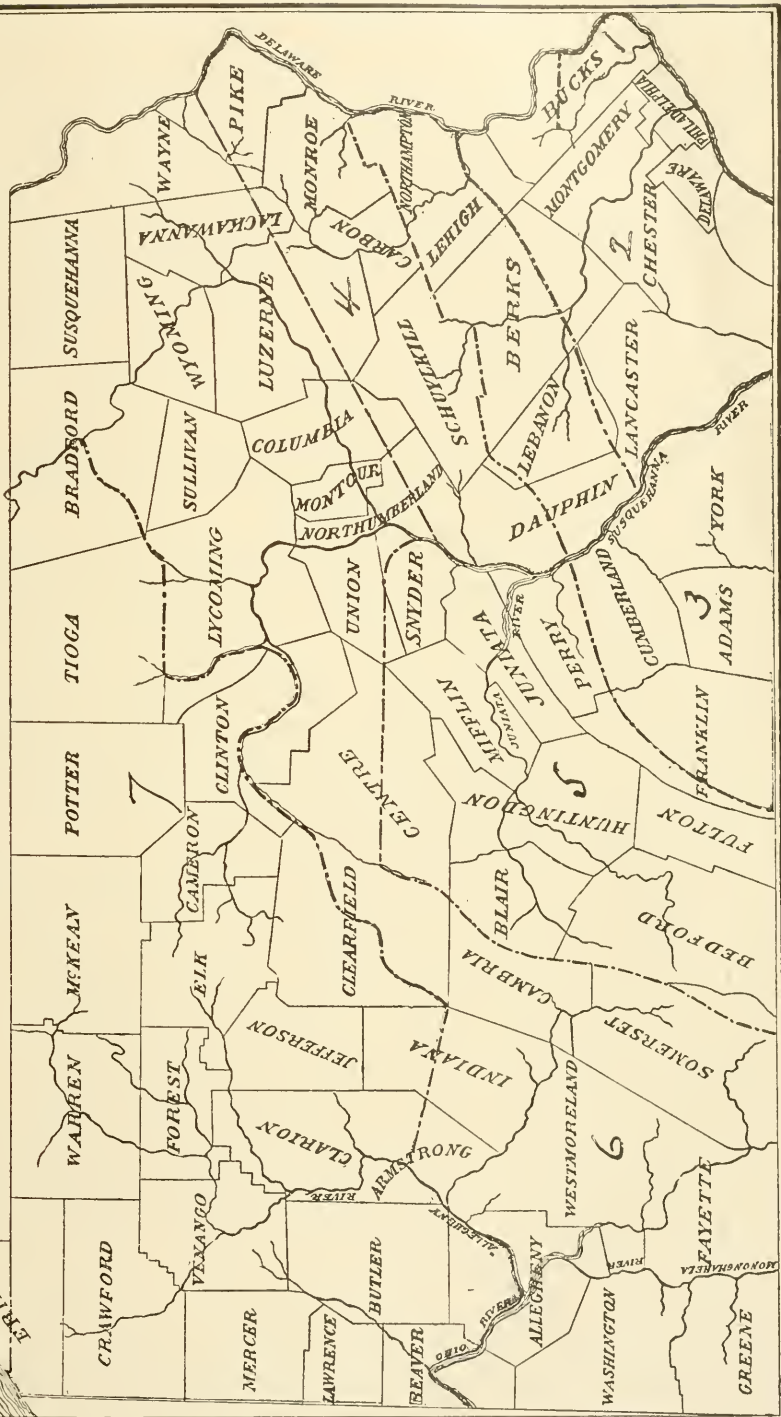
A general conference with the Indians of the Six Nations was called to meet at Fort Stanwix, New York, and there another treaty was made, of which the deed bears the date of November 5, 1768. The Indians who represented the Six Nations were: Tyanbasare, alias Abraham, sachem or chief of the Mohawks; Senughsis, for the Oneidas; Chemungbiata, for the Onondagas; Gaustarax, for the Senecas; Sequarisera, for the Tuscaroras; and Tagaia, for the Cayugas. In consideration of ten thousand dollars they sold all their interest in the

land "beginning at Owego, in New York, and running southwest along the easterly side of the Susquehanna river till it comes opposite the mouth of a creek called by the Indians Awandac (Towanda) * * * thence to the head of a creek which runs into the west branch of the Susquehanna, which creek is called by the Indians Tiadaghton, and down the said creek on the south side thereof to the said west branch of the Susquehanna; then crossing the said river and running up the same on the south side thereof, to the fork of the same river which lies nearest to a place on the river Ohio, called the Kittanning, " * * *

This deed includes all the land south of the Kittanning trail in Western Pennsylvania, and was one of the largest purchases made by the Penns. "Canoe Place," or Cherry Tree, is the northerly boundary line of this sale in this county. This is the purchase known in our county as the "Canoe," or the Cherry Tree sale. Tradition tells us that the land was measured by the Indians agreeing that Penn should have all on the west branch of the Susquehanna river and west of it from a point where there was not sufficient water to float a canoe. There is no good authority for this as it will appear in the Fort Stanwix deed that the Indians sold everything south of the Kittanning trail.

Prior to this purchase the provincial authorities endeavored to keep the white man from making a settlement on the land west of the Allegheny mountains, but now, having full title to it, the council of the province directed that on and after April 3, 1769, the territory mentioned should be open to persons desiring to settle upon it, or to purchase it. On that day, the very first day it could lawfully be acquired, Charles Campbell took out a warrant for two hundred and forty-nine acres on the Little Conemaugh and the Stoneycreek rivers, which includes the First, Second, Third, Fourth and parts of the Ninth, Tenth, Eleventh, Twelfth and Thirteenth wards of the city of Johnstown.

MAP Showing the various purchases IN PENNSYLVANIA.



No. 1, Purchased in 1682; Nos. 2 and 3 Purchased and Confirmed Oct. 11 to 25, 1736; No. 4, Purchased Oct. 22, 1749; No. 5, Oct. 23, 1758; No. 6, including Cambria County, Nov. 5, 1768; No. 7, Oct. 23, 1784, and No. 8, on March 3, 1792.

CHAPTER II.

THE REVOLUTIONARY WAR PERIOD—MEETINGS IN CARPENTER'S HALL IN PHILADELPHIA—COMPANIES OF CAPTAIN ROBERT CLUGGAGE, CAPTAIN RICHARD BROWN, CAPTAIN ANDREW MANN AND CAPTAIN JACOB HENDERSHOT—THE COMPANIES OF RANGERS; CAPTAIN JOHN BOYD AND CAPTAIN SOLOMON ADAMS—MASON AND DIXON'S LINE—THE WHISKEY REBELLION OF 1794—THE FORBES ROAD.

When the shot was fired at Lexington, on April 19, 1775, it has been stated that its moral effect for religious liberty and political freedom encircled the globe.

When that took place the territory now within the limits of Cambria county was parts of Quemahoning and Frankstown townships of Bedford county. Fort Bedford was the county capital; there the courts administered justice to the people of the county; there the pioneers sought safety from the attacks of Indians on their homes and families throughout the county. The next fort west was Fort Ligonier, in Westmoreland county. Bedford was the common meeting place for the patriot and the pioneer of this locality.

The inhabitants of the county were principally Scotch-Irish Presbyterians, but Germans of the Brethren denomination, Swiss and Irish, had also settled here. It was very natural that both patriots and tories should be represented, although there were few of the latter. Numbered with the patriots were Colonel George Woods, Judge Barnard Dougherty, Colonel David Espy, Samuel Davidson, Esq., Hon. John Cessna, Colonel Charles Cessna, Major Edward Coombs, Colonel Hugh Barclay, Captain Andrew Mann, Colonel Robert Galbreath, Captain Robert Cluggage, James Martin, William Proctor, Colonel Thomas Smith, James Wells, John Malott, Robert Scott, and Captain James Francis Moore.

When Samuel Adams and his party of "Indians" threw the cargo of tea into the Boston harbor, it aroused the colonists, and a meeting was held in Philadelphia on July 15, 1774, for the purpose of expressing their discontent with the law of George III. George Woods, Esq., Barnard Dougherty and Samuel Davidson of Bedford county were present as delegates. The

Carpenter's Hall convention of 1775 resolved that the colonies should raise an army to defend their principles and to Pennsylvania was allotted the quota of 4,300 men. To more effectually carry it into effect a committee of public safety was appointed on June 30, 1775, which consisted of prominent patriots in the colony. Benjamin Franklin was president thereof; William Garrett, secretary, and Michael Hillegas, treasurer. Barnard Dougherty, of Bedford county, was a member of that committee.

Within ten days after the battle of Bunker Hill was fought (June 17, 1775) Captain Cluggage, of Bedford, had a company on the march to Boston to assist Prescott, Pepperell and Warren, the heroes of that defeat. On its arrival at Carlisle it was assigned to the First Pennsylvania Rifle Battalion, commanded by Colonel William Thompson. The battalion started from Reading, passed through Easton and northern New Jersey, crossed the Hudson river a few miles north of West Point, and joined the Continental army in the trenches at Boston, August 8, 1775.

They were the first troops to arrive from the west side of the Hudson, and served in all the skirmishes in front of Boston; but before the British evacuated that city Colonel Thompson's battalion was ordered to New York to aid in repelling the landing of the enemy. Colonel Thompson was promoted to brigadier-general, and Lieutenant Colonel Hand of Lancaster was advanced to the colonelcy. When the term of enlistment expired, June 30, 1776, most of the men re-enlisted for three years or during the war. It then became the First Regiment of the Continental Line, and was actively engaged in the battles of Long Island, White Plains, Trenton, and Princeton, under Colonel Hand, who on April 1, 1777, was made a brigadier-general to be succeeded by Lieutenant Colonel James Chambers of Chambersburg. Under his command the regiment fought at Brandywine, Germantown, Monmouth, and every other battle and skirmishes until it retired, January 1, 1781. Thatcher's Military Journal says of this command:

“Several companies of riflemen amounting, it is said, to more than fourteen hundred men, have arrived here from Pennsylvania and Maryland, a distance of from five to seven hundred miles. They are remarkably stout and hardy men, many of them exceeding six feet in height. They are dressed in white frocks or rifle shirts and round hats. These men are remark-

able for the accuracy of their aim, striking a mark with great certainty at two hundred yards. At a review of a company of them, presumed to be Col. Cresap's company of Maryland frontiersmen, one-half of whom were recruited in that part of Pennsylvania lying west of the Allegheny mountains, while on a quick advance, fired their balls into objects of seven inches in diameter, at a distance of two hundred yards. They are now stationed on our lines (Boston) and their shots have frequently proved fatal to British officers and soldiers who exposed themselves, even at more than double of a common musket shot."

CAPTAIN ROBERT CLUGGAGE'S COMPANY, FALL OF 1776.

Captain, Robert Cluggage. First Lieutenant, John Holliday, commissioned June 25, 1775. Second Lieutenant, Robert McKenzie, died Feb. 12, 1776; Benjamin Baird, from third lieutenant. Third Lieutenant, Benjamin Baird, Oct., 1775, promoted second lieutenant.

Sergeants: James Holliday; Daniel Stoy, dis. at Long Island, July 1, 1776; resided in Somerset county, Pennsylvania, in 1818; Querinus Meriner, David Wright.

Corporals: Acquilla White, William Lee, Joseph McKenzie, Angus McDonald.

Drummer: Timothy Sullivan.

Privates: Adam Anderson, resided in Westmoreland county in 1818; Phillip Beechy, John Bowman; Thaddeus Broughdon, dis. Feb. 10, 1776; Thomas Brown, George Bruner, John Campbell, Thomas Casey, Stephen Cessna, Patrick Clark, Phillip Conner, James Corrowan; Joshua Craig, resided in Cumberland county in 1820; John Crips, Alexander Crugren, Thomas Cunningham, James Curran; John Davis, afterward adjutant Flying Camp; Cornelius Dilling; William Donelin, re-enlisted 1st Pa.; Matthew Dougherty, Laurence Dowling, Daniel Francks, George Freeman, Amariah Garrett, Daniel Gemberland, Reuben Gillespy, Richard Hardister, Conrad Hanning; Francis Jamison, re-enlisted 1st Pa.; Andrew Johnston, enlisted June 25, 1775, promoted lieutenant 1st Pa.; Matthias Judy; John Kelly,—“Sept. 14, 1775, John Kelly, one of Capt. Cluggage's men, shot one of Capt. Chambers' men through the head for stabbing him.”—Wright's Journal. Peter King, James Knight, William Laird, Charles Lemming, Robert Leonard; John Lesly, re-enlisted in 11th Pa.; Henry McCartney, dis. at Long Island, July, 1776, weaver, resided in Lycoming county in 1820; Daniel McClain, re-enlisted 1st Pa.; John McCune, John McDonald, Patrick McDonald, Thomas McFarlane, Thomas Magee, Daniel Mangaw, Michael Miller, Robert Platt, John Pitts, Samuel Plumb, Martin Reynolds, Daniel Rhoads; Philip Ritchie, re-enlisted 1st Pa.; Thomas Shehan, Francis Shires; Alexander Simonton, re-enlisted 1st Pa.; Emanuel Smith, Henry Smith; Daniel Stoy, promoted sergeant; John Stuart, Jonathen Taylor, James Turmoil, Andrew Tweed,

James Vanzandt, Daniel Vanderslice, re-enlisted 1st Pa.; Thomas Vaughn, re-enlisted 1st Pa.; Solomon Walker, James Warford, Thomas Ward, Alexander Wilson; George Whitman, enlisted June, 1775; re-enlisted in 1st Pa.; Samuel Woodward.

Captain Richard Brown's company was organized in Bedford during February and March, 1776, and was assigned to the First Battalion of the Pennsylvania Rifle Regiment, under Colonel Samuel Miles, that being a part of Brigadier General Lord Sterling's command. It fought in the disastrous battle of Long Island, New York, on August 27, 1776, where many of them were killed, wounded or captured, among the latter of whom were Colonel Miles, Colonel Atlee and James Piper, of Bedford, lieutenant colonel, who died in captivity.

In a letter from Colonel Daniel Brodhead, in reference to the defeat and retreat at Long Island, dated "Camp near King's Bridge, 5th Sep'r. 1776," he says:

"I understand that General Sullivan has taken the liberty to charge our brave and good Col. Miles, with the ill success of the Day, but give me leave to say, that if General Sullivan & the rest of the Gen'ls on Long Island had been as vigilant & prudent as him, we might, & in all probability would have cut off Clinton's brigade; our officers & men in general, considering the confusion, behaved as well as men could do—a very few behaved ill, of which, when I am informed will write you." * * *

"P. S. The Great Gen'l Putnam could not, tho' requested, send out one Reg't to cover our retreat."

The command was engaged in the capture of the Hessians at Trenton, December 26, 1776; at Princeton, January 3, 1777; and, remaining part of the ensuing winter in Philadelphia, moved down to Billingsport in March, 1777.

CAPTAIN RICHARD BROWN'S COMPANY.

Captains: Richard Brown, appointed from Bedford county, March 19, 1776; taken prisoner Aug. 27, 1776; James Francis Moore, from first lieutenant, Oct. 25, 1776.

First Lieutenant: James F. Moore, appointed from Bedford county, March 19, 1776; joined the company Aug. 9, 1776; promoted captain Oct. 25, 1776.

Second Lieutenants: James Barnet, resigned July 23, 1776; Thomas Boyd, from third lieutenant of Capt. Shade's company, Aug. 9, 1776; taken at Fort Washington; resided in Indiana county, Pa., in 1817.

Third Lieutenant: James Holmes, commissioned April 15, 1776; resigned Dec. 31, 1776.

Sergeants: Henry Steits; James Anderson, missing since

Aug. 27, 1776, paroled December, 1776, resided in Bedford county in 1813; Patrick Fitzgerald, Samuel Evans, Thomas Johnston, Jacob Hirsh.

Drummer: William Lever, missing since Aug. 27, 1776.

Fifer: Conrad Ludwick.

Privates: Ephraim Allen, Richard Allen, Henry Armstrong, Hugh Barkley, missing since Aug. 27, 1776; Hezekiah Biddle, missing since Aug. 27, 1776; George Biddleson, Thomas Bradley; William Bradley, missing since Aug. 27, 1776; Solomon Brown; Peter Carmichael, missing since Aug. 27, 1776; James Clark, George Clements, John Conrey, Michael Corwin; Samuel Crossan, missing since Aug. 27, 1776; James Dailey, Jeremiah Dawson; Peter Devlin, missing since Aug. 27, 1776; John Dougherty; Timothy Dreiskel, missing since Aug. 27, 1776; Alexander Duke, James Evans; Samuel Fox, promoted sergeant; William Fitzgerald, dis. Oct. 18, 1776; Adam Growss, missing since Aug. 27, 1776; John Hagerty, John Harris; Jacob Hirsh, promoted sergeant; Alexander Henderson, Hugh Henry; Alexander Holmes, missing since Aug. 27, 1776; Robert Huston, missing since Aug. 27, 1776; Thomas Johnston, promoted sergeant; Joshua Jones, James Kelly; James Lever, killed at Staten Island, July 26, 1776; Conrad Ludwick, Daniel Maguire; John Mallon, wounded by accident Aug. 12, 1776; Solomon Marshall, Daniel McIntire; John McGregor, missing since Aug. 27, 1776; Michael McKittrick; Christy McMichael, missing since Aug. 27, 1776; John Mier, Aug. 4, 1776; William Moore, missing since Aug. 27, 1776; George Morris; Jonathan Nesbit, missing since Aug. 27, 1776; Tobias Penrod, Job Riley; Richard Roberts, missing since Aug. 27, 1776; Jacob Rush, Miles Ryan; Nathaniel Scott, missing since Aug. 27, 1776; Samuel Skinner, Philip Shaver; John Smith, Jr., dis. Sept. 1, 1776; John Smith, Sr.; Degory Sparks, missing since the battle, Aug. 27, 1776; Isaac Sparsell, Thomas Stanton; James Steed, dis. July 11, 1776, returned Aug. 23, 1776, re-enlisted at Hancock, Md., in the 13th Pa.; Thomas Stockton; Robert Stokes, missing since the battle, Aug. 27, 1776; Richard Tull, Isaac Vanasdale, Albert Vorris, Mark Welsh.

The situation in the east was critical, and of this the Indians were taking advantage by committing all kinds of depredations among the pioneers and their families in the frontier counties. The pioneers became discouraged; they were not strong enough to repel their enemies and, the government seeming unable to give them the protection to which they were entitled, many of them left and took up their homes in more settled communities.

Under these conditions on July 15, 1776, congress authorized the organization of the Eighth Regiment of the Pennsyl-

vania Line for the defense of the frontier, especially at Presque Isle, Le Boeuf and Kittanning. The regiment consisted of seven companies from Westmoreland county and Captain Mann's company from Bedford.

The muster roll of this company cannot be found. However, the men did good service at Kittanning and then marched in midwinter to New Jersey, where they joined Washington's army, many of them having died on the way from exposure and lack of medical supplies. The company participated in the battles of Germantown and Brandywine, and was then ordered to march to Pittsburg, where it became a part of General McIntosh's command, and took an active part in the Indian warfare. In 1779 it was a part of General Brodhead's expedition up the Allegheny river, helping to defeat the Indians and destroy their villages, but at the expiration of its term of service, the company was discharged at Pittsburg. Robert Aiken and Abraham Faith, who were living in Somerset county as late as 1825, were members of Captain Mann's company, as were also Joseph Hancock, who resided in Wayne county, Indiana, in 1834; Jacob Justice in Bedford county, in 1820; Allen McComb in Indiana county, in 1810; James Mitchell in Somerset county, in 1810, and Philip Wolf in Bedford county, in 1790.

CAPTAIN JACOB HENDERSHOT'S COMPANY, 1777.

A Role of the officers and privates out of the 1st Battalion of Bedford County, who Marched to Camp under the command of Capt. Jacob Hendershot & Enroled 9th January & Discharged 10th March & Allowed pay untill the 25th March, 1777.

Captain: Jacob Hendershot. Lieutenant: Frederick Storts. Sergeant: Francis Shives. Corporal: William Steed.

Privates: William Andrews, Abraham Clavinger, John Coombs, George Enslow, Adam Hersler, Jacob Hart, Evan Jenkins, Nelson Jolly, Thomas Mitchell, John Peck, Richard Pittman, William Pittman, John Rush, John Slaughter, John Williams.

Officers who marched with the Company: Lieut. Col. John Graham; Major Edward Coombs, Major John Cessna; Captain Obadiah Stillwell; Lieut. Moses Reed, Lieut. John Stillwell; Ensign Stillwell Troax.

Lieutenant Levi Linn with Capt. Paxton; Private Cornelius Troax with Capt. Paxton, and Private Joseph Troax, who died in the service, February 15, 1777, also with Capt. Paxton.

These officers marched with the company as volunteers and as privates, receiving the same pay and subsistence as they.

CAPTAIN JOHN BOYD'S RANGEING COMPANY, 1781.

Recruited in Bedford County.

John Boyd, captain, late of the Third Pennsylvania regiment; Richard Johnston, lieutenant.

Sergeants: Robert Atkins, Henry Dugan, Florence Grimes, David Beates, William Ward.

Privates: William Alligane, Stephen Archer, Isaac Arthur, John Arthur, Moses Bernan, Abraham Bodle, Joshua Burton, Daniel Covert, John Conrad, Richard Corps, Jacob Creviston, John Crossin, Ludwig Curtz, John Downey, Sr., John Downey, Jr., William Decker, Benjamin Frazier, Marshall Galloway, Daniel Glovert, James Grimes, John Grimes, James Hall, Samuel Haslett, George Jones, William Jones, Samuel Kennedy, Felix McKinney, Joseph Martin, Samuel Moore, Michael Nicholas, James Paxton, Henry Simons, Solomon Sparks, John Thomas, William Tucker and John Whiteacre.

Captain Boyd's company were assigned to scout the forests and guard the settlements from surprise and attacks by hostile Indians.

Captain Solomon Adams in 1781 had charge of a company of Rangers who were located somewhere in Brothers Valley, most likely in the vicinity of Johnstown, where he made his home. His company belonged to the Third Battalion of the Bedford County Militia, commanded by Lieutenant Colonel Barnard Dougherty, and of which John Woods was major. The battalion was divided into eight companies thus: First company, commanded by Oliver Drake; second, by Christopher Bridgely; third, by George Hostadler; fourth, by Samuel Moore; fifth, by Peter Ankeny; sixth, by Solomon Adams; seventh, by William McCall; eighth, by Philip Cable. These assignments bear date of "20th April, Anno dom. 1781."

There was another company of Bedford township of which Solomon Adams was chosen captain. On September 29, 1781, the sub-lieutenant for Bedford county directed that an election be held to select officers, the result of which was: Solomon Adams, captain; Allen McComb, lieutenant, and William Clark, Jr., ensign. The judges of the election were Arthur McCaughey and James Fletcher; inspector, John McCaughey.

In addition to Felix Skelly, mentioned elsewhere, there were in 1840 several Revolutionary War soldiers residing in Cambria county, namely: Ludwig Wissinger, aged 84; George Lucas, aged 90; Plinn Hayes, aged 88; John Plott, aged 85; Gottfried Settlemyer, aged 88; and Samuel Cole, aged 79.

Richard Nagle also resided in Allegheny township, and in 1844 a Martin Rager assisted in celebrating the Fourth of July in Johnstown.

MASON AND DIXON'S LINE.

In view of the importance of this line being the boundary line between the Free and Slave States, frequently cited prior to the Civil war, and occasionally at this time, it becomes a part of our local history, inasmuch as the territory through which the line was run in this locality was Cumberland county.

The contention arose between the successors of William Penn and Cecilus Calvert, Lord of Baltimore, over the boundary line between Pennsylvania and Maryland. In 1732 they agreed upon the line to the western boundary line of what is now Franklin county. In 1760 the frontier border had so advanced that the dispute became important, and efforts were made to have it located by commissioners of the two provinces, but after a delay of three years Charles Mason and Jeremiah Dixon, eminent surveyors of London, were employed to run the line. They immediately came to this country and commenced work, but it took almost two years to prepare the preliminary work. In the spring of 1766 they began again, and by June 4th had reached the top of the Allegheny mountains, at the point where Bedford and Somerset counties join, on the border line with Maryland.

On account of the Indian troubles nothing more was done until June, 1767, when these eminent surveyors started again, accompanied by a party of Indians from the Six Nations to protect them from the hostile Delawares and Shawnees. The point where General Braddock crossed the Maryland line into what is now Somerset county was reached August 24th, 1767, but there the Iroquois escort left them. Mason and Dixon continued their survey to a point beyond the Monongahela river, when the actions of the Shawnees and Delawares became so vicious they were compelled to abandon the work and returned to Philadelphia, where they were honorably discharged on December 26, 1767, after four years' service. During that time the Penns paid them thirty-four thousand two hundred pounds for their share of the expenses. About 1782 the line was completed by other parties.

The stone monuments used in marking this line bore the letter "P" on one side, and on the other "M," and were brought from England by Mason and Dixon. These stones were one

foot square, with a height of four and a half feet, and the weight of each was five hundred pounds.

In 1901 and 1903 the two states had the line re-surveyed, and finding many of the stone markers missing, a search was made. One was discovered doing duty as a door step; another in a bake oven, and two in the foundation for a church. Wherever it was possible the old markers were put back, even if broken, and, laid in cement, were made as permanent as possible. The new monuments are of marble.

There have been two or three re-surveys of this famous line, but notwithstanding the great improvements in instruments and the progress of civilization from Indian warfare to peace, the line as originally run was found practically true at every point.

THE "WHISKEY REBELLION" OF 1794.

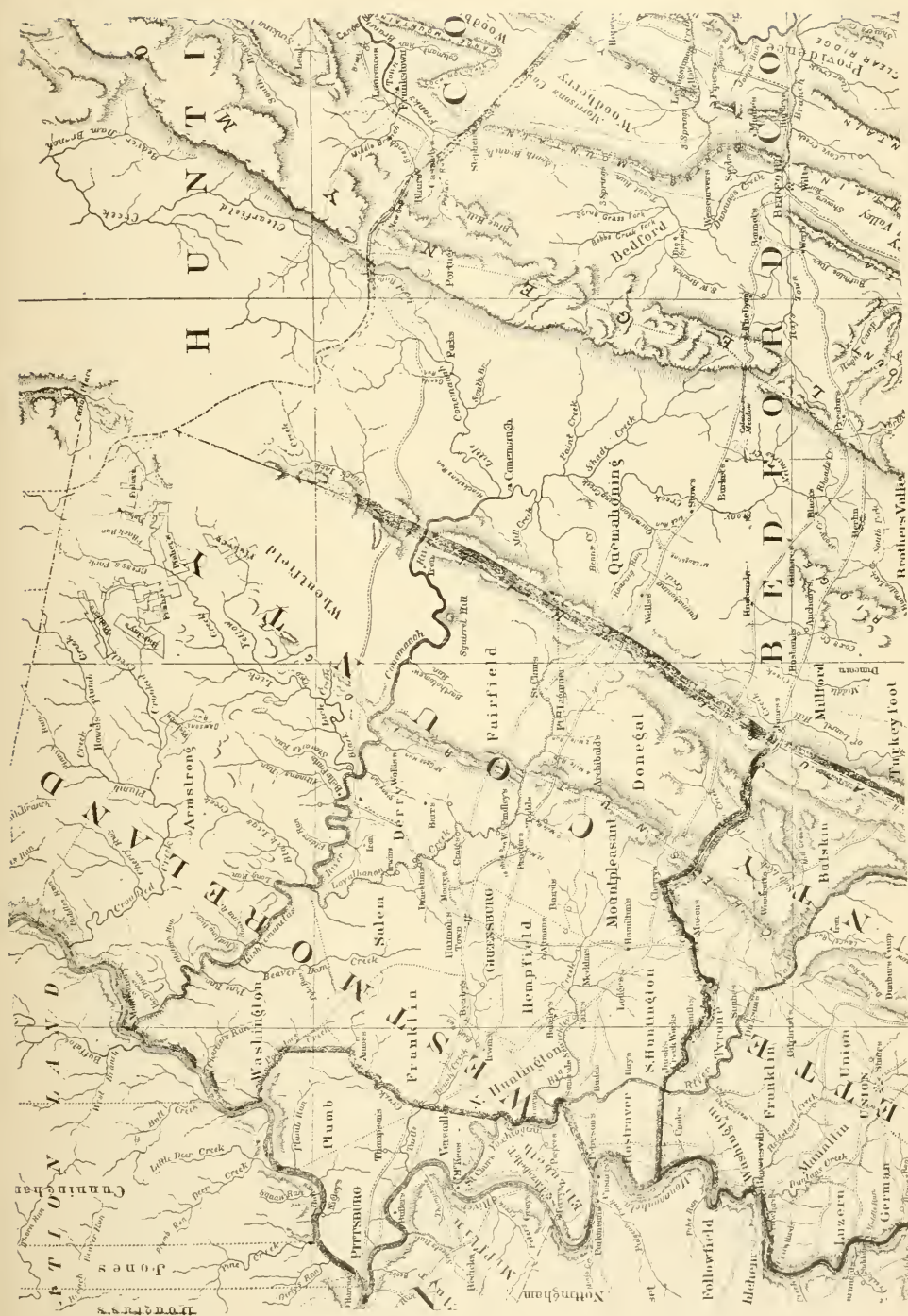
The contention which caused this outbreak of the people of Washington county, and even extended mildly into Quemahoning township, was the excise tax on whiskey.

The great Alexander Hamilton had suggested to congress the wisdom and justice of making a levy of four pence per gallon on all distilled liquors manufactured in the country, and on March 3, 1791, such an act was adopted. This tax was properly acknowledged as a just law everywhere except in southern Pennsylvania, where all distillers became violent and refused to pay it. Their neighbors seem to have sympathized with them, and to some extent joined the force of resistance.

At that time there were several distilleries in Quemahoning township, of which the owners were: Christian Hipple, Philip Kimmel, Sr., Christian Levenstone, William McDermott and Michael Mowry.

The government and state administration used all the conciliatory efforts which were possible to prevent an outbreak, and were very lenient with the offenders permitting the time to pass until 1794, when an army was sent to put it down. The resisting parties hoisted flags with such inscriptions as, "Death to Traitors," "Liberty and No Excise," "Equal Taxation and No Excise," and "No Asylum for Traitors and Cowards."

President Washington and Governor Mifflin directed the enrollment of 5,200 soldiers from Pennsylvania, and 7,750 from New Jersey, Maryland and Virginia. Washington appointed General Henry Lee, then governor of Virginia, commander-in-



Reading Howell's Map, 1792, Bedford and Westmoreland.

chief of the army. General Lee was known as "Light-Horse Harry," of Revolutionary war fame, and was the father of General Robert E. Lee, the famous Southern hero of the recent Civil war.

On October 19, 1794, President George Washington, Secretary Alexander Hamilton and General Henry Knox, Secretary of War, visited General Lee at Bedford, and remained two or three days before returning to Washington City.

The right wing of the army left Carlisle on October 22d, and marching through Bedford and Quemahoning township arrived at Mount Pleasant, where it encamped on the 29th. This wing was composed of Pennsylvania troops, commanded by Governor Mifflin. The left wing moved from Fort Cumberland on October 22d, and marching over the route taken by General Braddock in 1755, also passed through Quemahoning township and reached Uniontown, where General Lee and the right wing arrived and went into camp on October 31st. The dissenters, seeing the uselessness of further resistance, ceased their warfares, and Washington granted amnesty to all who had been concerned in it, excepting those who had committed crime and were then in actual custody. General Lee moved his headquarters to Pittsburg on November 17th, 1794, and the army was then disbanded.

THE FORBES ROAD.

King George III desired to capture Fort Duquesne, which was then held by the French, and which General Braddock had attempted to do in 1755, when he met with death and disaster.

In December, 1757, the King commissioned Colonel John Forbes, "Brigadier General in America to command his Majesty's forces in the southern provinces." General Forbes immediately began to organize an army for that purpose, and early in the summer of 1758 he had a force of 5,850 soldiers and one thousand wagoners. The place of rendezvous was at Rays-town (or Bedford, as it is known), which General Forbes did not reach until the middle of September. Prior to this Colonel Boquet had taken about 2,000 Pennsylvanians and opened a road from Bedford to the Loyallhanna river, at Fort Ligonier. Excepting the military road of General Braddock in 1755, this was the first road used by wagons or artillery across the Allegheny mountains, and passed through what was subsequently known as Brothers Valley township, and later as Quemahon-

ing township. The Forbes road passed near to what is now Stoyestown, about eighteen miles south of Johnstown. It was substantially laid on the Indian trail between Bedford and Ligonier, and passed through Kickenepaling, on the Quemahoning creek.

Colonel Boquet sent a reconnaissance of about eight hundred men, under Major William Grant, to ascertain the situation at Fort Duquesne before the arrival of Forbes. Grant's force was defeated, and he was captured by the French and Indians under the command of Colonel Aubrey. General Forbes then moved his main army to Fort Duquesne, and on November 25th, 1758, entered it, finding that the enemy had evacuated and taken their departure down the Ohio river. Thereafter it was known as Fort Pitt, until the name was changed to Pittsburg.

Forbes street, which passes the entrance to the Carnegie Institute, in Schenley Park, is the continuation of the Forbes road which we have described. Also, that Frankstown avenue which intersects with Penn avenue in the East End is the continuation of the Frankstown road, or the Galbreath road, which passed through Munster, and more particularly referred to elsewhere.

The war had now been active for more than a year. Our troops, which were not supplied with proper arms nor with sufficient ammunition, were being defeated, and, becoming discouraged, believed they were in a losing contest. But not so; they never did better service; for these things occurring on the battle line were arousing a spirit of independence throughout all the colonies, which could not have been made effective in any other manner.

In May, 1776, the patriots of Pennsylvania were at work. Those who were prominent sent out a circular inviting the leading men of the several counties in the province to meet in Philadelphia, to adopt such a form of government "as shall, in the opinion of the representatives of the people, best conduce to the happiness and safety of their constituents in particular and America in general." In reply to this truly American doctrine, the delegates met in Carpenter's Hall, on June 18, 1776. The representatives from our county of Bedford were Colonel David Espy, Samuel Davidson, Esq., and Colonel John Piper. After due consideration they adopted this resolution: "That the present government of this province is not competent to

the exigencies of our affairs, and that it is necessary that a provincial convention be called by this conference for the express purpose of forming a new government in this province on the authority of the people only.”

While this conference was being held, another one of much more importance was in session in Independence Hall, in the same city, a few squares away, formulating the Declaration of Independence which was given to the world on July 4, 1776. The delegates in this convention were Robert Morris, Benjamin Rush, Benjamin Franklin, John Morton, George Clymer, James Smith, George Taylor, James Wilson and George Ross.

CHAPTER III.

ORGANIZATION OF COUNTIES—CAMBRIA COUNTY TAKEN FROM SOMERSET AND HUNTINGDON—FIRST TOWNSHIPS IN CAMBRIA COUNTY.

A history is the recorded events of the past, therefore, we will locate the territory within the limits of Cambria county, so that its geographical situation will be clear, and the events which follow may be applied clearly and definitely.

The capital, or the county seat, for the transaction of the business relating to common affairs and the administration of justice, is Ebensburg, which was located at that place when the county was organized. The converging lines passing through Ebensburg are, one degree forty-five minutes and forty-four seconds (1 45' 44") west from Washington City, and forty degrees thirty-four minutes and twenty seconds (40 34' 20") North Latitude. The county is on the western slope of the Allegheny mountains; the eastern boundary line lies along the crest thereof, with Bedford and Blair counties adjoining. It is about thirty-seven miles in length, with Somerset on the south and Clearfield county on the north: the westerly line is about thirty-three miles in length along the Westmoreland and Indiana county lines; its northerly line is about twenty-five miles in length, and the southerly line about twenty-one miles. Its area is 666 square miles, or 426,240 acres.

When William Penn laid out the city of Philadelphia and assumed control of the province of Pennsylvania in 1682, he created three counties, namely: Philadelphia, Bucks and Chester. The latter included all the territory west of the other two, and of which Cambria was a part. Lancaster county was created in 1729; York in 1749, and Cumberland in 1750. It will be observed that civilization was moving westward, and in 1771 Bedford county was organized, being taken from Cumberland.

At the first session of the quarter session's court for Bedford county, on April 16th, 1771, almost its first official act was to create the township of Brothers Valley, the first township ever organized west of the Allegheny mountain. Its boundary lines were all the lands lying between the crest of the Allegheny mountain, the Youghiogheny river and the western foot of

the Laurel Hill, extending from the Maryland line northward to the Conemaugh river. It will be observed that it did not extend north of the Conemaugh or of the Little Conemaugh rivers. Elsewhere will be found an accurate list of the residents of Brothers Valley in 1772, with such property as was assessable.

During the April sessions of the Bedford court, 1775, it made the new township of Quemahoning from the township of Brothers Valley. The boundaries of Quemahoning were: "Beginning where the Great Road, which is laid out through the Glades crosses the Allegheny Mountain near Burd's Gap, and along the said road to where it crosses the Laurel Hill at Matthias Ditches Gap; then along the Laurel Hill by the line of Westmoreland county to the head of the Little Conemaugh, and from thence along the dividing ridge between the waters of the Susquehanna and Little Conemaugh to the Allegheny Mountain, and by the same mountain to the place of beginning."

Huntingdon county was formed, in part, from Bedford county, September 20, 1787. The relevant boundary lines of Huntingdon were; * * * "to the Gap at Jacob Stevens' Mill, a little below where Woolery's Mill formerly stood, in Morrison's Cove; thence in a straight line by the southerly side of Blair's Mill at the foot of the Allegheny Mountain; thence across the said mountain in a straight line, to and along the ridges dividing the waters of Conemaugh from the waters of Clearfield and Chest Creek's to the line of Westmoreland county; thence by the same to the old Purchase Line, which was run from Kittanning to the west branch of the Susquehanna river; and down the same to the mouth of Moshannon Creek, and along the remaining lines or boundaries which now divide the county of Bedford from the counties of Northumberland, Cumberland and Franklin, to the place of beginning." (2 Smith's Laws, 418.)

The Assembly, by the act of April 17, 1795 (3 Smith, 229), authorized the organization of Somerset County, and described its limits, so far as being material, thus: "That all that part of Bedford County, lying and being to the westward of a line to be drawn along the top of the Allegheny mountain, from where the Maryland line crosseth the same to where the line of Huntingdon County crosseth the same mountain, shall be * * * called Somerset." This included the land up to the Huntingdon line, which is substantially all the territory south and southwest of the ridge dividing the waters of the Little

Conemaugh and the Susquehanna rivers, and all Quemahoning township.

The township of Cambria was created by the court of quarter sessions of Somerset county about 1798. The record has been lost, but it is certain that it was taken from Quemahoning township, and the assessments for 1798 show it was duly organized and included all the territory up to the Huntingdon line.

At the December sessions for Somerset County, 1798, a petition from the citizens of Cambria township was presented, as follows:

“Humbly sheweth that the present boundaries of said (Cambria) township produce many difficulties and inconveniences among which the following are conspicuous, viz: The inhabitants of that part of Cambria Township lying south of Conemaugh River in attending township meetings and elections are obliged to cross a dangerous water and travel through a wilderness of great extent to Beulah, whereas the center of Quemahoning township is not so great, nor the communication so much interrupted by water.

“The petitioners therefore pray that all that part of Cambria Township lying south of the following line, beginning at the Westmoreland County line where the river Conemaugh crosses it; thence up said river to the mouth of Stony Creek; thence up the Little Conemaugh river following the South Fork to its source; thence due east to the line of Bedford County be annexed to Quemahoning Township, as being the most proper line of division between said townships, as well in point of convenience to the inhabitants thereof, as it being the natural boundary and they will ever pray.”

The same is marked granted.

Conemaugh township was organized by the court of quarter sessions for Somerset county, at its session held in February, 1801. The relevant portions of the boundaries were: “All those parts of Quemahoning township, * * * thence along the Westmoreland County line to the river Conemaugh; thence in a straight line to the junction of the north and south branches of the Little Conemaugh river; thence up the south branch thereof to the head spring thereof; thence due east to the Bedford County line.” Thus it appears that all the territory north of the straight line from the Little Conemaugh to the South Fork, thence to the Bedford line and south of the Huntingdon line was Cambria township, when it was in Somerset county.

In pursuance of the act of March 29, 1798 (3 Smith, 322),

authorizing the commissioners of these counties to run new lines. James Harris, James Wells and James Hunter did so on October 30, 1798, which is recorded in Somerset county thus: "A plot of a line extending from a white oak on the summit of the Allegheny Mountains along the ridge dividing the waters of the Susquehanna and Allegheny Rivers until it meets a line drawn from the summit of Laurel Hill west of the Blacklick, along the ridge of said Hill, north eastward, separating that part of Somerset County from the Counties of Westmoreland and Huntingdon."

A drawing accompanying this report shows that the line along the ridge is about sixteen miles from the Bedford to the Westmoreland line, and less than ten miles along Westmoreland county to the Somerset line. It appears to be substantially the same as was made when Huntingdon county was formed. This division line is particularly noticeable along the Cambria and Clearfield railroad from Cresson to Kaylor's Station, touching it at many points on the ridge, beginning at the west leg of the "Y" at Cresson. The station at Kaylor's is almost on the dividing line. A drop of water falling on the northeasterly side of the track will flow into the Atlantic, and falling on the other side it will find its way to the Gulf of Mexico.

The court of quarter sessions for Bedford county, at the April sessions, 1775, created Frankstown township. This was twelve years before Huntingdon county was organized. It included all the territory in Cambria county north and northeast of the headwaters of the Little Conemaugh river and the Blacklick creek. The line was thus described in the order of the court: "Along the line dividing Bedford and Northumberland Counties from the West Branch of the Susquehanna to where the Little Juniata runs through Tusseys Mountains; thence along the said mountain to the ridge dividing Morrison's Cove from Coyle's Cove; thence along Dunning's Mountain to the dividing ridge between the waters of Dunnings Creek and the southwest branch of Frankstown Branch; thence along the ridge to the Allegheny Mountain; thence cross the same and by the line of Quemahoning Township to the line dividing Bedford and Westmoreland Counties, and by the said line and along the limits of this county to the place of beginning." These are the relevant courses for Frankstown township, and very clearly fix the division line along the Quemahoning township line.

Thus we have shown that Cambria was organized by taking

the township of Frankstown from Huntingdon county, and the townships of Cambria and Conemaugh from Somerset, and probably a small part of the northwest corner of Bedford county. It will be observed that the act authorizing the creation of Cambria county specifies that it shall include certain portions of "Huntingdon and Somerset" counties, and does not mention Bedford, but the records in the Department of Internal Affairs at Harrisburg claim that a part of Bedford was included.

The following is a list of the taxable inhabitants of Brothers Valley township, in Bedford county, in the year 1772. Brothers Valley township included all of Cambria county, and was organized in April, 1771:

Name.	Acres.	Improved.	Horses.	Cows.
Henry Abrahams	100	12	2	3
Frederick Ambrose	200	8	2	2
Samuel Adams	200	5	2	
Solomon Adams	200	3	1	1
Richard Brown	300	6	1	4
			negro slave	1
John Bridges	200	3	2	1
John Baxter	200	8	2	1
Ludwick Boude	100	2	1	1
Christopher Benuch	200	3	1	1
Benjamin Briggs	300	2	2	1
William Cracart	200	4		
James Claypole	200		1	
Frederick Cefar	100	3	1	1
James Campbell	200	12	1	1
Abraham Cable, Esq. (See Colonial Records, Vol. 10, page 8)	200	10	2	4
John Catta	200	4	2	1
Michael Cefar	106	6	1	1
Joseph Death	600	5	1	10
Oliver Drake	100	2	1	2
James Dougherty	200	10	5	2
William Dwyer	150	10	1	4
John Dilliner	100	2		1
Henry Enslow	100	8	3	4
John Enslow	100	6	1	2
Robert Estep	100	3	1	
Adam Flick	100	1	1	1
Jacob Fisher	200	12	2	3
John Ferguson	300	4	2	1
Andrew Friend	50	10	3	2
Augustine Friend	100	2	2	3
Paul Froman	700	18	2	5
			negro slaves	2
Michael Flick	200	4	1	
Charles Friend	200	10	2	
John Friggs	200	1	2	1
John Fry	100	1		1
John Glessner	200	8	2	3
Joseph Greenwalt	100	7	2	2
William Greathouse	200	10	2	3
Thomas Green	100	6	2	8
Walter Hite	200	8	2	2
Michael Huff	300	6	3	3
			servants	1
Richard Hoagland	350	71	2	3
Andrew Hendricks	200	10	4	6

Name.	Acres.	Improved.	Horses.	Cows.
Benjamin Jennings	200	36	4	6
William Johnston	200	3	1	1
Solomon Kessinger	100	4	2	1
Philip Kemble	300	8	2	4
George Kimball	100	5	2	2
Valentine Lout	100	2	1	1
Daniel Lout	100	3	1	1
John Markley	200	10	4	5
James McMullen	45	9	1	1
William McClee	300	7	2	1
John Miller	300	10	1	2
Joseph Ogle	200	10	2	2
Adam Pollen	100	5	1	1
Francis Pollen	200	3	2	1
Benjamin Pursley	100	12	3	2
John Pursley	60	7	1	1
James Pursley	100	3	2	3
John Peters	300	12	2	3
Henry Rhodes, Sr.....	200	21	3	4
Jacob Rhodes	100	5	2	3
Gabriel Rhodes	200	10	2	2
Henry Rhodes, Jr.....	400	10	1	2
John Rhodes	100	1	1	1
John Reed	100	7	2	2
John Rice	400	35	7	1
			negro slave	1
Gottlieb Rose	100	8	1	
Hugh Robinson	100	8	1	2
Frederick Sheaf	200	4	2	2
John Swiser	100	5	2	3
John Sappinton	200	6	2	2
Adam Small	300	8		
Bastion Shells	100	1	1	1
James Spencer	240	21	2	6
Nathaniel Skinner	100	5	1	
William St. Clair.....	100	6		
Henry Smith	200	3	1	1
Solomon Shute	100	2	1	1
William Tyshou	300	12	1	1
Abraham Vaughan	100	4	2	2
Thomas Urie	100	12		
Philip Wagaly	200	10	2	1
Fredeick Weimer	200	4	2	2
John Weimer	100	2	1	1
Richard Welis	300	10	3	2
George Wells	50	4	2	1
Acquilla White	200	3	1	2
John Winsel	100	1	2	1
Peter Winard	100	5	2	3
Thomas John Waller	100	1	2	1
Samuel Wallis	300			

The act of Assembly authorizing the creation of Cambria county, March 26, 1804 (4 Smith's Laws, 171), provided:

That so much of the counties of Huntingdon and Somerset, included in the following boundaries, to wit:

Beginning at the Conemaugh River, at the south-east corner of Indiana County;

thence a straight line to the Canoe Place on the west branch of Susquehanna;

thence easterly along the line of Clearfield county to the

south-westerly corner of Center County, on the heads of Mushanon Creek;

thence southerly along the Alleghany Mountain to Somerset and Bedford Counties about seventeen miles, until a due west course from thence will strike the main branch of Paint Creek; thence down said Creek the different courses to the mouth of Mill Creek;

thence a due west line till it intersects the line of Somerset and Westmoreland Counties;

thence northerly along the said line to the place of beginning,

be and the same is hereby erected into a separate county, to be henceforth called Cambria County; and the place of holding the courts of justice for said county shall be fixed by the legislature at any place not at a greater distance than seven miles from the center of said county, which may be most beneficial and convenient for said county.

An act entitled, "An Act to establish and confirm the place for holding Courts of Justice, and to provide for erecting the public buildings for the use of Cambria County," was passed March 29, 1805 (4 Smith's Laws, 235), wherein John Horner, John J. Evans and Alexander Ogle were appointed trustees to organize the county and receive deeds from Rees Lloyd, John Lloyd and Stephen Lloyd, for certain described land and in-lots in the town of Ebensburg, in trust for the use of Cambria county, agreeable to the proposals heretofore made by these gentlemen.

"An Act to organize the provisional county of Cambria," passed January 26, 1807 (4 Smith's Laws, 360), provided:

"Sect. VIII. That the citizens, inhabitants of Cambria County, who are, or shall be qualified to elect, agreeably to the laws and constitution of this State, shall, at the general election to be held in the county aforesaid, on the second Tuesday in October next, (1807.) choose two fit persons for sheriffs, two for coroners, and three for commissioners in said county, * * and said officers when chosen as aforesaid, and duly qualified to enter on the duties of their respective offices. * *

"Sect. IX. That the Courts * * shall be holden on the first Monday of March, June, September and December, and * * the President Judge of the Tenth District or Circuit, and the Judges to be appointed, * * shall have an exercise like powers, jurisdiction and authorities within and over the same." * *

It will be observed that the provisional act authorizing the new county of Cambria was passed in 1804, but on April 4, 1805 (4 Smith, 255), another act was passed directing "that the in-

habitants of Cambria county shall elect with the inhabitants of Somerset county for members of Federal and State Legislature, and also for county officers, until said county shall be organized."

There is no record to be found stating when these townships were created, or by whom, excepting that when the county came into official existence, in 1807, there were three townships in the new county, namely, Allegheny, Cambria and Conemaugh.

Allegheny included that part coming from Frankstown township, Huntingdon county, and Cambria and Conemaugh from Somerset. It is presumed, and with much weight, that John Horner, John J. Evans and Alexander Ogle, who were the commissioners or trustees to organize it, simply adopted the former lines of Cambria and Conemaugh townships as they had been created by the court, and named the new township Allegheny.

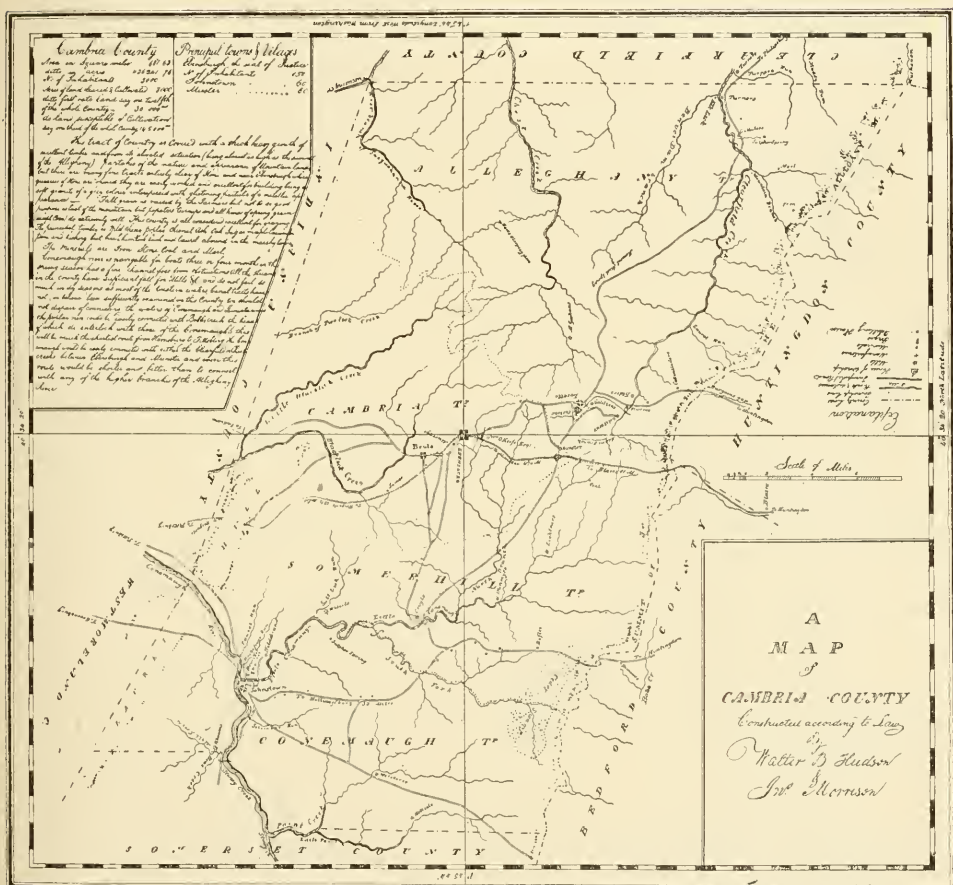
We have been unable to find a map or plot of either of these townships prior to that of 1816. By referring to the map of Walter B. Hudson and John Morrison, made in 1817, it will be observed that Allegheny township included everything north and northeast of the ridge on the headwaters of the Little Conemaugh river and the Blacklick creek, or part of old Frankstown township. Conemaugh included that part south of the straight line from the Conemaugh river to the South Forks, thence following it, through the Cedar swamp, to the Bedford line. Cambria included all between Conemaugh and Allegheny townships. These were the original townships.

Summerhill township was created in 1810, having been entirely taken from Cambria. Again referring to the 1817 map, it will be observed the Summerhill line began on the top of the mountain at the point of meeting of the Bedford and Huntingdon line, and, by various courses, left the old Galbreath road a short distance east of Munster, then taking a southerly course ran to the Indiana county line, at the crossing of the old road mentioned.

The Assembly passed an act dated March 19, 1816 (6 Smith, 374), directing that maps be made of each county, which "shall be on a scale of two miles and a half to an inch, and shall exhibit the boundary lines of the county and of each township, the courses of the rivers and other principal streams, the position of the mountains, the lakes, and mineral and salt springs, the cities, towns, villages and remarkable buildings, the roads, noting particularly such as are turnpiked and the distances in

miles, between the principal towns and remarkable places, and the maps so formed shall be sent as soon as convenient to the office of the surveyor general."

Under this authority Walter B. Hudson and John Morrison made a very complete map of Cambria county, which, so far as is now known, was the first official and substantially accurate early map. It gives the longitude and latitude at Ebensburg,



Cambria County. The Hudson and Morrison Map of 1816, Showing Four Townships.

the boundary lines of the four townships—Allegheny, Cambria, Conemaugh and Summerhill—and the roads then open to travel. In their notes accompanying the map, the principal towns and villages were enumerated thus: Ebensburg, inhabitants, 150; Munster, 80; and Johnstown, 60; and further:

"The tract of country is covered with a thick heavy growth

of excellent timber, and from its elevated situation (being almost as high as the summit of the Allegheny) partakes of the nature and appearance of mountain lands, but there are many fine tracts entirely clear of stone, and near Ebensburg where quarries of stone are opened they are easily worked and excellent for building being a soft granite of a grey color interspersed with glistening particles of a metallic appearance.

"Fall grain is raised by the farmers, but not to so good purpose as east of the mountains, but potatoes, turnips, and all kinds of spring grain (except corn) do extremely well. This county is all considered excellent for grazing.

"The principal timber is wild cherry, poplar, chestnut, ash, oak, sugar maple, cucumber, pine and hickory, but birch, hemlock and laurel abound in the marshy lands. The minerals are iron, stone coal and marl.

"Conemaugh river is navigable for boats three or four months in the spring season; it has a fine channel free from obstructions. All the streams in the county have sufficient fall for Mills, etc. and do not fail so much in dry seasons as most of the western waters. Canal tracts have not (we believe) been sufficiently examined in this county. We should not despair of connecting the waters of Conemaugh and Juniata rivers. The Poplar run could be easily connected with Bobb's Creek, the heads of which do interlock with those of the Conemaugh & this will be much the shortest route from Harrisburg to Pittsburg. The Conemaugh could be easily connected with either the Clearfield or Chest creeks between Ebensburg and Munster, and even this route would be shorter and better than to connect with any of the higher branches of the Allegheny river."

On January 1st, 1907, the county was apportioned for the convenience of the people into three classes of municipal corporations, namely: 1 city of the third class; 26 boroughs, and 28 townships.

The following is the list of boroughs and townships with the date of incorporation. It will be observed there have been several boroughs which are not now in existence; several on account of consolidating with other municipal districts, and one having been abandoned by reason of losing its population.

In connection with this subject there are two maps to illustrate the locations of the townships. The first one is the Hudson and Morrison map of 1816, the oldest authentic map of the county, which discloses the three original townships, and that of Summerhill, created in 1810. The second map is the same with all the townships substantially shown as they exist in 1906.

ORGANIZATION OF TOWNSHIPS.

As has been heretofore noted, there were three original townships in the county of Cambria, namely: Allegheny, Cambria and Conemaugh established while the territory was a part of Somerset county.

On January 1, 1907, there were twenty-eight townships within the county, created and organized as follows:

1. Adams was created January 5, 1870, it having been taken from Richland township. It was named for the pioneers, Solomon and Samuel Adams.

2. Allegheny was one of the original townships. The name was derived from the Allegheny mountains.

3. Barr was created September 4, 1872, out of the townships of Blacklick, Cambria and Susquehanna. It was named by Henry Seanlan, the surveyor, for the Barr family who had taken up much land in that vicinity, in the early days of the commonwealth.

4. Blacklick was formed October 10, 1850, out of the townships of Cambria, Carroll and Jackson. The name is derived from Blacklick creek.

5. Cambria was also one of the original townships. The name is derived from the Welsh settlement made there prior to 1800.

6. Carroll was formed January 1, 1840, having been taken from Susquehanna township. It was named for Archbishop John Carroll, of Baltimore, a cousin of Charles Carroll, of Carrollton.

7. Chest was created December 10, 1853, it theretofore being a part of White and Susquehanna townships. The name is derived from Chest creek.

8. Clearfield was organized December 31, 1822, from Allegheny township. The name is derived from the Clearfield creek, which originated from the "Clear fields" on the mountain, and was so designated in the colonial days.

9. Conemaugh, the third of the original townships. The name originated from the Indian name of the river,—Caugh-naugh,-maugh.

10. Cresson, organized December 4, 1893, was taken from Washington township. It was named for the Philadelphia philanthropist, Elliott Cresson, who died about 1854.

11. Croyle was created September 9, 1858, from Summerhill township. It was named for Thomas Croyle.

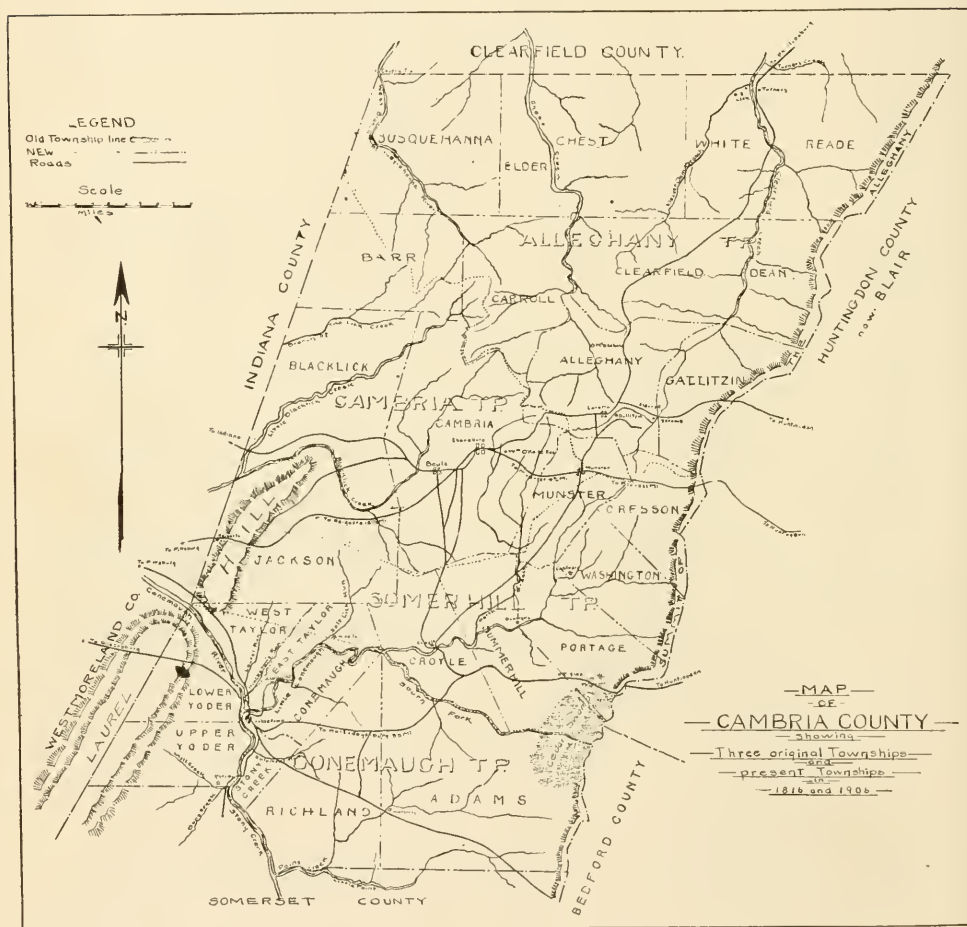
12. Dean was organized July 10, 1877, it having been taken from Clearfield township. It was named for the distinguished Judge John Dean, who was the common pleas judge at that time.

13. East Taylor: The township of Taylor was created

July 7, 1857. It was named for Judge George Taylor, also the common pleas judge. On June 2, 1884, it was divided into East and West Taylor townships.

14. Elder was formed February 12, 1878, from Chest township. It was named for John Elder.

15. Gallitzin was established June 4, 1866, it having been taken from Allegheny township. It was named for the Parish Father, Demetrius Augustine Gallitzin.



16. Jackson was organized on January 3, 1828, prior thereto it being parts of Cambria and Summerhill township. It was named for Andrew Jackson, who was elected president that year.

17. Lower Yoder: Yoder township was created July 17, 1858, from Conemaugh township. It was named for David Yoder, a farmer. On September 1, 1879, it was divided into Lower and Upper Yoder townships.

18. Munster was organized December 9, 1854, from Alle-

gheny, Cambria and Washington townships. The name came from the village of Munster, which was founded about 1802. It was an Irish settlement.

19. Portage was formed March 4, 1878, from Summerhill and Washington townships. The name originated from the "portage" between the Conemaugh and Juniata rivers, in connection with the Allegheny Portage railroad.

20. Reade was established September 1, 1879, out of White township. It was named for George M. Reade, a lawyer of Ebensburg.

21. Richland was created April 2, 1833, it having been taken from Conemaugh township. It was a very large township, and was named for the quality of the land therein.

22. Stonycreek was formed January 4, 1876, from Conemaugh township. The name was derived from the Stonycreek river, which was so named in the colonial days on account of the rocky bottom and large boulders in it, which still appear.

23. Summerhill was formed February 7, 1810, from Cambria township. It was the first township organized after the county was established. The name was spelled "Somerhill" in the early maps. It was probably named for Joseph Somers or David Summer, who were property holders.

24. Susquehanna was created January 6, 1825, from Allegheny and Cambria townships. The name was derived from a tribe of Indians of that name who had their habitation along the banks of the river in Cambria county, as early as 1682.

25. Upper Yoder was formed September 1, 1879. See Lower Yoder.

26. Washington was created in 1834. The petition for its creation was filed July 8, 1830. It was taken from Allegheny Cambria and Summerhill townships and named for the first president.

27. West Taylor was formed June 2, 1884. See East Taylor.

28. White was organized July 6, 1838, from Clearfield township. It was named for Judge Thomas White, the common pleas judge.

INCORPORATION OF BOROUGHES.

Prior to the general borough law of 1851, all the boroughs in Cambria county were created by a special act of the legislature, and even after that date two were established in the same manner. Since the new constitution of 1873, however, they cannot be so created. On January 1st, 1907, there were twenty-six boroughs having municipal existence; they were organized as follows:

1. Ashville, taken from Gallitzin township; incorporated by a decree of the court of quarter sessions of the peace on.

March 9, 1887. It is recorded in docket 9, at page 20. The name was derived from the old Ashland furnace, which was named in honor of "Ashland," the home of Henry Clay.

2. Barnesboro, taken from Susquehanna township; incorporated by the court March 5, 1893; recorded in docket 11, at page 93; named for Thomas Barnes, a coal operator.

Cambria, taken from Lower Yoder township by a decree of the court dated October 11, 1861, and recorded in docket 4, page 254. Cambria borough consolidated with the city of Johnstown, December 18, 1889, becoming the Fifteenth and Sixteenth wards. It was named by James P. McConaughy, the founder.

3. Carrolltown, taken from Carroll township. It was incorporated by an act of assembly dated March 30, 1858, P. L. 191, and was created by the consolidation of the villages of Carrolltown and Campbelltown. See Carroll township for derivation of name.

Conemaugh, taken from Conemaugh township. It was also created by an act of assembly dated January 12, 1831, P. L. 7. The name was changed to the borough of Johnstown by a similar act dated April 14, 1834, P. L. 294. It was named by Joseph Johns, the founder, for an old Indian town named Conemaugh. It included the first seven wards of the city of Johnstown at the time of the consolidation, December 18, 1889.

Conemaugh, the second borough of that name, was taken from Conemaugh township. It was created by an act of assembly dated March 23, 1849, P. L. 235. This borough also consolidated with the city of Johnstown, December 18, 1889, now the Ninth and Tenth wards thereof.

4. Chest Springs, taken from Allegheny township by an act of assembly dated April 19, 1858, P. L. 339. The name is derived from Chest creek.

Coopersdale, taken from Taylor township by a decree of the court bearing date of October 7, 1869, during the existence of the district court while it was held in Johnstown; it is recorded in docket 1, at page 8. The borough was annexed to the city of Johnstown by ordinance dated March 28, 1898, and is the Twenty-first ward. The borough was named for James Cooper.

5. Cresson, taken from Cresson township by a decree of the court dated June 7, 1906, recorded in docket 17, at page 114. See Cresson township for name.

6. Daisytown, taken from Conemaugh township by a decree of the court dated June 9, 1893; recorded in docket 10, at page 457.

7. Dale, taken from Stony Creek township by a decree of the court dated March 9, 1891; recorded in docket 10, at page 44.

8. East Conemaugh, taken from Taylor township by a decree of the court dated September 10, 1868; recorded in docket 5, at page 263. The name is derived from the name of

the railroad station Conemaugh; also from the fact that it was east of another borough named Conemaugh.

9. Elensburg, taken from Cambria township by an act of assembly dated January 15, 1825, P. L. 354. It is the oldest borough in the county, and was named for Ebenezer, in Wales.

10. Ferndale, taken from Upper Yoder township by a decree of the court dated June 1, 1896; recorded in docket 12, at page 89. It was named by the Vickroy family on account of the luxuriant growth of ferns in that vicinity.

11. Franklin, taken from Conemaugh township by a decree of the court dated March 9, 1868; recorded in docket 5, at page 240. It was named for the American philosopher and the adopted citizen of Pennsylvania.

12. Gallitzin, taken from Gallitzin township by a decree of the court dated December 3, 1873; recorded in docket 6, at page 154. The name was derived from Prince Gallitzin, otherwise Demetrius Augustine Gallitzin, the parish priest at Loretto.

Grubbtown, taken from Upper Yoder township by a decree of the court dated August 8, 1882; recorded in docket 8, at page 38. It consolidated with the city of Johnstown December 18, 1889, and is now a part of the Eighth ward. It was named for William Rinaldo Grubb.

13. Hastings, taken from Elder township by a decree of the court dated April 16, 1894; recorded in docket 11, at page 94. It was named for Governor Daniel Hartman Hastings.

Johnstown, for further data see Conemaugh. The boroughs of Johnstown, Millville, Prospect, Cambria, Conemaugh, Woodvale and Grubbtown consolidated, and became a city of the third class. The charter was executed by Governor Beaver, December 18, 1889. It was named for Joseph Johns, the founder.

14. Lilly, taken from Washington township by a decree of the court dated June 11, 1883; recorded in docket 8, at page 94. It was named for the Lilly family.

15. Loretto, taken from Allegheny township by an act of assembly dated March 8, 1845, P. L. 124, and named for a village on the Adriatic sea.

Millville, taken from Taylor township by a decree of the court dated July 16, 1858; recorded in docket 3, page 556. It became a part of the city of Johnstown, December 18, 1889, and comprises the Thirteenth and Fourteenth wards. The name is derived from the mills of the Cambria Iron Company, now the Cambria Steel Company.

Morrellville, taken from Lower Yoder township by a decree of the court dated October 8, 1890; recorded in docket 9, page 419. It was annexed to the city of Johnstown by an ordinance dated October 19, 1897, and is now the Eighteenth, Nineteenth and Twentieth wards. It was named for Daniel Johnston Morrell.

16. Patton, taken from Carroll, Chest, Clearfield and El-

der townships by a decree of the court dated September 4, 1893; recorded in docket 10, page 458. It was named for John Patton, of Curwensville.

17. Portage, taken from Portage township by a decree of the court dated October 7, 1890; recorded in docket 9, page 419. See Portage township for derivation of name.

Prospect, taken from Taylor township by a decree of the court dated December 9, 1863; recorded in docket 4, page 446. It consolidated with the city of Johnstown on December 18, 1889, and is now the Twelfth ward. The name is derived from its elevated position overlooking Johnstown.

18. Rosedale, taken from West Taylor township by a decree of the court dated December 17, 1894; recorded in docket 11, at page 252, and named for Allen Rose.

Roxbury, taken from Upper Yoder township by a decree of the court dated March 12, 1893; docket 11, page 95. It was annexed to the Eighth ward of the city of Johnstown by an ordinance approved January 2, 1901.

19. Sankertown, taken from Cresson township by a decree of the court dated June 11, 1906; recorded in docket 17, page 115. It was named for Joseph Sanker.

20. Scalp Level, taken from Richland township by a decree of the court dated November 16, 1898; recorded in docket 13, at page 37.

21. South Fork, taken from Croyle township by a decree of the court dated August 3, 1887; recorded in docket 9, page 21. The name is derived from the south branch of the Little Conemaugh river.

22. Spangler, taken from Susquehanna township by a decree of the court dated November 13, 1893; recorded in docket 11, page 3. It was named for Colonel J. L. Spangler.

23. Summerhill, taken from Summerhill township by a decree of the court dated September 6, 1892; recorded in docket 10, page 272.

Summitville, taken from Washington township by an act of assembly approved April 30, 1851, P. L. 825. The name was derived from the summit of the Allegheny Portage railroad. The borough has been abandoned; the charter was relinquished and annulled by a decree of the court dated June 5, 1882; recorded in docket 8, page 36.

24. Tunnelhill, taken from Gallitzin township by a decree of the court dated December 5, 1876; recorded in docket 6, page 359. The name was derived from the two railroad tunnels there, but of which at present there are three.

25. Westmont, taken from Upper Yoder township by a decree of the court dated June 13, 1892; recorded in docket 10, page 258.

26. Wilmore, taken from Summerhill township by an act of assembly approved February 10, 1859, and published among

the laws of 1860, page 802. It was named for Bernard and John Wilmore, the founders. See plan of town laid out by William Hudson, June 4, 1831, in deed book, vol. 7, at page 12; also, vol. 12 at page 698.

Woodvale, taken from Taylor township by a decree of the district court held in Johnstown, dated July 4, 1870; recorded in docket 1, page 68. It consolidated with the city of Johnstown, December 18, 1889, and is now the Eleventh ward. The name was derived from Murray's grove, a picnic ground located there until after the Civil war.

CHAPTER IV.

INDIAN TRIBES IN THE CONEMAUGH VALLEY—FIRST WHITE VISITORS.

Johnstown seems to have been in the path of travel between the East and the West at a very early period, and has held this advantage to the present day. It was the site of an Indian village, occupied principally by the Shawonese and Delaware tribes, both of whom were vigorous and deceitful, and the territory between Bedford and Loyalhanna, including our own vicinity, was the scene of much inhuman conduct by marauding Indians.

The first inhabitants of the vicinity were a tribe of Shawonese Indians, of whom Okewelah was the chief, and some Delaware and Asswikale red men, who continued to reside here until 1755. As to their character and nativity we give such information as is obtainable at this day as to who they were, where they came from, what they did, and when they took their departure.

It will be observed that frequently a name is spelled differently in the same article—for instance, "Okowela" and "Okowelah;" but we have quoted as it was written by the men who recorded the interesting history of our town and State, which we reproduce.

The best authorities practically agree that the original grand division of the North American Indians inhabiting what is at present the Southern tier of Pennsylvania counties, from the Ohio to the Delaware, called themselves the Lenni Lenape, or the original people. These were sub-divided into three principal parts—the Turtle, the Turkey, and the Wolf Tribes, and these tribes were again sub-divided into numerous classes, among them the Delawares, who were closely associated with the Shawonese; and these two classes far outnumbered all the others.

In addition to the Lenapes there was, until 1712, another grand division called the "Five Nations," consisting of the Onondagas, the Cayugas, the Oneidas, the Senecas, and the Mohawks. In that year the Tuscaroras were expelled from their native place—North Carolina and Virginia—came North,

and were taken care of and made a part of that grand division, the members of which thereafter called themselves the "Six Nations." The Lenapes, however, called them Mingoos, and the French designated them as the Iroquois Tribe. The Six Nations principally inhabited the northern portion of Pennsylvania and the present territory of New York, especially the region about the lakes, although, as we have noted, many of them lived among the Delawares and the Shawonese.

There were estimated to be forty-two distinct and separate tribes of Indians in the Northern portion of North America, and thirteen in the Southern part. Along the southern line of Pennsylvania, in a direct course between Pittsburg and Philadelphia, most of the Indians were Shawonese and Delawares, although there were representatives of most every other tribe known.

The Colonial Records, the Pennsylvania Archives, and "Day's Historical Collections of Pennsylvania" agree that the Shawonese Tribe were treacherous and ferocious, while there is a difference of opinion as to the Delawares being so classified. Some think they were as brutal and deceptive as any of the others. Anyhow as these two tribes occupied the present site of Johnstown in their day and generation, it is important to know something about them.

The Delawares were natives of Pennsylvania, and, while they were guilty of many acts of cruelty toward the whites, yet it was probably a matter of self-defense, as their property had been taken from them; by purchase, some of it, it may be true. But unprincipled white men entered their reservations and committed all kinds of crimes, which provoked them to acts of violence. By some they were said to be cowards. The best authority to controvert this objectionable view of the Delawares is the contradiction of it by William Henry Harrison, the ninth President of the Union and the hero of Tippecanoe. He says: "They (the Delawares) are rarely cowards, but still more rarely are they deficient in sagacity or discernment to detect any attempts to impose upon them. I sincerely wish I could unite with the worthy German (Mr. Heckewelder) in removing this stigma upon the Delawares. A long and intimate knowledge of them in peace and in war, as enemies and friends, has left upon my mind the most favorable impressions of their character for bravery, generosity, and fidelity to their engagements."

The Shawonese were originally from the South, where the Cherokees mostly inhabited, but, being a ferocious and treacherous band, full of selfishness and self aggrandizement, they were driven out of that country and came to Pennsylvania. Bancroft says they arrived here in 1698, and other good authority makes it twenty years earlier. However, they came, and were taken care of by the Delawares, but they soon caused trouble with their new-made friends, and by them were driven from the eastern part of Pennsylvania to the headwaters of the Susquehanna, of which the west branch has its source in Cambria County.

Sherman Day notes the fact that in 1732, when the number of fighting Indians in Pennsylvania was about seven hundred, one-half of them were Shawonese. Ever restless and quarrelsome themselves, and being encroached upon by the white man, they retired from one hunting ground to another until they joined the French at Pittsburg, in 1755, and finally drifted to the West.

As early as 1742 the French, who then occupied the Ohio Valley, induced a large number of Shawonese to go with them. There is no doubt that the Shawonese Tribe occupied the site of the City of Johnstown in 1731, when Okowelâh was their Chief, but it seems as if they were among those who joined the French. In 1758 it is said that Christian Frederick Post, a missionary, passed through the place, and reported it a deserted Indian village, with briars and underbrush growing thereon, but we doubt the correctness of this, as we believe it was another town farther north to which he referred, although the village was probably abandoned at that period.

These red men of the forest were chiefs of tribes belonging to the Shawonese nation. Okowelâh was the first chief of that tribe who has a local history connected with the Conemaugh, and while he was here it seems that he favored the French in their combat at arms with the English.

The Shawonese were treacherous to the Delawares, as well as to Provincial authorities, who made repeated treaties with them, to which they almost always proved false. They were usually aiding the French, but, Indian like, they would sometimes deceive them and help the English.

By reason of their unfaithfulness and the violations of their many treaties, the reputation of the Delawares and the Shawonese for fidelity was at a low ebb with other tribes of

Indians, particularly the Six Nations, as well as the white man. This is shown in the story of a conference held in Pittsburg in January, 1759, between the Six Nations, Delawares, and Shawonese. The chiefs were Cannewaungh, Sagowinnie, Awinne Onas, Sonoyeyough, Onistogah, Tecanashategh, Occondenagh, Acqualinguish, Canigatt, and Snake's Son, interpreter for the Shawonese. Jo Hickman acted as such for the English. Before the conference the chiefs of the Six Nations called on Captain Ward and with apparent frankness informed him that they intended to express their minds and opinions freely, but that they were to be kept private from the Delawares and Shawonese, and proceeded thus:

“Brother, the Delawares and Shawonese are not yet to be depended upon. They may tell whatever they know to the French.”

Another one said:

“Brothers, to-morrow I will talk of this before the Delawares and Shawonese; you are not to mind what is said there, for it is outside of my lips, but what is now said be attentive to, for it comes from my heart.” Then he gave five strings of wampum.

The character of the Delawares and Shawonese is thus described by Colonel Henry Boquet, at a conference with the Oneidas, Onondagas, and other Indians at Fort Pitt, October 3, 1764:

“Brothers, the Delawares, Wyandots, and Shawonese are a false people, and they deceive you as they have always done; if they are sincere why don't their Chiefs come to speak to me. They have, in time of peace, killed our traders in their towns; they stole all their goods, they have attacked this fort, and when I came up last year they attacked me in the woods and killed some of our people.”

It has been generally understood that the earliest authentic information we have had of the white man being here, was the trip of Conrad Weiser, an Indian interpreter, in 1748. This is erroneous, as Jonah Davenport and James LeTort, both Indian traders, were here in 1731, and to get a fair knowledge of the situation as it appeared to them, and as they stated it to the provincial authorities at the time, we give the statement of Davenport, as he made it; and for the same purpose the reports, opinions, and facts as set forth by others at the time are given in full, which afford conclusive evidence that Johnstown

has a history directly connected with the aborigines of North America.

“The Examination of Jonah Davenport, Indian Trader, Taken Before His Hon. the Lieut. Gov. of Pensa. (Patrick Gordon):

“This Exam’t says that he is lately come from Allegeney, where there are now Indian Settlements consisting of about three hundred Delawares, two hundred and sixty Shawanese, one hundred Asswekalaes, and some Mingoes. That last Spring was four years, as he remembers, a French Gentleman in appearance, with five or six Attendants, came down the River to a Settlement of the Delaware Indians on the Ohio River, which the Delawares call Kithanning, with an Intention as this Exam’t believes to enquire into the Numbers of English Traders in those parts, and to sound the minds of the Indians; That the said French Gentleman spoke the Shawanese Language, with whom this Exam’t has conversed, but that few of the Shawanese being then there nothing of moment passed; That in the Spring of the year 1730 the said Gentleman returned with about five Attendants and had some discourse with the Shawanese, which this Exam’t afterwards learnt from some of those Indians was touching the English and French Interest and endeavoring to perswade them to unite themselves to the French, and at his going away took with him ten or twelve Shawanese to Montreal, as ’tis said, some of whom at their Return told this Examinant that they had been well received and civilly treated by the French Governor, and that they intended to goe and live among the French; That last Spring the same Person returned with the same number of Attendants, one of whom was called his Brother, who being a Gunsmith wrought for the Indians during his Stay amongst them; That the French made a considerable Present to the Shawanese in Powder, Lead, and some woolen Goods, which they returned by another large Present; That several Conferences were held between them, the Result of which, as this Exam’t has been informed, was that ye Shawanese should remove themselves amongst the French, which this Examinant verily believes they soon intended to doe; That the said French Gentleman again took with him at going away, fifteen or sixteen of the said Shawanese who were not returned when this Exam’t left Allegeney. This Exam’t likewise says that in his Dealing with the Mingoes, now called the Six Nations, he has frequently heard some of these people mention the extraordinary civility of the French to them, and that attempts were made to induce them to break off from the English interest.

“JONAH DAVENPORT.

“*Philadelphia*, Oct. 29, 1731.”

It is indorsed as follows:

“Cap’t. Sup. Sacramentum.

“Prediet: JONAH DAVENPORT; Coram: P. GORDON.”

The statement of Jonah Davenport was also accompanied by another account of this trip by James LeTort, an Indian trader, taken before Lieutenant-Governor Gordon, to the same effect. In it he says: “This examinant says that he is lately come from Allegeney, where there are several settlements of Delawares, Shawanese, Asswikalus, and Mingoe Indians to the number of four or five hundred (Indians.)” Attached to these reports is the following tabular account of these Indians on the Conemaugh in that year:

NUMBER OF INDIANS, 1731.

Dist.—Connumah—Delawares; 60 men.

50 Kythenning River—Delawares mostly.

Miles.		Fam.	Men.	
	Connumach—Delawares	20	60	{ Captain Hill, a Alymaepy; Kykenhammo, Delaware; Sypous, a Mingoe.
50	Kithenning River—mostly Delawares	50	150	
16	Senangelstown—Delawares	16	50	
60	Lequeepees—Mingoes mostly and some Delaw....	4		Settled families, but a great resort of those people.
	On Connumach Creek there are three Shawanese towns	45	200	Okowela.
	Asswikales	50		Families, lately from S. Carolina to Ptowmack, and from thence thither, making 100 men; Aqueloma, their Chief.
	Ohesson, upon Choniata, dist. } from Sasqueh 60 miles. }	Shawanese	20	60 Kissikahquelas.
	Assunepachlaupon Choniata, } dist. about 100 Miles by } water, and 50 by land from } Ohesson.			
		Delawares	12.	36

Achequeloma, Chief of the Asswikales, true to the English.

Okowelah, a Shawanese Chief, suspected to be a favourer of ye French interest.

We have quoted this report as it was made by these Indian interpreters and traders, because of its signification in locating the Indians at Johnstown and elsewhere on the Conemaugh river—the tribes, their number, and their chiefs. In the twenty-six volumes of the Pennsylvania Archives and of the Colonial Records there is no other statement relating to any portion of the Province so distinctly and specifically made, all of which should make the people of Johnstown grateful to Jonah Davenport and James LeTort.

James LeTort was a trustworthy person. A fort known as Fort LeTort was erected and named for him on the site where Carlisle, Cumberland county, is now located.

This statement recorded three Shawonese towns on the

Conemaugh river, and the one called "Connamah," was located where Johnstown now stands.

One of the other "three Shawonese towns" was probably at Kiskiminetas, below Saltsburg, as it is well known there was an Indian village there. At that time (1731) the Conemaugh river was known as such until it reached the La Belle, or the Allegheny river.

In 1731 Okowelah was the Shawonese chief; Ackequeloma, chief of the Asswikales; and Captain Hill-a-Alymaepy, of the Delawares. It seems there were on the Conemaugh river twenty families belonging to the Delawares, with sixty men; forty-five families of the Shawonese, having two hundred braves, and fifty families belonging to the Asswikales, with one hundred men, making in all one hundred and fifteen families and three hundred and sixty men. If the ratio be the same as is now estimated, there should have been nearly six hundred Indians located along the Conemaugh.

The information in reference to the Asswikales is very meager, as they were not numerous in this section of the country. From the note accompanying the statement, they had but recently come from South Carolina, and were probably a branch of the Cherokees or some other Southern tribe.

We cannot locate "Ohesson upon the Choniata," but believe it is near Lewistown; nor "Assunepachlaupon," which is evidently a typographical error by making it one word, as it should be "upon the Juniata."

The first account of white men trading with the Indians west of the Allegheny mountains and being in the Province of Pennsylvania is about 1728. The statements made by Davenport and LeTort in 1731 came very near to that date. Although there were one or two other trails between these points, yet it seems they were not of sufficient importance to the officials of the Province, nor to those who traveled them to make a note of the same. A slight exception must be made, however, in the case of the route through the northern part of Cambria county, which was taken by Governor James Hamilton and William and Richard Peters, secretaries, on the 16th of April, 1752. This route turned to the north at the Clear Fields, on the top of the mountain, and passed through Cherry-tree and the Beaver Dams, near Hastings, toward Kittanning. It was as follows, quoting *verbatim* from another ancient report:

“From Philadelphia to George Croghan’s (100)	100
“From George Croghan’s to Auchquick, Three Springs ..	60
“To furthestmost Crossing Juniata	20
“To Frank’s Town	20
“To the Clear Fields	18
“To the Head of Susquehanna, Chelisguagua Creek	25
“To the Two Licks	25
“To the Round Holes	25
“To the River Ohio or Allegheny	17
“To the Logs Town (250)	30
“To the Rusks-Kusks	30
“To Tuskerawas	60
“To Muskinong	40
“To ye Three Licks	30
“To Hockockon	50
“To the Lower Shawenese Town (270½)	60
“To the first Pict Town on a Branch of Ohio	180
	800”

The above account is taken from the report of Hugh Crawford and Andrew Montour, the 16th of April, 1752.

Twightwees appears to have been on the Ohio river, about four hundred and sixty miles below Pittsburg, and was so named because the English called the Miami tribe of Indians “Twightwees.”

At a meeting of the Provincial Council, held in Philadelphia on March 21, 1757, Lord Loudon was present and desired information in regard to frontier roads throughout the Province. Among others the following appears:

“There are two usual Paths from the Ohio to Pennsylvania, One through Ray’s Town, distant from Shippensburg sixty-five miles, and the other thro’ Frank’s Town, situate at about thirty miles north of Ray’s Town. A new Road was opened and cleared thro’ Ray’s Town over the Allegheny Hills for the use of General Braddock, and is now a good one; thro’ Frank’s Town Col. (Jack) Armstrong marched to the Kittamin, and it is said to be a very bad Road, abounding with Morasses and broken Hills difficult of Passage. By one or the other of these two Roads the Parties of Indians have hitherto entered the Province, their Rendezvous having usually been either at Ray’s Town or Frank’s Town.”

In 1754 John Harris, the founder of Harrisburg, made a schedule of the two roads between his ferry and the Allegheny river. As it is the best proof, we give it in full as he made it:

From my Ferry to Geo. Croghan's	5 miles.
To the Kittitany Mounts	9 "
To Geo. Cowen's House	6 "
To Andrew Montour's	5 "
To the Tuscororaw Hill	9 "
To Thos. Mitchell's Sleep'g place.....	3 "
To Tuscororaw	14 "
To the Cove Spring	10 "
To the Shadow of Death	8 "
To the Black Log	3 "

Now the Road forks toward Ray's Town & Frank's Town, we continue Ray's Town Road to Allegheny.

To the 3 Springs	10 "
To the sidling Hill Gap.....	8 "
To Juniata Hill	8 "
To Juniata Creek at ye Crossing	8 "
To the Snake's Spring	8 "
To Ray's Town [Bedford]	4 "
To the Shawana Cabbins	8 "
To Allegheny Hill	6 "
To Edmond's Swamp	8 "
To Stoney Creek	6 "
To Kickeney Paulin's House (Indian)	6 "
To the clear Fields	7 "
To the other side of the Laurel Hill.....	5 "
To Loyal Haning [Ligonier]	6 "
To the Big Bottom	8 "
To the Chestnut Ridge	8 "
To the partings of the roads	4 "

Thence one road leads to Shanoppin's Town, the other to Kiss-comenettes, old town.

To the Big Lick	3 "
To the Beaver Dams	6 "
To James/Dunning's Sleeping place	8 "
To Cock Eye's Cabin	8 "
To the 4 Mile Run	11 "
To Shanoppin's Town, on Allegheny River [six miles above the Ohio]..	4 "
To the Logs 'Town, down the river [fourteen miles below Pittsburg]...	16 "

Old Roads 246 miles.

Now beginning at the Black Log, Frank's Town Road.

To Aughwick	6 miles.
To Jack Armstrong's Narrows, so called from his being there murdered	8 "
To the Standing Stone (about 14 ft. high 6 inch square) [Huntingdon].	10 "

At each of these last places we cross Juniata.

To the next and last Crossing at Juniata.....	8 "
To Water Street (branch of Juniata)	10 "
To the big Lick	10 "
To Frank's (Stephen's) Town [three miles below Hollidaysburg].....	5 "
To the Beaver Damms	10 "
To Allegheny Hill	4 "
To the Clear Fields	6 "
To John Hartt's Sleep'g Place	12 "
To the Head of Susquehannah	12 "
To the Shawana Cabbins	12 "
To P. Shaver's Sleeping Place, at two large licks.....	12 "
To the 18-mile Run	12 "
To the 10-mile Lick	6 "
To Kiskemenette's Town on the Creek, runs into Allegheny Riv'r, 6 mil down (almost as large as Schuylkill)	10 "
To the Chartiere's Landing on Allegh'y	8 "
To the Kittanning Town up the River.....	18 "
To Venango, higher up the Allegh'y	70 "
Down the River from Chartiere's Land'g to Pine Creek.....	14 "
To the Logs Town	17 "

Logs Town lies due West from Harris's Ferry.

Note.—John Harris told me that he verily believed that Logs Town was

distant from his House due West an hundred miles less than the within acco't mentions; the road he went having so many great crooks.

JOSEPH SHIPPEN, JR.

It will be observed that the road forked at the "Black Log," about forty-six miles beyond Raystown, which is now Bedford. The southerly branch seems to reach the top of the Allegheny mountains at "Edmonds' Swamp," six miles from the "Stony Creek"—which is believed to be near Stoyestown, as there was a blockhouse, or barracks, named Fort Stony Creek at that place—and then six miles to "Kickenny Paulin's House" (Indian), which is on the Quemahoning creek, Somerset county, as is well known.

Clear Fields and Edmonds' Swamp are located in Shade Township, Somerset county. The Clear Fields are on what is known as the John Hamer place, near the top of the mountains, between Walker's Mill, on the Lambertsville Road, and Buckstown. Edmonds' Swamp is drained by Oven Run, which empties into the Stonycreek river a short distance above Forbes' Crossing. It is on the Jesse Slick farm, lying between the Forbes Road and the Stoyestown Pike. The farm known as the William Buchanan place is but a few miles northwest of Buckstown and lies to the south of the Clear Fields and Edmonds' Swamp. It is about eighteen miles from Johnstown to the Swamp, and about twenty-one to the Clear Fields. The Indian tradition as to the bare spot known as the Clear Fields is that many years ago a storm swept over the mountains and at this place the whirlwind centered, tearing up all the trees by their roots, and for some unaccountable reason trees would never grow thereafter on that soil, nothing but short, scrubby underbrush existing thereon. The Swamp is close to the old fort known as Stonycreek, a few miles from Stoyestown.

Mr. Weiser was a colonel in His Majesty's troops, as well as an Indian Commissioner and interpreter, and a friend of Thomas and Richard Penn, representing them as their attorney in fact, in the Indian treaty at Easton on October 23, 1758. Mr. Weiser died in 1761, leaving but one son—Samuel—to survive. He was a man of great intelligence, diplomacy, and courage, and had the entire confidence of the Indians. His character can be best given by the following letter:

Mr. Richard Peters.

"SIR: If the Governor won't meet the Indians this evening only to shake hands with them, and signify his Satisfaction to see them in town, and leave Business to other day when they are

recovered from their fatigue, I will say that he does not act the part of a well-wisher to his Majesty's people & interest at this Critical time. You may let him know, so here is my hand to my saying so. I am, sir, a loyal subject, and a well-wisher to my Country.

CONRAD WEISER.

"Philadelphia, July the 6th [1758], at half an hour after five."

It seems that Weiser had arranged a meeting between the Indians and the provincial officers, but that Governor William Denny was inclined to postpone it to another time, in consequence of which this letter was written to Mr. Peters, the secretary.

On his trip to the Ohio in 1748, he made the following notes in his journal.

Aug.	Miles.
18. From the Black Log to within two miles of the Standing Run	24
19. Traveled twelve miles this day.....	12
20. Came to Frank's Town	26
22. Crossed Allegheny Hill & came to the Clear Fields ..	16
23. Came to Shawonese Cabbins	34
24. Came to the ten mile Lick.....	32
25. Crossed Kisky Monitas Creek & came to Ohio.....	26
	170

NOTE—The Black Log is 8 or 10 miles southeast of the Three Springs, and Frank's Town lies to ye north, so that there must be a deduction of at least twenty miles.

In other notes he further adds:

- Aug'st 11, Set out from my house & came to James Galbreath that day, 30 miles.
 12th, Came to George Croghan's, 5 miles.
 13th, To Robert Dunning's, 20 miles.
 14th, To the Tuscarrora Path, 30 miles.
 15th & 16th, Lay by on Account of the men coming back Sick, & some other Affairs hindered us.
 17th, Crossed the Tuscarrora Hill & came to the Sleeping Place called the Black Log, 20 miles.
 18th, Had a great Rain in the afternoon; Came within two miles of the Standing stone, 24 miles.
 19th, We traveled but 12 miles; were obliged to dry our things in the afternoon.
 20th, Came to Frank's Town, but saw no Houses or Cabins; here we overtook the Goods, because four of George Croghan's Hands fell sick, 26 miles.
 21st, Lay by, it raining all Day.

- 22d, Crossed Allegheny Hill and came to the Clear Fields, 16 miles.
- 23d, Came to the Shawonese Cabbins, 34 miles.
- 24th, Found a dead man on the road who killed himself drinking too much whisky; the place being very stony we could not dig a grave; he smelled very strong; we covered him with Stones and Wood and went on our journey; came to the 10 mile Lick, 32 miles.
- 25th, Crossed Kiskeminetoes Creek and came to Ohio that Day, 26 miles.
- 26th, Hired a Canoe; paid 1,000 Black Wampum for the loan of it to Logstown. Our horses being all tired, we went by water and came that night to a Delaware town; the Indians used us very Kindly.

The journal continues until September 29, 1748, when he returned to George Croghan's. This trip was made to distribute presents to the Indians, and many councils were had with them. On the 29th of August he arrived at Logstown and says: "This day news came to Town that the Six Nations were on the point of declaring War against the French, for the reason the French had Imprison'd some of the Indian Deputies."

Mr. Croghan made several trips between his cabin, which was five miles above Harrisburg, and the Ohio river, in and about 1750. He was an eminent frontiersman and a colonel among the provincial men. After the fall of Fort Duquesne he located in Pittsburg and procured control of a large quantity of land, of which Schenley Park is a part. George Croghan was an ancestor of Mary Schenley, of London, who gave that beautiful place to the people of Pittsburg a few years ago.

At a council held in Philadelphia on March 2, 1754, at which John Penn, Joseph Turner, and Richard Peters, members of the council, were present, a map of a road to the Ohio was considered, in the following manner:

"And then Mr. Patton and Mr. Montour were examined, who did declare that the Courses and Distances from Carlisle to Shanoppin, an Indian Town on the River Ohio, near the mouth of Mohongialo, are laid down in a map wch they had presented to the Governor, and now produced to the Council with as much Care and Accuracy as in their Power, and that they believed them to be as near the Truth as it could be Known without actual Mensuration; and that the two following tables, taken from the map contain a just description of the Road as well by computation as by the Compass."

The computed distance of the road by the Indian traders from Carlisle to Shanoppin's town:

	From Carlisle. Miles.
From Carlisle to Major Montour's.....	10
From Montours to Jacob Pyatt's	25
From Pyatt's to George Croghan's, at Aucquick Old Town	15
From Croghan's to the Three Springs.....	10
From the Three Springs to Sideling Hill.....	7
From Sideling Hill to Coutz's Harbour	8
From Coutz's Harbour to the top of Ray's Hill.....	1
From Ray's Hill to the 1 Crossing of Juniata.....	10
From the 1 Crossing of Juniata to Allaguapy's Gap.....	6
From Allaguapy's Gap to Ray's Town [Bedford].....	5
From Ray's Town to the Shawonese Cabbin.....	8
From Shawonese Cabbins to top of Allegheny Mountains..	8
From Allegheny Mountains to Edmund's Swamp.....	8
From Edmund's Swamp to Cowamahony Creek.....	6
From Cowamahony to Kackanapaulins	5
From Kackanapaulins to Loyal Hannin [Ligonier].....	18
From Loyal Hannin to Shanoppin's Town near [Pittsburg]	50

The corners and distances by compass:

N. 20, W. 8 miles to Major Montour's.

W. S. W. 20 miles to Jacob Pyatt's.

N. 20, W. 8 miles to George Crogan's, or Aucquick Old Town.

N. 70 W. 7 miles to the Three Springs.

S. 70, W. 5 miles to Aucquick Gap.

S. 70, W. 5½ miles to Coutz's Harbour.

S. 80, W. 9 miles to Allaguapy Gap.

West 3 miles to Ray's Gap.

N. 45, W. the course of the Gap.

N. 63, W. 5 miles to the Shawonese Cabbins.

N. 60, W. 5 miles to the top of Allegheny Mountains.

N. 75, W. 4½ miles to Edmund's Swamp.

N. 80, W. 4 miles to Cowamahony Creek.

N. 10, W. 3½ miles to Kackanapaulins House.

N. 64, W. 12 miles to Loyal Hannin Old Town.

N. 20, W. 10 miles to the Forks of the Road.

West 10 miles to —.

N. 80, W. 15 miles to Shanoppins Town.

There is no doubt that Cowamahony Creek is the same as Quemahoning, as we know it.

The computations made from a map prepared by Messrs. Patton and Montour are twofold—first, by the estimated distances from point to point, as the best road would lead, to pass around hills and gulches; and, secondly, by an air line—as the

bird flies. It will be observed that the distance by the trail from the "top of the Allegheny Mountains to Kaekanapaulins" is nineteen miles, while by the air line it is only twelve; and from "Kaekanapaulins to Loyal Hannin" it is eighteen miles by the road, and in an air line it is north 64° west, twelve miles distant.

These measurements are practically correct, and these gentlemen did a service of great value to themselves, their descendants, and their descendants' neighbors.

When the same question was under consideration Mr. William West, a surveyor, presented the following to the Governor:

"SIR: Agreeably to your request I herewith send you the Latitude of Shannoppin's Town as taken by Col. Fry, the 16th of June, 1752. I likewise send You the computed Miles from the Three Springs to Shanoppin's Town. I begin there as I take it to be near the same Meridian with the Big Cove, or rather a little to the eastward of it. You will observe that the Road is very crooked, for there being many Hills, we were obliged to make many Windings to come at proper Places to cross them.

About a mile from Shanoppin's

Town Sun's Meridian Altitude 16th June

1752	72	54°
	90	
Zenith Distance	17	6
Sun's Declination	23	21
Latitude of Shanoppin's Town	40	27
	Miles.	
From the Three Springs to Sideling Hill.....	7	
To Juniata	19	
To Garrett Pendergrass' or Ray's Town.....	12	
To the Foot of Allegheny Hill.....	15	
To Edmunds' Swamp the other side of Allegheny Hill	12	
To KeKinny Paulins	10	
To Loyalhannin	20	
To Shanoppin's Town	50	
	145	

"I went to the Log's Town in company with Capt. Thomas McKee, Mr. John Carson, and three Indian traders, from whom I had the within computed distances, which in many places I think are estimated more miles than they would measure, and in some Places We traveled many Miles to make a few Westing,

particularly from the Shawonese Cabbins to KeKinny Paulins, which altho' it is computed near thirty miles I do not think make Ten miles Westing.

"I am Your Honor's most humble servant,

WM. WEST."

Mr. Patten, also, says "he rode in four days from Ohio the Frank's Town Road to Peter Shearer's, about four miles from Susquehanna River, in June, 1750, which, by the Traders computation, is one hundred and twenty-six miles."

At a conference held near Fort Duquesne, on September 3, 1758, Kickanepaulin, who had taken his departure from the vicinity of the Quemahoning, his former habitation, made the following speech in behalf of other Indians to Christian Frederick Post, a missionary, and a representative of the Provincial Government. He said:

"Brethren, it is good many days since we have seen and heard you; I now speak to you in behalf of all nations that have heard you heretofore.

"Brethren, it is the first message which we have seen or heard from you; we have not rightly heard you.

"Brethren, you have told of that peace and friendship which we had formerly with you. Brethren, we tell you to be strong and always remember that friendship we formerly had with you. Brethren, we desire you would be strong, and let us have that good friendship and peace we had formerly. Brethren, we desire that you make haste, and let us soon hear of you again. [Gives a string of wampum.]

"Brethren, hear what I have to say; look, Brethren, since we have seen and heard you, we who are present are part of all the several nations, which have heard you some days ago, see that you are sorry that we have not that friendship we formerly had. Look, Brethren, we at Allegheny are likewise sorry we have not that friendship with you we formerly had.

"Brethren, it is good that you have held that friendship we had formerly amongst our fathers and grandfathers. Brethren, we long for that peace and friendship we had formerly. Brethren, we will tell you we must not let that friendship quite drop which was formerly between us. Now, Brethren, it is three years since we dropped that peace and friendship which we had formerly with you. Now, Brethren, it's dropped and lies buried in the ground where you and I stand, in the middle between both. Now, Brethren, since I see you, you have dugged up and revived that friendship which was buried in the ground. Now you have it, hold it fast.

"Do be strong, Brethren, and exert yourselves, that that friendship may be well established between us. Brethren, if

you will be strong, it is in your power to finish that peace and friendship well now. Brethren, we desire you to be strong and establish and make known to all the English of this peace and friendship, that it over all may be well established, as you are of one nation and color in all the English governments.

“Brethren, when you have finished and agreed everywhere together on this peace and friendship, then you would be pleased to send it to us at the Allegheny. Brethren, when you have settled this peace and friendship and finished it well, and you send it to me, I will send it to all the nations of my color.

“When I receive your answer and we have looked that everything is well done, so that I can send it to all the nations of my color, they will all join to it and we will hold it fast. Brethren, when all the nations join to this friendship, then the day will begin to shine clear, and as, when we once have more of you and we join together, then the day will be still and no wind or storm will come over us to disturb us. Now, Brethren, you know our hearts and what we have to say. Be strong; if you do so, everything will be well and what we have now told you, all the nations agree to join.

“Now, Brethren, let the King of England know our minds as soon as possibly can.” [Gives a belt of eight rows to seal the compact.]

At a meeting of the Commissioners—Richard Peters, Isaac Morris, and Benjamin Franklin—and Conrad Weiser and Andrew Montour, interpreters, and the representatives of Indians of the Six Nations, Delawares, Shawonese, Twightwees, and Onondats, held at Carlisle, October 1, 1753, Scarrooyady said:

“I have something further to say on behalf of the Shawonese, Brother Onas: At the beginning of the summer, when the news was brought to us of the approach of the French, the Shawonese made this speech to their Uncles, the Delawares, saying:

“‘Uncles, you have often told us that we were a sensible and discreet people, but we lost all our sense and wits when we slipped out of your arms; however, we are now in another’s arms again, and hope we will slip out no more. We remember and are returned to our former friendship, and hope it will always continue. In testimony whereof, we give you, our Uncle, a string of ten rows.’

“The Shawonese likewise at the same time sent a speech to the Six Nations, saying:

“‘Our Brethren, the English, have treated us as people that had wit; the French deceived us; but we now turn our heads about and are looking perpetually to the country of the Six Nations and our brethren—the English—and desire you to make an apology for us.’

“And they gave eight strings of Wampum. The Delawares and Six Nations do, therefore, give up three strings to Onas, and recommend the Shawonese to him as a people who have seen their error, and are their and our very good friends.” [Gave eight strings.]

On another occasion Neucheconna, Kekenatcheky, Sonatzio-wanah, and Sequeheton, chiefs of the Shawonese, met the Delawares and the Indians of the Six Nations, and said:

“We, the Shawonese, have been misled, and have carried on a private correspondence with the French without letting you or our brethren, the English, know of it. We traveled secretly through the bushes to Canada, and the French promised us great things, but we find ourselves deceived. We are sorry that we had anything to do with them. We now find that we could not see, although the sun did shine. We earnestly desire you would intercede with our brethren—the English—for us who are left at Ohio, that we may be permitted to be restored to the chain of friendship and be looked upon as heretofore, the same flesh with them.”

“We let the President and Council of Philadelphia know that after the death of our chief man Olomipies, our grandchildren—the Shawonese—came to our own town to condole with us on the loss of our good King, your brother, and they wiped on our tears and comforted our minds, and as the Delawares are the same people with the Pennsylvanians, and born in one and the same country, we give some of the presents our grandchildren gave us, to the President and Council of Philadelphia, because the death of their good friend and brother must have affected them as well as us.”

At the conclusion of the speeches made by Shawanasson and Achamanataimu, chiefs of the Delawares, they gave a beaver coat and a string of wampum.

Wampum was Indian money, and its value is thus fixed by Samuel Weiser, a son of Conrad Weiser, in a report of his expenses made March 21, 1760:

“To 667 grains of Wampum made in two strings of several rows, made use of with the Indians at Fort Augusta, at 55 per hundred. Cost, £1 13s. 9d.”

At a meeting of the Council, held in Philadelphia, on December 29, 1755, this subject was considered and it was agreed to enter the following statement on the minutes:

“All our accounts agree in this, that the French, since the defeat of General Braddock, have gained over to their interests the Delawares, Shawonese, and many other Indian Nations formerly in our Alliance, and on whom, thro’ fear and their large

promises of Rewards for Scalps and assurances of reinstating them in the Possession of the Lands they have sold to the English, they have prevailed to take up arms against us and to join heartily with them in the execution of the ground they have been long meditating of obtaining, the possession of all the country between the River Ohio and the River Susquehannah."

It was the Delawares and Shawonese who had pledged their allegiance to the English two years before this, at the Council held at Carlisle, but now a portion of them occupying Johnstown were helping the French.

The opinion of Colonel Archibald Lochry, expressed in writing to Joseph Read, President of Council, is as follows:

"TWELVE MILE RUN, Westmoreland County,
July 4, 1781.

"We have very distressing times Here this summer. The Enemy are almost constantly in our County Killing and Captivating the Inhabitants. I see no way we can have of defending ourselves other than by offensive operations. General Clarke has requested our assistance to Enable him to carry an Expedition into the Indian Country. * * * The General's objects are the Showneys, Delawares & Wiandotts Countrys in Order to bring them to a General Engagement and if Successful He makes no doubt of Reducing these three Nations."

It appears that in 1784 the southwestern portion of Pennsylvania was free from the marauding Indians, inasmuch as on the 14th of June, Christopher Hays, of Westmoreland county, wrote to John Dickinson, President of the State, as follows:

"Although the Indians have been very troublesome to the Inhabitants in the Kentucke neighborhood this spring, we have had the happiness to live in the most perfect peace and security as yet, * * * as the northern Indians seem gradually disposed for peace & anxious for a treaty."

Mr. George Dallas Albert, in his research of Provincial history, in the "Frontier Forts," says that the pronunciation of Conemaugh, as made by the Indians, was Quin-nim-maugh-Koong, or Can-ne-maugh, and signified Otter Creek. Also, that Stonycreek is the English for the Indian name, Sinnehanne, or Achsin-hanne; hanne signifies a stream of water. Sherman Day states that the first settlement of the Lenape Indians were the Assun-pink, or Stonycreek, Indians. Loyalhanna is corrupted from Laweel-hanne, meaning the middle stream; and Kittanning from Kit-hanne, or Gicht-hanne, which signifies the main stream in that region of the country.

It is a fact well known that Indians could not pronounce "r"; they could not say rum, but called it hum, and Quaker they called Quackel.

The following is a list of Cherokee names and their significance, prepared under date of June 21, 1758:

Weyesong, or the Cold.

Heneley, or the Common-on-Instrument to play with.

Hunnegurwisky, or the Bitter.

Sky Huga, or Travelar.

Nethsthouwewa, or Stricker.

Turturwiskey, or the Forsaken.

Necourraggna, or the Killer.

Kinnathshia, or the Company Keeper.

Keththakisky, or the Messenger.

Gugkonnosky, or the Drunker.

Hannechcha, or the Comer Inn.

Mr. Day records the fact that one summer day, when the children and women of the Shawonese and Delaware Tribes were together gathering fruit, a feud arose between them concerning the title to a large grasshopper caught by one child and claimed by another. This involved a question of boundary and territorial rights. When the warriors, who were at that time peaceably engaged together in a chase, returned, they took part with their respective women; a sanguinary contest ensued, in which, after great slaughter, the Shawonese were defeated and were expelled from the valley.

The following is a specimen slightly transposed of the language used by the Seneca Indians:

THE LORD'S PRAYER.

Gwä-nee', che-de-oh' gä-o'-yă-geh, gä-sa-nuh'
Our Father, which art in heaven, hallowed be thy name,

ese' sä-nuk-tä' gä-oh ese' sne'-go-eh ne yä-weh' yo an-jä'-geh
thy kingdom come, thy will be done on earth

ha' ne-de-o'-deh gä-o'yă-geh. Dun-dä-gwä-e' wä-să-gwus
as it is in heaven. Forgive us our

ong-wa-yeh'-his-heh' da-yä-ke'-a-wä-să-gwus-seh' ho-yeh'his.
debts as we forgive our debtors.

Dä ge-oh' ne' na geh' wen-nis'-heh-deh e' na-hä-do-wen-nis'-heh-
Give us this day our daily

geh o ä'-qua. Hä-squä'-ah e' sā-no' ha wä-ate keh', na-gwä'
bread. Lead us not into temptation, but

dä-gwä-yä-dan'-nake ne' wä-ate-keh' na-seh'-eh nees'
deliver from us evil for thine is

o-nuk'-tä na-kuh' nä gä-hus-tes-heh, na-kuh' da-gä-ä-sä-uh'.
the kingdom, and the power and the glory.

Na-huh'-ne-yā-weh.

Amen.

Joe Wipey, a friendly Delaware Indian, was cruelly murdered by two renegade white men—John Hinckston and James Cooper—while he was sitting in his canoe fishing in the Cone-maugh river, near the mouth of Hinckston run, now in the Fourteenth ward of the city of Johnstown.

Wipey lived in a cabin a few miles west of Johnstown, making frequent visits to Solomon and Samuel Adams and other pioneer families in this vicinity. His wanton death caused much consternation among the provincial people and the council offered a reward of five hundred pounds for the arrest of the two men. The murder occurred in May, 1774, when General Arthur St. Clair, then at Fort Ligonier, informed the governor, stating that it occurred "about eighteen miles from this place."

Another friendly Indian known as "Kicky Huston," in this vicinity, had a wigwam on the hill known as "Kicky's Ridge," in Adams township. It is the first ridge on the westerly side of the summit of the Allegheny mountains on the Ashtola road, between which and the summit lays Horner's Dam. Kicky trapped beavers, and was a successful hunter for large game, such as deer and bear, keeping residents of Bedford supplied with that kind of food. Wipey and Kicky were the last of the Indian race in the southern part of Cambria county.

About 1778 a number of marauding Indians in and around Hart's Sleeping Place, near Carrolltown, and along the Kittanning trail, were aiding the British troops, who then had possession of Kittanning. A party from the Juniata valley led by John Weston, started to go to Kittanning to procure assistance for a pillaging expedition in the valley; however, a friendly Cayuga Indian chief, called Captain Logan, who lived at Chinklaclamoose, on the site of the town of Clearfield, gave warning to the colonists. Captain

Thomas Blair successfully led a party of colonists to intercept the movement, and on their return they encamped near the "Clearfields" for the night. In the morning two of the party—Moses Hicks and Mr. Gersham—went out to get game for food, when they were captured by the Indians, taken to Detroit, and held as prisoners by the British until the war was over.

CHAPTER V.

PIONEER SETTLERS—ADAMS FAMILY—PRINCE GALLITZIN—CAPTAIN
MICHAEL M'GUIRE—JOSEPH JOHNS—HE LAYS OUT THE VIL-
LAGE OF CONEMAUGH.

The best proof that is now obtainable leads to the conclusion that Samuel, Solomon, and Rachel Adams were the first white people to locate, improve and till the soil on land within the limits of Cambria county. It seems that the Adams family came from Berks county some time prior to 1774, and improved the Peter Snyder tract of land, which later became the Horner estate in the Seventh ward. The exact date cannot be fixed, but it was not prior to April 3, 1769, as, by the act of the provincial authorities, no white man was permitted to locate on land which had been reserved by treaty with the Indians for their exclusive use; however, it was prior to 1771.

It will be observed that Charles Campbell took out a warrant on April 3, 1769. It is probable that the Adamses did the same then, or soon thereafter; at least, the deeds show that in 1774 Peter Snyder took out a warrant for the "Solomon Adams Improvement" on "both sides of Solomon's Run" (in the Seventh ward). The records do not show that Solomon Adams took out a warrant; but that he occupied it and made improvements on it there is no doubt.

During this period (1769-1774) the white man and the red man were in a war, which had practically been circumscribed to the territory between Bedford and Pittsburg, and especially in and around Bedford, Ligonier, and points between them. The near-by forts were at Bedford and Ligonier, and one was at Fort Palmer, a few miles south of Lockport and near Co-odesville. When danger from the warlike Indian was apprehended the Adamses would flee to one of these points.

In 1777 the Tull family, who resided on the mountains six miles west of Bedford, consisting of father, mother, nine daughters, and a son, were massacred, excepting the son, who was absent. The hill is yet known as the Tull Hill on account of the terrible vengeance of the Indians on this occasion.

Sherman Day gives an account of the courageous action and death of Samuel Adams as follows:

“About December of the same year (1777) a number of families came into the fort (Bedford) from the neighborhood of Johnstown. Amongst them were Samuel Adams, a man named Thornton, and one Bridges. After their alarm had somewhat subsided they agreed to return for their property. A party started with packhorses, reached the place (now Johnstown), and, not seeing any Indians, collected their property and commenced their return. After proceeding some distance (about four and a half miles) a dog belonging to one of the party showed signs of uneasiness and ran back. Bridges and Thornton desired the others to wait whilst they would go back for him. They went back, and proceeded but 200 or 300 yards, when a body of Indians, who had been lying in wait on each side of the way, but who had been afraid to fire on account of the numbers of whites, suddenly rose up and surrounded them and took them prisoners. The others, not knowing what detained their companions, went back after them. When they arrived near the spot the Indians fired on them, but without doing any injury. The whites instantly turned and fled, excepting Samuel Adams, who took a tree and began to fight in the Indian style. In a few minutes, however, he was killed, but not without doing the same fearful service for his adversary. He and one of the Indians shot at and killed each other at the same moment.

“When the news reached the fort a party volunteered to visit the ground, and when they reached it, although the snow had fallen ankle deep, they readily found the bodies of Adams and the Indian; the face of the latter having been covered by his companions with Adams’ hunting shirt.”

The place where this sanguinary duel took place between the pioneer and the Indian is on the farm of William Cole, in Richland township, four and a half miles from Johnstown. It is on Sandy Run, near the head of Solomon’s Run. The path from the Adams place was up Solomon’s Run and then along Sandy Run. The grave where Samuel Adams and the Indian were buried is but a few hundred yards from the home of Mr. Cole, at the angle of the Geistown and Elton, or the “Hollow” road.

The facts of the manner and place of the death of Samuel Adams are fully sustained by tradition, by stories from persons who were companions of Adams, as well as the grave that held the bodies of the representative of the white man and the red race, side by side, who were combatants in a cause in which each believed he was in the right.

The above, as has been noted, is the version of Historian

Day, and while in the essentials it agrees with, yet in many points it differs from well authenticated local tradition concerning the same incidents. Probably the best of these local stories is that of Edwin A. Vickroy, a son of Thomas Vickroy, a surveyor, of Alum Bank, Bedford County.

Thomas Vickroy was a neighbor of the Adamses, and, of course, knew them well, and Edwin A. Vickroy, also a surveyor, knew Archibald Adams, a son of Samuel Adams. From these gentlemen he procured his information, which was substantially this:

That Samuel Adams, just previous to his death, lived on the place formerly owned by Louis von Lunen, but he did not own it, as in a contest with William Barr it had been lost. It is now mostly in the Seventeenth ward of the city. When the Indians became troublesome he took his wife and children to Fort Bedford for safety and came back for his cattle. While collecting them the Indians observed his movements, and when he and his brother Solomon, John Bridges, and Thomas Cheney had started with the cattle toward Bedford, the Indians went around them and ambushed at the crossing of Sandy Run and fired on them. Solomon escaped and ran to Bedford and gave the alarm. The next day a party came over and found Samuel Adams and an Indian, both dead, and both were buried near where they fell.

No tidings could be had of Bridges and Cheney for a long time, but they finally returned and told of the attack; that they began to fight Indian style, each man getting behind a tree, but that they were overpowered, and had been taken prisoners and conveyed to Canada. But Adams had killed an Indian and was himself dead, before they were taken away. Bridges resided on the place known as Samuel Blough's.

Archibald Adams, the son of Samuel Adams, was born in 1764, and died in what is now the Eighth ward of the city of Johnstown in 1859. A short time before his death he spent the day with Mr. Vickroy, and then said that he was about seven years of age when his father was killed, which would make his death about 1771. Sherman Day states that it was about 1777, but it seems that our authority is the better. We know that the Adamses had improved the John Horner farm prior to 1774, as it was warranted as the "Adams Improvement." Jesse Proctor, the great-grandfather of I. E. Roberts, of this city, married the widow of Samuel Adams.

There is, as a matter of fact, no doubt of the death of Samuel

Adams and of the Indian combatant substantially in the manner set forth, nor of the time nor of the place, and that this historical event is so well authenticated ought to be a matter of satisfaction to the people of the county in which Samuel Adams was undoubtedly the first settler, in the days when every man was a hero. This theory rests upon authority from the lips of persons who were companions of the Adamses, two of whom were John Grosenickel and Peter Goughnour. The late Isaac Hershberger, who was born in 1811 and resided until his death on his farm a short distance from where Samuel Adams died, knew John Grosenickel very well and heard him relate the Adams incident, along with other things occurring at that time, in 1777. Shortly before his death he stated that Grosenickel came from Lancaster county and settled on the farm now occupied by Samuel I. Hershberger, near Geistown, on the Bedford road. The log house occupied by Grosenickel and his family, which was erected before the death of Samuel Adams, is still standing. It was used as a dwelling until 1895 and now does duty as a home for Mr. Hershberger's chickens. When the trail between the Adams improvement and Geistown was opened, Grosenickel built another log house near the trail, which was used as a lodging place by many a weary traveler. The Adamses were also frequently entertained therein. This house is about three-fourths of a mile east of Geistown on the Bedford road, and was recently occupied by 'Squire McVicker.

In the latter house John Grosenickel died about 1826. His youngest daughter, Salome Grosenickel, married Justus Varner, who later lived in Adams township, but both have been dead many years. A number of their children, however, are now residing in Richland and Adams townships.

Hannah Grosenickel, a daughter of John Grosenickel, married John Miller, who was an uncle of Isaac Hershberger. They resided on a farm now occupied by Joseph S. Blough, a mile and a half south of Geistown. Mr. Miller moved to the "Miami" country in Ohio, and afterward to Iowa, a good many years ago.

Peter Goughnour, Daniel and Christian his brothers, lived above Solomon's Run. Isaac Hershberger was intimate with Peter Goughnour, and in referring to the early days of pioneering, told him that on one occasion, he, with some of his neighbors, went east to procure provisions and were unavoidably delayed, and when the party returned Goughnour's family were living on nettles and potato stalks, which they cooked as greens.

RACHEL ADAMS.

Tradition has it that Rachel Adams was also killed by the Indians, and this is authenticated by the word of Peter Goughnour and Thomas Vickroy, the surveyor. These gentlemen frequently told Mr. Hersliberger how Samuel, Solomon, and Rachel Adams started from their home to go to Bedford over the Geistown trail; that they remained at Grosenickel's over night and started at an early hour next morning with some horses. After proceeding a few miles something occurred that required the brothers to return, and they left Rachel in charge of the horses for what they expected would be a brief absence. Before their return, however, the Indians appeared, captured the horses, and killed Rachel Adams. This occurred near Elton, in Adams township, at a small stream which has since been known as Rachel's Run, named by the woman's brothers, it is said, in commemoration of the horrible deed. In her memory also was named Rachel's Hill, a prominence a short distance east of Geistown on the Bedford road.

In connection with the death of Samuel and Rachel Adams, tradition says that their brother Solomon was also killed by the red man, but there is no authentic, or reasonably authentic, information that such was the case. The probabilities are that it is not true, as we have record testimony in the colonial archives that in 1787 Solomon Adams was appointed by the Provincial Council as one of the Viewers to locate the Frankstown road, and acted in that capacity, as appears by his report when the duty was performed.

The Hannastown massacre, in 1782, was the final atrocious act of the Indians. For a year or two afterward an occasional attack was made on the white settlers, but by 1784 there was practically peace as far west as Westmoreland county, and it is not probable that Solomon Adams was put to death by them after 1787.

On Friday, April 6, 1787, at a meeting of the supreme executive council in Philadelphia, wherein Benjamin Franklin was President, commissioners as follows were appointed.

"Charles Campbell, of Westmoreland County, and James Harris, of Cumberland County, surveyors, and Solomon Adams, of Bedford County, were appointed Commissioners to lay out a highway between the navigable waters of Frankstown Branch of Juniata and the River Conemaugh, agreeably to Act of Assembly dated 29th of March last."

Within recent years proofs of the habitation of the Indian in this vicinity have been plowed from the ground and found in trees. A few years ago Samuel I. Hershberger plowed up an Indian tomahawk, and frequently he has found arrow points made of stone, some broken and others whole. John B. Lehman found an arrow head on the farm of Moses B. Miller, in Richland. Isaac Hershberger cut a tree on his farm and found near the top of a flint arrow head imbedded therein. About 1863 the late Wesley J. Rose found a skeleton in the lot now occupied by John Thomas, Esq., on Vine street, Johnstown, which the late Dr. John Lowman, the eminent surgeon and physician, pronounced to be the perfect form of a matured Indian.

Pastor Gallitzin, a pioneer, came from the Gallitzin family, of the Russian nobility, whose members had been prominent in war and diplomacy from the sixteenth century.

Vasili, a prince of that house, surnamed the Great, born 1643, died 1714, was the councilor and favorite of Sophia, the sister of Peter the Great, and regent during the latter's minority. The design of Vasili was to marry Sophia and place himself on the Russian throne, but it miscarried, whereupon Peter placed Sophia in a convent, and banished Vasili to a spot on the Frozen ocean, where he died.

Amalie, Princess Gallitzin (1746-1806), the mother of Father Gallitzin, was a daughter of the Prussian general, Count von Schmettau, and was noted for her literary culture and devoutness to Catholicism. In 1768 she married Prince Dimitri Alexievitch Gallitzin, (1738-1803) a diplomat and the author of several books on geology. He had been sent as ambassador to the court of France in 1763, and to The Hague ten years later. The Prince and Princess separated, she withdrawing from a life of splendor in the courts of Europe retired to a charming residence between The Hague and Scheveningen, where she educated her two children, a son and daughter.

Demetrius Augustine Gallitzin was born at The Hague, December 22, 1770. He was carefully educated and at seventeen was confirmed in the church of his mother's choice, taking the name of Augustine to please her. The father, desiring to have his son enter the army and take up a military career, procured for him an appointment as aide-de-camp to the Austrian

General von Lillien, but difficulties arose which caused a reconsideration for his future, and the position was not accepted.

The father had conceived a profound admiration for John Adams, who represented the States at The Hague, which feeling was cordially reciprocated, and when the military career was cast aside for the present at least, the Prince desired his son to travel through the United States under the kindly attention and influence of Mr. Adams. The father gave him letters to Mr. Adams and others in the field of diplomacy at Washington, and the mother procured a letter of introduction from the Prince-Bishop of Hildesheim to Bishop Carroll, of Baltimore. It was the decision of the parents that Demetrius should lay aside his princely title and estate, and should travel in America under the name of Mr. Schmet, an abbreviation of "von Schmettau," his family name.

When the time for his departure had come and his mother accompanied him to the pier, he recanted and implored her to let him stay. Her flashing eyes and indignant accusation of cowardice overcame him, and he fell backward into the ocean, but being an expert swimmer he recovered in time to sail for the new world. Demetrius arrived in Baltimore on October 28, 1792, and presented his letter to Bishop Carroll, who took a kindly interest in the youthful traveler. His life was made so pleasant that he evinced no desire to form new acquaintances, nor is it known that he called upon Mr. Adams at Washington, who was then vice-president.

Probably a year or more after his arrival he informed the Bishop that he had determined to renounce his ambition and that of his family, and intended to enter the church for the benefit of the American mission. His family were informed of the new declaration, and they were astounded; beseeching letters came, imploring him not to do so, but he remained firm and entered the Society of St. Sulpice, and on March 18, 1795, was ordained a priest. Thus a child of fortune became a pioneer in the forest of the Allegheny mountains. He was now known as Father Smith, and served as a missionary at Port Tobacco, on the Susquehanna, at Conewago, near Gettysburg, and in Cumberland and Huntingdon counties, until July, 1799, when he arrived at Loretto, the scene of his future home and work.

Captain McGuire had donated a tract of land for church purposes at Loretto; and Father Gallitzin began to construct a

log church, where on December 24, 1799, he celebrated the initial mass in a building, which was the first one erected for that purpose between the Mississippi and the Susquehanna rivers. He devoted his services to the congregation at Loretto, and traveled the mountains administering spiritual comfort to those who were unable to attend his church. He created debts for the church and honored them with remittances received from his sister, until in 1808 he was informed that in consequence of adopting the Catholic faith and clerical profession he was excluded from any share in his father's estate, and that his mother having died (1806) his sister was sole heiress. This decision of the Russian senate and council of state was approved by the emperor and was therefore irrevocable.

His sister, known as the Princess Marianne, or Mimi, could not bestow any part of the property on her brother, but she wrote him that she would faithfully divide the income, and led him to believe that it was her wish to do so. Her promises were not fulfilled, although he received small remittances for a while, the princess ended all hope by marrying, late in life, the Prince de Salm, who squandered her fortune. These complications caused his financial embarrassment, for debts not of his own, but made for the use of the church and which he felt in honor bound to meet. It is estimated that he had spent between \$150,000 and \$170,000 from his own fortune. These sacrifices on his part were beyond the comprehension of the rougher element, and aroused suspicion in the minds of the wicked. Notwithstanding the financial difficulties, these suspicious persons formed a conspiracy to ruin his reputation, even accusing him of forgery; but it fell harmless among those who knew him, and Bishop Carroll always remained his friend. In these difficulties with the border ruffians, who had been encouraged by the suspicious members of the community, he showed much courage and fearlessness. On one occasion two of the intense sinners went to his church with the intention of attacking him there by an assault. He was informed of this, and when the congregation had assembled, coming before the altar in his vestments, he said: "I now proceed to offer up the Holy Sacrifice of the Mass. Let no one dare to profane this church, or insult the Christ here present, by one word or movement. And I tell you this," as he advanced with vigor of speech, "and I tell you this, if any man raises hand or foot to take me from the

altar, or to interrupt my words this day, another day shall come when he will call for me and I will not be there."

On July 18, 1807, one of the conspirators recanted and humiliatingly acknowledged his guilt, and imposed this penalty upon himself: "As to temporal punishment, I will, with cheerfulness, submit to your reverence. I am willing to submit my bare back to flagellation publicly in the church, by your trustees, for I consider no punishment too good to be inflicted upon me, the most unworthy of sinners."

In 1808, in the campaign between Snyder and Ross for governor, he was enthusiastic for Ross, the Federalist candidate, and in a letter to Bishop Carroll, who was also a follower of Hamilton, he said: "I am very much afraid of the issue in the next election. Our Irishmen are ready to go mad for Snyder, and Charles Kenny, Esq., of Westchester, by his artful and virulent publications in the *Aurora* and in Dickson's Lancaster paper, keeps them up in a state of enthusiasm for Snyder and against sound, genuine principles. Under the signature of Tyrconnell he made an attack upon my political character and principles in order to prevent his countrymen of Cambria and Huntingdon counties from listening to me. I yesterday sent my reply to be published in *Hamilton's Federal Gazette* of Lancaster."

While he was in Huntingdon, in 1802, he filed his naturalization papers and was made a citizen under the name of Augustine Smith. Having adopted this name by the direction of his parents, and the purpose for which it was done having passed, he now desired to have his own name restored; therefore, on December 5, 1809, he presented a petition to the senate and house of representatives of Pennsylvania, praying that a law be enacted to establish his true name of Demetrius Augustine Gallitzin, which was accordingly done on February 12, 1810 (5 Smith, 84).

He was for some years vicar-general of the diocese of Philadelphia, but on October 28, 1823, Gallitzin wrote to Archbishop Marechall declining to accept the bishopric of Detroit, wherein he expressed his laudable purposes thus:

"Several years ago I formed a plan for the good of religion, for the success of which I desire to employ all the means at my disposal when the remainder of my debts are paid. It is to form a diocese for the western part of Pennsylvania. What a consolation for me if I might, before I die, see this plan carried out,

and Loretto made an Episcopal See, where the Bishop, by means of the lands attached to the bishopric, which are very fertile, would be independent, and where, with very little expense, could be erected college, seminary and all that is required for an Episcopal establishment."

In writing to Bishop Carrol he expressed his views on the question of temperance thus:

"I am so exceedingly fatigued after walking since last Monday about fifty miles through rocks and mire after sick people (having lost my riding horse) that I am obliged to confine myself to a very few words. From what little experience I have it appears to me that total abstinence from spirituous liquors is the only sure way of breaking up the habit of that kind; and as I never keep any kind of liquor, nor drink anything but water or milk, I think if he seriously means to leave off the practice of drinking he will have a fine chance of curing himself effectively by living with me."

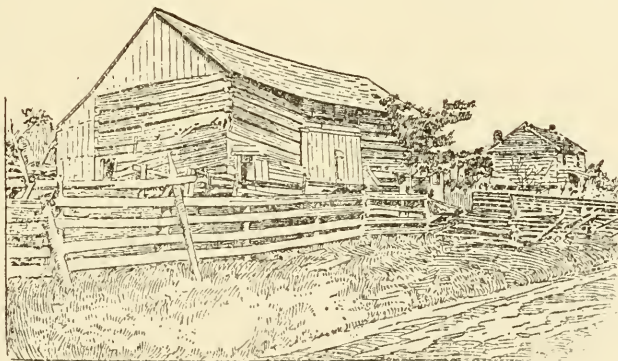
Gallitzin was intensely patriotic, and would not submit to any halfway measures or things dishonorable. During the war of 1812 two members of Captain Richard McGuire's company came home without leave of absence, probably worse; they attended the service in the church at Loretto, and as the priest approached from his dwelling one of them went toward him with an offer of greeting to receive the expected welcome. He stopped and clasped his hands behind his back, and with his dark eyes expressing contempt, he bade them no welcome, but saying: "I never shake hands with one who deserts his post," passed on.

Gallitzin was a versatile citizen; beside being the priest, he was the trading man of the community for many miles from Loretto; he was the counsellor in all things, legal and otherwise; he had a limited knowledge of medicine, and gave his assistance wherever he could; he built a tannery and a hat manufactory, and aided the farmers.

On February 9, 1800, he wrote thus to Bishop Carroll informing him of the favorable conditions at Loretto: "Our church, which was only begun in harvest, got finished fit for service the night before Christmas. It is about 44 feet long by 25, built of white pine logs, with a very good shingle roof. I kept service in it at Christmas for the first time, to the very great satisfaction of the whole congregation, who seemed very much moved at a sight which they never beheld before. There is also a house built for me, 16 feet by 14, besides a little kitchen and a stable. I have now, thanks be to God, a little home of my own for

the first time since I came to this country, and God grant that I may be able to keep it. * * The congregation consists at present of about forty families, but there is no end to the Catholics in all the settlements round about me; what will become of them all if we do not receive a new supply of priests, I do not know; I try as much as I can to persuade them to settle around me."

In 1827 Gallitzin not having satisfied all his creditors, he prepared a petition to his fellow Christians requesting relief, wherein he stated: Being the only son of a wealthy father he did not spare expense in order to get the above ends accomplished (establishing the Loretto church), but still spent far below his supposed ability. Lately, unexpectedly and without having had it in his power to foresee, or to even suspect such an event, he finds himself by a decree of his former government, deprived of



The McGuire Residence at Loretto, Where Prince Gallitzin Said First Mass in Cambria County.

the whole of his parent's estates, and with debts amounting to more than \$5,000. * * This statement came to the hands of Charles Carroll, of Carrollton, the signer of the Declaration of Independence, who endorsed his approval of the project as follows:

"I hereby recommend to all charitable persons to subscribe such sums as their inclination and ability will permit to second the views detailed on the opposite page by the Reverend Demetrius A. Gallitzin.

"CH. CARROLL, of Carrollton.

"13th Nov. 1827."

Some of the subscribers were: Ch. Carroll of Carrollton, \$100; Robert Oliver, \$100; Baron de Maltitz, \$100; Je Silvestre Rebello, \$100; Cardinal Capellari, \$200—the latter was subsequently known to the world as Pope Gregory XVI; and Matthew Carey, \$20.

Father Gallitzin died May 6, 1840, in his sixty-ninth year. Seven years thereafter a vault was constructed in the church yard to which his remains were transferred, and a humble but substantial monument was erected to his memory. This was, however, replaced by a beautiful bronze figure of the Pioneer Priest, the gift of Charles M. Schwab, as a token of his esteem. It was dedicated October 10, 1899, in the presence of a large concourse, when Archbishop Ireland and Governor William A. Stone made the principal addresses. There were many church dignitaries present, among them Sebastian Martinelli, Archbishop of Ephesus, and the Apostolic Delegate to the United States of Pope Leo XIII; the Rt. Rev. A. A. Curtis, Vicar General of the Archdiocese of Baltimore. Mr. Justice John Dean, of the supreme court, in acknowledging the invitation to be present said: "No one reverences the Christian character of Father Gallitzin more than I; that character shines through all the early records of the county, deeds, wills and contracts. Much of his work passed under my eye as judge in that county. He was a Christian lawyer in this, that taking human nature as it existed, he sought to allay and prevent strife by wise, just and clear writings, as well as by Christian counsel."

The first settler in Northern Cambria was Captain Michael McGuire, who, in 1788, brought his family from Taneytown, Maryland, where they had resided. During the Revolution, Captain McGuire had served in a Maryland company, but his first visit to Cambria county had been made on a hunting trip in 1768, when he established his camp near the borough of Chest Springs, which appears on a map of 1793 and is designated "Captain McGuire's Camp." With his nearest neighbors at Blair's Hills on the eastern slope of the mountains, about twelve miles distant, he located the "McGuire Settlement" in the valley east of the borough of Loretto, now Allegheny township, in this county, but at that time in Frankstown township, Huntingdon county. He died on his farm, November 17, 1793, in his seventy-sixth year, and was the first person interred in the Loretto Cemetery.

Captain McGuire was a devout Catholic, and donated a very large tract of land for the use of the church and its schools to Bishop John Carroll, of Baltimore, a cousin of Charles Carroll, of Carrolltown, who was the last survivor of the sign-

ers of the Declaration of Independence. This fact was the moving cause which influenced Prince Gallitzin to locate at Loretto and establish a Catholic colony on the western slope of the mountains. The following letter from Bishop Carroll to Prince Gallitzin is pertinent:

“Washington City, March 1, 1799.

“Rev. and Dear Sir:

“I fear you have been disappointed in not receiving an earlier answer to your letter, which covered a list of subscribers in Clearfield, Frankstown and Sinking Valley. I had come hither on immediately before the arrival of yours at Baltimore.

“Your request is granted. I readily consent to your proposal to take charge of the congregations detailed in yours, and hope that you will have a house built on the land granted by Mr. (Michael) McGuire and already settled or cleared, or if more convenient, on your own, if you intend to keep it. * * * I meant to have offered you with your present congregations that of Emmitsburg and the mountain (Mount St. Mary's) united in one.

“JOHN, Bishop of Baltimore.”

Captain Richard McGuire was also a pioneer of northern Cambria. He was a son of the preceding, and was born in Frederick county, Maryland, December 12, 1771, and died at Loretto, January 13, 1855. He was seventeen when his father located the “McGuire Settlement” at Loretto, and on May 15, 1800, he and Eleanor, daughter of John and Ann Byrne, were married.

Captain Richard McGuire, like his father, was a farmer and a patriot; he organized a company at Loretto and commanded it in the War of 1812.

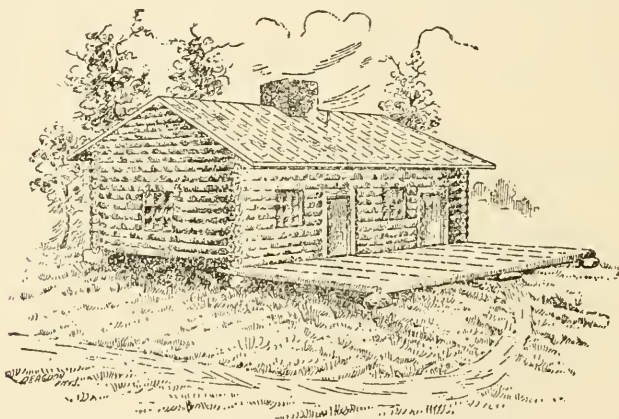
Joseph Johns, the founder of Johnstown, was a native of Switzerland. He and a sister named Frainie Johns came to this country about 1768, when he was near nineteen years of age, and first located in Berks county, where he and Frainie Holly were married. His sister Frainie married Joseph Crisner, and they located on a farm in Elklick township, Somerset county, near Meyersdale. Their children were: Peter, Eli, Jonas, David, Joseph, Benjamin, Christian, Gabriel, John and Daniel. The name Frainie was originally spelled Frainie, but subsequently changed to Frany, Franie, Vronie, and Fannie.

Joseph Johns bought a farm near Berlin, Somerset county, which was afterward owned by Martin Myers, who was county surveyor at one time. In 1793, he sold it, and on the 13th of

September, 1793, he bought from James McLenahan the Campbell tract of land, on which most of Johnstown is now situated, including the first four wards, excepting the upper part of the Fourth, and parts of the Ninth and Tenth and a part of the Thirteenth wards. At the same time he purchased the "Henry Wise" tract, of which the Twelfth ward is a part. At that time it was a forest, and as late as 1828 that portion west of Market and Vine streets was in woods.

In the fall of 1793, or the following spring, he erected a one-story log house on the Campbell survey, which consisted of two hundred and forty-nine acres, near the corner of Levergood and Vine streets.

The land of Mr. Johns' final homestead near Davidsville



First House in Johnstown, Built by Joseph Johns, Probably in 1793.

was surveyed on a warrant issued by the commonwealth to Jacob Barge for three hundred and sixty acres, and allowance, on March 14, 1776, the warrant being dated February 7, 1776, by Thomas Smith, deputy surveyor.

The survey has the following certificate attached:

"A Draught of a Tract of Land called the "Stock Farms," situate on the West side of Stony Creek, about a Quarter of a Mile Distant from it, on the East side of Adams' Path, where the same crosses the Maple Swamp adjoining lands of Clement Biddle & others in Quemahoning Township, in the County of Bedford, containing three hundred and Sixty acres & the usual Allowance of six per cent. for roads, &c., surveyed the 14th Day of March, 1776, for Jacob Barge, in Pursuance of a warrant dated the Seventh Day of February, 1776, by Thomas Smith, Deputy Surveyor.

"To John Lukens, Esq., Surveyor General."

Reuben Haines purchased the warrant, and on June 24, 1776, the commonwealth granted a patent to him for the Barge survey. Haines sold it to Abraham Lidden on August 19, 1776; Lidden sold it to John Lehman, Jr., on February 12, 1799, and Lehman sold it to Jacob Stover on March 1, 1800, for £141 and thirty cents.

On December 12, 1804, Jacob Stover and Joseph Shantz, or Johns, entered into an article of agreement by which the former agreed to convey "all that tract of land whereon the said Jacob Stover now lives with his family, it being one hundred and eighty acres and allowance," for £700.

The compact was skillfully drawn by Abraham Hildebrand, an eminent justice of the peace of this place and subsequently one of the associate judges of the county, and was witnessed by him and Daniel Wertz on April 5, 1805. John McClean made a survey of the same for Mr. Johns.

On April 9, 1805, Jacob Stover and Catharine, his wife, executed and delivered a deed to Mr. Johns for this land.

On the 16th of October, 1807, Joseph Johns purchased another tract of land, containing eighty-eight acres and allowances, situated in Conemaugh township, Somerset county, from David and Barbary Yoder, for £59 10s. The commonwealth issued a patent to David Yoder on February 27, 1806, for this piece, which was described as bounded by the land of "Widow Lehman," "the Stonycreek River," and "vacant Stony Hill." In the Yoder deed the name of Mr. Johns, the grantee, is spelled "Shontz."

Joseph Johns also owned the Robert Morris farm, located on the Quemahoning, about three miles above its mouth, but he sold it to John Borntrager, on April 9, 1812, for 350 pounds. Mr. Joseph Reininger is now the owner.

Robert Morris, although not a native, was one of the great American patriots. He was one of the signers of the Declaration of Independence. He was the great financier for the country during the Revolutionary War, but misfortune came in a financial way, and he spent his later years in a debtor's prison. He died in Philadelphia May 8, 1806. He deserved a better fate at the hands of his countrymen.

The farm in question is known as the John McSweny, or Sweny, warrant, which was dated April 3, 1769, for "three hundred acres of land, called Kickenypawlings Old Town, situate on the Quemahoning creek, where the old road from Bed-

ford to Fort Pitt crosses said creek, now in Quemahoning township, in the county of Bedford." This seems to be good proof that the Indian village of Kickanepawlin was not at Johnstown.

McSweny, or Sweny, sold to William Hunter, of Peters township, Cumberland county, on January 22, 1772; Hunter conveyed it to Thomas Smith, of Bedford Town, for £200, on May 9, 1778, and on the 21st of April, 1779, Smith sold it to "Robert Morris, of the city of Philadelphia, merchant," for £765.

In 1813, three years after Mr. Johns' death, he having died without a will, partition proceedings were commenced in the orphans' court for Somerset county, and under date of November 3, 1813, Alexander Ogle, clerk of the Orphans' court, certified that Joseph Johns, "the eldest son and heir at law," was the highest bidder, and awarded to him the one-hundred-and-eighty-acre tract at \$10.71 per acre, and the eighty-eight-acre parcel at seventy-six cents per acre.

The adjoining owners on the eighty-eight-acre tract were John S. Miller, Tobias Yoder, the Stonycreek river, and land of Carl Von Lunen.

Joseph Johns, the second, held both tracts of land until April 22, 1867, a few months after the death of his wife, and less than a year before his death, when he sold the two hundred and sixty-eight acres to his son—Joseph Johns, the third—for \$2,800.

This deed is in manuscript in its entirety and is skillfully drawn, plainly and neatly written by Peter Levy, Esq., who always did his work in that manner. Mr. Levy was a justice of the peace at Davidsville, within a mile of the Johns' homestead, for many years, and was probably as well acquainted with the family as any person could be, and, being a gentleman of intelligence and education, his judgment should have great weight on questions not conclusively settled. In this deed he describes the parties thereunto as follows: "Between Joseph Shantz (Johns), widower, of the first part, and Joseph Shantz (Johns), his son, of the second part."

This was within the past forty years, and at that time in the judgment of 'Squire Levy the correct way to spell the name in a legal document was "Shantz," while it was commonly known and used by the grantor and his neighbors as "Johns," as the latter name is within parenthesis, incorporated for the purpose of explanation.

Joseph Johns, the first, with his unmarried sister Frainie,

came to this country in 1769, as will appear by the following registry made at Philadelphia, where they disembarked: "List of foreigners imported in the ship *Nancy*. Captain William Keyes from London. Qualified September 1, 1769, * * * Joseph Schantz." * * * Their descendants of the present do not know anything in reference to their ancestors in Switzerland, nor do they have any information as to what part of Switzerland they hailed from, as the brother and sister are the only persons of that family who embarked from the Old World for the New, and they located in Berks county. It is known, however, that Joseph Johns was born November 8, 1749.

At the time of his death he resided on the Jacob Stover farm, on which place he was also buried in a private graveyard located on a knoll, which can be seen from the Davidsville Road. His wife and some of his descendants rest by his side. The inscriptions on the tomb-stones of the husband and wife are simply this:

JOSEPH JOHNS,
Died
Jan. 18, 1810.
Aged 60 yrs. 2
mon. 10 d.

FRANEY JOHNS,
Died
Dec. 15, 1833.
Aged 76 y. 8 m.
18 d.

The family of Joseph Johns. and all publications relating to his death, fix the date as of January 18, 1810, it even so appears on the tombstone, but is an error. It should be 1813, when he was sixty-three years of age instead of sixty. The evidence of this appears on the records in the Somerset court. For instance, on April 9, 1812, Joseph Johns and Franey his wife conveyed to John Burntrager the Robert Morris farm called the "Quemahon," on the old road from "Bedford to Fort Pitt." Both signed this deed, which shows it was two years after the date usually given as the date of his demise. Furthermore, on March 9, 1813, letters of administration were granted to Christian Miller and Peter Blough for his estate, and on the same day they filed their bond for \$2,000 with Abraham Morrison and Frederick Neff as sureties. Also, Franey Johns, the widow, was entitled to the letters, but on March 8, 1813, she executed a renunciation of her right in favor of these gentlemen. The custom was and is yet to probate wills or take out letters of administration soon after the death.

Joseph Johns, the Third, when his attention was called to this fact, admitted it might be true as they did not have a record

of the date, and the gravestone was not erected for a great many years after his death and likely they were mistaken. The administrators' final account disclosed that the decedent has in his possession personal property to the value of \$2,125.53½, in addition to his real estate.

Frainie Johns, his wife, who was Frainie Holly, of Berks county, was born March 27, 1757, and died December 15, 1833, aged seventy-six years eight months and eighteen days. Mr. and Mrs. Johns had two sons—David and Joseph—and three daughters—Barbara, Vronie, and Sarah.

David was born July 30, 1779, and died when he was seventeen years old, while his parents lived in Johnstown.

Barbara Johns, born January 22, 1782, married John Borntrager, then a farmer, in Conemaugh township, Somerset county, but they moved to Lagrange county, Indiana, many years ago. She died May 4, 1870, aged eighty-eight years three months and twelve days.

Vronie, or sometimes called Frainie, her mother's name, was born January 22, 1786, and married John Holly, a son of David Holly, of Conemaugh township, Somerset county. They subsequently moved to Canada, where Mr. Holly died. His widow then married a Mr. Nell. She died in Peru, Indiana, in October, 1869, in the eighty-third year of her age.

Sarah, born January 27, 1794, in Johnstown, married Christian Eash, a farmer, of Conemaugh township, Somerset county.

Joseph Johns, second in descent, married Nancy Blough, daughter of John Blough, a farmer of Quemahoning township. He was born January 19, 1792, and died December 5, 1868, aged seventy-six years ten months and sixteen days, and Nancy, his wife, was born August 26, 1799, and died February 14, 1867, aged sixty-seven years five months and eighteen days. They had three sons—Daniel, John, and Joseph—and four daughters—Catharine, Sara, Annie, and Christina. Daniel, the eldest son, was born August 20, 1819, and he and Polly Yoder, a daughter of Joseph Yoder, of Somerset county, were married October 26, 1841, and have resided near Middleburg, Elkhart county, Indiana, for many years. They have three daughters—Maria, born May 28, 1843; Lizzie, born December 3, 1845, married to John Stahley in December, 1868, and Catharine, born October 4, 1860, married to Joseph D. Miller in March, 1879. Both married daughters reside near Middleburg, Elkhart county, Indiana.

Catharine Johns, born November 1, 1820, married Samuel

Shrock, of Somerset county, on March 19, 1850, and died November 12, 1896. They moved to Lagrange county, Indiana, soon after their marriage. They had three sons—John, born August 15, 1852, now residing in Battle Creek, Michigan; Joseph, born May 1, 1854, in Ligonier, Indiana, and Samuel, born February 21, 1856, in Cleveland, Ohio.

John Johns, born January 20, 1824, on November 17, 1844, married Catharine Yoder, a daughter of Christian Yoder, of Brothers Valley, Somerset county, and they also located in Lagrange county, Indiana, where they now reside. They have two sons and five daughters: Judith, born April 11, 1847, married to Martin Baer in February, 1872, resides in Wellman, Iowa; Rosina, born November 4, 1848, married to John C. Hershberger in 1871, lives at Inman, Kansas; Daniel J., born September 8, 1850, married to Nancy Yoder in May, 1875, lives at Goshen, Indiana; Lena, born November 13, 1853, married to Peter C. Schrock in 1870, resides in Lagrange county, Indiana; Jacob J., born July 24, 1856, died December 30, 1894, was married to Malinda M. Mehl in November, 1876, who died August 17, 1890, and in February, 1891, he married Mary Sunthimer, who survives him; Amanda, born June 30, 1860, married John E. Miller in July, 1882, and now lives at Shipshewana, Lagrange county, Indiana; and Catharine, born February 13, 1868, married to Elias A. Borntrager in May, 1885, resides at Middleburg, Indiana.

Sara Johns was born November 22, 1822, and on December 29, 1850, married Joseph Thomas, of Conemaugh township, Somerset county, where they now reside. They had three sons and one daughter: Valentine, born October 31, 1851; Aaron, born July 23, 1853; Christina, born September 7, 1857, and Samuel, her twin brother, who died April 21, 1890. They reside in Somerset county.

Annie Johns, the sixth child, was born May 13, 1831, and died November 7, 1891. She and Samuel Yoder, a son of Daniel Yoder, of Cambria county, residing in that part now known as Upper Yoder, were married October 17, 1851, and have three sons: Joseph S., born February 3, 1853; Daniel S., born October 3, 1856, and Samuel S., born February 3, 1860.

Christina Johns, the seventh child, was born February 11, 1834, and on December 5, 1852, she was married to Sem Kaufman, Jr., of Conemaugh township, Somerset county, where the couple have always lived. They had fourteen children—ten boys

and four girls: Joseph, born February 19, 1854—died March 11, 1854; Isaac, born June 28, 1855; Noah, born March 17, 1858; Anna, born July 21, 1860; David, born August 24, 1862—died October 9, 1862; Bennett, born February 13, 1864; Eleasannah, born March 9, 1866—died May 28, 1889; Lizzie, born August 24, 1868; Katie, born September 7, 1870; Sem, the third, born May 18, 1873—died May 19, 1873; Daniel, born May 27, 1874; Amos, born July 29, 1876—died February 1, 1877; Menno, born May 2, 1878—died April 16, 1879; and Austin, born May 27, 1883, and died on the same day.

Joseph Johns, the third in descent, was born June 14, 1826,



Joseph Johns, III.

on the farm where he now resides, and where his grandfather located after he moved from Johnstown. He and Lydia Kaufman, a daughter of Mr. Sem Kaufman, lately deceased, of Conemaugh township, were married April 7, 1850. Mrs. Johns was born November 18, 1832, and died November 9, 1896, aged sixty-three years eleven months and twenty-one days. They have had three sons—Sem K., Moses K., and David K., and three daughters—Lizzie, Barbara and Fannie.

Sem K. Johns was born February 25, 1851, and now resides on a farm in Conemaugh township, Somerset county.

Moses K. Johns was born July 22, 1852, and lives at Hillsboro, in Paint township, Somerset county.

David K. Johns was born December 15, 1855, and died October 29, 1872.

Lizzie Johns was born December 13, 1858, and on November 14, 1875, married Mr. Aaron Swank, a farmer, who for the past fourteen years has resided on the Johns homestead, and cultivates it.

Barbara Johns was born June 21, 1861, and married Mr. Henry Rish, a merchant of Davidsville, Somerset county.

Fannie Johns was born December 31, 1864, and on January 22, 1882, she married Mr. Harry Custer, of Ingleside, Cambria county.

Joseph Johns the founder, was among the pioneers who cultivated the land about Johnstown, probably being preceded only by Samuel and Solomon Adams, who located on Solomon's Run, in the Seventh ward of the City of Johnstown. He was a self-made man, arriving in Berks county with no friend or acquaintance, except his sister; no wealth, saving good health and a strong character for honesty, industry and frugality. He, as well as most of his descendants, was, and are, members of the Amish congregation.

Joseph Johns, the third, has the family Bible of his grandfather, with the memoranda of the family records in his writing. It is a German Bible printed in 1776, by Christoph Sauer, of Germantown, who was the first publisher of the Bible, printed in German, in America.

Mr. Johns, the elder was a Federalist, a follower of Alexander Hamilton, and his children and grandchildren were Whigs. Those living now are Republicans.

There is some confusion in the orthography and pronunciation of the family name. The early records seem to indicate that it may have been spelled, using the English letters, as Yontz. In some of the deeds signed by the founder the J's in Joseph and Johns are not made alike, and it may be that the latter is intended for a Y, or probably an S, as it is conceded by his people that in the early days the name was pronounced Shonz. But for many years it has been and is now correctly spelled J-o-h-n-s.

Joseph Johns, the elder, was five feet six inches in height and weighed one hundred and seventy-five pounds. He was small in stature, but large in bone and sinew, and had great strength and endurance. His wife—Fainie Johns—was a large woman, and, in her later years, never so well contented as when

knitting or preparing flax thread and making clothing. Mr. Johns, the third, has two small balls of linen thread, one white and the other an indigo blue, which she spun from flax and colored over seventy-five years ago. It is very smooth and even, without knots or defects, very strong, and has a delicate lustre notwithstanding its age. He has also a deerskin from a deer shot by his grandfather while he lived in Johnstown. It exhibits the holes where the bullet penetrated and passed out of the deer's body in the hind leg. The skin was tanned by his grandfather by what was known as the alum process, and is yet as soft and velvety as the finest chamois. He had three deerskins and gave one to his son Joseph, who gave it in turn to his son Joseph. The others are in other branches of the family.

Joseph Johns, the first, was, like all the pioneers, an expert marksman, and while living in Johnstown shot many bears, deer, wolves, and much smaller game. On one occasion he shot what he believed was a wolf, but, after a closer examination, he was undecided, as it looked very much like a dog belonging to one of his neighbors. To clear up the doubt he went to the neighbor's house, and there found the dog in good health. When he lived at what is now the corner of Vine and Levergood streets, many articles of wearing apparel, such as coats, vests, and trousers, were made for himself and sons from skins which he tanned, having previously killed the original wearer.

Joseph Johns, the second, was five feet seven inches in height—one inch taller than his father—and weighed about two hundred pounds.

Joseph Johns, the third, is five feet seven and one-fourth inches tall, and ordinarily weighs one hundred and sixty-five pounds. In his eighty-first year he is in good health, with a strong constitution, a ruddy complexion, and an abundance of silvery hair.

The most eventful incident in the lives of Joseph Johns, the second and his son—Joseph Johns, the third—was the brutal robbery committed at their home on Saturday night, May 15, 1852.

About 9 o'clock that evening six men from the town where Joseph Johns, the founder, had dedicated to the public the squares, playgrounds, school lots and other popular places of resort and use, went to the farmhouse built by him and asked for something to eat, which was handed to them from a sliding

window. Presently they threw their weight against the door and broke in, when a struggle took place, and the father and son were brutally beaten, the nose of the son being broken, which mark he carries to this day.

Both of them were overpowered, bound hand and foot, and laid on the kitchen floor, after which the robbers went through the house and procured about \$300 in money. The son succeeded in freeing himself, and started to Davidsville for assistance. Going to the hotel kept by Cyrus Shaffer, he made known what had just occurred at home. He, with his broken nose and bloody appearance, and a number of gentlemen, among them being Josiah and Samuel Waters, Daniel and John Border, John Seigh, Nelson and Leonard Fearl and John Inscho, at once started for the Johns homestead, but the burglars had departed and the elder Mr. Johns was lying on the bench, bleeding pro-

Joseph Johns
Joseph Johns
Sep 16 1905

Fac-similes Joseph Johns III. First one in German.

fusely from the wounds inflicted in the struggle. A large bowie knife and some clubs had been left at the house.

The robbers were at this time unknown, but the next morning the neighbors were on the alert and roads and fields were closely examined for marks in the mud on the road and in the freshly-plowed fields. A short distance below the farmhouse of Isaac Kaufman Josiah Waters found a footprint alongside the plank road, and, it being a peculiar one he examined it closely and said it was "Yell Zook's crooked foot." His associates came to the same conclusion, and they hastened to Johnstown and arrested Zook, who was taken to the Mansion House, on the corner of Main and Franklin streets, where the Dibert building now stands. Zook at once made a confession and said his companions in the crime were John Shaffer, known at that time as "Bully Shaffer," a boatman with a great reputation as a rough-and-tumble fighter; Daniel Ewing, and three others, named James W. Miller, Jacob Patton, and Andrew J. Young.

Ewing was arrested at Coshun's coal bank, now in Cone-maugh township, Cambria county, by sending in a bloodhound and scaring him out. Shaffer was apprehended at Columbia, Pennsylvania, and the others, excepting Young, were soon in Somerset jail. Before the trial Ewing broke jail and was never heard of afterward.

The trial took place in Somerset in August of that year before Judge Kimmell, when John R. Edie, Esq., subsequently a member of congress and a colonel in the regular army, was district attorney. Zook was not indicted, but betrayed his confederates and went on the witness stand for the commonwealth, although it was he who planned the robbery and procured their help to carry it out. Shaffer, Miller and Patton were sentenced to seven years' imprisonment, but Shaffer was pardoned after a period of three years, and for many years afterward kept hotel at Duncansville, Blair county.

A portion of the \$300—about one-third—was the savings of Joseph Johns, the third, in five and ten-dollar gold pieces. It seems Shaffer did the dividing of the spoils in a house over the basin waste weir, between the corner of Clinton and Washington streets and the Gantier Works, in Johnstown and, shaking some of the gold pieces, said, "these pennies are not much account," and put them in his pocket, thus defrauding his criminal associates, as he had Mr. Johns.

Neither the grandfather, nor the son, ever sat for a portrait, daguerreotype, photograph, or any other kind of a picture of themselves. At the period when the elder Mr. Johns lived there was no opportunity for such things, except to have an oil portrait, and such artists were scarce in the vicinity in which he resided; but it is most probable he would not have had a likeness if he could, on a question of principle, as his son—Joseph, the second—declined to do so because it tended to vanity, which these good people abhorred. The grandson absolutely declined to sit for a photograph, but he qualified his refusal by saying: "Some of the children have theirs, but I do not need it." However in 1904 he reconsidered his former opinion.

CHAPTER VI.

INDIAN TRAILS—OLD ROADS.

It is admitted that the best map of Western Pennsylvania during the colonial days is that of "W. Scull," dedicated to Thomas and Richard Penn, without date, but generally said to have been made in 1770.

It shows the Venango trail as beginning at Frankstown, thence to the top of the Allegheny mountains, most likely through the Burgoon Gap; crossing the Clearfield and Chest creeks, it passes through "Hart's Sleeping Place," near Carrolltown, thence in a direct line to "Canoe Place," or Cherry Tree, from where the trail runs to the junction of the Allegheny river and French creek. Scull's map also describes the Bedford-Pittsburg trail thus: Starting at Bedford and passing through the "Shawnese Cabbins," at the foot of the eastern slope of the mountains, thence to the summit. A short distance from the top of the mountains is "Edmonds' Swamp," then crossing the Stonycreek and the Quemahoning creeks and a direct line to Fort Ligonier, thence to Fort Pitt. The "Long Glade" and the "Great Glades" are a few miles south of the swamps.

There is another map without date published by the state, also dedicated to the Penns, which locates the Indian village at the junction of the Conemaugh and Stonycreek rivers, now Johnstown, and marks it thus: "Conemack, Old Town and Sauvages." Also, at a point opposite the mouth of the Loyalhanna river, which is now Saltsburg, is marked "Black Town Sauvages," and further down the Kiskiminetas river another Indian village is shown. On the Ohio river the villages are indicated thus: "Sewicklys, Old Town, Sauvages," and "Chartiers' Old Town, Sauvages."

These records are important in view of the fact that when Joseph Johns laid out what is now the city of Johnstown, he named it "Conemaugh Old Town," or at least the person who prepared the document made it that way. It seems clear that the words "Old Town" were not a part of the name of the place, but were given by the early surveyors to explain that the village

was an old Indian town, and in no sense to be a part of the name.

The Pennsylvania Historical Society of Philadelphia has published a map of the early days of the province, which discloses the Kittanning trail as beginning at Frankstown, below Hollidaysburg, thence through Burgoon's Gap, at what is now known as Kittanning Point, to the top of the mountains. There it diverges, one going northwest direct to Cherry Tree and Kittanning, and the other one taking a southwesterly course follows the Little Conemaugh river to Johnstown.

These maps show other places mentioned in the several schedules of distances given by Weiser, Harris and others. For instance, Dunning's creek begins on the eastern slope and empties into the Raystown branch of the Juniata, east of Bedford. The "4 mile Run," the "9 mile Run," and the "12 mile Run" are streams which empty into the Loyallhanna river west of Fort Ligonier, crossed by the Pittsburg-Bedford trail.

The Kittanning trail was the route over which Colonel John Armstrong conducted his expedition to destroy the French and Indian out post at Kittanning.

In his elaborate report Colonel Armstrong states: "On Wednesday the 3d instant, (September, 1756), we joined our advance party at Beaver Dams, a few miles from Frankstown, on the north branch of the Juniata. We were there informed that some of our men having been out on a scout had discovered the tracks of two Indians, on this side (east) of the Allegheny mountains, and but a few miles from camp. * * The next morning we decamped, and in two days came within fifty miles of Kittanning. It was then adjudged necessary to send some persons to reconnoiter the town and to get the best intelligence they could concerning the situation and the position of the enemy. Whereupon an officer with one of the pilots and two soldiers were sent off for that purpose. The day following we met them on their return, and they informed us that the roads were entirely clear of the enemy, and they had the greatest reason to believe they were not discovered. * * "

It will appear that on September 4th the expedition halted in the vicinity of Canoe Place, or Cherry Tree, to await the information desired. Receiving that, Colonel Armstrong continued his way and attacked the force at Kittanning, which he completely routed, and destroyed the town. The French and Indians retiring to Fort Duquesne, now Pittsburg, removed the enemy

from that portion of the colony. The loss to Armstrong's command was forty-nine; 17 killed; 13 wounded and 19 missing, and a number of prisoners held there by the Indians were re-captured.

The result was so important that the city of Philadelphia tendered him and his men a vote of thanks, and appropriated 150 pounds for a medal for the Colonel and to give relief to the widows and children of the soldiers lost.

There were three Indian paths leading from the Allegheny river to Philadelphia, which passed through what was and is now Cambria county. The Quemahoning trail from Bedford to Ligonier crossing the Quemahoning creek at Kickenapaling's Indian village, now in Somerset county; the Conemaugh, following the river to Johnstown thence to Bedford, and the Kittanning trail from Kittanning to Frankstown. However, the first highway for teams and wagons was the military road constructed by Colonel Boquet in 1758, to take his army to Fort Duquesne, which passed near to Stoystown.

The Bedford and Johnstown road is the oldest one in the county, and ends at the corner of Main and Bedfords streets, Johnstown. It was opened for travel so early that there are no records of it. It was the most direct route between these points, and may have been travelled as early as 1731, when it was simply a trail to the nearest block house at Bedford. It was used by Solomon and Samuel Adams and their sister Rachel between 1760 and 1770. At that time it came down Solomon's Run to Adam's mill, subsequently John Horner's mill, on the northerly side of the Von Lunen road, in the Seventh ward. The old road passed Salix three miles to the south of that town. It has been changed in many places, but it is substantially the same road between these points that the pioneers and the Indians used as a path. It was upon this road that Samuel Adams was killed by the Indians in 1771, as noted elsewhere.

The Kittanning Trail, or Burgoon's Gap Road, was one of the northerly pathways between Bedford and Kittanning, or Lake Erie, at a very early date, at least in 1754. It led from Frankstown to what is now known as Kittanning Point on the Pennsylvania railroad, where there are two gaps. The Kittanning trail was in the northeasterly gap and passed through Clearfield township, Hart's Sleeping Place, near Carrolltown, thence through Susquehanna township to Kittanning. This road was not in use in 1816, excepting through the Burgoon Gap, the

southwesterly gap at Kittanning Point, thence passing Cadwalladers, and Elder's Mill, in Gallitzin township to Loretto. The Burgoon, or the Dry Gap road to Captain Michael McGuire was used prior to 1789, when the Galbreath road was opened, through Blair's Gap to Frankstown.

On April 6, 1787, the executive council for the province of Pennsylvania appointed Charles Campbell, of Westmoreland county, James Harris, of Cumberland county, surveyor, and Solomon Adams of Bedford county, Commissioners to lay out a highway between the navigable waters of the Frankstown branch of the Juniata and the river Conemaugh, agreeable to the act of assembly of March 29, 1787. Charles Campbell was the grandfather of Joseph H. Campbell, formerly a resident of Ebensburg. He is also the same person who took out the warrant for the land on which Johnstown is now located. Solomon Adams is the same Mr. Adams who occupied the tract of land known as "Adams Mill Site," in the Seventh ward of the city, and extending along Solomon's run, later acquired by John Horner.

On September 25, 1788, the bid of Robert Galbreath, of Bedford, was accepted. He offered to make a good public road to lead "from Frankstown to the mouth of Loyalhanning creek," fifteen feet in width, except at places where digging or bridges were necessary, which were to be twelve feet, for three hundred and ninety-three pounds in specie, or about \$1,906. Hugh Davidson and Andrew Henderson were his sureties for the faithful performance of the work. On January 4, 1790, Mr. Galbreath made this report to the council:

"Agreeably to a contract made with your honorable Board in September 1780, I have proceeded to open the road from Frankstown, in Huntingdon county to the mouth of the Blacklick, in Westmoreland county, & having compleated the same as will appear by the enclosed certificates, take the liberty of requesting a performance of the contract.

"I also beg leave to inform the Honorable Board, that at the time I undertook this Business it was with a full conviction that the distance was no more than forty three miles agreeably to the Draughts made by the Commissioners appointed to lay out the road. Whereas the real distance measured after Compleating the Business (the chain carrier being previously sworn) is fifty four miles, & the Comm'rs in surveying the road after running several different courses laid down the draught in a straight line from the first to the last which will appear by a copy of the field notes obtained from Mr. Harris. I was con-

sequently obliged at a considerable expense to do what they have already been paid for in addition to the expense of clearing the Road eleven miles further than I had any Idea of when I made the contract. Confident of the Justice of your Honorable Board I appeal to it on this occasion. Should any further Information on the subject be deemed necessary I would be happy in laying it before you or any Committee for the purpose."

Thence follow the field notes, which appear in the first series of Archives, in volume 11, at page 656. The road was laid out in August, 1790, beginning at a buttonwood on the branch of the Juniata near Dan Titus, thence up near Blair's run; thence to a beech on the top of the Allegheny mountains; thence to a branch of the Clearfield creek; thence to a beech at Robinson's Improvements; thence to a beech over the north branch of the Conemaugh river above the Great Elk Lick; thence to a small branch of the Conemaugh river running southward 620 to a chestnut; thence across several small branches of the river to the top of the Laurel Hill, thence to the mouth of the Blacklick creek below Blairsville. There are recorded four certificates from persons who had examined the road and approved it, namely: Captain Michael McGuire, James Karr, Daniel Titus, and Joseph McCartney, who said "One wagon I have seen that had come from Frankstown to the West side of Laurel Hill and heard no complaints." The certificate of Captain Michael McGuire, dated November 30, 1789, is thus: "I do certify that I have travelled the new road opened by Robert Galbreath, Esq., from Frankstown to Conemaugh and found it sufficiently opened, and found the Digging and Bridging Compleatly finished where it was necessary, and Likewise Drove My Waggon with upwards of Twenty Hundred over the Alleghany Mountains with Ease; Nor Did I find any difficulty in any Parts of the Road so far as I had occasion to travel it."

The Galbreath, or the Frankstown road, ran along the ridge almost to Munster, thence it took a southward course and passed Ebensburg about four miles to the south; thence to and across the Laurel Hill. The popular Frankstown avenue in the city of Pittsburg is the westerly terminus of this road; however, the part in Cambria county has long been abandoned. The objection that it was too far south seemed to be sustained, as a report stated: "But from information of other as well as my own observation I am convinced that by continuing upon the dividing ridge which separates the waters of Connemach from

those of the Clearfield and Chest, a good road may be had several miles shorter, and much easier made. * * * Indeed these mountains (except some of the east side of the Allegheny) are no obstruction to the road; they are capable of a close settlement the whole way across, but the lands being already appropriated by such as do not choose to live on them. There is more than thirty miles without a house." This report is neither dated or signed. The exception seems to have been dismissed and a settlement made with Mr. Galbreath.

There is confusion in the name of the Frankstown road, as there were two highways of that name. The second one was authorized by the province, April 10, 1792, (3 Smith, 85), to lead from "Frankstown to Conemaugh, (Johnstown) at the mouth of the Stoney creek, and from thence to the northwest side of the Chestnut ridge, at or near Thomas Trimbles." This road was completed that year as it appears on the Howell map of 1792. It has been of great service and is as yet the direct route from Johnstown to Hollidaysburg. It was a prominent highway while the canal system was in operation. The road is thirty-three miles in length between these points, and passes through the northerly part of the Cedar swamp and below the old reservoir to Johnstown.

The route, at least that part of it west of Johnstown, was probably changed by the act of assembly dated April 11, 1799, (3 Smith, 385), for the convenience of the people between "Frankstown and Ligonier Valley." The Hudson and Morrison map of 1816 shows two roads from Johnstown leading to the west, one on each side of the Conemaugh river, which were probably the continuation of the Frankstown road to Johnstown. Neither of them have been in use for very many years, but evidence still appears that they were one time. Mr. James L. Shields, now residing in Blairsville, travelled the road on the south side of the river before the canal was constructed, and before there was a bridge erected over either the Conemaugh or the Stony creek rivers below their junction at Johnstown. He was then about sixteen years of age, and crossed the Conemaugh river at the Point in a little rowboat which was conducted as a sort of a ferry. The westerly landing was about where the west abutment of the Pennsylvania railroad stone bridge is now located.

A petition was presented to the court of quarter sessions for Somerset county at the September term, 1798, for the ap-

pointment of viewers to lay out a road running west from the Huntington county line, near Beula. On December 17, 1798, (Road docket A, page 137), the report of John J. Evans, Simon James, Peter Galbreath, William Seamy, Ebenezer Hickling and Thomas W. James appears. They laid out a road "from the Huntingdon County line at the Dividing Ridge between that county and Somerset County where the new cut road from Frankstown to the town of Beula to the Westmoreland County line on the north end of Laurel Hill," passing through the "center of the town of Beula".

At the December term, 1800, a petition was presented describing the situation very clearly as follows: "That a road hath lately been laid out from the Town of Somerset to the Town of Beula passing by or near a place known by the name of Samuel Steel's saw mill. Also, that one other road from Somerset to Beula aforesaid hath been laid out as 'tis presumed pursuant to order or orders hitherto issued by the said court, which both roads we understand will at the present Sessions be presented for confirmation. In the laying out the two roads aforesaid the said petitioners agree there is great propriety as they swerve from each other so as that the one materially accommodates the neighborhood of Stoystown and the other in a less degree as tis at present surveyed accommodates Benn's Creek settlement, yet, under the impression that the road intended to accomodate Benn's Creek and its neighborhood more fully the petitioners pray the said Court to nominate and appoint a sufficient number of suitable persons to review that part of the said road (meaning the Westernmost route to Beula) which lies between John Reed's saw mill and Somerset". The court appointed Daniel Miller, Andrew Neel, John Borntrager, Jacob Berkey, John McQuiller and John Rhoads to review and examine the ground, and make such alterations as were necessary. The road was substantially laid out on what is now the Somerset and Johnstown road.

At the February term, 1801, of the court of common pleas for Somerset county, another petition was presented to change the route of another part of the Beula road as follows. "The petition of divers inhabitants in Somerset County humbly sheweth that your petitioners on the west side of the Allegheny Mountains in said township of Cambria in said County humbly pray for a review of the road that leads from Frankstown to Beula from Thomas B. Durbin's house to a mile on the East

side of the Little Conemaugh on said road." Finding it to be three miles shorter than the other route, they consider it better. These petitioners were Thomas Braniff, Patrick Braniff, Michael Braniff, Arthur McGough, Andrew Mikesil, A. Weisener, Tom Welch, William Dodson, Martin Mikesil, Sr., William Dickson, Martin Mikesil, Jr., Michael Diamond, Samuel Longstreth, Daniel Diamond, Sr., Daniel Diamond, Jr., Samuel White and Isaac Crum.

An examination of the Hudson and Morrison map of 1816 does not show that the Beula road was ever opened between Johnstown and Beula, and the only evidence of it is the fording just above the Franklin street bridge, which is called the "Beula fording" to this day.

The Act of Assembly dated April 8, 1833 (P. L. 365), appointed Charles Ogle, John Witt, John McMullen, John Bell, Jesse Griffith, Samuel Kimmell, Peter Levy, Garret Ream and Peter Levergood to organize the Somerset and Conemaugh Turnpike Company to make a turnpike road from the borough of Somerset to the canal basin at Johnstown. This took the place of the old Beula road. The new pike came through Morris street to the south end of the Franklin street bridge. The old Kernville covered bridge was erected at that point in 1836, and it was the first bridge across the Stonycreek river below Fox's fording bridge. The old Beula road followed the Stonycreek bank from Poplar street bridge to the Beula ford. The borough of Johnstown purchased the rights of the turnpike company to Morris street, now Franklin, in the Fifth and Sixth wards in 1883.

The Huntingdon, Cambria and Indiana turnpike was authorized March 10, 1810, but letters patent incorporating the company were not issued until February 15, 1815. This road is now known as the stone pike leading from Hollidaysburg through Ebensburg to Blairsville, thence to Pittsburg.

In addition to this northern pike there were three other turnpikes crossing the mountains south of Johnstown. The first was the National Pike from Cumberland to Wheeling, authorized April 9, 1807, but not completed until 1821; the Bedford and Somerset pike by the act of March 9, 1814; the Bedford and Stoyestown pike, on March 8, 1815, and the Stoyestown and Greensburg pike the same day. On March 27, 1819, another road was authorized to be made between Ebensburg and Indiana. The old covered bridge at Blairsville, built in 1820,

was at that time the finest one in the western part of the country. It was destroyed by the Johnstown flood of May 31, 1889. The Northern pike was finished in 1821, and the Bedford and Stoystown pike in 1818. The first year the Northern pike was in operation the amount received from tolls was \$5,838.25, and the expenses \$4,267.60. There were six toll gates ten miles apart; two, seven and a half miles and one only five miles distant from another. The construction of the Northern turnpike reduced the charge for hauling pig metal from Huntingdon and Center counties to Pittsburg to twenty dollars and thirty dollars per ton, which before had been between fifty dollars and eighty dollars.

The following are the details of the construction of the three principal pikes nearest to Johnstown, dated March 23, 1822:

	Whole length...	No. of miles Completed.....	Capital.....	State.....	Cost per mile.	Width feet....	Depth inches..	Material.....
Bedford and Stoystown.	28½	All	\$40,400	\$104,000	\$6,211.22	12 to 15	15	Limestone Gravel
Somerset and Bedford...	33	15	40,000	12,500	3,000.22	15	15	
Huntingdon, Cambria and Somerset	80	80	55,950	171,850	3,435.22	11 to 13	13	Stone
National Pike	80	80	.....	.....	8,000	..	..	Stone

The road from Ebensburg to Summerhill was the first road ordered to be opened by the court after its organization in the new county. It was presented to Judge Young, who had as his associate judges Abraham Hildebrand and George Roberts, on December 3, 1807; the return was made and ordered to be opened March 8, 1808. It led from Ebensburg to Croyle's mill, on the Little Conemaugh river, now known as Summerhill. Thomas Croyle established a mill there about 1801. A bridge was erected across the river at a very early date, but it was washed away in the spring flood of 1824, and was immediately rebuilt. Another road was opened from the mill to connect with the Frankstown road on the top of the hills on the south side of the river.

The Phillipsburg road is the oldest county road extending north of Ebensburg. The proceedings were begun June 20th, 1808, but the viewers did not make their return until December 3, 1811. The petitioners represented that they "suffer great injury for the want of a road from the town of Ebensburg to join that one being made by the order of the Court of Centre

county from Phillipsburg to the line of the county of Clearfield, near the Great Forks of Clearfield creek. That the ground is such as to admit of a good wagon road being made at a moderate expense." The viewers were Samuel McMullen, Zephania Weakland, William O'Keefe, Luke McGuire, David Todd and John Glass. They recommended it to be kept up by the supervisors of Allegheny township, and to be thirty feet in width. It passed through Loretto and the improvements of Delozier, Meloy's, Samuel McMullen, A. Anderson and Nugent.

On September 9, 1819, the Court appointed Peter Levergood, Isaac Proctor, Samuel Hildebrand, Shepley Priestly, Leavy Roberts and Christian Good viewers to lay out a public road between Johnstown and Ebensburg. The Northern pike was then in the course of construction. On October 9 they reported that they had laid out such a road to lead from "Johnstown to the Turnpike road at Bellewes Cabbins," to be thirty-five feet in width. This is substantially the road which now connects with the old stone pike at Munday's. It has been the principal road for driving between these points, and is the best road at this date. The distance is eighteen miles, and many interesting tales are told of fast driving in the early days of sleighing, or in less than two hours when it was favorable. On one occasion within recent years, a Johnstown merchant desiring to get a writ of execution ahead of one which had been sent by mail on the morning train, employed J. C. Pender to drive him in a two horse buggy under contract to reach Ebensburg before the railroad train, which he did in one hour and ten minutes, and secured the first *feri facias* and got his money, too.

After the completion of the Old Portage railroad the favored route from Johnstown was by railroad to Jefferson, now Wilmore, then driving to Ebensburg. However, since the completion of the Ebensburg branch in 1861, the best manner of traveling is by the Pennsylvania railroad via Cresson.

Prior to 1821, the only road between Ebensburg and Johnstown was via Croyle's road and bridge, now Summerhill, thence to the Frankstown road into the town.

On October 25, 1818, a road was laid out from the Somerset county line at Garrett Reams' to the south end of Franklin street—at that time at the Kernville bridge. What is now known as Franklin street through the Fifth and Sixth wards was named and known as Morris street. In 1821, January 2,

another road to lead from the Somerset county line, at or near Henry Miltenberger's to Johnstown was opened.

On June 3, 1817, the court appointed Adam Cover, William Spencer and A. Murphy viewers to meet viewers on the part of Somerset county to locate a bridge across the Stonycreek at or near Fox's Fording, which was near the Red bridge, or what is now known as Kring's. This was the first bridge across the Stonycreek river. In traveling between Somerset and Beula or Ebensburg, the Stonycreek river was crossed at the Beula fording at the Franklin street bridge when fordable, but when the water was high it was necessary to cross at Fox's fording.

On the same day another board of viewers were appointed to locate a bridge across the Little Conemaugh at or near Johnstown. It is probably located a little north of the Walnut street bridge, but it was the first erected in the town. There were but two other bridges in the county—one at Croyle's and the other at Fox's fording prior to 1816. The order to locate a county bridge at Fox's fording, dated June 3, 1817, authorized the second bridge at that place. It was so selected on account of it being the most economical place for a bridge.

CHAPTER VII.

A POLITICAL REVIEW—THE POLITICS OF THE COUNTY, STATE AND NATION FROM 1808.

On National affairs, Cambria was substantially a Democratic county until 1893, when it became Republican.

The system of our government is a subject of much interest to all classes; therefore, it is necessary to a proper understanding of county politics, to acquire correct knowledge of the national parties and their leaders. The political organizations in the townships are a part of the great system which controls the federal government.

When the federal government was formed in 1789 there was but one party of any strength—the Federal party—of which Washington, Hamilton, Jay, Adams, Marshall, Roger Sherman, Richard Henry Lee, Pinckney, and Fisher Ames were the leaders. They continued in control until 1800, when a disagreement with John Adams caused the election of Thomas Jefferson. The differences had been smoldering for a long time, and being so far apart it was certain to cause the division. The Federalists advocated a central government, a protective tariff, a national currency, and many other policies which now prevail in the Republican party, or, in other words, it is better to have one nation than to have forty-six single states, each antagonistic to the other.

When Jefferson succeeded to the Presidency in 1801, he organized among the farmers and planters what was known as the Republican-Democratic party as against the industrial establishments, or the workmen of the shops and mills.

For a time, the Federalist was a northern party, and the Republican-Democratic, a southern one. So far as national politics were concerned, the former died about 1817, and locally throughout the north about 1823.

The party of Thomas Jefferson continued in control of the general government, with three exceptions—John Quincy Adams, Harrison-Tyler, and Taylor-Fillmore administrations—until the election of Mr. Lincoln; since that event, with one exception, 1893 to 1897—the presidency and congress have been

under Republican rule. It is true, Cleveland was president from 1885 to 1889, but the senate was Republican, and at times the Democrats had control of the lower house of congress, but the latter never had full control except under Cleveland's second term.

Jefferson was opposed to a war with England, and thereby he was humiliated by both England and France, especially by the former in the impressment of American seamen. Jefferson induced congress to pass the embargo act, which did more harm to America than to England. Notwithstanding these conditions, Madison, a follower of Jefferson, was elected president in 1808.

The first presidential election in Cambria county was held on Monday, November 7, 1808, and the election in 1812 was on Friday, October 30; as late as 1836, it was held on Friday, November 4, and in 1840 it was held on Friday, October 30, "being the fifth Friday preceding the first Wednesday of December."

A reference to the table of votes cast for this office shows that there were but 62 votes for Madison, and 7 for Pinckney, in the five polling places in the county; one at the house of Cornelius McGuire, in Allegheny township; one at the residence of John Braniff; one in the court house at Ebensburg for Cambria township; one at the dwelling of Mary Beatty, in Johnstown; and one at the house of John Grossnickle, near Geistown, for Conemaugh township.

The voters in the borough of Conemaugh, subsequently changed to Johnstown, voted in the township of Conemaugh from 1831 to 1844. The poll being in the borough.

	1860	1864	1868	1872	1876	1880
Adams.....	...	...	...	42	67	94
Allegheny..... 55	128	33	215	129	27	245
Barr.....	...	...	...	32	53	109
Blacklick..... 66	36	46	34	51	79	43
Cambria Bor.....	...	10	146	35	223	170
Cambria Bor 2.....	...	...	...	...	...	151
Cambria..... 180	31	153	35	165	55	178
Carroll..... 58	146	20	317	46	286	209
Carrolltown Bor 5	14	2	55	4	73	8
Chest Spgs. Bor 40	14	2	35	32	20	6
Chest..... 25	54	9	117	35	138	88
Clearfield..... 24	125	21	196	36	272	221
Conemaugh..... 98	36	86	54	98	65	34
Conemaugh Bor. 81	66	10	14	28	104	230
Conemaugh Bor 2...	...	27	68	56	148	202
Coopersdale Bor....	...	...	...	...	...	11
Croyle..... 72	67	31	84	60	99	114
Dean.....	...	...	...	...	...	22
East Conemaugh	...	...	...	...	...	...
Borough.....	...	...	...	31	47	55
Ebensburg Bor. 115	82	69	12	92	21	22
Ebensburg Bor.,	...	...	...	...	...	...
West Ward.....	...	74	76	61	74	91
Elder.....	...	...	...	...	...	93
Franklin Bor.....	...	...	63	27	12	29
Gallitzin Bor.....	...	...	...	...	...	116
Gallitzin..... 45	57	17	90	53	121	46
Jackson..... 107	34	68	54	102	55	143
Johnstown, 1st . 181	37	1	124	57	201	88
Johnstown, 2d . 60	67	6	103	39	122	53
Johnstown, 3d . 58	23	3	49	80	71	107
Johnstown, 4th . 108	15	40	5	70	45	120
Johnstown, 5th.....	...	149	64	149	61	94
Johnstown, 6th.....	...	...	...	55	22	91
Loretto..... 9	33	1	10	33	11	48
Millville..... 122	19	7	86	102	206	68
Millville, 2d.....	...	...	...	...	...	103
Munster..... 19	85	8	102	22	119	109
Portage.....	...	...	...	...	...	75
Prospect Bor.....	...	3	27	21	49	59
Reade.....	...	...	...	...	...	52
Richland..... 160	36	127	133	170	141	91
Stonycreek.....	...	...	...	...	...	56
Summerhill..... 64	66	43	71	45	106	65
*Summitville..... 2	34	4	30	6	29	2

* Abandoned June 5, 1882.

Tunnelhill Borough...	9	42	20	95	18	75	21	92	19	87	25	71	...
Upper Yoder	92	18	131	49	192	57	119	23	101	16	124	14	5
Washington	36	207	26	127	32	145	40	142	48	129	67	113	...
Washington, No. 2.....	...	...	28	96	20	79	...	...	...	...	...	...	...
Westmont Borough	...	...	...	...	28	9	67	4	79	6	152	19	6
West Taylor	111	49	113	50	112	43	130	28	128	46	78	8	4
West Taylor, No. 2.....	...	...	...	...	...	...	...	...	...	...	89	28	6
White	32	36	54	62	47	42	66	48	87	41	79	25	...
Wilmore Borough ...	39	31	40	28	27	80	38	29	30	22	34	18	4
Woodvale Borough...	65	60	114	121	...	...	...	...	...	...	...	...	...
Totals	4253	5517	6020	8838	10476	13106	646						
	4817	5948	6259	6560	7168	7223							
Plurality	564	431	239	2278	3308	5883							

We give the table of votes for every presidential election, as a study of it is of great value to the historical student. It clearly discloses the gradual progress of the county, and the shifting of the population. For instance, in 1852 there were 383 votes cast in Summerhill township, while in 1860 there were but 140; in Washington township there were 573 votes in 1852, and 192 in 1860. It recalls the issues of the campaigns and the men who led the parties, and substantially when each district was formed; not precisely, however, as that is accurately given in another chapter. In 1808 the twenty electoral votes of Pennsylvania, out of 175 in the country were cast for James Madison and George Clinton.

On June 12, 1812, war was declared against England, and Madison was re-elected. After three years of warfare, a treaty of peace was made which decided nothing of value, and left both countries as they were when it began. The twenty-five electoral votes of the state were given to James Madison and Elbridge Gerry, out of 217 in the country.

The Federal party was very feeble in 1816, and in the following year, ceased to have a national organization, although in local affairs it continued in spots until 1825, or thereabouts. James Monroe received 183 electoral votes to 34 for Rufus King, the Federalist, and in 1820 he received all of them with one exception. In the latter year there was but one electoral ticket in Pennsylvania, having 24 votes. John Todd of Bedford was the elector for this district. This period in our political history was known as the "era of good feeling." Under James Monroe's administration five states were admitted to the Union: Mississippi in 1817; Illinois in 1818; Alabama in 1819; Maine in 1820, and Missouri in 1821.

Pennsylvania voted for James Monroe and Daniel D. Tompkins in both years. With three exceptions, Pennsylvania has

always voted for the successful candidates. In 1832, it voted for William Wilkins for vice-president but Martin Van Buren was elected: in 1884 and 1892 it voted for James G. Blaine and Benjamin Harrison, and both were defeated. The total electoral vote in 1816 and 1820 was 217 and 235, respectively.

James Monroe had adopted and carried into practice many of the principles of the Federal party, especially those of internal improvements. In 1821 he built the National turnpike from Cumberland to Wheeling, which passes through Somerset county. These acts of Monroe revived the spirits of the old Federalists, therefore there were four candidates for president in 1824: John Quincy Adams, Henry Clay, Wm. H. Crawford, and Andrew Jackson.

Jackson, the Republican-Democratic candidate, had a plurality but not a majority of the electoral votes, and the election was thrown into the lower house, where Adams received the votes of thirteen states; Jackson of seven, and Crawford of four. Henry Clay was made secretary of state, which caused the unfounded charge of a "corrupt bargain," which was sufficient to prevent him from ever being president. The twenty-four electoral votes of Pennsylvania were cast for Andrew Jackson.

The cry of the "corrupt bargain" and the Jacksonian policy of "to the victors belong the spoils" swept the country in 1828, and Andrew Jackson's admirable decision of character in managing the South Carolina nullifiers increased his vote in 1832.

Cambria was overwhelmingly for Jackson in 1832. Notwithstanding the fact that Henry Clay was the exponent of the protective policy, Pennsylvania never gave him her electoral vote; even in 1832, when he was a candidate, there was not a Clay ticket in Cambria county or the state. The 96 opponents of Jackson in Cambria voted for William Wirt and Amos Ellmaker, the Anti-Masonic candidates. The Whig party was organized in 1830. Pennsylvania had 28 electoral votes out of 261 in the nation in 1832.

Martin Van Buren was a protege of Andrew Jackson, and won over William H. Harrison in 1836 on Jackson's reputation, especially on his attitude on the United States Bank question. In the following year occurred the most distressing panic the country ever had.

Cambria, for the first time, was carried for the anti-Demo-

cratic candidate in 1836, when William H. Harrison and Francis Granger had a majority of 104. Pennsylvania had 30 electoral votes in 1832-36 and '40.

General William Henry Harrison was again nominated in 1840. John Tyler took the place of Francis Granger for vice-president on the Harrison ticket. The Jackson policy on the bank question was not satisfactory to the country, nor were its free trade principles acceptable, and Harrison and Tyler were elected by 240 to 60 electoral votes. William Henry Harrison died within a month after his inauguration and John Tyler succeeded to the office. He reversed the policies upon which the ticket was elected, adopted the free trade principles of the Virginia class of statesmen, and wrecked the Whig party. Cambria county did not cast its vote for Harrison this time.

The campaign in Cambria county was vigorous. The Allegheny Portage railroad was in the control of the State Democracy. The Democratic county convention met in Ebensburg on June 30, and nominated a full ticket. R. P. Linton was chairman of the committee. At that time each borough and township was entitled to two delegates. The friends of Van Buren called a meeting in the court house for that evening at early candle-light. The members of the standing county committee were: Robert P. Linton, Charles Litzinger, William Todd, Jacob Luther, John Anderson, John McGough, Hugh Dugan, Jesse Patterson, John Singer, Christian Horner, James Murray, William Pryce, Patrick Shiels, David Summerville, Peter McGuire, John Luckett, John Pringle, Jacob Horner, Charles Wilson, and George Kring.

While slavery was a vexed question for many years it began to show itself prominently in the campaign of 1844. The advocates of slavery switched the question to the annexation of Texas, and with it James K. Polk and George M. Dallas won over Henry Clay and T. Frelinghuysen. Clay had been a candidate in 1824, 1832, as well as this year. The refusal of the Democratic party to nominate Van Buren in '44, caused trouble in New York state, but it was not sufficient that year to elect Clay. James G. Birney, the anti-slavery candidate, reduced the Whig vote there and Polk succeeded in getting the electoral vote. Pennsylvania had only 26 votes in the electoral college in '44, having proportionately lost its population through the free trade policies of Jackson, Van Buren and Tyler.

In 1848 General Zachary Taylor, the hero of the Mexican

War, was nominated for president by the Whig party, and Lewis Cass by the Democrats. The anti-slavery advocates in New York, with the Van Buren barn-burners, reduced the Cass vote and gave the state to Taylor, who was a Louisiana slaveholder. Cambria county had at this time 2,619 votes, out of which Cass only had a majority of 153. The state had 26 electoral votes. President Taylor died in 1850, and Millard Fillmore, of New York, succeeded him.

The Clay, Calhoun-Webster compromise of 1850 was intended to quiet the slave question, but it really opened it wider than ever. The most unfortunate event was the speech of Daniel Webster, made in the senate on March 7, 1850, by which he lost the confidence of the North. Its idol now lay shattered. He had agreed to the enforcement of the fugitive slave law. The Whig party was dying: Winfield Scott could not get the vote in the South. Franklin Pierce received a large vote, having 254 electoral votes out of 296. Scott lost Cambria county by 574 votes.

Senator Douglas introduced and congress passed in 1854 the Kansas-Nebraska bill, which embodied the policy that slavery could be established in any state or territory. It repealed the Missouri Compromise of 1820, which had made provision for the admission of Maine and Missouri into the Union. That Act of Congress was the beginning of the Civil war which ended at Appomattox in April, 1865. Kansas was the preliminary battle-field, and John Brown was there solidifying the anti-slavery vote.

The Whig party had disappeared and ended its mission. The Republican party was founded in Pittsburg in 1855, but was not organized until June, 1856, when at Philadelphia it nominated John C. Fremont and William L. Dayton. The vote for Fremont was surprisingly large, but not sufficient to defeat Buchanan. It was practically the beginning of the end of a thirty-five year warfare on slavery, which closed with the defeat of the Confederacy. James Buchanan and J. C. Breckinridge were elected. Cambria county gave them a majority of 1322.

Slavery had divided the National Democratic party, and in Cambria county it was as badly split. The regular Democratic county convention met July 9, 1860, and nominated a full ticket, with George Nelson Smith, of Johnstown, for the As-

sembly. But it was not done without a bolt by the Breckinridge adherents. The Douglas men controlled the convention.

On July 23, the Republicans nominated a complete ticket with Alexander C. Mullin, of Ebensburg, for the Assembly.

On August 28 the Breckinridge Democrats met at Ebensburg and also nominated a complete ticket, with Michael Dan Magehan for the General Assembly. All the parties held meetings throughout the county. Howard Roberts, then of Ebensburg, was the chairman of the Republican county committee. Among his leading workers were Colonel J. M. Campbell, James M. Swank, D. J. Morrell, A. A. Barker, William M. Jones, John M. King, John Roberts, James D. Hamilton, of Wilmore, Hugh Gallagher of Allegheny, Samuel Reed, of Blacklick, David Watt, of Gallitzin, Jason Pringle, of Summerhill, and Edwin A. Vickroy, of Yoder. Samuel McKeever, of Johnstown, was captain of the "wide awakes."

Augustine Durbin was the chairman of the Breckinridge committee, and his leading assistants were S. B. McCormick, W. Weimer and William P. Patton, of Johnstown; Richard White and James McGough, of Allegheny; James Burk, of Summerhill; Peter McGough and Thomas Short, of Washington; Francis Bearer and Thomas Powers, of Susquehanna; W. William Hudson and F. K. Herlinger, of Croyle; Simon Dunmyer, of Jackson, and Jacob Dunmyer, of Richland. Their headquarters were at Ebensburg, and their adherents, who were plentiful, were: John A. Blair, Charles Murray, Joseph McDonald, John Thomas, Michael Dan Magehan, John Buck, Jeremiah McGonigal, of Hemlock (now Lilly), Isaac B. Wike, James Myers, Augustine McConnell and James Riffle, of the Summit, Jordan Marbourg, A. J. Hite, Lewis Plitt, John Hannan.

The leaders of the Douglas-Democratic party were Philip and Thomas Collins, Robert L. Johnston, Phil S. Moon, John Rhey, Michael Hasson, John Fenlon, R. A. McCoy, Rees and John Lloyd and Chrysostom Noon, of Ebensburg; John P. Linton, W. H. Rose, Harry A. Boggs, who had been a Breckinridge adherent, and succeeded John Buck as postmaster at Johnstown. George Nelson Smith was a delegate to the Charleston convention for Douglas, and subsequently voted for him at Baltimore; and Michael Bracken of Gallitzin.

It was the most bitter political contest ever held in Cambria county; it was a trial of strength between factions, with an element of slavery or anti-slavery in each. On one occasion,

there was a struggle between the Douglas and the Breckinridge Democrats for the possession of the court house to hold a political meeting. Judge Taylor was holding court, and as soon as he had directed the court crier to adjourn, and before he had left the bench, Philip Collins arose and nominated Thomas Collins as president of the meeting. Immediately some one nominated John A. Blair for the Breckinridge partisans. Collins was declared president and endeavored to take the seat before Judge Taylor could adjust his papers on the bench. Blair resisted, and his followers sent word to other friends about the hotels to come to their assistance, and they obeyed the summons. It was in the old court room, with the wooden rail around the bench. Discussion gave way to physical strength; the rail was torn down, the stove upset, and chairs and seats generally broken. It is said that Tom Collins presided at that meeting such as it was.

The Douglas-Breckinridge advocates in the state had made a fusion on the electoral vote, each to have a certain proportion of the vote in case of success; this arrangement was known as the "Reading ticket." In accordance therewith, a fine pole was raised at Gideon Martz's, at Pensacola, on the Wilmore plankroad, with a Douglas-Breckinridge flag floating from the tiptop. It was a great success for a short time. That night two men, said to be Captain Thomas Davis and Milton Jones, cut it down by boring it with an auger, inasmuch as quietness was necessary. The pole falling on a pig pen, started the animals to squeal, which noise brought out the residents. The flag was procured and torn lengthwise. The portion with the name of Douglas was stretched to the breeze and the Breckinridge portion was fouled in the mud at the foot of the tree.

The election was then held on the second Tuesday of October, and resulted in the election of the entire Republican county ticket. The vote is a study to the student of history, disclosing the fact that about one-third of the Democratic voters were followers of Breckinridge. Comparing the vote with that of 1856, it will be observed that many anti-slavery Democrats voted the Republican ticket.

The vote in the county was:

Assembly: Mullin, Rep., 1,542; Smith, Douglas Dem., 1,172; Magehan, Breckinridge Dem., 900; Potts, New County, 1,107.

Register and Recorder: Lytle, Rep., 1,459; Griffin, Douglas Dem., 1,429; Gregg, B. Dem., 1,117; Canan, Ind., 692.

Commissioner: Cooper, Rep., 2,302; Ferguson, Douglas Dem., 1,479; Gill, B. Dem., 831.

Auditor: Nelson, Rep., 2,181; Christy, Douglas Dem., 1,527; Stalb, B. Dem., 832.

Poor House Director: Douglas, Rep., 2,361; Hopple, Dem., 2,151.

By referring to the table of the presidential vote it will be observed that there were four candidates in 1860, and that Cambria for the second time had cast a majority vote against the combined opposition, excepting that Foster for governor had 406 votes over Curtin.

Michael Dan Magehan left the Whig party with John Fenlon, R. L. Johnston and others shortly after the Know-Nothing issue raised in 1854. Judge Johnston has stated that he was undecided to which party he would become attached until 1856, when he joined the Democratic ranks.

Abraham Lincoln had a majority of 89,159 in the state over the fusion, or what was termed the "Reading ticket." The Reading ticket was a fusion of the Douglas-Breckinridge electors. Each party had a certain number of followers on the electoral ticket, with the understanding if Pennsylvania should decide the issue that its entire vote should be cast for the candidate who could win. Mr. Lincoln had a plurality over Douglas of 251,265; over John Bell, 255,254, and a majority of 61,618 over all. In the electoral college Lincoln received 180 votes; John C. Breckinridge, 72; John Bell, 39, and Stephen A. Douglas, 12, making 303 electoral votes in the country.

During the interregnum between the election and the inauguration of Mr. Lincoln, several of the southern states, led by South Carolina, seceded and formed the Confederacy. On April 12, 1861, about 4 o'clock in the morning, the Confederates fired the first shot upon the little garrison in Fort Sumter.

President Lincoln was re-elected in 1864, over Major-General George B. McClellan on the Democratic ticket. The platform of the latter contained a plank that decreed the war a failure, and advocated a compromise. Mr. Lincoln received 212 electoral votes to 21 for General McClellan. There were 81 electoral votes missing because the southern states were for the time being out of the Union.

The vote cast by the troops in the field is only important to

establish the fact of the politics of each soldier who was then defending the Union. It shows conclusively that party politics were ignored. The soldiers voted in 1861, but there was much opposition to it by the Democratic party, on the ground that it was unconstitutional. Therefore, it appears that the vote for 1862 and 1863 was not counted. But in the meanwhile the vexed question of constitutionality had been determined by the court, and in 1864 the soldiers voted and their votes were returned and counted with the county and state vote.

The Fifty-fourth Pennsylvania Infantry Regiment was in Camp Curtin at Harrisburg, on the day of the election, October 8, 1861, and voted thus:

Captain, Regiment and Company.	James Furse, Rep..... Isaac Evans, Rep..... Henry C. Davine, Dem..... Associate Judge—Geo. W. Easley, Dem. James Conrad, Rep..... Commissioner—P. J. Little, Dem.... Robert H. Canan, Ind..... Charles B. Ellis, Rep..... Treasurer—Thomas Callan, Dem..... James D. Hamilton, Rep..... Sheriff—John Buck, Dem..... Abraham Kopelin, Rep..... Assembly—C. L. Pershing, Dem..... Judge—Geo. Taylor, Rep.....													
	12	7	9	2	11	1	7	6	1	10	1	1	10	10
John Suter, 54th, A.....	12	7	9	2	11	1	7	6	1	10	1	1	10	10
T. H. Lapsley, 54th, E.....	7	...	9	1	8	1	8	...	1	8	1	1	8	8
P. Graham, 54th, E.....	15	9	13	4	8	7	3	10	7	4	17	9	3	3
W. B. Bonaeker, 54th, I.....	22	13	15	10	17	12	15	...	11	17	14	14	14	14
James Carroll, 55th, A.....	7	17	13	15	10	21	9	...	20	8	23	22	8	8
M. O'Connell, 55th, E.....	12	12	...	12	...	12	...	...	12	...	12	12	...	...
At Point of Rocks, Md.—														
Co. F., 28th Penn. Vols.....	18	6	18	7	20	...	...	...	18	7	20	20	1	...
At Camp Tennally, D. C.—														
Co. A, 11th Pa. Reserves.....	41	20	19	18	25	20	16	3	22	18	23	22	21	19
Co. H, 12th Pa. Reserves.....	3	...	3	...	3	...	3	...	...	3	...	...	3	3
At Camp Harlan, D. C.—														
Co. G, 4th Pa. Reserves.....	17	3	28	9	24	8	6	15	7	9	26	24	6	4
Totals	136	99	115	89	113	102	67	34	99	84	137	125	74	69

It will be observed that there was not a Republican vote in Captain O'Connell's company, and not a Democratic vote in Company H, Twelfth Reserves, while the others were about the same as if each soldier had voted at home.

The Pennsylvania soldier vote in field and camp, October 11, 1864, was as follows:

LOCATION AND COMPANY.	Congress—R. L. Johnston, Dem.	A. A. Barker, Rep.	Assembly—C. L. Pershing, Dem.	Evam Roberts, Rep.
Fortress Monroe, Va., Co. F, 3d Pa. Artillery, 152d Pa. Vols.	2	2	2	2
Yellow House, Va., Weldon Railroad.	3	3	3	3
Clarysville Hospital, Maryland.	3	3	3	3
Camp Carroll, Md., Co. F, 194th Pa. Infantry.	7	7	7	7
Camp near Nashville, Tenn.	1	1	1	1
Camp Parole, Annapolis, Md.	1	1	1	1
Douglass Hospital, D. C.	1	1	1	1
Navy Yard Hospital, Annapolis, Md.	1	1	1	1
Camp Fry, Washington City, D. C.	2	2	2	2
Camp on the field, Army of James River, Co. K, 106th Pa. Vols.	14	14	14	14
Fort Brady, Va., Co. A, 206th Pa. Infantry.	2	2	2	2
Camp near Petersburg, Va., Co. F, 198th Pa. Infantry.	51	51	51	51
Cuyler Hospital, Philadelphia.	3	3	3	3
Mower Hospital, Philadelphia.	1	7	1	7
Old Court House, Va.	1	1	1	1
Lieut. Snodgrass' Headquarters, Co. D, 149th Pa. Infantry.	1	2	1	2
Camp near Petersburg, Va.	1	2	1	2
Camp near Point of Rocks, Md., Co. B, 211th Pa. Infantry.	1	1	1	1
Sickel's Barracks Hospital, Alexandria, Va.	1	1	1	1
Fort Delaware, Del.	1	1	1	1
Judiciary Hospital, Washington City, D. C.	1	1	1	1
Baptist Church Hospital, Alexandria, Va.	1	1	1	1
Camp Biddle, Pa.	8	8	8	8
Camp Cadwallader, Philadelphia, 187th Pa. Infantry.	3	7	2	7
United States Steamer "Express".	2	4	2	4
Near Winchester, Va., Co. F, 49th Pa. Infantry.	1	1	1	1
General Hospital, York, Pa.	1	1	1	1
Bermuda Hundreds, Va., 206th Pa. Infantry.	5	5	5	5
Bolivar Heights, W. Va., Co. M, 12th Pa. Cavalry.	5	10	5	9
Bolivar Heights, W. Va.	10	3	9	3
Rectortown, Va., Co. D, 5th Pa. Heavy Artillery.	22	22	21	28
Huddington Hospital, Philadelphia.	1	1	1	1
Fort Steadman, near Petersburg, Va.	1	1	1	1
Capt. Wishart's Headquarters, Army of James River, Co. H, 208th.	1	1	1	1
Thoroughfare Gap, Va., 202d Pa. Infantry.	1	1	1	1
City Point, Va., Co. G, 21st Pa. Infantry.	2	18	2	18
Cedar Creek, near Strasburg, Va., Co. A, 54th Pa. Infantry.	1	14	1	14
Camp near Hatcher's Run, Va., Co. C, 209th Pa. Infantry.	49	49	49	49
Chattanooga, Tenn.	1	1	1	1
Cedar Creek, Va., 54th Pa. Infantry.	9	10	10	10
Cedar Creek, Va., Co. D, 54th Pa. Infantry.	8	8	8	8
Fort Blois, Va.	1	1	1	1
Camp near Petersburg, Va., Co. D, 53d Pa. Infantry.	1	1	1	1
Fort Duchesne, Va., Co. E, 11th Pa. Infantry.	1	1	1	1
Camp near Winchester, Va., Co. E, 49th Pa. Infantry.	1	1	1	1
Cedar Creek, Va., 54th Pa. Infantry.	9	9	9	9
Totals	53	281	52	276

It will be noted that in the last year of the war the proportion of votes cast was more than five to one in favor of the Republican candidates.

The leading question to be determined in the Grant and Seymour campaign of 1868 was the reconstruction of the southern states. The Republican party insisted that they should not be clothed with their former rights until they would recognize the thirteenth, fourteenth, and fifteenth amendments to the Constitution. The plank in the Democratic platform was ambiguous on this question. It declared "amnesty for all past political offenses, and the regulation of the elective franchise in the states by their citizens." Ulysses S. Grant and Schuyler Colfax were elected by 214 to 80 electoral votes, 23 votes not participating, their constituents being still disfranchised. Pennsylvania gave 26 votes.

The general issues in the Grant-Greeley campaign of 1872 were the same as in 1868; however, discontented Republicans and a portion of the Democratic party nominated Horace Greeley. U. S. Grant and Henry Wilson received 286 electoral votes out of 352, of which Pennsylvania gave 29, and a plurality of 137,728.

In 1873 a severe financial panic came upon the country. The following year the Democratic party carried the XLIVth Congress for the first time since 1856, and Pennsylvania politics went the same way.

In 1876 the country was in distress, principally on account of the financial conditions. The Republicans had declared that specie payments should be resumed on January 1, 1879, and the Democrats were opposed, with a battle cry of reform in the tariff and civic affairs. The campaign closed with 185 electoral votes for Rutherford B. Hayes and 184 for Samuel J. Tilden. The Republicans contested the vote of Florida, Louisiana, and South Carolina and one vote of Oregon, but the electoral commission by a vote of eight to seven sustained the Hayes vote. Pennsylvania gave Hayes 29 votes.

Samuel J. Tilden declined a renomination in 1880. The Democratic party began its campaign on the alleged "great fraud" of 1876, which became futile on the exposure of the cipher telegrams between the Democratic managers. Near the close of the campaign the tariff became the live question, and General Hancock declined to consider it and averred that it was a "local issue."

James A. Garfield and Chester A. Arthur received 214 electoral votes out of 369, 29 of which were from Pennsylvania. General Garfield was assassinated July 2, 1881, and died at

Elberon, New Jersey, September 19, when Chester A. Arthur succeeded.

In 1882 the Democrats carried congress, and Grover Cleveland had over 192,000 majority in New York for governor. It was attempted to make the contest in 1884 on the tariff question, but it failed, and to the shame of the country the campaign became personal to the candidates. Grover Cleveland is claimed to have carried New York by 1,149 out of a total vote of over 1,200,000, which gave him 219 electoral votes out of 401. During Cleveland's administration the senate was controlled by the Republicans, and the house by the Democrats.

The issue in 1888 was solely on the tariff question, and Benjamin Harrison was elected by 233 electoral votes out of 401. Pennsylvania gave 30 votes in '84 and '88.

Senator M. S. Quay was the chairman of the Republican national committee in 1888. The Republicans controlled both houses of congress, and admitted four new states—Idaho, with three electoral votes; North Dakota, three; South Dakota, four, and Wyoming, three, making a total of 44, thus weakening the vote of the solid south.

In 1892 the same presidential candidates led their respective parties as in the last campaign. The country was generally very prosperous, but discontent prevailed in some of the western states, where General James B. Weaver was nominated by the People's party, and received over 1,000,000 votes, thus giving Mr. Cleveland 277 electoral votes out of 444. The Democrats also succeeded in carrying both the senate and the house, for the first time in thirty-five years. Pennsylvania gave 32 electoral votes in 1892, 1896 and 1900 to the Republican candidates for president and vice-president. Grover Cleveland carried Cambria county by 239 plurality in 1892. Since that election the county has been substantially and strongly Republican, excepting for factional differences in electing county officers on the Democratic ticket. The Democrats passed the Wilson tariff bill.

A severe financial panic came in May, 1893, as a result of the election of 1892, and caused much distress. The depression continued until 1897. The paramount issue was placing the country on a gold basis; and secondarily, the tariff question. William McKinley and Garrett A. Hobart received 271 electoral votes out of 447 in the nation. The Republican party repealed

the Wilson tariff act and adopted the Dingley protective bill, July 24, 1897.

The Spanish-American war began April 21, 1898, and practically closed July 3, 1898, when Admiral Sampson destroyed Cervera's fleet at Santiago.

William McKinley and William J. Bryan again led their parties in 1900. The issues were empirism and the tariff. The Democratic party endeavored to condemn the Republicans for taking the Philippine Islands as a result of the war with Spain. Little stress was laid on the tariff question, inasmuch as the country was exceedingly prosperous. William McKinley and Theodore Roosevelt received 292 electoral votes out of 447. Mr. McKinley was shot at Buffalo, September 6, 1901, and died there on the 14th, when Mr. Roosevelt succeeded him.

The general prosperity continued, and the opposition to the policies of the Republican party was feeble. At no time in the campaign of 1904 was it substantial. Theodore Roosevelt and Charles W. Fairbanks received 336 out of 476 electoral votes, and a popular plurality of 2,547,656, which was the largest ever cast. Pennsylvania, having 34 electoral votes, gave Roosevelt a plurality of 505,519. The entire vote was 1,236,738, as follows: Theodore Roosevelt, 840,949; Alton B. Parker, 335,430; Silas C. Swallow, Prohibitionist, 33,717; Eugene V. Debs, Socialist, 21,863; Charles E. Corregan, Socialist Labor, 2,211; and Parker, Independent, 2,568.

OUR GOVERNORS.

The first constitution of Pennsylvania was that of September 28, 1776, under which Benjamin Franklin was the chairman of the committee of safety. The next one was that of 1790. The president of the latter convention was General Thomas Mifflin, of Philadelphia, a Revolutionary soldier of great courage and distinction, who was that year elected the first governor over General Arthur St. Clair, of Westmoreland county. Governor Mifflin was re-elected in 1793 and 1796.

Judge Thomas McKean, who had been chief justice of the supreme court, was elected in 1799 over James Ross, the Federalist. Governor McKean was re-elected in 1802 and 1805. He was the nominee of the Jefferson Democracy, then known as the Republican-Democratic party. It was under Judge McKean's administration that the policy of "to the victors belong the spoils" was inaugurated in the state. In a letter to Jeffer-

son in 1801 he said: "I am sorry that I did not displace ten or eleven more, for it is not right to put a dagger in the hands of an assassin."

The first vote in Cambria county for governor was taken in 1808. Simon Snyder was a Jefferson Democrat. The candidate of the Federal party was Senator James Ross. Governor Snyder received 67,975 votes to 39,575 for Ross. The Federal party was declining in the state, and Ross only carried the counties of Delaware, Chester, Bucks, Lancaster, Luzerne and Adams. The vote in Cambria was as follows:

	Snyder.	Ross.
Allegheny township	47	51
Cambria township	96	31
Conemaugh township	37	37
	180	119

It will be observed that Ross carried Allegheny township through the vigorous efforts of Father Gallitzin, who was an ardent Federalist and a pastor who believed in maintaining his political views at the polls.

Governor Snyder was renominated in 1811. The Federal vote was divided between Judge William Tilghman, Richard Folwell and others. In Cambria county Snyder had 220 and Tilghman 34.

The war with England was nearing the end, Snyder had conducted a patriotic and satisfactory administration, and was therefore nominated for a third term in 1814. The first nomination made by a political convention in the state was for Snyder, and took place at Lancaster, March 7, 1808. The opposition was divided between George Latimore and Isaac Wayne. In Cambria county Snyder had 145 votes; Latimore, 29, and Wayne, 22.

Governor Findlay, elected in 1817, was a Jefferson Democrat. The old Federalists supported Joseph Heister. Findlay only had a majority of 7,059. The election was contested, but Findlay was sustained. Cambria gave Findlay 205 and Heister 150.

Findlay and Heister were renominated in 1820 to lead their respective parties, the former at Lewistown and the latter at Carlisle. The indiscriminate chartering of banks with the flood of paper currency caused financial difficulties, and Heister was elected by a majority of 1,605. This was the first time the Fed-

eralists succeeded in carrying Cambria county—Heister 207; Findlay, 191.

Governor Shulze was the candidate of the Democratic party in 1823, and the name has continued till this day. The opposition candidate was Andrew Gregg, but the party had no substantial title, simply an opposition force. Shulze had over 25,000 majority. For the second time, Cambria was against the Democratic candidate; Gregg had 269 and Shulze 252.

Governor Shulze was renominated in 1826, and had no organized opposition in the state, receiving 72,000 votes. He had 392 in Cambria to 38 scattering votes. It was under his administration that the Pennsylvania canal and the old Portage railroad system was commenced.

George Wolf was nominated by the Jackson Democracy in 1829. The Whigs were then organized, and nominated Joseph Ritner. Cambria for the third time gave its vote against the Democratic party; thus: Ritner, 434; Wolf, 210; however, Governor Wolf was re-elected. It was under Governor Wolf's leadership and that of Thaddeus Stevens in the house that the common school system was adopted.

Wolf was an enthusiastic follower of Jackson, and was renominated in 1832. The Whigs and the Anti-Masonic parties renominated Ritner. Wolf was elected. The vote in Cambria was: Wolf, 598; Ritner, 340.

Wolf was renominated for a third term March 7, 1835, at Lewistown. The storm arising from the Anti-Masonic sentiment and the adoption of the common school system caused a disagreement in the Democratic party, and on the following day the dissenters nominated Henry A. Muhlenberg, and passed a resolution in favor of Martin Van Buren for president. The Whigs and their allies renominated Ritner, who was elected, the vote being Ritner, 94,023; Wolf, 65,801; Muhlenberg, 40,586. Cambria again voted for the Whig candidate, thus: Ritner, 694; Wolf, 610, and Muhlenberg, 38. The Whigs and Anti-Masons elected 71 out of 100 members of the Assembly. The same parties made a combination with the Muhlenberg senators and had 19 out of 33 in the senate. Since 1790 this was the second defeat for the Democracy for governor, and the first time that the opposition had control of both houses and the executive.

In October, 1838, the amendments to the constitution were adopted by a vote of 113,971 to 112,759. Governor Ritner was

renominated by the Whigs, and David Rittenhouse Porter, who was nominated by the Democratic party, was elected by a majority of 5,504, the vote being 127,825 to 122,321. In Cambria county Porter had 844 and Ritner 762. The vote was close and was not settled for several weeks. The excitement throughout the state was intense. The Democrats had a small majority in the house, while the Whigs controlled the senate. This situation produced a dual house and the famous "Buckshot war."

Governor Porter was re-elected in 1841 over John Banks, the Whig candidate. His vote in the state was 136,504 to 113,473 for Banks. F. J. Lemoyne, the Abolition candidate, received 763 votes. In Cambria county, Porter received 844 votes and Banks 810.

In 1844 the Democratic party nominated Francis Rawn Shunk, and the Whigs, Joseph Markle, of Westmoreland county. The former received 160,322 votes in the state, and Markle 156,040. In Cambria county the former had 1,129 to 969 for the latter.

On Friday, November 1, 1844, the day of the presidential election, a vote was taken to ascertain whether the state should dispose of its public works, which consisted of the canals and the Allegheny Portage railroad. The proposition was defeated, and the vote in Cambria county was even—955 in favor and the same number against it.

Governor Shunk, the Democratic nominee, was re-elected over James Irvin, the Whig candidate, in 1847, by almost 18,000 plurality. In Cambria county Shunk had 1,139 votes, and Irvin 974.

Governor Shunk resigned on the 9th of July, 1848. There is an interesting story in the political situation of that period. The governor, being very ill with a pulmonary disease, was not expected to live, and died within a few days thereafter. The law was then as it is now—if the vacancy should occur within ninety days of the next election his successor should serve another full year. In this case the gubernatorial election would be delayed until October, 1849. If the vacancy occurred prior to the ninety days' limitation, the election would take place in October, 1848. The Democratic managers decided that the election must be held in the presidential year of 1848, believing that Lewis Cass would carry the state, and they would thereby procure another Democratic governor. The Rev. Theodore Witt, of Harrisburg, the governor's pastor, prevailed upon him

to resign on Sunday, July 9th, which was the last day it could be done in order to secure the object the Democrats desired. The election took place October 9, 1848, and Morris L. Longstreth, the Democratic candidate, was defeated by William F. Johnston, and Zachary Taylor carried the state for president over Lewis Cass by almost 14,000 plurality. If the election had gone over until the following year, the Democratic candidate would in all probability have been elected, as the dying Whig party could not have made an energetic campaign. The hero of the Mexican war overturned all the calculations of the political managers.

In 1848, William Freame Johnston succeeded Shunk as governor by virtue of succession, he being the speaker of the senate. He was nominated by the Whigs for the regular term, and Morris L. Longstreth was his Democratic opponent. Johnston was elected, and was the third governor elected against Democratic opposition since 1790. In Cambria county Johnston had 1,151 votes, and Longstreth 1,421. The vote in the state was: Johnston, 168,522; Longstreth, 168,225; a plurality of 297. E. B. Gazzan, the Free Soil candidate, only polled 48 votes in the state.

The Democratic party nominated Senator William Bigler in 1851, and the Whigs renominated William F. Johnston, both of whom had formerly represented the Cambria senatorial district. The paramount issue in this campaign was that of slavery, caused by the compromise of 1850, which re-affirmed the Fugitive Slave Law. It caused a division of the anti-slavery vote, and Bigler, of Clearfield, was elected. His vote in Cambria was 1,765, to 1,230 for Johnston.

Governor Bigler was renominated in 1854, and the Whigs nominated Judge James Pollock, of the Northumberland-Lycoming judicial district. The Whig, Free Soil and Know-Nothing vote swept the state. In Cambria county Bigler had 1,739 votes to 1,627 for Pollock. The latter declined a renomination in 1857.

There were three candidates for governor in 1857—Senator Packer, of the Democrats; David Wilmot, of the Republican party; and Isaac Hazlehurst, of the Native American party. Packer was elected by 14,000 over both. In Cambria county Packer had 2,379; Wilmot, 1,042; and Hazlehurst, 165.

The ebb-tide of slavery was now rapidly approaching. In 1860 the Republican party nominated Andrew G. Curtin, of

Bellefonte, and the Democrats named Henry D. Foster, of Greensburg, a former congressman for the Cambria district. Curtin was elected by a majority of 32,000. The vote in Cambria county was: Curtin, 2,177; Foster, 2,583.

Governor Curtin was renominated in 1863, and Judge George W. Woodward was the candidate of the Democratic party; the former was elected. His vote in Cambria county was 2,164, to 3,000 for Woodward.

General John W. Geary, a former resident of Cambria county, was the Republican nominee in 1866, and Heister Clymer that of the Democratic party. Geary was elected by over 17,000 majority. His vote in Cambria was 2,643, to 3,295 for Clymer.

Governor Geary was renominated in 1869, and Asa Packer was nominated by the Democrats; the former was elected; his vote in Cambria county was 2,539, to 3,189 for Packer.

Cyrus L. Pershing, of Johnstown, was the Democratic candidate for the supreme court at this election, receiving 3,220 votes, to 2,418 for Henry W. Williams in the county; the latter was elected.

General John Frederic Hartranft was the nominee of the Republicans and Senator Charles R. Buckalew of the Democrats in 1872, when the former was elected; his vote in Cambria county was 2,823, to 3,530 for Buckalew.

Delegates for Cambria county district to the proposed constitutional convention were elected at this time; A. C. Finney, 2,756; John G. Hall, 3,269, and George A. Achenbach, 3,270, were chosen, and served in the convention of 1873.

On December 16, 1873, a special election was held to vote upon the new constitution. It was adopted; the vote in Cambria county was: in favor, 1,972; against, 1,813.

General Hartranft was re-nominated in 1875. Cyrus L. Pershing, formerly of Johnstown, but then president judge of the courts of Schuylkill county, was nominated at Erie, by the Democratic party. Governor Hartranft was re-elected; the vote in Cambria county was, Hartranft 2,325, to 3,399 for Judge Pershing.

The leading issue in 1878 was the resumption of specie payments on January 1, 1879. Henry Martyn Hoyt was nominated by the Republicans, Andrew Dill by the Democrats, and Samuel R. Mason by the Greenback party. Many gold Democrats voted for Hoyt, who was elected. The vote in Cambria was:

Hoyt, 3,342; Dill, 2,196; Mason, 1,081. Governor Hoyt was the first governor to serve a full term of four years under the new constitution, and was ineligible for re-election to succeed himself.

The Republican party was not united in 1882, owing to differences in the political management of the party. The regulars nominated James Addams Beaver; the Democrats, Robert E. Pattison; the Independent Republicans, John Stewart, and the Greenback-Labor party, Thomas Armstrong. Stewart polled 43,743 votes, which elected Pattison by a plurality of 40,202. In Cambria the vote was: Beaver, 3,279; Pattison, 4,247; Stewart, 188; and Armstrong, 551.

General Beaver was renominated in 1886, Chauncey Forward Black was named by the Democrats, and Charles Wolfe by the Prohibition party. General Beaver was elected by a plurality of 42,651. In Cambria county he had 3,865 votes; Black, 4,966, and Wolfe, 345.

Senator George Wallace Delamater, of Meadville, was nominated by the Republican party in 1890, and Governor Pattison was renominated by the Democrats, after the lapse of the term of Governor Beaver. The Republicans were dissatisfied with the political situation, and a sufficient number voted for Pattison to elect him. His plurality was over 16,000. In Cambria the vote was Delamater 4,092, and Pattison 5,834.

Adjutant-General Daniel Hartman Hastings, who had represented Governor Beaver in the work at Johnstown in maintaining order, removing the debris, and protecting the public health, subsequent to the flood of May 31, 1889, was nominated for governor by the Republican party in 1894, and William M. Singerly by the Democratic. The panic of 1893 caused a material change in the political situation in Cambria county. The entire Republican county ticket was elected that year for the first time since 1808, and since that year it has been substantially an anti-Democratic county. Hastings had 6,813 and Singerly 5,120 in the county, and a plurality of 241,397 in the state.

The political conditions in the state were complicated in 1898. A successor to Senator M. S. Quay was to be chosen; ambition and jealousy were alert. The Republicans nominated William A. Stone for governor; the Democrats, George A. Jenks, of Brookville, and the Prohibitionists, Silas C. Swallow. Stone was elected by a large plurality, 117,906, but was a

minority official. The vote in Cambria county was: Stone, 5,765; Jenks, 6,490; and Swallow, 1,966. Swallow had 132,931 votes in the state.

Attorney-General John P. Elkin, of Indiana, carried Cambria county for the Republican nomination for governor in 1902, but Judge Samuel Whitaker Pennypacker received the nomination. Robert E. Pattison was named by the Democrats for a third term, but Samuel W. Pennypacker was elected by a plurality of 142,350. In Cambria the vote was: Pennypacker, 8,909; Pattison, 8,492, and Swallow, 380. Swallow had 23,327 votes in the state.

PRESIDENT JUDGE ELECTIONS.

Since January 1, 1851, all judges of Pennsylvania have been elected for ten year periods by a direct vote of the people, the same as other officials. Prior to that year, they were appointed by the governor, as judges of the federal government have been and are now appointed by the president.

The first elective judge candidates in 1851 in the judicial district of which Cambria formed a part, were George Taylor, of Huntingdon, and Thomas P. Campbell, of Huntingdon; the former a Whig, and the latter a Democrat, who removed to Davenport, Iowa, in 1865, and died there February 6, 1881. The election took place the same day as the Bigler-Johnston contest for governor in 1851, resulting thus:

	Blair.	Cambria.	Huntingdon.	Total
Taylor, Whig	2,296	1,220	2,382	5,898
Campbell, Democrat	1,647	1,719	2,028	5,394

In 1861 Judge Taylor had no opposition for another ten-year term on the bench, excepting 19 votes, thus:

	For.	Against.
Blair	3,636	
Cambria	2,474	17
Huntingdon	2,636	2

The opposition votes in Cambria were all cast in Loretto. Judge Taylor also received a soldiers' vote of 136, the 54th and 55th Regiments being in Camp Curtin at Harrisburg, and Company A of the 11th Reserves and Company H of the 12th being at Camp Tenally, D. C.

In 1871 there were three candidates, Judge Taylor running as an independent. The vote in Cambria county was: Thaddeus Banks, Democrat, 2,818; John Dean, Republican, 2,208;

George Taylor, Independent. 390. Judge Dean was elected in the district.

There was no organized opposition to the re-election of Judge Dean in 1881, his name appearing on both the Republican and Democratic tickets. He received 5,984 votes, with 250 cast for Colonel John P. Linton.

XLVITH JUDICIAL DISTRICT.

At an extra session of the legislature in August, 1883, an act designating the judicial districts was passed, August 7, 1883 (pamphlet laws, 1885, page 325), making Cambria county the Forty-seventh judicial district, and authorizing Judge Dean to continue to preside over the courts of Blair county.

On November 6, 1883, Robert L. Johnston, Democrat, was elected president judge of the courts of Cambria county, receiving 4,144 votes to 3,688 for George M. Reade, the Republican candidate. Judge Johnston served until his death, which occurred October 28, 1890, when Governor Beaver appointed Augustine Vinton Barker to serve as such until the first Monday of January, 1892.

It being necessary to elect the successor of Judge Johnston at the November election in 1891, caused a new beginning of the ten years' term of service, which would otherwise have been in 1893. Judge A. V. Barker was elected to succeed himself, receiving 6,532 votes to 5,565 for Colonel John P. Linton, the Democratic candidate, the former being the regular Republican nominee.

The candidates in 1901 were Judge A. V. Barker, Republican, of Ebensburg, and Francis J. O'Connor, Democrat, of Johnstown. The latter received 8,990 votes on the Democratic ticket and 33 on the Union ticket, making an aggregate vote of 9,023; Judge Barker received 8,952 votes, which gave F. J. O'Connor a plurality of 71. Judge O'Connor entered upon his ten-year term on the first Monday of January, 1902.

CONGRESSMEN FROM THE CAMBRIA DISTRICT.

We give the vote for each congressman in Cambria, but the first named was the one elected in the district. The elections for congressmen up to 1874 were held in October, in even years. subsequently, in November, in even years. The term begins March 4 in odd years, for a two year term.

The year and number given is the beginning of the term and the number of the congress, beginning March 4, 1789. We

also give the counties which composed the district, and the date of the apportionment; also the speaker of the House.

Act of 2 April, 1802, 3 Smith, 502. This district consisted of Westmoreland, Somerset, and Armstrong counties, with 18 districts in the state. Cambria county was not organized until 1807.

1809. XI. William Findley, R-D., 153; Robert Philson, 145. Speaker, Joseph B. Varnum, Dem., Mass.

1811. XII. William Findley, R-D., 181; John Kirkpatrick, Fed., 82. Speaker, Henry Clay, Fed., Ky.

Act of 20 March, 1812, 5 Smith, 330.—Eighth district—Bedford, Cambria and Somerset; 23 Congressmen:

1813. XIII. William Piper, R-D., 162; Samuel Riddle, Fed., 114. Speakers, Henry Clay and Langdon Cheves, Dem., S. C.

1815. XIV. William Piper, R-D., 100; Dr. John Anderson, Fed., 101. Speaker, Henry Clay.

1817. XV. Alexander Ogle, D., 339; John Fletcher, Fed., 11. Speaker, Henry Clay.

1819. XVI. Robert Philson, D., 157; John A. Burd, 161. Speakers, Henry Clay and John W. Taylor, Dem., N. Y.

1821. XVII. John Todd, D., 305; Robert Philson, D., 96. Speakers, Philip P. Barbour, Dem., Va.

Act of 2 April, 1822, 7 Smith, 666. Thirteenth district, composed of Bedford, Cambria and Somerset. 26 Congressmen:

1823. XVIII. John Todd, D., 96; no opposition. Speaker, Henry Clay. Alexander Thomas served the unexpired term of Todd.

1825. XIX. Alexander Thomas, 358; no opposition. Chauncey Forward served the unexpired term. Speaker, John W. Taylor, Dem., N. Y.

1827. XX. Chauncey Forward, D., 114; William Piper, Fed., 191. Speaker, Andrew Stevenson, Dem., Va.

1829. XXI. Chauncey Forward, D., 177; William Piper, Whig, 377. Same Speaker.

1831. XXII. George Burd, W., 273; David Mann, D., 356. Same Speaker.

Act of 9 June, 1832, P. L. 560.—28 Congressmen. Eighth district,—Bedford, Cambria and Somerset:

1833. XXIII. George Burd, W., 617; David Mann, D., 267. Speakers. Andrew Stevenson, D., and John Bell, W., Tenn.

1835. XXIV. Job Mann, D., 601; Charles Ogle, W., 413. Speaker, James K. Polk, D., Tenn.

We also give the full vote in the district: October, 1834:

	Mann.	Ogle.
Bedford County	2,102	920
Cambria County	601	413
Somerset County	831	1,611
	3,534	2,944

1837. XXV. Charles Ogle, W., 565; Job Mann, D., 452. Polk, Speaker.

1839. XXVI. Charles Ogle, W., 756; Job Mann, D., 854. Speaker, R. M. T. Hunter D., Va.

1841. XXVII. Charles Ogle, W., 697; Joseph Imhoff, D., 868. Speaker, John White, Dem., Ky.

1841. XXVII. Henry Black, W., 517; William Philson, D. 587. White, Speaker.

1841. XXVII. James M. Russell, W., 349; William Philson, D., 505. White, Speaker.

Act of 25 March, 1843, P. L., 115.—24 Congressmen in the State. Nineteenth district,—Bedford, Cambria and Westmoreland:

1843. XXVIII. Henry D. Foster, D., 1095; no opposition. Speaker, John W. Jones, Dem., Va.

1845. XXIX. Henry D. Foster, D., 1144; Jacob D. Mathiot, W., 922. Speaker, John W. Davis, Dem., Indiana.

1847. XXX. Job Mann, D., 876; Joseph H. Kuhn, W., 549. Speaker, Robert C. Winthrop, Whig, Mass.

1849. XXXI. Job Mann, D., 1440; Peter Levergood, W., 1118. Speaker, Howell Cobb, Dem., Ga.

1851. XXXII. Joseph H. Kuhn, W., 891; Joseph McDonauld, D., 792; John Snodgrass, D., 727. Speaker, S. Linn Boyd, Dem., Ky.

Act of 1 May, 1852, P. L., 492.—25 Congressmen. Eighteenth District. Blair, Cambria, Huntingdon and Somerset:

1853. XXXIII. John McCullough, D., 1108; Emanuel Shaffer, W., 1910. Speaker: Boyd.

1855. XXXIV. John R. Edie, W., 1645; Jacob Cresswell, D., 1560. Speaker, Nathaniel P. Banks, W., Mass.

1857. XXXV. John R. Edie, Rep., 1474; Cyrus L. Pershing, D., 2823. Speaker, James L. Orr, Dem., S. C.

1859. XXXVI. Samuel S. Blair, Rep., 1700; Cyrus L. Pershing, D., 2273. Speaker, William Pennington, Rep., N. J.

1861. XXXVII. Samuel S. Blair, R., 2263; Archibald McAllister, D., 2452. Speaker, Galusha A. Grow, Rep., Penna.

Act of 10 April, 1862, P. L., 405.—24 Congressmen. Seventeenth District,—Blair, Cambria, Huntingdon, and Mifflin:

1863. XXXVIII. Archibald McAllister, D., 2855; Samuel S. Blair, R., 1418. Speaker, Schuyler Colfax, Rep., Indiana.

1865. XXXIX. A. A. Barker, R., 1888; R. L. Johnston, D., 2688. Same Speaker.

1867. XL. D. J. Morrell, R., 2791; R. L. Johnston, D., 3146. Same Speaker.

1869. XLI. D. J. Morrell, R., 2917; John P. Linton, D., 3512. Speaker, James G. Blaine, Rep., Maine.

1871. XLII. R. Milton Speer, D., 2843; D. J. Morrell, R., 2943. Same Speaker.

Act of 28 April, 1873, P. L., 79.—27 Congressmen. Seventeenth District,—Bedford, Blair, Cambria and Somerset:

1873. XLIII. R. Milton Speer, D., 3523; A. A. Barker, R., 2768. Same Speaker.

1875. XLIV. John Reilly, D., 3733; Samuel S. Blair, R., 1928. Speaker, Michael C. Kerr, Dem., Ind.—Samuel J. Randall, Dem., unexpired term, Pa.

1877. XLV. J. M. Campbell, R., 2973; John Reilly, D., 4335. Randall, Speaker.

1879. XLVI. Alexander H. Coffroth, D., 3246; J. M. Campbell, R., 2415, Speaker: Randall.

1881. XLVII. J. M. Campbell, R., 4090; A. H. Coffroth, D., 4455. Speaker, John W. Keifer, Rep., Ohio.

1883. XLVIII. J. M. Campbell, R., 3738; A. H. Coffroth, D., 4265. Speaker, John G. Carlisle, Dem., Ky.

1885. XLIX. J. M. Campbell, R., 4429; Americus Enfield, D., 4956. Speaker, John G. Carlisle, Dem., Ky.

1887. L. Edward Scull, R., 3848; Humphrey D. Tate, D., 4778. Speaker, John G. Carlisle.

1889. LI. Edward Scull, R., 5475; Thomas H. Greevy, D., 6017. Speaker, Thomas B. Reed, Me., Rep.

1891. LII. Edward Scull, R., 4191; Thomas H. Greevy, D., 5590. Speaker, Charles F. Crisp, Dem., Ga.

1893. LIII. Josiah D. Hicks, R., 6050; Lucian D. Woodruff, D., 6282. Speaker, Charles F. Crisp, Dem., Ga.

1895. LIV. Josiah D. Hicks, R., 6977; Thomas J. Burke, D., 5076. Speaker, Thomas B. Reed, Me., Rep.

1897. LV. Josiah D. Hicks, R., 5641; R. C. McNamarra, D., 6717; Joseph E. Thropp, Ind., 1822. Speaker, Thomas B. Reed, Me., Rep.

1899. LVI. Joseph E. Thropp, R., 5914; James M. Walters, D., 7069. Speaker, David B. Henderson, Iowa, Rep.

1901. LVII. Alvin Evans, R., 10,209; James M. Walters, D., 7,291. Speaker, David B. Henderson, Iowa, Rep.

Act of 11 July, 1901, P. L., 653, changed the district to Cambria, Bedford and Blair, and designated it the Nineteenth district:

1903. LVIII. Alvin Evans, R., 9314; Robert E. Cresswell, D., 8187. Speaker, Joseph G. Cannon, Ills., Rep.

1905. LIX. John M. Reynolds, R., 10,312; Joseph E. Thropp, D., 8681. Speaker, Joseph G. Cannon, Ills., Rep.

1907. LX. John M. Reynolds, R., 8152; Joseph E. Thropp, D., 4979; Warren Worth Bailey, Bryan party, 2019; John W. Blake, Ind., 350. Speaker, Joseph G. Cannon, Ills., Rep.

STATE SENATORS FROM THE CAMBRIA DISTRICT.

At the time Cambria county was organized, the senatorial district was composed of Bedford, Cambria and Somerset counties, under the apportionment of March 21, 1808, 4 Smith, 496.

The senate consisted of 31 members on a ratio of 4,500. One member from each district. The name first given is the person who was elected and served for the district, disregarding the vote in Cambria.

1809. Jacob Blocker; Alexander Ogle, D., 117; Josiah Espy, 91.

1813. John Todd, 259; Jacob Saylor, 43.

Act of March 8, 1815, 6 Smith, 268. Under this act the district was the same. and known as the XIVth district, with a ratio of 5,250; 31 members in senate:

1817. William Piper, 174; John A. Burd, 182.

1821. David Mann, 177; William Reynolds, 96.

Act of March 25, 1822, 7 Smith, 515. The district was composed of Venango, Warren, Armstrong, Indiana, Jefferson and Cambria, and known as the XXIVth district. The senate consisted of 33 members:

1825. Eben Smith Kelley; Hugh Brady, 459; Alexander McCalmont, 152. Kelley died. October 13, 1829, Joseph M. Fox succeeded; his term expired 1830.

Act of April 20, 1829, 10 Smith, 359. The district consisted of Huntingdon, Mifflin, Juniata and Cambria counties, and was known as the XVIIth district. The ratio was 7,700, with 33 senators:

1829. Thomas Jackson, term expired 1832; Joseph M. Fox, 349; William Houston, 148; David Lawson, 157.

1833. George McCulloch, 591; John Williamson, 348.

Act of June 16, 1836, P. L., 794. This district was composed of Indiana, Armstrong, Cambria, and Clearfield counties, and designated as the XXIIIrd district. The ratio was 9,256, with 33 senators:

1837. Meek Kelly, term expired 1838; Alexander Irvin, term expired 1839.

1839. Irvin resigned; Anson V. Parsons elected, term expired 1839.

1839. Findley Patterson, D., 770; term expired 1841; William Todd, W., 768; David Leech, 514.

1841. William Bigler, D., 901; Samuel Hutchinson, W., 723.

Act of April 14, 1843, P. L., 251. Under this act the district consisted of Cambria, Clearfield, Armstrong, and Indiana. It was designated as the XXth district; the ratio was 11,746; 33 senators:

1844. William Bigler, D., 1130; Robert Craig, W., 937.

1847. William F. Johnston, W., 940; Thomas C. McDowell, D., 1125. Senator Johnston was elected speaker, and succeeded Governor Shunk on the death of the latter.

1849. Augustus Drum, D., 1123; Robert L. Johnston, W., 971.

Act of May 1, 1850, P. L., 777. The district was composed

of Blair, Cambria and Huntingdon counties. It was designated as the XVth district, with a ratio of 14,743. Senators, 33:

1850. Robert A. McMurtrie, W., 929; Thomas C. McDowell, D., 1426.

1853. John Cresswell, Jr., D., 1367; A. M. White, W., 767; Martin Bell, 630.

1856. John Cresswell, Jr., D., 2768; Alexander C. McMullen, W., 1544.

Act of May 20, 1857, P. L., 619. The district was changed to the XXth district, containing Cambria, Clearfield and Blair counties. Ratio, 17,011, with 33 senators.

1859. Louis W. Hall, R., 1391; Augustin Durbin, D., 2070.

1862. William A. Wallace, D., 2680; Louis W. Hall, R., 1601.

Act of May 5, 1864, P. L., 258. Under this act it was the XXIId district, consisting of Cambria, Indiana and Jefferson counties. Senators, 33.

1864. Thomas St. Clair, R.

1865. Harry White, R., 1973; Kennedy L. Blood, D., 2710.

1868. Harry White, R., 2826; William K. Piper, D., 726.

Act of May 6, 1871, P. L., 252, changed it to the XVIIIth Senatorial district, composed of Clinton, Cambria, Clearfield and Elk counties; 33 members:

1871. William A. Wallace, D., 3051; Jesse Merrill, R., 2439.

The apportionment of May 19, 1874, P. L. 197, changed it to the XXXVth district of Blair and Cambria counties. 50 members:

1875. John A. Lemon, R., 2548; Samuel Henshey, D., 3291.

1876. John A. Lemon, R., 3098; W. Fisk Conrad, D., 4119.

1880. Harry A. Boggs, R., 4161; Herman Baumer, D., 4399.

1884. Harry A. Boggs, R., 4365; C. Blythe Jones, D., 4958.

1888. John A. Lemon, R., 5583; A. V. Dively, D., 5906.

1896. J. C. Stineman, R., 8424; Francis P. Martin, D., 6939.

1900. J. C. Stineman, R., 9806; Harry E. Stahl, D., 7330.

1904. J. C. Stineman, R., 10,191; Thomas H. Greevy, D., 8460.

The Act of February 17, 1906, P. L. 31, continued the XXXVth district, but made Cambria a separate senatorial district. 50 senators.

HOUSE OF REPRESENTATIVES.

Members from the county of Cambria, and from the district of which it was a part since 1808. The first two named persons were elected in the district and served, excepting from 1843 to 1849, inclusive, and from 1857 to 1873, inclusive, during which periods there was but one member.

Act of March 21, 1808, 4 Smith, 496. The district consisted of Cambria and Somerset counties. The ratio was 1500, with 95 members in the House:

1808. Alexander Ogle, D., 162; James Hanna, 198; John Wells, 142; Charles Boyle, 72.

1809. James Hanna, 31; Daniel Stoy, 79; Peter Kimmell, 175; Lewis Mitchell, 127.

1810. James Hanna, F.; Daniel Stoy, F.; Alexander Ogle, D., 178; James Meloy, D., 195.

1811. James Hanna, F.; Alexander Ogle, D., 180; James Meloy, 182; John Wells, 61; Daniel Stoy, F., 7.

1812. James Hanna, F., 125; Alexander Ogle, D.; James Meloy, D., 186.

1813. Daniel Stoy, F.; James Mitchell, 193; Isaac Husband, 172.

1814. Joseph Reed, D., 129; Thomas King, 29; Isaac Proctor, 140.

Act of March 8, 1815, 6 Smith, 269. The district was Cambria and Somerset counties. The House consisted of 97 members instead of 95. Ratio, 1750:

1815. Henry Black, F., 31; Thomas King, 26; Joseph Reed, 151; Daniel Stoy, F., 52.

1816. Henry Black, F., 158; James Hanna, F., 178; Jacob Ankeny, D., 147.

1817. Henry Black, F., 58; James Hanna, F., 292; John Wells, 182.

1818. Philip Noon, D., 301; John Hindman, F., 132.

1819. John Hindman, F., 201; Alexander Ogle, D., 97; Philip Noon, D., 378; Peter Levergood, F., 203.

1820. Chauncey Forward, D., 43; John Mosteller, 187; Philip Noon, D., 359; John Harman, 59; William Fulford, 48.

1821. Chauncey Forward, D., 171; Alexander Ogle, Jr., D., 161.

Act of March 25, 1822, 7 Smith, 515. The district continued as Cambria and Somerset counties. The ratio was 2100 with 100 members in the House:

1822. Chauncey Forward, D., 201; John Kurtz, F., 348; Benjamin R. McConnell, 411.

1823. Peter Levergood, F., 488; Alexander Ogle, D., 182; John Kurtz, F., 340.

1824. William Philson, D., 133; John Gephart, 186; Peter Levergood, F., 340; Alexander Ogle, D., 96.

1825. William Philson, D., 287; John Gephart, Jr., 301; Moses Canan, F., 598.

1826. John Matthews, F., 402; John Gephart, Jr., 322.

1827. John Matthews, F., 532; George Pile, F., 342; Irwin Horrell, 201.

1828. George Pile, F., 230; John Gephart, Jr., D., 102; John Rush, D., 398; Joshua F. Cox, D., 235.

Act of April 20, 1829. 10 Smith, 359. The same:

1829. John Matthews, F., 637; Samuel Statler, D., 383; Joshua F. Cox, D., 110.

1830. Peter Levergood, Whig, 363; John Gephart, D., 82; Samuel Statler, D., 365; Michael Dan Magehan, Whig, 251.

1831. John Gephart, D., 317; Daniel Weyand, D., 364; John Matthews, Whig, 537; Peter Levergood, Whig, 315.

1832. Norman M. Bruce, D., 257; Bernard Conley, Jr., D., 255; John Matthews, W., 682; Daniel Weyand, D., 543.

1833. Bernard Conley, Jr., D., 230; Peter Will, D., 216; Henry Fox, W., 448; William Philson, D., 444.

1834. Joseph Imhoff, D., 556; Joshua F. Cox, D., 349; Moses Canan, W., 538; David Lavan, D., 446.

1835. Joshua F. Cox, D., 707; John Gephart, D., 633; Robert P. Linton, D., 699; David Lavan, D., 574.

Act of June 16, 1836, P. L. 794. The district still continued as Cambria and Somerset counties, with two members therefrom. The ratio was 3057; 100 members:

1836. George Mowery, W., 561; Joseph Chamberlain, W., 585; William A. Smith, D., 435; Jacob G. Miller, D., 444.

1837. Joseph Chamberlain, W., 532; Jonas Keim, W., 510; John Kean, D., 602; Joseph Cummins, W., 582.

1838. Jonas Keim, W., 837; Joshua F. Cox, D., 761; Solomon Baer, D., 834; John Williams, 781.

1839. Jonas Keim, W., 470; Frederick Neff, D., 713; William Todd, 768; Michael Dan Magehan, W., 569.

1840. John Hanna, W., 374; Joshua F. Cox, D., 393; Michael Dan Magehan, W., 1117; Solomon Baer, D., 894.

1841. John Royer, W., 917; John Hanna, W., 874.

1842. John Linton, W., 922; Tobias Musser, Ind., 491; Jonathan Knepper, Ind., 474; John Will, 388.

Act of April 14, 1843, P. L. 251. Under this act Cambria county was made a separate district, with one member. The ratio was 3876, with 100 members in the House.

1843. John Linton, W., 817; David Somerville, D., 691; John Francis, Ind., 113.

1844. Michael Dan Magehan, W., 872; Joseph McDonald, D., 804; George Murray, Ind., 404.

1845. Michael Dan Magehan, W., 1016; George Murray, D., 828.

1846. Michael Hasson, D., 600; Michael Dan Magehan, W., 559; John Bell, Ind., 306.

1847. John Kean, D., 1116; George W. Kern, W., 975.

1848. John Fenlon, W., 1307; John Kean, D., 1202.

1849. William A. Smith, D., 1282; John Fenlon, W., 1202.

Act of May 15, 1850, P. L. 777. This act changed the district to Bedford and Cambria counties, with two members of the House. The ratio was 4865 with 100 members.

Fulton county was organized April 19, 1850, and was at-

tached to Bedford and Cambria district. It formerly formed a part of Bedford county.

1850. John Cessna, D., 1404; elected speaker; John Linton, W., 1387; William A. Smith, D., 931; Samuel J. Castner, W., 944.

1851. John Kean, D., 1753; William P. Schell, D., 1706; John Linton, W., 1198; Aaron Barnhart, W., 1121.

1852. Thomas Collins, D., 1767; William P. Schell, D., 1791; Daniel Litzinger, W., 1280; J. E. Satterfield, W., 1137.

1853. Thomas Collins, D., 1526; W. T. Dougherty, D., 1581; Abraham Kopelin, W., 1250; J. H. Wilkinson, W., 1180.

1854. George S. King, W., 1760; William T. Dougherty, D., 2506; William A. Smith, D., 1511; Peter Schell, W., 436.

1855. George Nelson Smith, D., 2076; Joseph Bernard, D., 2084; R. S. Alexander, W., 1422; William W. Kirk, W., 1425.

1856. George Nelson Smith, D., 2778; William C. Reamer, D., 2778; William W. Sellers, Rep., 1548; John Pringle, Rep., 1549.

Act of 20 May, 1857, P. L. 622, made Cambria a separate district with one member. There were 100 members, with a ratio of 5796.

1857. George Nelson Smith, D., 2035; William Palmer, R., 1549.

1858. Thomas H. Porter, D., 2091; Richard J. Proudfoot, R., 1779.

1859. Richard J. Proudfoot, R., 1849; Daniel Litzinger, D., 1590.

1860. A. C. Mullen, R., 1542; George Nelson Smith, D., 1172; James Potts, D., 1107; Michael Dan Magehan, D., 900.

1861. Cyrus L. Pershing, D., 2369; Abraham Kopelin, R., 1235.

1862. Cyrus L. Pershing, D., 2750; James Cooper, R., 1537.

1863. Cyrus L. Pershing, D., 3024; James Carroll, R., 2106.

Act of 5 May, 1864, P. L. 260, made no change in Cambria.

1864. Cyrus L. Pershing, D., 2688; Evan Roberts, R., 1863.

1865. Cyrus L. Pershing, D., 2739; James Conrad, R., 1934.

1866. John P. Linton, D., 3375; John J. Glass, R., 2565.

1867. John P. Linton, D., 3031; Samuel Singleton, R., 1971.

1868. John Porter, D., 3504; James Morley, R., 2854.

1869. John Porter, D., 3172; F. M. Flanagan, R., 2434.

1870. W. Horace Rose, D., 2909; Henry D. Woodruff, Ind. D., 2707. Removal issue.

Act of 6 May, 1871, P. L. 252, did not change the situation.

1871. Samuel Henry, R., 2912; W. Horace Rose, D., 2545.

1872. Samuel Henry, R., 3426; John Hannan, D., 2952.

1873. Samuel Henry, R., 3171; Henry Scanlon, D., 2825.

The apportionment of 19 May, 1874, P. L. 197, continued the district as separate, and gave Cambria two members. 201 members in the house.

1874. John Hannan, D., 3293; John Buck, D., 3097; Thomas H. Lapsley, R., 2491; John C. Gates, R., 2393.

1876. James J. Thomas, D., 4243; John Downey, 3985; John H. Brown, R., 3240; W. H. Sloan, R., 3154.

1878. L. D. Woodruff, D., 3228; John Fenlon, D., 3136; Alexander Kennedy, R., 2197; D. M. Kratzer, R., 1801.

1880. L. D. Woodruff, D., 4551; John Fenlon, D., 4307; S. A. Criste, 4130; John W. Seigh, G.-R., 4078.

1882. Nathaniel Horne, D., 4384; Joseph McDonald, D., 4298; Samuel P. Morrell, R., 3602; W. W. McAteer, R., 3346.

1884. Nathaniel Horne, D., 5009; John C. Gates, R., 4868; William H. Sechler, D., 4791; James Cooper, R., 4169.

1886. John S. Rhey, D., 4909; Daniel McLaughlin, D., 4365; Emanuel James, R., 4066; Joseph Masters, R., 3833.

1888. John S. Rhey, D., 5848; John M. Rose, R., 5762; Daniel McLaughlin, D., 5645; David K. Wilhelm, R., 5611.

1890. Edward T. McNeelis, D., 5447; Michael Fitzharris, D., 5224; Samuel D. Patterson, R., 4506.

1892. J. C. Stineman, R., 6224; James J. Thomas, D., 6169; Slater W. Allen, D., 6112; John C. Gates, R., 5994.

1894. Samuel D. Patterson, R., 6870; J. C. Stineman, R., 6836; John B. Denny, D., 5145; John Ricketts, D., 4958.

1896. S. D. Patterson, R., 8549; William P. Reese, R., 8485; Thomas J. Itell, D., 6796; C. F. Frazer, D., 6662.

1898. Thomas T. Sheridan, D., 6568; W. C. Lingle, D., 6379; Harry L. Rodgers, R., 6144; J. Swan Taylor, R., 6067.

1900. Thomas Davis, R., 9830; James M. Shumaker, R., 9770; Thomas T. Sheridan, D., 7719; W. C. Lingle, D., 7517.

1902. Thomas Davis, R., 9098; E. E. Hohmann, R., 8798; Harry Somerville, D., 8403; Thomas J. Itell, D., 8321.

1904. Edmund James, R. 10,661; E. E. Hohmann, R., 10,543; John P. Bracken, D., 7878; W. C. Hubbard, D., 7481.

The apportionment of 15th February, 1906, P. L. 24, gave Cambria three members—one from the city of Johnstown, and two from the other parts of the county. There are 207 members in the house.

1906. First District, City of Johnstown: F. P. Barnhart, Rep., 2757; T. J. Itell, Dem., 1865; W. C. Wilson, Pro., 272; Charles H. Stroup, Lincoln, 233.

Second District, two from the county: Alvine Sherbine, Rep., 4873; Edmund James, Rep., 4730; A. C. Strittmatter, Dem., 3905; W. C. Hubbard, Dem., 3340; David Irvine, W. C.-Lin., 2106; Edward Fisher, W. C.-Lin., 1657.

SHERIFFS OF CAMBRIA COUNTY.

It will be observed that the act creating Cambria county directed that two persons be elected to the office of sheriff. This was an old Colonial practice and applied to every county, but only one was commissioned. The two having the highest votes submitted their names to the governor, who had the discretion to select one of the two. This custom prevailed until the constitution of 1838, which provided that one person should be elected for sheriff, and one for coroner.

The first named was commissioned or elected.

- 1807. James Meloy.
- 1810. Phillip Noon, R. D., 109; William R. Williams, Fed., 107.
- 1813. James Meloy, R. D., 156; Michael Skelly, Fed., 101.
- 1816. John Murray, R-D., 198; John Keepers, Fed., 177.
- 1819. Owen McDonald, R-D., 188; Samuel McAnulty, Fed., 157.
- 1822. John Murray, R-D., 251; Henry J. McGuire, Fed., 222.
- 1825. John McGough, R-D., 375; John Mathews, 292.
- 1828. Fleetwood Benson, D., 306; William Pryer, 202.
- 1831. Robert P. Linton, D., 452; John Anderson, Whig, 134.
- 1834. William Rainey, D., 422. There were nine candidates—Daniel Huber, W., 410; Francis Christy, 267; William Scott, 140; William Todd, 68; Paul Benshoff, 23; Thomas Priestly, 10; Richard Lewis, 8; Charles Litzinger, 8; 158 returned for a scattering vote.
- 1837. Robert P. Linton, D., 638. There were sixteen candidates, in addition to the scattered vote: Daniel Huber, W., 487; Paul Benshoff, 57; Hiram Craver, 56; William Benson, 18; Charles Litzinger, 18; William Todd, 18; Christian Horner, 15; John Luckett, 14; Thomas D. McGough, 12; Jacob Luther, 10; Fleetwood Benson, 10; Charles Dillon, 8; Thomas Priestly, 7; John Williams and John Fels, 5 each.
- 1840. William Todd, D., 834; David Davis, W., 727.
- 1843. James Murray, D., 620; David Davis, W., 582; Augustine Durbin, Ind., 451.
- 1846. Jesse Patterson, D., 1055; Henry Glass, W., 426.
- 1849. John Brawley, D., 1444; Robert B. Gogeby, W., 1065.
- 1852. Augustine Durbin, D., 2048; Alexander McVicker, W., 1062.
- 1855. John Roberts, D., 2107; Joseph Campbell, W., 1399.
- 1858. Robert P. Linton, 2176; James Myers, 1754.
- 1861. John Buck, D., 2242; James D. Hamilton, R., 1339.
- 1864. James Myers, D., 2670; George Engelbach, R., 1593.

1867. John A. Blair, D., 3031; Samuel Singleton, R., 1971.
 1870. William B. Bonacker, D., 3545; Francis Craver, R., 2112.
 1873. Herman Baumer, D., 2978; John T. Harris, R., 2765.
 1876. John Ryan, D., 3692; Thomas Davis, R., 3481.
 1879. Thomas Griffith, R., 3072; Michael J. Nagle, D., 2588.
 1882. Demetrius A. Luther, D., 3975; D. H. Kinkead, R., 3923.
 1885. Joseph A. Gray, D., 3740; J. C. Stineman, R., 3469.
 1888. J. C. Stineman, R., 6111; John J. Kinney, D., 5421.
 1891. J. M. Shumaker, R., 6235; Joseph A. Gray, D., 5664.
 1894. D. W. Coulter, R., 6909; Robert H. Nixon, D., 5236.
 1897. Geo. M. Wertz, R., 6831; Herman Baumer, D., 6594.
 1900. Elmer E. Davis, R., 9638; John H. Waters, D., 7973.
 1903. Samuel Lenhart, D., 8898; John L. Sechler, R., 8283.
 1906. Webster Griffith, R., 8189; W. H. Strauss, D., 7159.

THE PROTHONOTARY.

When the county was organized, the prothonotary of the courts was appointed by the governor, but under the constitution of 1838 the office became elective. In addition to his duties as they exist at present, he was also register of wills, recorder of deeds and clerk of the orphans' court, which so continued until 1854.

1808. Edward V. James.
 1809. James C. McGuire.
 1821. Cornelius McDonald.
 1823. Philip Noon.
 1833. Adam Bausman.
 1836. David T. Storm, W., removed by Gov. Porter.
 1839. William A. Smith, D., appointed by Gov. Porter.
 1839. William A. Smith, D., 753; Edward Shoemaker, W., 528.
 1842. William A. Smith, D., 734; George J. Rodgers, W., 647.
 1845. Joseph McDonald, D., 863; John Linton, W., 732; George Burgoon, 190; Michael Hay, 96.
 1848. William Kittell, D., 1552; Edwin A. Vickroy, W., 998.
 1851. Robert L. Johnston, W., 1569; William Kittell, D., 1381.
 1854. Milton Roberts, W., 1818; Geo. C. K. Zahm, D., 1411.
 1856. Joseph McDonald, D., 2756; Howard J. Roberts, R., 1556.
 1859. Joseph McDonald, D., 1906; Howard J. Roberts, R., 1683.

1862. Joseph McDonald, D., 2738; William K. Carr, R., 1531.
 1865. Geo. C. K. Zahm, D., 2764; Edward F. Lytle, R., 1909.
 1868. Josiah K. Hite, D., 3650; J. M. Christy, R., 2753.
 1871. Josiah K. Hite, D., 3186; Charles C. Teeter, 2175.
 1874. Bernard McColgan, D., 3005; D. H. Kinkead, R., 2629.
 1877. Charles F. O'Donnell, D., 2475; William A. McDermitt, R., 1051; Emery West, G., 1252; Nathaniel Horne, Ind., 583.
 1880. John C. Gates, R., 4356; Charles A. Langbein, D., 4242.
 1883. Harry A. Shoemaker, D., 4064; John C. Gates, R., 3751.
 1886. Harry A. Shoemaker, D., 5031; Clark H. Laughry, R., 3838.
 1889. James C. Darby, D., 4546; Charles E. Troxell, R., 4187.
 1892. James C. Darby, D., 6255; Abraham A. Stutzman, R., 6012.
 1895. Samuel W. Davis, R., 5915; William S. O'Brien, D., 4969.
 1898. Samuel W. Davis, R., 6660; H. A. Shoemaker, D., 6491.
 1901. Charles E. Troxell, R., 9215; R. L. Boner, D., 8409.
 1904. Charles E. Troxell, R., 11005; John T. Long, D., 7667; H. O. Winslow, Pro., 593.

RECORDER OF DEEDS, REGISTER OF WILLS, AND CLERK OF ORPHANS'
COURT.

1854. William C. Barbour, W., 1692; James J. Will, D., 1478.
 1857. Michael Hasson, D., 1802; George C. K. Zahm, D-R., 1715.
 1860. Edward S. Lytle, R., 1459; James Griffin, D., 1429; Albert M. Gregg, B-D., 1117; Robert H. Canan, Ind., 692.
 1863. James Griffin, D., 3014; Robert Litzinger, R., 2138.
 1866. James Griffin, D., 3288; William A. McDermitt, R., 2640.
 1869. George W. Oatman, D., 3088; Samuel W. Davis, R., 2526.
 1872. James M. Singer, D., 3495; S. A. Kephart, R., 2905.
 1875. James M. Singer, D., 3180; B. P. Anderson, R., 2649.
 1878. John G. Lake, D., 2963; Israel W. Watterman, R., 2240; W. W. Saupp, G., 1364; William A. Noel, Ind., 45.
 1880. John H. Brown, R., appointed vice John G. Lake, deceased.
 1880. John H. Brown, R., 4652; Michael Sweeney, D., 3959.
 1883. John H. Brown, R., 3933; Hugh McMonigal, D., 3848.
 1886. Celestine J. Blair, D., 4864; John H. Brown, R., 4001.

1889. Celestine J. Blair, D., 4538; D. H. Kinkead, R., 4186.
 1892. Daniel McGough, D., 6237; Samuel W. Davis, R., 6013.
 1895. F. B. Jones, R., 5870; Daniel A. McGough, D., 4997.
 1898. F. B. Jones, R., 6683; Dr. George E. Conrad, D., 6619.
 1901. William H. Strauss, D., 9418; Charles C. Linton, R., 8334.
 1904. Arthur Griffith, R., 10179; Wm. H. Strauss, D., 8899; Alex. McDowell, Pro., 466.

ASSOCIATE JUDGES.

Where a judicial district consisted of more than one county, each of them was entitled to have two associate judges to sit with the president judge, who until 1851 were appointed by the governor. For Cambria county they were:

1807. Abraham Hildebrand and George Roberts.
 1826. George Roberts and John Murray.
 1838. John Murray and Richard Lewis.
 1843. John Murray and Philip Noon. Judge Lewis was appointed by Governor Ritner, and Governor Porter desired to appoint Judge Noon, but Lewis refused to resign, when he was removed.
 1851. Harrison Kinkead, D., 1610; Evan Roberts, W., 1451; George W. Easley, D., 1417; Michael Levy, W., 1294. Judge Roberts resigned September 3, 1855, and Governor Pollock appointed Moses Canan to fill the unexpired term.
 1855. Harrison Kinkead and Moses Canan.
 1856. George W. Easley, D., 2742; Richard Jones, Jr., D., 2710; Stephen Lloyd, Rep., 1537; Moses Canan, Rep., 1590.
 1861. George W. Easley, D., 2304; Henry C. Devine, D., 2239; Isaac Evans, Rep., 1279; James Purse, Rep., 1272.
 1866. George W. Easley, D., 3307; James Murray, D., 3281; John Williams, R., 2605; Charles B. Ellis, R., 2485.
 1871. Rees J. Lloyd, D., 3057; John Flanagan, D., 3051; Daniel J. Jones, R., 2367; David Hamilton, R., 2287.
 1876. John Flanagan, D., 4283; John D. Thomas, D., 4135; Richard Jones, R., 3020; Irvin Rutledge, R., 2950.
 1881. Joseph Masters, R., 3840; John Flanagan, D., 3433; Richard Elder, R., 3165; James Myers, D., 3120.

The December court, 1886, was the last one to sit where associate judges sat.

J. Frank Condon was appointed court reporter on June 8, 1880, by Judge Dean, and died at Altoona, April 25, 1901. Mr. Condon was succeeded by F. C. Sharbaugh, of Ebensburg.

DISTRICT ATTORNEYS.

Prior to the act of 1850, the prosecuting officer for the county was the attorney general for the state, who appointed a deputy attorney general in each county, or wherever he deemed it necessary; after that date the office of district attorney was made elective. The following are the attorney generals and their deputies:

1808.	Joseph M. McKean.	
1809-1810.	Walter Franklin.	William R. Smith.
1811.	Richard Rush.	
1812 to 1816.	Jared Ingersoll.	William R. Smith.
1817 and 1818.	Amos Ellmaker.	Moses Canan.
1819 and 1820.	Thomas Sergeant.	Henry Shippen.
1821, '22 and '23.	Thomas Elder.	William R. Smith.
1823-1826.	Frederick Smith.	Carpenter.
1828-29.	Amos Ellmaker.	
1829.	Philip S. Markley.	
1830-32.	Samuel Douglass.	Carpenter.
1833.	Ellis Lewis.	Michael Dan Magehan.
1834-35.	George M. Dallas.	L. G. Pearce and Carpenter.
1836-37.	James Todd.	Michael Dan Magehan.
1838.	William B. Reed.	Moses Canan.
1839-44.	Ovid F. Johnson.	Thomas C. McDowell.
1845.	John K. Kane.	Michael Hasson.
1846.	John M. Reed.	Michael Hasson.
1847-'48.	Benjamin Champneys.	Michael Hasson.
1849-1850.	Cornelius Darrah.	Edward Hutchinson and T. H. Heyer.

DISTRICT ATTORNEY.

This office became elective in 1850.

1850.	Edward Hutchinson, Jr., W., 1175; Michael Hasson, D., 1081.
1853.	T. L. Heyer, D., 1675; Geo. M. Reade, W., 1046.
1856.	T. L. Heyer, D., 2755; Charles W. Wingard, R., 1500.
1859.	Philip S. Noon, D., 1838; Joseph H. Campbell, R., 1660.
1862.	Philip S. Noon, D., 2773; John H. Fisher, R., 1455.
1865.	John F. Barnes, D., 2715; Samuel Singleton, R., 1946.
1868.	Francis P. Tierney, D., 3293; Joseph McDonald, 3037.
1871.	William H. Sechler, D., 3107; Thomas W. Dick, R., 2253.
1874.	W. Horace Rose, D., 3480; E. G. Kerr, R., 2082.
1877.	W. Horace Rose, D., 3192; James C. Easley, D., 1577.
1880.	William H. Sechler, D., 4460; no opposition.

1883. Harry G. Rose, D., 4281; no opposition.
1886. Harry G. Rose, 5070; T. F. Zimmerman, R., 3907.
1889. John Fenlon, appointed vice Harry G. Rose, deceased.
1889. Francis J. O'Connor, D., 4619; Henry Wilson Storey, R., 4061.
1892. Robert S. Murphy, R., 6334; Francis J. O'Connor, D., 6032.
1895. Robert S. Murphy, R., 5924; James M. Walters, D., 5019.
1898. M. B. Stephens, R., 7039; Francis P. Martin, D., 6450.
1901. M. B. Stephens, R., 9580; Horace R. Rose, D., 8228.
1904. J. W. Leech, R., 10951; Edward T. McNeelis, D., 8376.

CHAPTER VIII.

THE JUDICIAL DISTRICT—JURISDICTION OF THE COURTS, AND LEGISLATION—SPECIAL ACTS, THE JUDGES AND LAWYERS—INCIDENTS.

The first legislative act of the colony of Pennsylvania in establishing courts was that of 22 May, 1722 (1 Smith, 131). At that time the territory now in Cambria was a part of Chester county, and the courts convened "on the third day of the week called Tuesday" in February, May, August and November, and the court of quarter sessions of the peace was to continue for two days.

In 1722 the supreme court was established, to consist of three judges, of whom David Lloyd was the chief justice. By the Act of 8th of April, 1826 (9 Smith, 179), it was increased to five members, and by the constitution of 1873 it was again increased to seven justices. The Western District was established at Pittsburg in 1806, to continue for one week.

Our county court was held in Lancaster from 1729 to 1749, in Carlisle, Cumberland county, the county capital, until Bedford was created in 1771, and then followed Somerset in 1795.

The Act of 13 April, 1791 (3 Smith, 29), created the Fourth Circuit Court District, consisting of Bedford, Cumberland, Franklin, Huntingdon and Mifflin counties. Our county court was then in Bedford.

The Tenth Judicial District was created by the Act of 24 February, 1806 (4 Smith, 270), and was composed of Armstrong, Cambria, Indiana, Somerset and Westmoreland counties, with Judge Young of Greensburg, as president judge, at a salary of \$1,600 per annum. There were also two associate judges for each county.

The Act of 14 April, 1834, P. L., 344, authorized any two of these judges "to hear and determine all causes, matters and things cognizable therein." Our records show that the associate judges frequently held court in the absence of the president judge, when they tried civil and criminal causes, charging the jury and entering judgment.

Under the last mentioned act the return days for our court of common pleas were "on the Mondays following the fourth

Monday in March, June, September and December'' and continued for one week. The special Act of February 27, 1873, P. L. 169, provides for other return days than those mentioned.

The Twenty-fourth Judicial District was created by the Act of 5 April, 1849, P. L. 368, composed of Blair, Cambria and Huntingdon counties. Our court convened on the first Mondays of January, April, July and October; however, the Act of 1 May, 1852, P. L. 508, changed the regular terms to the first Mondays of March, June, September and December and to continue for two weeks. This act has never been changed.

The constitution of 1873 provided that when any county had a population of 40,000 or over it should be entitled to its own court and judge, and the office of associate judge should be abolished. The census of 1880 gave Cambria over that number, whereupon the Assembly authorized and created the Forty-seventh Judicial District, by the Act of 7 August, 1883, published in the laws of 1885, P. L. 323.

FIRST JUDGES OF BEDFORD COUNTY.

At the time Bedford county was formed we were a part of it, as has been noted. On March 11, 1771, Lieutenant Governor John Penn appointed the following named persons as justices of the court of general quarter sessions of the peace and of the county court of common pleas for the county, and a commission was accordingly bestowed upon each of them.

There were fifteen in the entire county, namely: John Frazer, Barnard Dougherty, Arthur St. Clair, William Creaford, James Milligan, Thomas Gist, Dorsey Pentacost, Alexander McKee, William Proctor, Junior, John Hanna, William Lochry, John Wilson, Robert Cluggage, William McConnell and George Woods. A *dedimus potestatem* was directed to John Frazer, Barnard Dougherty and Arthur St. Clair, which means in substance they should administer the oaths of office and allegiance to the Proprietors of Pennsylvania.

At that period all the territory west of the mountains was in Bedford county, and these judges must have been located at various places therein for the convenience of the people. Judge Hanna was the first judge of Westmoreland, and held court at Hannastown; William Lochry was a resident of that portion of the county also.

The first court in Bedford county was held 16 April, 1771, and the judges present and sitting were: William Proctor, Rob-

ert Cluggage, Robert (John) Hanna, George (John) Wilson, William Lochry and William McConnell.

This was the judicial system until after the Declaration of Independence and until the adoption of the constitution of 1790. Under that instrument Governor Mifflin appointed James Martin, Barnard Dougherty and George Woods, who served alternately as the president judge. This system was, however, changed by the Act of 13 April, 1791, when in the following August the governor appointed Thomas Smith of Bedford, president judge of the fourth district, which included Bedford, Cumberland, Franklin, Huntingdon and Mifflin counties, and four associates for Bedford county, namely: George Woods, first associate; James Martin, second; Hugh Barclay, third, and Peter Hopkins fourth. Judge Smith served until 31 January, 1794, when he was appointed an associate judge of the supreme court, and James Riddle of Chambersburg succeeded him in Bedford county, who continued to preside until November, 1804, when he was succeeded by Thomas Cooper.

On March 1, 1806, Jonathan H. Walker succeeded Cooper. Judge Walker was the father of Robert J. Walker, Secretary of the Treasury of the United States under President Polk, and was the author of the Walker tariff bill of 1846, which only passed with the deciding vote of Vice President Dallas of Pennsylvania.

The county of Somerset was taken from Bedford county by the Act of 17 April, 1795, and the first term of court was held in Somerset on Christmas day of that year. The president judge was Alexander Addison, of the fifth judicial district, with James Wells, Abraham Cable and Ebenezer Griffith as his associates. Judge Addison was the author of "Addison's Report for the County Courts of the Fifth District and the High Court of Errors and Appeals." The fifth district or circuit consisted of Westmoreland, Fayette, Washington and Allegheny counties. Judge Riddle and Judge Cooper succeeded Addison, who were respectively, the judges of the fourth district, until 12 May, 1806, when Judge Young became the president judge of our district. Judge Addison served twelve years as president judge. He was eminent in his profession, an accomplished scholar and his integrity was beyond reproach, but on January 1, 1803, through political rancor he was impeached. After his death on November 24, 1807, when it was too late to remove the

stigma that had been cast upon his character, it was the prevailing opinion that a great wrong had been done him.

Judge Young was the first judge for Cambria. He was born in Glasgow, Scotland, July 12, 1762, died in Greensburg, October 6, 1840, and is interred in the St. Clair cemetery in that town. His father was a merchant of Glasgow, and at the time of his death his son John was a clerk for the father of Sir Walter Scott.

Judge Young arrived in Philadelphia about 1779, and entered the office of a Mr. Duponceau, and subsequently that of Judge Wilson as a student of the law, until he was admitted to the Philadelphia bar January 8, 1786. He came to Greensburg in 1789, and very successfully began the practice of his profession. In 1786 he married Maria Barclay, of Philadelphia; they were the parents of three sons and five daughters. His second marriage was with Statira Barclay, a cousin of his deceased wife, by whom he had a son and a daughter.

In 1792 and 1793 he served a short period in the military service for western Pennsylvania. Governor McKean appointed him judge of the Tenth Judicial District, which included Cambria county, March 1, 1806, and he served therein for thirty-one years, until he resigned at the age of sixty-nine. He was engaged in the famous contention between the secular and the regular clergy of the Roman Catholic Church, for the land upon which the monastery is located at Beatty's Station. His opposing counsellor was H. H. Brackenridge, Esq., the father of Judge Brackenridge, of our supreme court. He had been educated for the ministry, and in this contention he could read with accuracy and to the satisfaction of the court the bulls of the Popes and the decrees of Councils, which were written in Latin.

Between him and John B. Alexander, Esq., a member of his bar, a difficulty arose which resulted in the latter presenting articles of impeachment. This came to naught, as his character for integrity and excellence was firmly established. His courteous treatment of Mr. Alexander after he had failed to degrade him, disclosed this. Judge Young was a follower of Emanuel Swedenborg.

Judge Young was about six feet in height, of delicate mould, and of a dignified bearing, stooping slightly in his walk. He usually dressed in plain black, with the conventional swallow-tailed coat and ruffled shirt, and wore his hair in a queue. His forehead was high and smooth; his face well formed, and his

nose long and straight. He owned slaves at one time, but gave them their freedom and sufficient money to start them on their own account. When he retired, the bar entertained him at a banquet, when he closed his remarks thus:

“I conclude with the best wishes for all my fellow-creatures, independent of external distinction. We are all the children of one common Father, who causes the sun of His love and the rays of His wisdom to shine upon all.”

Judge White, of Indiana, was the second common pleas judge for Cambria county, which was a part of the Tenth Judicial District composed of Armstrong, Cambria, Indiana, Somerset and Westmoreland counties. Westmoreland then had a two weeks' term of court, the others having only one. Governor Joseph Ritner made the appointment for life, and gave him a commission dated December 13, 1836. He studied law with William Rawle, an eminent lawyer of Philadelphia, and began practice in Indiana in 1821, when he was about twenty-one years old. He presided over our courts with dignity and ability for ten years. At the time of his appointment president judges were commissioned for life or during good behavior, but the constitution of 1838 changed it to a period of ten years.

The appointment of his successor caused more contention, discussion and turmoil in reference to our judges than any act or thing which had theretofore occurred. Francis Rawn Shunk was the Democratic Governor, and was disposed to reappoint Judge White, especially so as the friends of the latter had presented a petition containing the names of about twenty thousand of his constituents, irrespective of party politics, requesting it. But the political managers took a hand and said it would never do to appoint a Whig. Judge Jeremiah S. Black strongly recommended Shunk to make the appointment, and when he took his departure he believed he would do so, but on the same day a Democratic congressman on his way to Washington called on the governor and objected to it which prevented the appointment being made.

Judge White's term expired February 27, 1847, and on that day Governor Shunk sent in the name of Jeremiah M. Burrell, of Greensburg, to the senate for confirmation. William F. Johnston, a Whig senator from the Cambria district, then residing at Kittanning, was the speaker of the senate, and whose party controlled the senate by one vote. Judge Burrell's appointment was promptly rejected. On March 15, 1847, the

governor nominated Samuel A. Gilmore for the succession and renewed his recommendation for the senate to confirm it, but it was also promptly refused, by a vote of fourteen to twelve. The governor made the third trial, and named Wilson McCandless of Pittsburg as Judge White's successor, and again requested the senate to approve it, which was also declined by a tie vote of thirteen to thirteen. The senate adjourned, and there was no president judge for the Tenth Judicial District.

The public welfare was being seriously affected for the lack of a presiding judge. Governor Shunk assumed the responsibility and appointed his first choice—J. M. Burrell—to fill the vacancy *pro hac vice*, with his commission bearing date of March 27, 1847. On Monday, May 24, 1847, Judge Burrell assumed the duties of his office, and presided over the courts in Greensburg, and in regular order in the other courts of the district.

The complications heretofore had been political but now confusion was supreme, and had shifted to the people, who inquired if the appointment was valid, or whether they had any courts. Edgar Cowan, the eminent lawyer of Greensburg, doubted its constitutionality, and brought an action of *quo warranto* to test the validity of the appointment, which was decided by the supreme court on a technical objection raised by Judge Burrell, sustaining him, which is reported in 7 Pa., 34. The technical objection produced more complications and confusion than had theretofore existed. The Democratic politicians were alarmed, and the Whigs were complacent, but they believed the duty rested on them to relieve the situation. While the General Assembly was in session in the winter of 1847-48, Senator Johnston was still the speaker of the senate. During the session he casually met a young man named John C. Knox, of Wellsboro, Tioga county, who was on his way to the west to locate and begin the practice of law. His brilliancy captured the speaker, who advised him that if he could get Governor Shunk to appoint him president judge of the Tenth Judicial District that he would undertake to have the appointment confirmed by the senate, which he had no doubt could be procured. Within a few days the appointment of John Calvin Knox came to the senate from Governor Shunk, when it was promptly confirmed. His commission was dated April 11, 1848, when Judge Burrell resigned, and he served until Judge Taylor succeeded him on the first Monday of December, 1851.

Judge McCandless, who served many years on the bench, always referred to or spoke of Judge White as "My illustrious predecessor." Chief Justice Black frequently said that "Judge White was the ablest and most satisfactory common pleas judge I ever tried a case before." The refusal of Governor Shunk to reappoint Judge White and its results did more than any other thing to take the appointment of president judges from the chief executive and make it an elective office, which was done by the Act of April 15, 1851, P. L., 648.

Judge Jeremiah Murry Burrell was born near Murrys-ville, in Westmoreland county, his mother being a daughter of General Murry, one of the founders of Murrysville. He completed his education at Jefferson College, then located at Canonsburg. He was a student of the law in the office of Judge Richard Coulter, who was subsequently an associate justice of the supreme court, and was admitted to practice law July 14, 1835.

He had an inclination for politics, and purchasing the "Greensburg Argus" about 1839, he made it a political organ which gained a national reputation of sufficient force to meet the approval of the opponents of Horace Greeley's anti-slavery ideas, and other public interests. In 1844 he was an efficient speaker and writer for Colonel Polk, the Democratic candidate for the presidency. In a contest for the leadership of the General Assembly with Thomas Burnside, Jr., a son of Judge Burnside, and a son-in-law of Simon Cameron, he succeeded. He was then recognized as an able partisan and a most eminent orator. Notwithstanding his eminent abilities and integrity, the manner of his appointment rankled in his bosom as well as that of the party which appointed him, and after serving less than a year he resigned the position of president judge of our district.

Judge John Calvin Knox served acceptably as president judge of the courts of Cambria county from April 11, 1848, until April 4, 1849, when he was succeeded by Judge Taylor. Judge Knox was a stranger in the Tenth District, which is the principal reason for his appointment and confirmation. In addition to the manner in which Senator Johnston suggested his name, there is another side incident connected with his judicial service which is of some value and has never been published, which now may be properly done, as age mellows many things into virtues.

Armstrong county was a part of the Tenth District, and

the late John S. Rhey, of Ebensburg, was then a young lawyer residing in Kittanning, who had been appointed deputy attorney general to prosecute criminal actions in the district. While residing in that county he was elected to the General Assembly, where by that eminent body he was chosen speaker of the house in 1852. When Judge Knox made his first visit to Kittanning he met Mr. Rhey, and with due modesty and candor said he feared to assume the duties which the office of president judge imposed as his practice of the law was limited. He had never tried a case and felt that he was not equipped for the distinguished position. Mr. Rhey appreciated the condition of public affairs in the district, and with his short acquaintance looked with favor on helping the young judge, and thus counselled him: "Never mind; go on the bench and make no excuses; do the best you can and we will help you. Do not talk about it." He did as he was advised, and performed his duties very well for the brief period he was in the district.

The judicial districts were reapportioned in 1851, and on the same day that Judge Taylor was elected for the Cambria, Blair and Huntingdon courts, Judge Knox was elected in the Venango, Jefferson, Clarion and Forrest district, then the XVIIIth District, defeating Judge Buffington, who had been commissioned by Governor Johnston. Judge Knox served with distinction, and in 1853 Governor Bigler appointed him associate judge of the supreme court to succeed the eminent Chief Justice John Bannister Gibson. He was elected to succeed himself, and served there until January 19, 1858, when he assumed the office of attorney general in the cabinet of Governor William Fisher Packer. At the close of his official term as attorney general he located in Philadelphia, where he practiced his profession until he became afflicted with softening of the brain, and died in the Norristown Hospital.

Judge George Taylor was born at Oxford, Chester county, Pennsylvania, November 20, 1812, and died in Hollidaysburg while holding court November 14, 1871. He was the fourth child of Matthew and Rebecca Anderson-Taylor. He did not attend school after his thirteenth year. He removed to Huntingdon, and became a clerk in the prothonotary's office, while David R. Porter was the official. In 1834 he entered the office of Andrew P. Wilson as a student of the law, and was admitted to the bar on April 12, 1836. He prosecuted the Flanagans for the Betsy Holder homicide. He formed a partnership with John

G. Miles in the practice of the law. In 1843 he was elected treasurer of Huntingdon county. While treasurer he retired from the firm of Miles & Taylor and began to prepare for the Presbyterian ministry. He mastered the Greek language and could read the Testament in its original tongue. In 1835 he was editor of a Democratic weekly newspaper.

The Act of April 5, 1849, created the XXIVth Judicial District, composed of Blair, Cambria and Huntingdon counties, and he was unanimously recommended for president judge, and in the same month Governor Johnston, the Whig governor, gave him his first commission. He succeeded Judge Knox in Cambria county, and occupied the bench for the first time on July 2, 1849. He was nominated and elected as a Whig in 1851 for a full term of ten years, and was re-elected in 1861. In his twenty-two years' service he never failed to hold the regular terms of court. Judge Taylor was an excellent common pleas judge.

Justice John Dean was born at Williamsburg, Blair county, February 15, 1835, and died in Hollidaysburg, May 29, 1905. He was the son of Matthew Dean. His grandfather was John Dean, and his great-grandfather was Matthew Dean, one of the early settlers in central Pennsylvania.

Judge Dean was educated in the common schools at the Williamsburg Academy and Washington College. He taught school in Williamsburg and Hollidaysburg, when he entered the law office of James M. Bell and D. H. Hofius as a student of the law. He was admitted to practice in 1855. In 1857 he was elected superintendent of the county schools, and in 1859 formed a partnership with Samuel Steel Blair, which continued until '64. In '67 he was appointed district attorney for Blair county to succeed John H. Keatley, and was elected for the next term. In 1871 he was elected president judge of the XXIVth Judicial District consisting of Blair, Cambria and Huntingdon counties. His Democratic opponent was Thaddæus Banks, and George Taylor as an Independent candidate. In 1881 he was unanimously elected for the succeeding term. The apportionment of 1883 made Blair county a separate district, where he completed the second term of service. In 1891, he was again re-elected over H. T. Ames, of Williamsport, an Independent candidate. In 1892 he was nominated by the Republican convention and was elected to the supreme court of his native state, and entered upon his duties on the first Mon-



George Taylor.



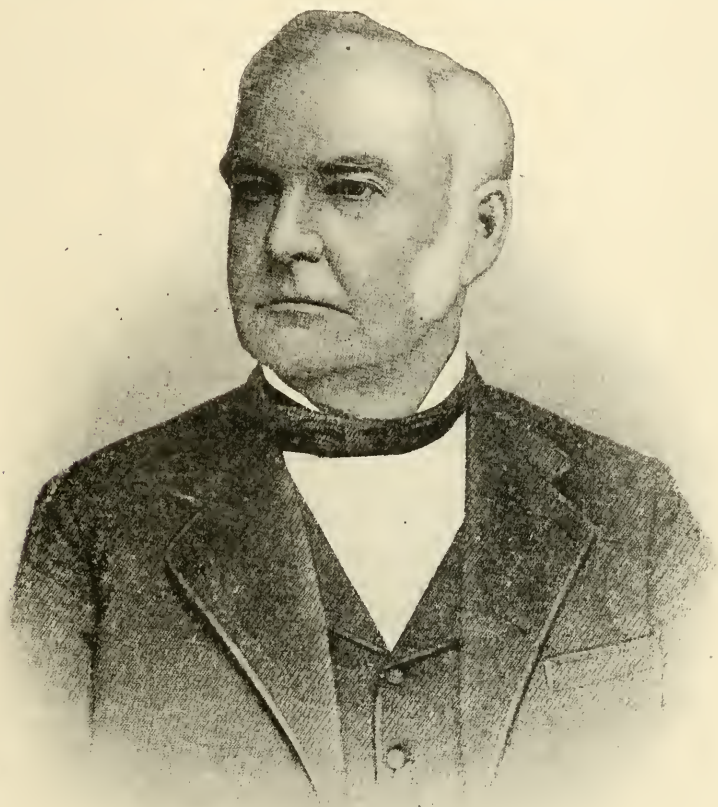
Thomas White.



John Dean.

day of January, 1893. He was next to the chief justice in the date of his commission at the time of his death. Judge Dean did not accept a railroad pass during his judicial career. He was regarded as one of the strong judges of the state.

Judge Robert Lipton Johnston, elected as the Democratic nominee to succeed Judge Dean, was the first judge for Cam-



R. L. Johnston.

bria county when it was made a separate judicial district in 1883, and designated the XLVIIth District. He was born in Franklin township, Huntingdon county, Pennsylvania, on January 7, 1815; died at Ebensburg, October 28, 1890.

Judge Johnston was educated in private schools. In 1839 he removed from Indiana to Ebensburg, and became a student of the law in the office of Michael Dan Magehan. He was ad-

mitted to practice on March 31, 1841. In 1845 he was elected county treasurer on the Whig ticket, and in 1849, he was its candidate for the state senate against Augustus Drum. In 1851 he was elected on the same ticket for prothonotary, clerk of the over and terminer, quarter sessions and orphans' courts, and register and recorder, all of which were filled by the same official. In 1854 he was elected the first superintendent of public schools, and served until October, 1855, when he resigned. Thereafter he successfully practiced his profession until he was elected president judge.

In 1854 he left the Whig party on the issues raised by the Know-Nothings, and held aloof for two years before he decided to cast his lot with the Democratic party. He was a Douglas-Democrat in the contest of 1860, and a War Democrat during the strife. In 1864 and in 1866 he was a candidate for congress. He headed the McClellan electoral ticket for president in 1864, when Morton McMichael led it for Lincoln. He was an able lawyer and an upright judge, and died suddenly while president judge.

Augustine Vinton Barker was appointed president judge by Governor Beaver to succeed Judge Johnston, on November 13, 1890. He was born at Lovell, in Oxford county, Maine, June 20, 1849; he was a son of Abraham Andrews and Elizabeth Littell Barker, who removed to Cambria county in 1854.

Judge Barker graduated at Dartmouth College in 1872, with the degree of B. A., and in 1875 he was honored with that of M. A. from the same institution. When he completed his education he entered the office of Judge E. W. Evans, of Chicago, as a student of the law, and later entered the office of Shoemaker & Seehler, in Ebensburg, from which he was admitted to practice at the Cambria bar, on August 4, 1874. He was selected solicitor for the county commissioners in 1881. On November 9, 1891, he was elected president judge for a term of ten years as the Republican nominee, to date from the first Monday of January, 1892. He was an industrious and able lawyer and judge. He was always a student. His decisions were rarely criticised or reversed by the appellate courts. Since his retirement he has successfully practiced his profession at Ebensburg.

In his fourteenth year he enlisted with his father and brother in Captain Daniel O. Evans' Company K, Fourth Pennsylvania Militia, under the command of Colonel Robert Litzinger, in the department commanded by General Nelson A.

Miles during General Lee's Gettysburg invasion. He served from June 15 to August 8, 1863.

Judge Francis Joseph O'Connor was elected in 1901 to succeed Judge Barker. He is a son of James and Elizabeth Croyle O'Connor; born August 11, 1860, on the homestead farm, near Forwardstown, in the county of Somerset, Pennsylvania. He was educated in the public and private schools. He graduated from the law department of the University of Michigan, at Ann Arbor, in the class of 1884, with the degree of LL. B. He was admitted to practice law in Somerset county on May 8, 1884, and on November 9, 1886, he removed to Johnstown, when he became a member of the Cambria bar.

Prior to his graduation he taught school for a number of terms in his native county. In November, 1889, he was elected district attorney for Cambria county, as the nominee of the Democratic party, and served one term. In 1894 he was chosen city solicitor for the city of Johnstown, and served for three years. In 1896, he was the choice of his party in the county for the nomination for congress, but withdrew his name from the conference in favor of Major R. C. McNamara. He was the unanimous nominee of his party for president judge of the XLVIIth Judicial District at the November election in 1901, and was elected. He is now serving as the ninth president judge of Cambria county.

THE DISTRICT COURT.

Since 1850 several efforts have been made to have Johnstown created the county capital, or to make a new county to be called Conemaugh. Thus far all attempts have failed. To give the people of the southern part of the county relief in the transaction of legal affairs, the General Assembly passed the Act of April 13, 1869, creating the district court with the courthouse in Johnstown. The district included the boroughs of Johnstown, Conemaugh, Millville, Cambria, Prospect, Franklin and East Conemaugh, and the townships of Yoder, Richland, Taylor and Conemaugh.

In criminal affairs its jurisdiction was limited to cases triable in the court of quarter sessions, and it could not try the higher felonies which are heard in the court of oyer and terminer. In civil matters it was limited to claims not to exceed two hundred dollars; however, its jurisdiction was enlarged by the Act of April 4, 1873, so that all criminal prosecutions, ex-

cepting treason and homicide, and in civil affairs the same power as any court of common pleas were given it.

Judge Taylor and Associate Judges George W. Easley and James Murray constituted the court, but by the Act enlarging the jurisdiction that part was repealed and the judges were to be elected by the electors of the district.

The July term was approaching when the Union Hall on the northwest corner of Washington and Franklin streets was leased for the new county offices and court house at \$800 per annum. Pending the remodeling Colonel Linton's office was Sheriff Blair's headquarters, and Daniel McLaughlin's office was used as the office of the prothonotary. The lease for the Union Hall had not been executed when the opposition sought to have it set aside in order to lease what was known as Fronheiser's Hall, on the southeast corner of Railroad and Clinton streets. Of course this caused much trouble, and on May 6, a protest was filed against the latter by James Potts, W. Horace Rose, John F. Barnes, Cyrus Elder, A. Kopelin, Daniel McLaughlin and C. L. Pershing, as not being a fit place for the court, and the Union Hall was finally chosen.

The court was organized Monday, July 5, 1869, by Judge Taylor, and his associates named. Joseph McDonald was deputy prothonotary, and Patrick Markey, court crier. There was much enthusiasm in the opening ceremonies; Judge Potts made the principal address and Judge Taylor responded. The members of the bar who were admitted to practice therein were James Potts, Abraham Kopelin, Cyrus L. Pershing, Daniel McLaughlin, Cyrus Elder, John P. Linton, John F. Barnes, R. L. Johnston, John Fenlon, George M. Reade, John S. Rhey, William Kittell, W. H. Sechler, F. A. Shoemaker, W. Horace Rose, John H. Fisher, Jacob Zimmerman, S. B. McCormick, Harry White, Isaac Higus, George F. Baer, now president of the Reading railroad, F. P. Tierney, George W. Oatman, John E. Scanlan, Joseph McDonald, T. W. Dick, James C. Easley, and H. C. Campbell of Punxsutawney. The sheriff was John A. Blair, and his deputy, James Null. Captain J. K. Hite was the prothonotary, and F. P. Tierney the district attorney.

The first court continued for three days. But trouble was brewing. In the April term, 1870, the grand jury declared the lock-up on the public square which was used as a county prison, a public nuisance and indicted the following named gentlemen for maintaining it: Burgess, Joseph S. Strayer, and Council-

men Daniel J. Morrell, J. M. Campbell, James Morley, H. A. Boggs, Richard Jelly, David Hopkins, John P. Linton, Charles Zimmerman, Sr., James King, Airwine Metz, T. R. Kimmell, Jonathan Horner, Alexander Kennedy, James H. Hoover, Joseph Layton, Daniel N. Jones, George W. McGarry and Henry Barnes. Of course they were not called to trial.

A bill was presented in the General Assembly for 1870 authorizing the removal of the county offices from Ebensburg to Johnstown, but it was defeated. The project then became a political issue, but non-partisan; it was a test of strength between the people of the south of the county against the north who desired to retain the county capital at Ebensburg. On June 4 a very large meeting to start the campaign was held on what was termed "Court House Square," now the city park. The officers were: President, William Flattery, Esq.; vice-presidents, Hugh Bradley, C. B. Ellis, Thomas Davis, Captain Patrick Graham, R. B. Gageby, Jacob Fronheiser, Jacob Fend, John Thomas, James Robb, George McLain, David Dibert, Henry Shaffer, John Devlin, Charles O. Luther, Henry Freidhoff, William Cushon, Morris Lewis, John Smith, A. M. Gregg, Patrick Minahan, Thomas McKeirnan and Henry Gore, also Daniel Good and Thomas McCabe, of East Conemaugh, James B. Pyatt and Peter Rubritz of Franklin, James Cooper and John Lamison of Coopersdale, Daniel Burthold and A. A. Parsons of Taylor township, John Cushon and John P. Shaffer of Conemaugh township, David Hamilton and James Burns of Yoder township, George Orris and Christian Weaver of Richland township, George Eichensehr and Alexander Murphy of Adams township and Thomas Davis and Henry Adams of Jackson township. The secretaries were H. D. Woodruff and George T. Swank. An executive committee was appointed to conduct the campaign consisting of Lewis Plitt, William Flattery, B. F. Speedy, H. A. Boggs, Charles B. Ellis, and Charles Unverzagt. The *Tribune* and the *Democrat* made it the leading issue. A convention was held in Johnstown on June 25, with delegates from every ward and township in the new district. The permanent organization was Daniel McLaughlin, president; George McLain, and Thomas McCabe, vice-presidents; and F. M. George and John F. Barnes, secretaries. The resolutions presented by the committee on such were adopted, the vital grievance being: "Whereas, the time has arrived when the varied interests of the people of the County of Cambria demand as an act of exact

justice the removal of the County Seat from Ebensburg to Johnstown, the great business and commercial centre of the County," and requesting the candidate for Assembly who would be nominated, to pledge himself to use every effort to pass a law to that effect. General James Potts was nominated, but on the 10th of August he withdrew and Captain Henry D. Woodruff, of the *Democrat*, became the nominee for Assembly on the Removal ticket.

On August 8 the Democratic convention met in Ebensburg and nominated an "Anti-Removal" ticket. The candidates before the convention were William Horace Rose, James Griffin and Nathaniel Horne of Johnstown, Robert H. Brown of Cresson and John Porter of Lilly. On the sixth ballot Mr. Rose was nominated. William B. Bonacker of Johnstown was nominated for sheriff. The campaign was opened and conducted solely on the question of removal of the court house, and politics were disregarded. Meetings were held throughout the district. The Anti-Removal party agitated the building of a new prison in Ebensburg which was considered a good move to block the Removal people. This event brought the campaign poet to the fore with the following, which was sung to the tune of "Captain Jinks of the Horse-Marines:"

"Old Bob and Phil may talk and cant,
And Tom and Frank may rave and rant;
But that big jail—Oh no, you shan't;
We'll raze it with our army.

"You know that Bill will not report;
He only pledged himself to sport;
But we are going to bring that Court,
With our Removal Army."

Lewis Plitt and others procured an injunction against William Callan, the contractor for the new jail, and the commissioners and treasurer, to prevent them expending any money on the new penitentiary, as it was termed by the Antis. The defendants not having filed an answer Judge Potts moved for judgment *pro confesso*, which brought the matter to an issue. An attachment was issued for the defendants for contempt of court, but they all appeared and disclaimed any thought of contempt, which ended that proceeding and the new jail was completed. The election took place on October 11, when Mr. Rose received 2,929 votes and Captain Woodruff, 2,707. The vote in Johnstown was thus: First ward, for removal, 233 against 31; Second, 106 to 15 for it; Third ward, 114 to 21 for it; Fourth

ward, 150 to 18 for it; Fifth ward, 166 to 32 for it; Sixth ward, 107 to 12 for it.

The vote in Ebensburg was thus: East ward, Rose 118; Woodruff, none; West ward, Rose 153; Woodruff, none. Captain Bonacker was elected sheriff, and Daniel J. Morrell was defeated for congress by 11 votes.

Shortly after the election, F. Carroll Brewster, the attorney general for the state, moved for *quo warranto* proceeding against George Taylor to show cause why he exercised the duties of president judge of the district court, and on February 9, 1871, judgment was entered against Judge Taylor and he was ousted. This was a serious blow and was considered to have actually abolished the district court.

For almost a year tranquility prevailed, when suddenly Governor Geary appointed James Potts, president judge, David Hamilton and William Flattery associate judges, and George T. Swank prothonotary and clerk of the quarter sessions court, for the district court to be holden in Johnstown. The old contest was renewed with vigor. On September 20, 1871, a convention was held in Johnstown over which Captain Woodruff presided. Thomas McCabe of East Conemaugh and John W. James of Johnstown were vice-presidents, and W. A. Krise of Coopersdale, and John Roberts of Franklin were the secretaries. The appointees were nominated. Notwithstanding there were but ten days until the election, an opposition ticket was placed in the field, consisting of Cyrus Long Pershing for president judge; George W. Easley and Jacob Singer for associate judges, and Robert H. Canan for prothonotary. It was a brilliant dash, and was made more interesting because Judge Taylor, Judge Dean and Thaddeus Banks were contesting for the prize of president judge of the XXIVth judicial district. The result was as follows: Judge Potts received 1,447 votes; Pershing, 924; Hamilton, 1,481; Flattery, 1,262; Singer, 1,009; Easley, 938; Swank, 1,470, and Canan, 910. Judge Dean succeeded in the XXIVth district. On the same day Samuel Henry of Ebensburg was elected to the Assembly over W. Horace Rose by a vote of 2,912 to 2,505. The result of this election was the passage of the Act enlarging the jurisdiction of the district court, reference to which has been made previously.

The Taylor *quo warranto* had done its work so well that on March 28, 1872, at the suggestion of Captain J. K. Hite, who was prothonotary in Ebensburg, another writ was issued against

George T. Swank to show cause why he exercised the rights and duties of the office to which he had been elected. The court sustained the claimant, and the supreme court affirmed it, whereupon Mr. Swank was likewise ousted. It was not a difficult matter for an attorney or suitor to know what was going on in the jury room after the jury retired. On this occasion an important case was being tried, and the jury having gone to their room had agreed upon a verdict against the client of Colonel Kopelin which of course came to his knowledge. He had also received private information that Mr. Swank had been ousted by the supreme court, therefore, Colonel Kopelin immediately moved to have the jury discharged, inasmuch as there had been no legal clerk of the court during the trial. The jury filed in to record their verdict. Judge Potts received it on the ground that the court had "no official notice of the removal of Mr. Swank." The opinion of Mr. Justice Agnew was considered so broad that it virtually ended the district court, which remained suspended from July, 1872, until after the amended Act of April, 1873. Samuel Henry was friendly to the Removal cause, and through his influence the bill became a law.

On April 9, 1873, Governor Hartranft reappointed George T. Swank clerk of the district court, who reassumed the duties attached to the position. On May 13, the county commissioners leased for a court house Parke's Opera House, and the second floor of the Benton building, which adjoined it on the west. The opposition endeavored to have the Union Hall, Fronheiser's Hall, or the Episcopal church selected for the court house, but for the time being were unsuccessful. George W. Cope and Henry H. Kuhn were admitted to practice law in March, and Oliver J. Young and John H. Brown in September, 1873.

On May 12, 1873, another writ of *quo warranto* was issued commanding Judge Potts to show cause why he assumed and exercised the power of president judge of the district court. On the return day Henry D. Foster of Greensburg and John Scott of Huntingdon appeared for Judge Potts and moved for a continuance. It was granted on the condition that he would not exercise any duty of the court, excepting to convene and adjourn the court until the final decision was made. This condition existed until October, when Judge Potts was removed. Notwithstanding the Union Hall had not been leased for the use of the court, Judge Potts moved thither on July 7, 1873, and opened court and was about to adjourn under the condition imposed,

when Colonel Linton moved for the trial or the discharge of a client who had been indicted for a serious offense. Judge Potts directed the crier to adjourn the court until the first Monday of October. While this was going on in the Union Hall, another court had been convened in Parke's Opera House, which was attended by Sheriff Bonacker, Treasurer John Cox, Associate Judge David Hamilton, and George T. Swank, clerk of the court. The attorneys present were Colonel Kopelin, R. L. Johnston, W. H. Sechler, W. Horace Rose, Daniel McLaughlin, Jacob Zimmerman, and H. H. Kuhn. Subsequently Colonel Linton appeared. Judge Hamilton directed Crier Markey to open the court, which he did in his inimitable way. The commission issued by Governor Hartranft appointing Mr. Swank clerk, etc., was read and recorded. Colonel Kopelin and Colonel Linton then made the same motion in this court as Linton had made before Judge Potts sitting in the Union Hall. The motion was filed, and Judge Hamilton adjourned it until the first Monday of October. Mr. Swank did not personally act as clerk of the court, he continuing as editor and publisher of the *Tribune*. Captain Kuhn was his deputy until the latter part of 1872, when John H. Brown succeeded and served until his term expired.

On September 19, 1873, a petition requesting the electors to choose two delegates—one Republican and one Democrat—to meet in convention to nominate a candidate for clerk of the court, was addressed to "The Voters residing within the limits of the District Court." It was numerously signed, beginning with Gale Heslop and Casper Burgraff and ending with George F. Randolph and D. J. Morrell. The convention met in Parke's Opera House on September 27. The delegates were: Adams township: Lewis W. Shank and Hiram Shaffer; Cambria borough: Michael Sweeny and Henry Gore; Conemaugh township: John Cushon and D. I. Horner; Second ward of Conemaugh borough: Martin Rist and William Cushon; Coopersdale borough: W. A. Krise and John D. Adams; Franklin borough: John Furlong and J. F. Devlin; Millville borough: Michael Maloy; Taylor township: J. B. Bowser and J. B. Clark; Johnstown, First ward: John Hitchens and Hugh Bradley; Second ward: J. F. Barnes and Jacob Mildren; Third ward, Casper Burgraff and William Doubt; Fourth ward: Oscar Graffe; Fifth ward: A. Wigand and S. T. Robb; Sixth ward: Hugh Maloy and S. B. McCormick; Prospect borough: Thomas Dunford and

John Smith. There were no delegates from the First ward of Conemaugh, East Conemaugh or Woodvale boroughs, nor from the townships of Upper and Lower Yoder and Richland. The officers of the convention were John Cushon, president; Michael Sweeny and Henry Gore, vice-presidents, of whom the latter declined to accept the honor, and Jacob Mildren was chosen. J. B. Adams and W. A. Krise were the secretaries. Lucian D. Woodruff was nominated by acclamation for clerk of the court. Notwithstanding the unanimity in the proceedings it was only on the surface, and deep down there was hot blood among the politicians, and every voter was in that class. The election was to take place October 14, and on the 3d Samuel Masters announced that he would be an independent candidate for that office. It was a lively dash. Mr. Masters was elected by a vote of 1,443 to 1,294. At the same election Herman Baumer was elected sheriff over John T. Harris by a vote of 2,828 to 2,550, and Samuel Henry, a Republican was re-elected to the Assembly for the third successive time. The latter and the sheriff were of course county nominees.

The first Monday of October, 1873, was the time for the beginning of the regular term. On that day some of the court officials met in the Union Hall, and the others in Parke's Opera House. Judge Potts went to Pittsburg that morning, and at 10 o'clock Associate Judge Flattery took his seat in the Union Hall court and directed J. D. Hamilton, the court crier, to open the court. The order was obeyed. Those present were: Robert Barclay, a juror; Colonel Kopelin, an attorney; J. D. Barkley, a spectator, and two reporters. Judge Flattery announced the absence of Judge Potts, and that nothing could be done, and adjourned court until the first Monday of January. The Parke's Opera House court did not even have an associate judge, and it seems there were only two persons present—George T. Swank, the clerk, and Patrick Markey, the crier, who opened and adjourned the court. At the July term Judge Hamilton had attended both courts but at this time he was absent.

The supreme court ousted Judge Potts, but on October 31 he was reappointed by Governor Hartranft, who at the same time reappointed Judge David Hamilton, and selected Robert B. Gageby as the other associate judge in place of Judge Flattery, who had gone over to the opposition but is recorded as having resigned.

In the meanwhile the new constitution had been adopted,

which, when it would take effect, would abolish the district court of Johnstown. In view of this it was concluded better to have one court than two; therefore, on the first Monday of January term, 1874, Judge Potts and Associate Judges Hamilton and Gageby opened the term in Parke's Opera House, where the clerk had held his office during the turmoil, and where it continued until it went out of existence. On May 20, 1874, Colonel Kopelin died.

On October 21, 1874, a petition numerously signed by the leading citizens, among whom were D. J. Morrell, James McMillen, C. T. Frazer, W. B. Bonacker, E. A. Vickroy, John M. King, A. Montgomery, John P. Linton, Cyrus Elder, John H. and Pearson Fisher, requested Judge Potts and Associate Judges Hamilton and Gageby to be candidates for re-election, and on the same day their acceptance was announced.

On the 29th a card was posted announcing that John F. Barnes would be a candidate for president judge, and Mahlon W. Keim and John Benshoff for associate judges of this court. This was the condition of affairs four days before the election, and neither candidates on the respective tickets had been nominated by a political party or a convention. It was a lively campaign, but a sort of a go-as-you-please-contest, and the political stilletoes were keen and pointed. The result was: Potts, 1,015, and Barnes, 1,247; Gageby, 1,219, and Keim, 1,167, to 1,140 for Benshoff and 1,025 for Hamilton. Judge Barnes presided until the October term had been completed, when the district court was abolished.

The records were removed to Ebensburg and filed in the office of the prothonotary, and thus ended a court of record of a brief existence but of more turbulence than was ever known.

"Among the departed great men of Pennsylvania whose services to the commonwealth deserve to be gratefully remembered the faithful historian will place Judge Cyrus L. Pershing, who died on June 29, 1903, at his home in Pottsville, Schuylkill county. Pennsylvanians should be proud of the fact that this modest but distinguished citizen lived all his days within the borders of the Keystone State. Presbyterians should be proud of the career of this conspicuous and worthy adherent of their faith and doctrine.

"The Pershing family is one of the oldest in Western Pennsylvania. It is of Huguenot origin, Judge Pershing's great-grandfather, Frederick Pershing, having emigrated to this coun-

try from Alsace, then a part of France, landing at Baltimore on October 2, 1749. In 1773 the emigrant purchased a tract of 269 acres of land upon the head waters of Nine Mile Run in what is now Unity township, Westmoreland county, Pennsylvania, and in 1774 he moved his family from Frederick county, Maryland, to the new home. With his sons he engaged in farming and he also built 'Pershing's mill.' One of his grandsons, Christopher, son of Christian, was the father of the future judge. Judge Pershing's mother, Elizabeth Long, was also descended from a pioneer family in Westmoreland county, her grandfather, Jacob Long, a Pennsylvania German, having moved from Lancaster county to Westmoreland county about the beginning of the last century. Jacob Long's grandfather, Oswald Long, and his father, Diebold Long, emigrated from Wurtemberg in 1730.

"Cyrus Long Pershing was born at Youngstown, Westmoreland county, on February 3, 1825. He was therefore in his seventy-ninth year at the time of his death. In 1830 his father moved his family to Johnstown, dying in 1836. Cyrus was the oldest of three brothers. A good mother was equal to her responsibilities. That her boys should receive the best education that was possible was her firm determination. They were early sent to 'subscription schools.' When thirteen years old Cyrus became a clerk in a store in Johnstown. Here he learned from the farmers to speak Pennsylvania Dutch fluently. In 1841 he was employed as a clerk at the weighlock of the Pennsylvania canal at Johnstown. Subsequently he filled other clerical positions in connection with the canal. In all these positions as opportunity would permit he was an industrious student of the educational textbooks of the day. In 1839 he began the study of Latin with the Rev. Shadrach Howell Terry, the first pastor of the Presbyterian church at Johnstown, and afterwards he began with Mr. Terry the study of Greek. Mr. Terry died in 1841 and was succeeded by the Rev. Samuel Swan. In 1842 Cyrus L. Pershing recited Greek to Mr. Swan that he might be prepared to enter the freshman class of Jefferson college, at Canonsburg, which he entered in November of that year. From this time until June 14, 1848, when he was graduated, he continued his college studies in the winter and his clerical duties in the summer, with the exception of a few months in 1846, when he taught one of the public schools in Johnstown.

"During the winter following his graduation Mr. Pershing taught a classical school at Johnstown, which was well attended

and was very successful. In 1849, having resolved to study law, he accepted an invitation from Jeremiah S. Black, of Somerset, afterwards the distinguished jurist, to enter his office as a student. In November, 1850, he was admitted to the Somerset bar, and immediately afterwards, on November 26, 1850, he was admitted to the bar of Cambria county. He opened an office in Johnstown and at once entered upon a large and profitable practice in the court of Cambria county. This practice he continued to enjoy as long as he remained a citizen of Johnstown. He also established outside of Cambria county an excellent reputation as a pains-taking lawyer who knew the law, and this reputation paved the way for new clients and for honors which soon came to him. Judge Black was so impressed by the native ability of his student and the readiness with which he mastered legal principles and the details of legal practice that he offered him a partnership immediately after his admission to the bar, but this arrangement was not consummated because of Judge Black's elevation to the supreme bench of Pennsylvania in 1851.

"Soon after his admission to the bar Mr. Pershing was married to Miss Mary Letitia Royer, youngest daughter of the Hon. John Royer, a pioneer iron manufacturer in the Juniata valley and a Whig member of the legislature from Huntingdon county and afterwards from Cambria county. The marriage took place at Johnstown on September 23, 1851. The Royer family is an old Pennsylvania family, of Huguenot extraction. Five sons and two daughters were born to Mr. and Mrs. Pershing, all of whom, with their mother, are still living.

"All lawyers in country towns in the old days were expected to be politicians, even if they did not have political ambition of their own. Most of them, however, were ambitious of political preferment. Cyrus L. Pershing was a politician from boyhood. He knew the history of his country and of political parties as few other boys knew it. He early developed literary talent as a writer for the local newspapers, and what he wrote for publication often related to the political issues of the day. He became a member of a local debating society and soon developed considerable ability as a public speaker. Even before he was admitted to the bar he was in demand as a speaker at neighborhood meetings of the Democratic party, to which party he faithfully adhered from the beginning to the end of his active career. When yet a boy he began to keep a diary of miscellaneous occurrences and also a scrap-book of election returns and political

events. This habit of methodically preserving facts which he deemed worthy of preservation strengthened a naturally retentive memory and nourished his literary and historical tastes. Running through his public speeches and addresses while he lived in Johnstown there was always a historical vein. In 1848, before his admission to the bar, he was the orator of the day at a banquet given at Johnstown to the Cambria county soldiers who had returned from the Mexican war. Few men who have ever lived in Pennsylvania have known the history of the State, and especially its political history, as Cyrus L. Pershing knew it. He was familiar with the careers of its notable men—politicians, lawyers, clergymen, college professors, and others, and he had a personal acquaintance with most of them.

“After his admission to the bar Mr. Pershing’s advancement in the councils and leadership of his party was so rapid that in 1856 and again in 1858 he was the Democratic candidate for congress in the district of which Cambria county formed a part. He was defeated in both years, as the district was largely Republican in sentiment, but in each year he greatly reduced the normal anti-Democratic majority. In the fall of 1861 he was elected a member of the state legislature from Cambria county, and he was re-elected in 1862, 1863, 1864 and 1865, serving in this office for an unusually long continuous period. His service in the legislature ended with the session of 1866. The author of a published sketch of Mr. Pershing in 1869 says: ‘During the whole of Mr. Pershing’s service at Harrisburg he was a member of the committee of ways and means, the judiciary, and other important general and special committees. At the session of 1863, the only one in which the Democrats had a majority, Mr. Pershing was chairman of the committee on federal relations, and at the succeeding session was the Democratic nominee for speaker of the house. He was an acknowledged leader and enjoyed to a rare degree the confidence and personal esteem of his fellow-members without distinction of party.’

“It will be observed that Mr. Pershing’s services in the Pennsylvania legislature covered almost the entire period of the Civil war. He was himself a War Democrat and believed in a vigorous prosecution of the war. In addition to what is said of Mr. Pershing’s legislative career in the extract above quoted it can be stated as a part of the history of that great struggle that Governor Curtin was in the habit of privately consulting

with Mr. Pershing as the Democratic leader in emergencies which were constantly arising. The governor could rely on his loyalty, his wisdom, and his influence over his fellow-members.

“Honors now come to Cyrus L. Pershing in rapid succession. In 1866 he was a delegate from his congressional district to the National Union Convention which met at Philadelphia in August of that year. In 1868 he was a presidential elector on the Democratic ticket. In 1869 he was the Democratic candidate for judge of the supreme court of Pennsylvania, but was defeated by a small majority. In 1872, owing to divisions in the Democratic party of Schuylkill county, he was asked to become a compromise candidate for president judge of the courts of that county. He was then in his forty-eighth year. He had never been in Schuylkill county, and was, of course, a stranger to most of its people, even to many members of the bar who had urged him to accept the nomination. However, he consented to become a candidate and was elected by a large majority for the constitutional term of ten years. In December, 1872, he held his first court at Pottsville and in the spring of 1873 he moved his family to Pottsville. In 1882 he was elected for another term of ten years, and in 1892 for still another term. But failing health prevented him from serving the whole of the third term. He resigned in August, 1899, having presided with great acceptance over the courts of Schuylkill county for twenty-seven consecutive years. From 1899 until his death in 1903 he rested from his labors, but his interest in public affairs and in the welfare of his immediate neighborhood never ceased, and his wonderful memory never failed until he was stricken with his last illness.

“In 1875, while presiding over the courts of Schuylkill county, Judge Pershing was nominated for governor of Pennsylvania by the Democratic state convention of that year, his opponent being General John F. Hartranft, who had been elected to the governorship in 1872 and was now a candidate for a second term. Owing to his position on the bench Judge Pershing could not “take the stump.” So great, however, was his personal popularity that he was defeated by a small majority of less than 12,000 for General Hartranft. Outside of Philadelphia Judge Pershing led his distinguished opponent by a large majority.

“During Judge Pershing’s first term as president judge of

Schuylkill county, or from 1876 to 1878 inclusive, the infamous criminal organization known as the Mollie Maguires was completely broken up and many of its members were hung, largely as the result of a series of trials over which Judge Pershing presided. This organization had terrorized the anthracite region for several years, and its agents had committed many murders to establish its lawless authority over the coal-mining industry. At the risk of his life Judge Pershing did not hesitate to sentence to death the convicted participants in these murders who were tried before him. From the beginning to the end of these trials he displayed a degree of both physical and moral courage that had never been excelled on the bench. The trials attracted national attention. The law-abiding citizens of Schuylkill county, without respect to party, have never ceased to express their great obligations to Judge Pershing for the courageous part he took in ridding the county of the Mollie Maguire terror. He had been thoroughly tested and found to be pure gold.

“Judge Pershing became a member of the First Presbyterian church of Johnstown when still a young man. He became a teacher in its Sunday school and was afterwards and for many years its superintendent. He was a ruling elder in the church when scarcely thirty years old, and he continued in the eldership during his residence in Johnstown. After his removal to Pottsville he was chosen to the same office in the Second Presbyterian church of that place, and for many years he taught the Bible class in its Sunday school. He was a member of the Union Presbyterian Convention which met in Philadelphia in November, 1867, and a member of the General Assembly of the Presbyterian church which met at Chicago in 1877, at Saratoga in 1884, at Philadelphia in 1888, and at Washington City in 1893.

“Judge Pershing was always a loyal friend of his alma mater, Jefferson College, and of the united colleges, Washington and Jefferson. From March, 1865, until June, 1877, when he resigned, he was a trustee of Washington and Jefferson College. At the laying of the cornerstone of the front part of the main college building, on October 21, 1873, Judge Pershing delivered an address. In 1900 the trustees of the college conferred upon him the honorary degree of Doctor of Laws, an honor that he richly deserved.”

Judge James Potts was born in Butler, Pennsylvania, August 31, 1809, died in Oil City, August 6, 1891, and was buried in Grand View cemetery at Johnstown.

James Potts was the son of John Potts, a native of the north of Ireland. His mother's maiden name was Jane Karns, also of Irish, or, more properly, of Scotch-Irish, extraction. Both families were not only among the first settlers of Western Pennsylvania, but they were also long prominent in the social, business and political affairs of that part of our State. John Potts, the father of James Potts, was a merchant and was one of the pioneer settlers of the town of Butler. He was an active and influential politician, representing Butler county in the legislature at a very early day, and also held the offices of county treasurer and county commissioner. Two of his sons, George and James, were also politicians from their boyhood, yet while the father was a Jeffersonian his sons were Democrats all their days. The Karns family was divided in its political allegiance. Two members of a later generation, William and Samuel D. Karns, who were brothers, were prominent in the councils of the Democratic and Whig parties respectively forty and fifty years ago.

At the age of seventeen James Potts entered Jefferson College and almost completed a four years course, for some unavoidable reason, however, he did not graduate.

"On the 2d day of October, 1838, James Potts and his cousin, Margaret Jane Karns, were married at Pittsburg, by the Rev. James Prestly. Mrs. Potts' father's name was James Elliott Karns. During the following winter the canal commissioners under the administration of Governor David R. Porter appointed James Potts, who had first been Captain Potts and was now Major Potts, collector of tolls at Johnstown, on the main line of the public improvements of the State, succeeding Frederick Sharretts, a Whig. Soon after his appointment Major Potts visited Johnstown for the first time, and in March, 1839, when less than thirty years old, he entered upon his new duties and set up housekeeping in the official residence of the collector, attached to the collector's office on Canal street, now Washington street. Major Potts continued as collector of tolls for five years, or until 1844, when he was succeeded by A. W. Wasson, of Erie, who was in turn succeeded a few years later by Hon. Obed

Edson, of Warren. During a large part of Major Potts' term as collector he had as his clerks George Nelson Smith, Campbell Sheridan, and Cyrus L. Pershing, all well known to the old citizens of Johnstown.

“When Major Potts surrendered the collector's office to his successor he opened an office on Clinton street for the practice of law so far as this could be done without his having previously been admitted to the bar. He had not completed his legal studies when he came to Johnstown, but when the whirligig of politics threw him on his own resources he resolved not only to make Johnstown his permanent home but to rely upon the practice of law for a livelihood. To comply with the court regulations before applying for admission to the bar he nominally became a student with Hon. Moses Canan, then the only lawyer in Johnstown, and on the 7th of October, 1846, he was formally admitted as a member of the Cambria county bar. He at once entered upon an active and lucrative practice, in which he continued until advancing years and declining health caused him to virtually retire from further pleas with judges and juries and further buffeting with younger men. On June 11, 1850, when on a visit to his old home in Butler, he was admitted a member of the Butler county bar. For about three years, beginning with 1850, he was the senior member of the law firm of Potts & Kopelin. Abram Kopelin had studied law with Major Potts, and was a bright and promising student. He afterwards became one of the most distinguished members of the Cambria county bar. Major Potts never had any other law partner.

“As early as 1850 an active agitation had commenced in the southern part of Cambria county in favor of the establishment of a new county, with Johnstown as the county-seat, and in 1854, after the election of George S. King to the legislature, this movement, in which Mr. King earnestly sympathized, took shape in the preparation of a bill which provided for the organization of the new county. The measure failed before the legislature, but the agitation was again fiercely renewed in 1860, when Major Potts, who had from the first been one of its principal promoters, became the candidate for the legislature of what was known as the New County party. He was defeated after a most animated canvass, which has probably never been surpassed in intensity in Cambria county. Then the war came, but a few years after it closed the new-county movement was again renewed with great energy, this time, however, taking the form of

a proposition to remove the county-seat from Ebensburg to Johnstown. In 1870 Captain H. D. Woodruff, of Johnstown, ran as a candidate for the legislature on this issue, but was defeated by a small majority. It had previously been proposed to establish at Johnstown a district court which should include within its jurisdiction Johnstown and some neighboring towns and townships. This scheme was so far successful that in 1869 it was approved in an act of the legislature and the court was duly established, the judges of the Cambria county courts officiating as judges of the district court. Subsequent legislation provided for the election of all district court officers by the citizens of the district, but before an election could be held the offices were filled by appointment of the governor, Major Potts being appointed president judge by Governor Geary in 1871. He was subsequently elected to this position. Several sessions of the new court were held with Judge Potts on the bench. But the court, which had at first been eagerly desired, soon fell into disfavor, because by the terms creating it it partook too much of the character of a police court. There was much legislation concerning it and much litigation. In 1873 Judge Potts was defeated as a candidate for re-election to the judgeship by John F. Barnes.

“Soon after coming to Johnstown Major Potts took an interest in its military affairs. There had existed for a number of years a volunteer infantry company called the Conemaugh Guards, of which Joseph Chamberlain, John K. Shryock, and John Linton were successively captains. About 1841 a rival company was organized, called the Washington Artillerists, of which Peter Levergood, Jr., was elected captain. He was succeeded by George W. Easley, and about 1842 Collector Potts was elected captain, a position which he held for many years. The name of the company had in the meantime been changed to the Washington Grays. The Grays were often on dress parade, and with the Conemaugh Guards they participated in many encampments. Those were stirring times for a country town. Major Potts was a good drill officer. At the beginning of the Rebellion he took delight in drilling Johnstown volunteers for the Union army and in showing in many other ways his interest in military affairs. He played the drum on the 3d day of June, 1825, upon the occasion of Lafayette’s reception by the people of the town of Butler, and the fifer whom he accompanied with his drum was a Revolutionary soldier named Peter Mc-

Kinney, who had played the fife at the battle of Bunker Hill, in 1775, just fifty years before. In our old friend we have had a link to connect the present generation with Revolutionary days.

“When he came to Johnstown in 1839 his official position and his natural tastes combined to make him active in local politics, while his wide acquaintance with the leading members of his party made him also to some extent a factor in State politics. He had opinions of his own about men and measures and expressed them freely. He was long a regular attendant at the county conventions of his party. He was a Tariff Democrat and the friend of Simon Cameron. He was a ready political writer and liked to take part in newspaper controversies. For a few months along about 1846 he was one of the recognized editors of an independent Democratic paper published in Johnstown called the *Courier*; but a year or two before this, during the interregnum between his retirement from the collector’s office and his entrance upon the active practice of law, he edited for one winter the Democratic organ at Harrisburg, the *Argus*. The *Courier* opposed Governor Shunk’s renomination in 1847. The paper probably died in that year. In both the cases in which Major Potts assumed editorial duties he was influenced by his strong partisanship and his thoroughly unselfish devotion to his political friends.

“When the flood came on that last day of May, 1889, Judge Potts and his family were overwhelmed by the mighty rush of waters; their home on the corner of Walnut and Locust streets was destroyed in an instant; his oldest daughter, Jane, was lost, although her body was afterwards found; and the judge and his remaining children were swept down toward the now historic stone bridge, where they were rescued. In a day or two the judge and his family found a refuge with friends in Westmoreland county and afterwards with friends in Blair county; thence going before the summer was over to Oil City, where a new home was secured, and where, away from the few old friends who survived the flood, away from the stricken town he had loved so well, worn by disease and broken in spirit, an old man in every sense, he died.

Judge John F. Barnes is a native of Johnstown. He was elected district attorney of the county, and was president judge of the District Court. When the court was abandoned he became a merchant, and is now residing at Waterford, Pennsylvania.

SALARIES AND COMPENSATION OF JUDGES.

During the early Colonial period it appears the judges of the supreme court and other judges were paid by a system of fees, especially so when the judges of the supreme court sat in the court of quarter sessions their fees were double those in other courts.

When the courts were reorganized under the constitution of 1790, the Act of April 13, 1791, 3 Smith, 35, provided that when the judges of the supreme court and the president judges of the court of common pleas shall sit as judges of high court of errors and appeals, they shall be entitled to six dollars for each day they shall attend.

Also, that the chief justice of the supreme court should receive one thousand pounds per annum, and thirty shillings per day while on the circuit for traveling expenses; the associate judges to get six hundred pounds and thirty shillings for traveling expenses. The president judges received five hundred pounds, which was subsequently increased in the sum of two hundred and sixty-six and 66-100 dollars.

The Act of April 4, 1796, 3 Smith, 271, fixed the salaries of the associate judges of the supreme court, and the president judges of the court of common pleas at four hundred dollars per annum, which shall, as it provides, continue for "two years and no longer."

In 1843 the president judges were receiving an annual salary of sixteen hundred dollars, and the associate judges one hundred and twenty dollars. The Act of April 17, 1843, P. L. 324, directed that judges of the supreme court thereafter appointed should receive an annual salary of eighteen hundred dollars, and the associate judges sixteen hundred dollars, each, with an additional sum of three dollars per day while they were traveling on the circuit for traveling expenses; Governor Porter refused to approve the bill but it became the law without his approval.

It appears by the Act of July 19, 1839, P. L. 630, the salaries of all the judges had been increased in the sum of four hundred dollars, which would make them \$2,200 and \$2,000, respectively.

In the several acts relating to salaries or penalties, where pounds, shillings and pence are used, the English pound sterling of \$4.86 is not meant, but the value in Pennsylvania currency. The values in all the Colonies were much depreciated,

and little uniformity prevailed; for instance, in the New England colonies and Virginia a pound was \$3.33 $\frac{1}{3}$; in New York and North Carolina, \$2.50; in Georgia, \$4; in New Jersey, Pennsylvania, Delaware and Maryland it was \$2.66 $\frac{2}{3}$. In Pennsylvania a shilling was thirteen and one-third cents; a sixpence or a fip was six and two-third cents. As late as 1850 Judge Coulter, in *Chapman v. Calder*, 14 Pa., 358, held that forty shillings, or two pounds, was equal to five dollars and thirty-three cents in Pennsylvania currency, and payment could not be demanded in specie of the sterling value.

The common pleas judges who received five hundred pounds only got about \$1,331.66 for their annual services, and other officials were recompensed at the like rate. The Colonial standards were in use for a long time after the Revolutionary war; in Pennsylvania at least, until 1791.

In 1779 the values of fines, penalties and fees due officers were regulated by the price of wheat. This was found to be inconvenient, and was repealed June 21, 1781, 2 Smith, 5, and the unit of measurement was based upon gold and silver.

The Act of May 2, 1871, P. L. 247, authorized the payment of twelve dollars per day to the judge for holding court in other districts than his own.

The Act of June 4, 1883, P. L. 74, fixed the salaries of all the common pleas judges, excepting in Philadelphia, Allegheny and Dauphin counties, at four thousand dollars per annum, providing, however, that when a district has over 90,000 population it shall be five thousand dollars. The Act of April 14, 1903, P. L. 175, increased this amount to six thousand dollars, and where there is but one judge he is entitled to another thousand dollars. In districts having less than 90,000 it is fixed at five thousand dollars.

Members of Cambria County Bar, January 1, 1907.

Name	Residence	Date of Admission
W. H. Rose.....	Johnstown.....	6 March, 1860.
F. A. Shoemaker....	Ebensburg.....	5 June, 1860.
J. C. Easley.....	Carrolltown.....	13 February, 1866.
T. W. Dick.....	Ebensburg.....	1 November, 1868.
Jacob Zimmerman..	Johnstown.....	7 June, 1869.
Ellis G. Kerr.....	Johnstown.....	3 December, 1872.
John H. Brown.....	Johnstown.....	2 September, 1873.
A. V. Barker.....	Ebensburg.....	4 August, 1874.
James M. Walters...	Johnstown.....	5 January, 1881.
H. W. Storey.....	Johnstown.....	14 March, 1881.

Name	Residence	Date of Admission
M. D. Kittell.....	Ebensburg.....	6 June, 1881.
Robert S. Murphy...	Johnstown.....	7 June, 1883.
H. H. Myers.....	Ebensburg.....	8 January, 1884.
John M. Rose.....	Johnstown.....	16 June, 1884.
F. J. O'Connor.....	Johnstown.....	9 November, 1885.
D. E. Dufton.....	Johnstown.....	16 March, 1886.
Horace R. Rose.....	Johnstown.....	5 April, 1886.
J. B. O'Connor.....	Johnstown.....	5 April, 1887.
F. P. Martin.....	Johnstown.....	26 September, 1887.
M. B. Stephens.....	Johnstown.....	19 March, 1888.
E. T. McNeelis.....	Johnstown.....	5 September, 1889.
R. E. Cresswell.....	Johnstown.....	6 January, 1890.
S. Lemon Reed.....	Ebensburg.....	7 July, 1890.
William Williams...	Johnstown.....	12 January, 1891.
W. P. Reese.....	Johnstown.....	22 January, 1891.
H. S. Endsley.....	Johnstown.....	23 March, 1892.
J. F. McKenrick....	Ebensburg.....	5 September, 1892.
Harvey Roland.....	Ebensburg.....	14 November, 1892.
William Davis.....	Ebensburg.....	10 April, 1893.
Mathiot Reade.....	Ebensburg.....	10 April, 1893.
Charles C. Greer....	Johnstown.....	4 September, 1893.
Peter J. Little.....	Ebensburg.....	4 September, 1893.
Daniel L. Parsons...	Johnstown.....	5 March, 1894.
Reuel Somerville...	Patton.....	5 March, 1894.
Thomas J. Itell.....	Johnstown.....	20 August, 1894.
John W. Kephart...	Ebensburg.....	21 January, 1895.
J. W. Leech.....	Ebensburg.....	7 February, 1896.
F. C. Sharbaugh....	Ebensburg.....	7 February, 1896.
Charles C. Linton...	Johnstown.....	7 June, 1897.
Harry Doerr.....	Johnstown.....	7 June, 1897.
John H. Stephens...	Johnstown.....	7 June, 1897.
Forest Rose.....	Johnstown.....	3 July, 1899.
Percy Allen Rose...	Johnstown.....	3 July, 1899.
F. D. Barker.....	Ebensburg.....	3 July, 1899.
Bruce H. Campbell...	Johnstown.....	3 July, 1899.
W. David Lloyd.....	Johnstown.....	4 December, 1899.
J. Wallace Paul.....	Johnstown.....	4 December, 1899.
John C. Davies.....	Johnstown.....	5 March, 1900.
George C. Keim.....	Johnstown.....	5 March, 1900.
H. B. Mainhart.....	Johnstown.....	5 March, 1900.
Herman E. Baumer...	Johnstown.....	7 March, 1900.
F. J. Hartman.....	Ebensburg.....	14 January, 1901.
Philip N. Shettig...	Ebensburg.....	14 January, 1901.
D. P. Weimer.....	Johnstown.....	8 July, 1901.
Emory H. Davis.....	Ebensburg.....	6 January, 1902.
John E. Evans.....	Ebensburg.....	6 January, 1902.
Charles M. Moses...	Johnstown.....	2 February, 1904.
Walter Jones.....	Ebensburg.....	25 October, 1904.

Name	Residence	Date of Admission
Alvin Sherbine.....	Johnstown.....	25 October, 1904.
Karl F. Stremel.....	Johnstown.....	2 January, 1905.
Charles Hasson.....	Ebensburg.....	13 December, 1905.
R. Edgar Lealey.....	Johnstown.....	13 December, 1905.
Frank P. Barnhart.....	Johnstown.....	13 December, 1905.
George E. Wolfe....	Johnstown.....	13 December, 1905.
Tillman K. Saylor..	Johnstown.....	3 September, 1906.
Wm. F. Dill.....	Ebensburg.....	3 September, 1906.
Charles S. Evans...	Ebensburg.....	10 December, 1906.
William A. McGuire.	Ebensburg.....	10 December, 1906.
Morgan W. Evans...	Ebensburg.....	10 December, 1906.
Albert W. Stenger...	Johnstown.....	10 December, 1906.

THE EVIL, ODDITY AND BENEFIT OF SPECIAL LEGISLATION.

Prior to the constitution of 1873 the theory prevailed that the legislature was supreme, could legislate upon all subjects and cure all kinds of ills or errors, judicial or otherwise. It granted divorces; changed the names of individuals; cured defects in title to real estate, and directed judges to act in accordance with the idea of the person who had sufficient influence to have the bill passed. It was the one great evil cured by the new constitution. The effect is shown in the number of pages in the pamphlet laws before and after that date; that of 1866 contained 1,366 pages, and that of 1873, 1,213 pages, and the first one after it was 1874, with 550 pages, and the largest since that date is that of 1901, with 1,013 pages.

It absolutely prevented a uniformity of the laws. For instance, the Act of 1 March, 1871, P. L. 151, authorized the borough of Franklin to levy a borough tax of fifteen mills for borough purposes, while on the next page (152) another special law authorized the borough of East Conemaugh to levy ten mills for the same purpose. The Little Conemaugh river divides the two boroughs.

An effort to control the court was that of 1 April, 1837, P. L. 128, where the president judge of Fayette county had refused to open a judgment which the defendant complained was unjust, and in place of taking an appeal the defendant had sufficient influence with the General Assembly to enact a law directing the judge to open it and to try the fact in dispute by a jury; and provided further, that if the judge should refuse to do this, a judge of Allegheny county was authorized to hold a special court in Uniontown to give the relief desired.

The Act of May 12, 1871, P. L. 804, authorized the appoint-

ment of a justice of the peace in Cambria to be commissioned a notary public; provided, they should not have jurisdiction in cases arising on paper by them protested.

The lumbering business in Cambria was an important factor in the sixties and early seventies, and much complaint was made by owners of mountain land against persons who were felling the trees and hauling the logs to the streams to be floated to market; therefore, on May 15, 1871, P. L. 868, a special act was passed authorizing the trespass and even to making roads over the lands of others, which was equivalent to eminent domain. It also provided a method for assessing the damages.

The special Act of April 3, 1869, P. L. 695, extended the jurisdiction of justices of the peace in what was then the boroughs of Johnstown, Conemaugh, Cambria, Millville, Prospect, East Conemaugh and Franklin, and the township of Yoder, now Lower and Upper; Taylor, now East and West Taylor; Jackson, Richland, and Conemaugh, now including Stony creek, granting that they should try certain of the lesser misdemeanors by a jury of six, and sentence the defendant to a term in jail. They were also authorized to entertain jurisdiction in cases of surety of the peace, and for non-compliance with the judgment of the justice he could commit the prisoner to the county jail for not less than ten days nor more than six months.

THE BETSY HOLDER HOMICIDE.

Patrick and Bernard Flanagan were tried before Judge White for the murder of Betsy Holder, which occurred July 31, 1842, to October term, 1842, and both were convicted. John S. Rhey, Michael Hasson and J. F. Cox were of counsel for the defendants and George Taylor, Thomas C. McDowell and John G. Miles for the commonwealth.

While there was no doubt in the minds of the court, the jury and the witnesses for the commonwealth, that they were guilty, yet there was a strong sentiment in the county in their favor. Judge White refused a new trial, and an appeal was taken to the supreme court, reported in 7 W. & S., 415, wherein Judge White was affirmed. Pending the appeal the friends of the condemned men presented a bill in the legislature, which became a law 5 April, 1843, P. L. 168, directing that if the defendants presented a motion to set aside the sentence of the court and grant a new trial, and if the judge should be satisfied it should be granted, then he is authorized to make the rule

absolute. It further provided that if the judge sitting did not desire to hear the motion or try the case, then it should be heard before the judge of the fourth judicial district. The judges refused to act under this alleged authority.

In the next Assembly another bill was passed, dated 4 April, 1844, P. L. 187, directing a justice of the supreme court to hold a special court of oyer and terminer in Cambria county on the fourth Thursday of April, 1844, to hear the motion to set aside the sentence of the court and grant a new trial, and if a new trial was granted that it should be held in Huntingdon county, and furthermore, that the state should pay all the expenses of the trial since April 5, 1843, provided: it should not exceed \$500. On April 25, 1844, P. L. 397, another bill was passed amending the former extending the time for hearing to any day prior to July 4, 1844.

On April 15, 1844, Chief Justice Gibson and all the associate judges excepting Mr. Justice Huston, who was ill, sent a communication to Governor Porter, who submitted it to the Assembly, wherein they said the proposed procedure was invalid; that the legislature could not form a court of oyer and terminer by excluding the president judge and including a justice of the supreme court. It was in accordance with these views that the amended act was passed, which eliminated the objectionable features and did not create a new court of oyer and terminer, but directed the supreme justice to sit with the two associate judges of Cambria and hear the motion. Mr. Justice Rodgers came to Ebensburg heard the argument and decided it adversely to the defendants. The friends of the condemned had one more move, which took place a few days before the day of execution. They were assisted in their escape, and the Flanagans were never heard of after that occasion. In the March term, 1845, Sheriff James S. Murray was indicted for permitting a voluntary escape of the convicted men, but was acquitted for the lack of evidence.

Michael Smith, of Johnstown, who was convicted of the murder of John Minehan, also escaped from the county jail in the night a few days before the date set for his execution. No trustworthy tidings were ever known of his whereabouts. Smith was known as "Peg Leg," as he had lost a limb, and notwithstanding this marked defect he was able to elude all the searches and effort for his rearrest.

In all the original deeds given by Joseph Johns for lots

in the city of Johnstown, which were four rods in width and sixteen rods in length, he reserved a ground rent of one dollar per year, payable in specie. Most if not all of these reservations were settled by contract; however, to protect the holder an Act was passed April 27, 1855, P. L. 369, providing that where no claim was made for such ground rent or annuity for a period of twenty-one years by the owner, a release or extinguishment thereof should be presumed, and such charge should thereafter be irrecoverable.

The action of David Gillis against the Pennsylvania Railroad Company for the platform accident in 1866, was tried in Cambria, and Judge Taylor granted a nonsuit, when an appeal was taken to the supreme court. The appeal should have been heard in Pittsburg in the usual order, but for some reason a special Act was passed April 6, 1868, P. L., directing that it be heard at Harrisburg at the next sitting of the court. Abram Kopelin, R. L. Johnston and Daniel McLaughlin represented the plaintiff, and C. L. Pershing and John Scott the defendant. On July 2, 1868, Chief Justice Sharswood rendered an opinion of the court affirming Judge Taylor, 59 Pa., 141.

A special act was passed April 10, 1867, P. L. 1130, wherein any person who had been injured in the platform accident, which occurred at Johnstown September 14, 1866, and who believed a fair trial could not be had in Cambria, the cause should be removed to Center county for trial; however, this act was repealed at the next session.

As late as 1825 it was the custom in the courts of Cambria for the jury to sign their names on the back of the indictment to their verdicts of either conviction or acquittal.

The usual plea for defendant in a criminal action was *non cul et de hoc*, etc., entered on the indictment, when the attorney general would plead *similiter*. In 1808, the form of the action which is now practiced as the "Commonwealth vs. John Doe, was "Respublica vs. John Doe."

Under the Act of February 24, 1806, 4 Smith, 270, the courts were to meet four times a year; the common pleas to continue for one week, and the court of quarter sessions for "four days only."

Under the Act of March 19, 1810, 5 Smith, 125, no attorney was allowed, nor was the court permitted to cite or use a British decision which had been rendered prior to July 4, 1776.

In "The Mountaineer" for May 4, 1840, William A. Smith,

prothonotary, published a notice that James Thompson, president judge of the district court composed of Erie, Crawford and Venango counties, would hold a special court in Ebensburg, on June 29, 1840, to try the Spier vs. O'Neil and the Adams vs. Easton *et al.*, cases, which was required by an Act of Assembly to be published for sixty days. In the notice he adds the rules of the court for Cambria county require that in "all cases at issue a jury shall be sworn."

NAVIGABLE STREAMS OF PUBLIC HIGHWAYS.

The following named streams in Cambria county and leading into it have been declared public highways for floating rafts, boats, crafts and other purposes, to wit:

Beaver creek, Section 6, Act of 25 March, 1850, P. L. 281.
Beaver Dam creek, Section 6, Act of 25 March, 1850, P. L. 281.

Blacklick creek, Act of 7 March, 1829, 10 Smith, 286. Also, 14 April, 1828, 10 Smith, 219.

Burned Dam run, Act of 15 April, 1863, P. L. 485.

Clearfield creek, Act of 26 March, 1814, 6 Smith, 187.

Conemaugh river, Section 5, Act of March 29, 1787, 2 Smith, 411.

Killbuck creek, Section 6 Act of 25 March, 1850, P. L. 281.

Kiskiminitas river, Section 1, Act of 9 March, 1771, 1 Smith, 324.

Kiskiminitas river, Section 5, Act of March 29, 1787, 2 Smith, 411.

North Beaver Run dam, Section 6, Act of 25 March, 1850, P. L. 281.

Slate Lick run, Section 6, Act of 25 March, 1850, P. L. 281.

Stony Creek river, Act of 6 March, 1820, 7 Smith, 255.

West branch of the Susquehanna river, Section 1, Act of 9 March, 1771, 1 Smith, 324. Also, section 24, Act of 3 May, 1832, P. L. 431. Also, an Act relating to square timber taken adrift, Act of 11 February, 1873, P. L. 33.

HOW AN INCIDENT IN THE OLD COURT HOUSE AT EBENSBURG DIRECTLY RESULTED IN THE ELECTION OF TAYLOR AS PRESIDENT OVER CASS.

When the Cambria Guards elected officers in the old court house at Ebensburg, prior to their departure for Mexico, in 1846, T. C. McDowell and C. H. Heyer, both members of the bar, were candidates for second lieutenant. Heyer was elected, and McDowell in a speech pledged himself to go with the company as a private. He did go as far as Pittsburg with the company, but he was still piqued at his defeat, and returned home before the company was mustered into the service.

Shortly afterwards he was nominated as the Democratic candidate for state senator, the district consisting of Cambria, Clearfield, Indiana and Armstrong counties. William F. Johnston, of the latter county, was the Whig candidate. Soldiers in the field had the right to vote, and papers were forwarded to the proper officers in Mexico for that purpose. The Whigs industriously used McDowell's failure to be mustered in, and the soldier vote was practically solid against him, which overcame the large Democratic majority in the district, elected Johnston, and made the senate Whig by one vote. The members of the Cambria Guards refused to vote at all.

Johnston was elected speaker of the senate, and on the resignation of Governor Shunk on July 9th, 1848, became governor. He was not sworn in until July 26th, 1848, there being in interregnum in the meantime. The controlling power in politics in the state was the Portage railroad and the Canal system and the elevation of Johnston to the gubernatorial chair, of course, changed the politics and personnel of the management of these public improvements and made possible the election of Johnston as governor, and of the Whig electoral ticket in the fall of 1848. The change in the electoral ticket of Pennsylvania, brought about by the chain of events narrated above, beginning at Ebensburg, was sufficient to elect Zachary Taylor president of the United States instead of Lewis Cass. Taylor had 163 electoral votes and Cass 127. Pennsylvania had 26 electors and had they voted for Cass instead of Taylor, the former would have had a majority of 16.

In view of the fact that Judge Jeremiah Sullivan Black was the most eminent and distinguished member of the Cambria county bar, and that he was a native of Somerset county, born two years after Cambria was organized, we give his judgment on the right of expatriation, which is the foundation of our laws of naturalization of citizens.

President Buchanan requested the opinion which Judge Black gave as his attorney general, and for purity of diction, soundness of legal principles and strength of character it has no superior.

The principle of the right of any person to absolve himself from his allegiance was a mooted question for all time, until an Act of Congress, passed July 27, 1868, declared the denial of it to be inconsistent with the fundamental principles of our government. It was the Ernst opinion which convinced con-

gress of the correctness of the principle. The document discloses the natural gifts of the author as being definite, concise and the positiveness of his judgment, without a surplus word. We quote:

Attorney General's Office, July 4, 1859.

Sir:

Christian Ernst is a native of Hanover, and emigrated to this country in 1851, when he was about nineteen years of age. Last February he was naturalized, and in March, after procuring a regular passport, he went back to Hanover on a temporary visit. He had been in the village where he was born about three weeks, when he was arrested, carried to the nearest military station, forced into the Hanoverian army, and there he is at the present time unable to return home to his family and business, but compelled against his will to perform military service.

This is a case which makes it necessary for the government of the United States to interfere promptly and decisively. * * What you will do must of course depend upon the law of our own country as controlled and modified by the law of nations. * * The natural right of every free person, * * to throw off his natural allegiance, * * is incontestible. I know that the common law of England denies it; and that some of our courts, misled by British authority, have expressed (though not very decisively) the same opinion. But all this is very far from settling the question. The municipal code of England is not one of the sources from which we derive our knowledge of international law. We take it from natural reason and justice, from writers of known wisdom, and from the practice of civilized nations. All these are opposed to the doctrine of perpetual allegiance. It is too injurious to the general interests of mankind to be tolerated. Justice denies that men should either be confined to their native soil or driven away from it against their will. * *

In practice, no nation on earth walks or ever did walk by the rule of the common law. * *

There is no government in Europe or America which practically denies the right. Here in the United States, the thought of giving it up cannot be entertained for a moment. * * If we repudiate it now, or spare one atom of the power which may be necessary to redeem it, we shall be guilty of perfidy so gross that no American can witness it without a feeling of intolerable shame. * *

In regard to the protection of our citizens in their rights at home and abroad, we have no law which divides them into classes, or makes any difference whatever between them. * *

There have been and are now persons of very high reputation who hold that a naturalized citizen ought to be protected

by the government of his adopted country everywhere except in the country of his birth. * * This cannot be true. It has no foundation to rest upon (and its advocates do not pretend that it has any), except the dogma which denies altogether the right of expatriation without the consent of his native sovereign—and that is untenable, as I think I have already shown. * *

No government would allow one of its subjects to divide his allegiance between it and another sovereign; for they all know that no man can serve two masters. * * But a law which operates on the interests and rights of other states or people must be made and executed according the law of nations. * *

If Hanover would make a legislative decree forbidding her people to emigrate or expatriate themselves upon pain of death, that would not take away the right of expatriation, and any attempt to execute such a law upon one who has already become an American citizen, would and ought to be met by very prompt reclamation. * *

* * Assuming that it was violated (municipal law of Hanover) by Mr. Ernst when he came away, the question will then arise whether the unlawfulness of his emigration makes his act of naturalization void as against the King of Hanover. I answer, no, certainly not. * *

In my opinion, the Hanoverian government cannot justify the arrest of Mr. Ernst by showing that he emigrated contrary to the laws of that country, unless it can also be proved that the original right of expatriation depends on the consent of the natural sovereign. This last proposition I am sure no man can establish.

I am, very respectfully, yours, etc.,

The President.

J. S. BLACK.

A MODEL TRIBUTE OF RESPECT TO THE MEMORY OF THE LATE CHIEF JUSTICE MARSHALL.

At a meeting of the Judges, members of the Bar and Officers of the Courts of Cambria County, held at the Court House in Ebensburg on the 30th day of July, 1835, for the purpose of paying a Tribute of Respect to the memory of the late Chief Justice Marshall. On motion, The Honorable George Roberts was appointed President of the meeting. The Honorable John Murray and William Rainey Esquires, Vice Presidents, and Adam Bausman Esq., Secretary.

On motion of Mr. Canan, Resolved, That a committee of five persons be appointed to draft resolutions expressive of the views of this meeting. Wherefore the President appointed Moses Canan, Michael Dan Magehan, John Myers, Perez J. Avery and Jonathan H. Smith said committee. The committee having retired for a short time, the Chairman reported the following Preamble and Resolutions, which were unanimously adopted:

When great and good men die; When those who have performed important services to their country depart from amongst us, the loss is general, and the Nation feels it, In such cases custom has sanctioned the public expression of sorrow, and a proper respect for the worthy dead requires it. It is the duty of all to venerate their memory, and to cherish the recollections of their good deeds as examples for imitation.

In the late decease of the venerable John Marshall, Chief Justice of the United States, the whole community has sustained a loss which will be long and deeply felt. By the Courts and by the Members of the Bar, his death will be peculiarly regretted. He was the great Patriarch of the law, the guide, the director and the example of the Bench and the Bar. His virtues and his talents have cast a bright Hale around his character; his decisions have shed a splendor upon our judicial proceedings, and given our Supreme Court a high and exalted character throughout the civilized nations of the world.

For the purpose of expressing our great respect for the venerated dead, and to do honour to the memory of departed worth, this meeting unanimously agrees to the following resolutions:

Resolved, That in common with our Fellow Citizens we deplore the death of Chief Justice Marshall, a worthy man, an eminent jurist and an upright and talented Judge.

Resolved, That the death of this great man, full of years and of honours, has created a blank in society which will not soon be filled.

Resolved, That in the life of Judge Marshall we behold much to admire, In youth he was a defender of his Country's rights, and fought for her independence and Glory; in middle age he was an eloquent and able advocate; in his riper years an upright Judge and most learned expounder of our laws and Constitution: at all times, and in every situation a man of great purity of mind and sterling integrity. One who sustained through a long life a character pure and spotless and preserved the Ermine of Justice unstained and undefiled.

Resolved, That we approve of the plan suggested by the members of the Philadelphia Bar, of erecting a Monument to the memory of Judge Marshall by the voluntary contributions of the Members of the Bar throughout the United States; And that a Committee of three persons be appointed by this meeting to correspond with similar Committees in other parts of the United States: Whereupon Moses Canan, Michael Dan Magehan and John Myers Esquires were appointed said Committee.

Resolved, That as a testimonial of respect for the deceased we will wear crape on the left arm for the space of thirty days.

Resolved, That the proceedings of this meeting be signed by the Officers thereof, and published in the Ebensburg "Sky" and the Johnstown "Democrat," and that the same, with the ap-

probation of the Court be entered on the Docket of the Court of Common Pleas of Cambria County.

GEORGE ROBERTS,
President

JOHN MURRAY,
WILLIAM RAINEY,
Vice-Presidents.

A. BAUSMAN, Secty.

CHAPTER IX.

ANTI-SLAVERY SENTIMENT—THE UNDERGROUND RAILROAD—"ABRAHAM" AND "PATRICK" SHOT BY A SLAVE HUNTER—ARREST OF HENRY WILLIS AND OTHERS FOR AIDING THE SLAVES.

The particular cause for producing Abolitionists was the provision of the federal constitution and the laws thereunder, declaring that a slave escaping from one state to another should be reclaimed and delivered to the owner, and that the United States marshal could call upon and force any citizen to assist him in his duty.

When the clause as it was finally adopted in the constitution was agreed upon, it was the consensus of opinion that slavery would become extinct by 1808, inasmuch as it was not profitable; but Whitney's invention of the cotton-gin changed this situation and property in human beings became valuable, hence the Civil war. It was this clause which prevented Mr. Lincoln from being an Abolitionist; however, he was intensely anti-slavery, and sought to prevent its spread and confine it to the southern states. It was the same cause which made William Lloyd Garrison the leading Abolitionist. He believed and averred that it was unrighteous for one race of people for their personal profit to make slaves of another class. This sentiment arose prior to the Missouri Compromise, and only ended at Appomattox in 1865.

During this period there was much contention over slaves escaping north of the Ohio river and Mason and Dixon's line. Much litigation occurred in the northern states, and many physical combats took place in reclaiming these runaway slaves. This conflict produced a class of citizens who would not assist in preventing but who would not go as far as Garrison. They absolutely declined to interfere in their capture, and quietly aided in their escape. This was done through the mythical "underground railroad" system in the border states.

One of the favored routes from Maryland and Virginia was through Bedford, Pennsylvania, thence over the mountains by way of Geistown to Johnstown; thence to Cherry Tree, or Ebensburg, where other agents helped the fugitive to reach

Canada, or located him in some secluded place. Another favorite route was from Bedford to Hollidaysburg, thence to Ebensburg over the mountain. It is not difficult to understand why aid was given them, as it would be done today under the same circumstances. Few persons of the present generation fully appreciate the evils of slavery as it existed in our country; therefore we will recall a few cases which show its extent and tragic results.

It is probable that the most tragic case is the one known as the Garner case, which occurred in 1856. Simon Garner, his wife and son Robert, were the slaves of Mr. Marshall, of Kentucky. Margaret Garner was the wife of Robert Garner, and she and her four children belonged to a Mr. Graves of that state, thus the husband and family were separated. They escaped across the Ohio and took refuge in Cincinnati. The slave hunter followed and secured warrants for their arrest. When the deputy marshal endeavored to serve it, he found the house barricaded wherein they had taken refuge. A desperate fight followed, but the fugitives were overpowered and taken. Margaret, however, had determined that neither she nor her children should ever again be in slavery if she could prevent it. During the conflict she realized that they were going to be captured, and, retiring to where her children were, she killed one of them, cut the throats of two others, and severely bruised the baby in her endeavor to save them from slavery.

Many ardent Abolitionists resided in Cincinnati, but, as in other places, there were some who would not go as far in assisting the slaves as others. In the Garner case this class thought it would save the fugitives if they should be arrested in Cincinnati and tried for homicide; therefore, Margaret was indicted for murder, and her husband Robert and her father-in-law Simon were charged with being accessories to the awful deed. Their friends weakened and allowed the slaves to be taken by the owners. With the intent of seeking death on the voyage down the Ohio, Margaret jumped overboard with her babe clasped in her arms. Sad to relate, she was rescued, and when informed that the child had been drowned, she expressed gratification that her baby would never be a slave.

In contradistinction to the former case is the Christiana affair which occurred in Lancaster, Pennsylvania, in 1851. Edward Gorsuch of Maryland, and his son, with a deputy marshal and a number of friends, attempted to capture a fugitive slave

who had taken refuge in a house in the village of Christiana. Two shots fired at the house aroused the neighbors and some colored men, who appeared with arms. Among those assembled were two Quakers, Castner Hanway and Elijah Lewis, who tried to persuade both parties to disperse, but to this plea the deputy marshal ordered them to join and assist him as provided by the law; they declined and urged him to leave. Gorsuch and his son then fired on the colored men, who returned the attack and killed both, all the others seeking safety in flight. Hanway and Lewis were indicted for treason, and tried before Judge Grier, in Lancaster, and Thaddeus Stevens was of counsel for the defendants. The accusation and proof were considered preposterous by Judge Grier, who charged the jury to acquit them. Thus ended the Christiana affair. Judge Grier subsequently became an honored justice of the supreme court of the United States.

It was under these conditions that the "underground railroad" prospered. The leading citizens of our county who gave their assistance in this way were: John Cushon, Henry Willis, William Barnett, John Myers, Wallace Fortune, Isaac Weatherington, Frederick Kaylor and Mr. and Mrs. James Heslop, of Johnstown; William Slick, Sr., who resided on a farm near Geistown; A. A. Barker, of Ebensburg; Dr. George Gamble of Cherry Tree; and George Atchison, who lived near Burnside, on the Susquehanna river.

A citizen of Indiana county who took a prominent part in the emancipation of the slaves, was Albert Hazlett, a lieutenant of the little band which attacked the arsenal at Harper's Ferry, Virginia, under the leadership of John Brown, the martyr, on the night of October 16, 1859. In the diary kept by John Brown, beginning March 10, 1859, he has this entry: "March 16th. Wrote A. Hazlett, Indiana P. O., Indiana county, Pa."

In a letter from Brown to John Henry Kagi, his adjutant, mailed at Chambersburg about July 12, 1859, he says: "Write Carpenter and Hazlett that we are all well, right, and ready as soon as we can get our boarding house fixed, when we will write them to come on and by what route. I will pay Hazlett the money he advanced to Anderson for expenses traveling."

Colonel Lee captured Hazlett and Anderson, who were the last men in the arsenal, all the others having been killed or captured.

Many escapes were made through our county, but the most

prominent was that of the shooting of "Abraham" and "Patrick" near Geistown, on the 10th of February, 1837. These slaves were young men with no other names than are here given, and were the personal property of Colonel and Dr. John Sheard, of Morgan county, Virginia. The colored boys had reached a point not far from Geistown when the hunters, coming in sight of the runaways, shot Abraham in the knee and Patrick in the right shoulder. Of course they were captured, and taken to the farm house of William Slick, Sr., who was an agent of the Underground Railroad, where medical aid and such kindness were extended as could only come from a family which was in sympathy with the slave. William Slick, Jr., born August 28, 1823, a son of the former, and now an esteemed resident of Johnstown, recalls the affair and his youthful efforts to give assistance to the wounded slaves.

Abraham and Patrick were brought to Johnstown under arrest in charge of Samuel J. Smith, constable. The warrant was issued by Christian Horner, a justice of the peace residing near Geistown, in Conemaugh township, and charged the defendants with being fugitive slaves. The warrant was issued February 10, 1837, as follows:

"Whereas, it appears by the oaths of John Compston and Edward Maxwell that "Abraham" & "Patrick," two colored boys, was held to labor service to Col. John Sheard of Morgan county, in the State of Virginia, and that the said Abraham & Patrick, two colored boys, hath escaped from the labor & service of the said Colonel John Sheard. YOU are therefore commanded to assist and seize the bodies of the said Abraham & Patrick, if they be found in your county and bring them forthwith before a judge of the Court of Common Pleas of your proper county, so that the truth of the matter may be inquired into and the said Abraham & Patrick may be dealt with as the Constitution of the United States and the laws of this Commonwealth directs."

Not long after their arrival in Johnstown the local agents of the Underground Railroad became interested, as the boys' gunshot wounds were serious, and procured for them the best medical attention and lodging which they could. The officers desired to take them away at once, but the agents insisted that such haste would be inhuman, as careful nursing was necessary for their recovery. Under this plea the fugitives were kept for several days in a building on Clinton street, and in the meantime arrangements were being made to take them farther north.

They were supposed to be carefully guarded, but one night they disappeared. No one knew how, nor where they were, at least the officers did not know.

Maxwell and Compston made diligent search, and for some reason Maxwell appeared before Samuel Douglass, a justice of the peace, in Johnstown, on February 13th, and charged two citizens with the shooting thus: "doth say that on Friday, the 10th day of February, * * * a certain * * * acknowledged that he did shoot a Blackman by the name of Abraham, in the knee & and from all information that this deponent hath received he has just reason to believe that a certain * * * did shoot one other Black man by the name of Patrick, in the back, both being mortally wounded, "being slaves of Dr. John Sheard of the State of Virginia, and that a * * * was also concerned in aiding and assisting in the same. etc."

One of these defendants was arrested, and an indictment presented to the grand jury of Cambria county, charging him with shooting Patrick in the back, with a rifle, with the intent to kill. The witnesses before the grand jury were Edward Maxwell, C. Horner, Esq., William Sleek or Slick, Justice Varner, and Amelia Heltzel. The foreman of the jury, M. Leavey, returned "not a true bill."

On the 27th of February, Mr. Smith, the constable, made an information before Samuel Douglass, Esq., as follows: "That he held under arrest two black men as slaves belonging to John Sheard of the State of Virginia for eight or ten days past. and the said Black men made their escape from the custody of the said S. J. Smith, constable, on Friday night, the 24th day of February, instant, and that he doth suspect Henry Willis, Esq., William Barnett, John Myers, Esq., Wallace Fortune, Isaac Weatherington, John Cushon, and Frederick Kaylor of aiding and assisting the said Black men away from his custody."

The defendants were brought before Justice Douglass, and a hearing was held on March 3d, when he entered this judgment: "No ground for prosecution, Suit dismissed." The truth was, that as soon as the wounded boys were able to travel, their friends had filled the bed of a wagon with hay, on which they were laid and covered with the same light material, and the driver started north through Hineckston's run road. Under these terrible conditions was the freedom for the fugitives acquired.

After the repeal of the Missouri Compromise, which was

substantially done in the famous compromise of 1850, an incident occurred in Johnstown which discloses strong conviction and decision of character, with a beautiful sentiment expressed by Mrs. James Heslop, who as well as her husband was an Abolitionist. An escaping slave had reached this town and had been secreted in Cushon's coal bank, under Green Hill, by John Cushon and other agents of the Underground Railroad. Soon thereafter, while Mr. and Mrs. Heslop were sitting in their room on the second floor, a knock was heard at the front door. It was about dusk, and Mr. Heslop, going to the door, became engaged in conversation with the visitor, which continued for some time. Mrs. Heslop, being acquainted with the escape, divined the matter to which the conversation related. Going to the top of the stairs she heard the visitor pleading with her husband to tell him where the fugitive was, and offering him twenty-five dollars for the information. Still Mr. Heslop denied any knowledge of the affair. Hearing the offer increased to seventy dollars, she descended the stairway, quietly walked to the door and closed it. In referring to it to a friend she mildly said: "I was afraid James might be tempted."

As late as the winter of 1859-60, A. A. Barker, of Ebensburg, assisted a slave to escape who had been brought to him from Bedford via Hollidaysburg. He was kept in the house over night, and before daylight has his "pung" or sled with one seat ready to take him to George Atkinson's, in Clearfield county. The slave was concealed under a buffalo robe. A few miles beyond Ebensburg, Mr. Barker met one of his own teamsters, who inquired what he had under the robe, and being a friend, he told him a "colored man." The driver replied "I will take a look at him," and pulled the robe, which so alarmed the slave that he jumped into the underbrush and disappeared. The snow was very deep, and they soon tracked him and convinced him he was among friends, when he returned. He was again bundled in the robes and was safely delivered to Mr. Atkinson, who helped him to Canada.

On another occasion, much earlier, Mr. Barker assisted a family of colored persons to escape, and some time after he received a very grateful letter from one of the girls, who sent him her picture, which he always cherished, and before his death he gave it to his son, Judge Barker.

About 1852 a number of boys were fishing in the Cone-maugh river near the mouth of Laurel run. This party was

large; some of them were James M. Duncan, John W. Douglass, David R. Bryan, Walter Magill and James Glass. While they were so engaged they observed William McLain (to them "Mose" McLain) and "Pade" Carns riding down the towpath as rapidly as their horses could go in company with four colored men, each on horseback. Mr. McLain was the director of the squad, and stopped to inquire the shortest way to Dick Bacon's cabin, a negro who lived on the mountain above where the Laurel run dam is now located. After being informed, Mose said there would likely be some one after them very soon, and wanted to gain time, and advised the boys to hold the "slave hunter" as long as possible, so he could get into the woods. In a few minutes thereafter the hunters appeared, also on horseback, and the crowd of boys began to stone them, when they turned and went back to Johnstown. The men living in the vicinity of Cambria Furnace were intensely against the fugitive slave law, and with the story told by Mr. McLain they got their guns and every weapon within their reach, and prepared to stop the slave hunters at their place. The latter did not return after the stoning, and Mose got his friends to Bacon's, where they were maintained for some time, and then sent on north.

CHAPTER X.

FIRST SETTLEMENTS.

Solomon and Samuel Adams were the first settlers in the county, locating their grist mill on Solomon's Run, now the Seventh ward of Johnstown, prior to 1770. They were soon followed by Captain Michael McGuire, who in 1789 settled at Loretto. Between 1797 and 1808 there were five villages founded, the first being Beula in 1797; Johnstown and Loretto in 1800; Ebensburg in 1807; and Munster in 1808. The people appear to have clustered around these localities, and as late as 1816 there were no other villages. We follow with the details of these respective communities.

JOHNSTOWN IN 1790.

The people of Johnstown, and indeed all those residing in the Conemaugh valley and down the river to where the Kiskiminetas empties into the Allegheny river near Freeport, are indebted to Mr. John F. Meginness, of Williamsport, publisher of the notes of the "Journal of Samuel Maclay, while surveying the West Branch of the Snsquehanna, The Sinnemahoning and the Allegheny Rivers, in 1790."

Samuel Maclay was born in Lurgan township, Franklin county, June 17, 1741, subsequently locating in Buffalo valley, in what is now known as Mifflin county. He was a brother of the Hon. William Maclay, who was the first United States Senator from Pennsylvania. Maclay was the ancestor of the late William Maclay of this city, father of Mrs. R. R. Murphy and Mrs. John Tittle.

Samuel Maclay held various public offices in the Colony of Pennsylvania; he was a member of the Vth Congress, and was Speaker of the State Senate, where in 1803 he presided at the impeachment trial of Judge Addison; he was also elected United States Senator, December 14, 1802. He died October 5, 1811; his grave is within sight of the turnpike, a short distance west of Lewisburg.

On April 9, 1790, Samuel Maclay, Timothy Matlack and John Adlum were commissioned by the Supreme Executive Council of Pennsylvania to examine the headwaters of the

Susquehanna, explore the streams of the then new purchase from the Indians, and to discover if possible a route for a road to connect the waters of the Allegheny with the West Branch of the Susquehanna.

On Monday, April 26, 1790, Mr. Maclay started from home to meet the other commissioners. On May 19th they were at Watsontown, then called Warrior Run. On June 14th they began to survey the west branch of the Sinnemahoning, about ten miles below Driftwood.

We quote from the Journal:

“Thursday, August 19th, 1790.—Got Ready Early in the morning started up the Kishcaminitas River. Saw two white men on the River in a canoe. Continued to make all the speed we could untill night and then took up our camp on the west side, or rather south-west side of River at the foot of a Rocky hill near the mouth of a small spring.

“Friday.—August 20th.—Continued our Journey up the River and arrived at the mouth of Loyallhannon at one o'clock; and as we had had several days of showery weather and continued moistness in the air, our Cloathes of every kind were Damp and Disagreeable, and as the afternoon was a fine one we agreed to let the men rest and Dry their Cloathes, and ours. We had this day been attempting to procure some fresh Provisions on our way up, from the Inhabitants along the River, and had been unsucksesful; we therefore sent off two of our men in order to procure either Butter or meat of any kind. They Returned with (out) Sucksess.”

The Loyallhannon to which he refers is the Loyalhanna, which rises in the Laurelhill, above Fort Ligonier, and flows in a northwesterly direction through Westmoreland county and empties into the Conemaugh river at Saltsburg, and forms the Kiskiminetas river. From Saltsburg to Johnstown the river is properly called the Conemaugh; sometimes it is designated as the Big Conemaugh, to distinguish it from the Little Conemaugh, which meets the Stonycreek at the point in this city. The distance from Johnstown to Saltsburg by the way of the river is about forty-nine miles, and to Blairville about thirty-three miles. The Journal continues:

“Saturday, August 21st.—As all our attempts yesterday to procure provisions had been fruitless, we were obliged to stay this day in order to get a supply of Both flour and meat; we were Luckay enough this morning to get the half of a Veal from one Samuel Hoy, who lives a little way below the mouth of Loyalhanning, and sent off a man and horse to Denison’s

mill which is eight miles up Loyalhanning creek, in order to procure some flour; the man is not yet returned.

"A little after Dark the man sent to the mill returned and brought us a small supply of flour and a few pounds of Butter. We have to acknowledge our obligations to Col'o Will'm Perrey, who furnished us with a horse and sent his son to mill for us for the flour. He lived just above the mouth of Loyalhanning.

"Sunday, August 22d.—The morning cloudy but so much time already Elapsed we must make every possible Exertion to get through our Bussness; we proceeded up the River above 10 miles and encamped for the day."

The place where they camped must have been about where the Black Lick empties into the Conemaugh, near Social Hall, a few miles below Blairsville. The Journal:

"Monday, August 23d.—Proceeded up the River; met with great difficulty; on account of the low water were obliged to drag our canoes over the Ripples and were able to get only about 8 miles. This day Encamped above an old Indian field on the southwest of the River; this field is Remarkable for the Great number of Bones we found in it."

The field referred to is about a mile east of Blairsville.

"Tuesday, August 24. Pursued our Journey up the River, and with all the Exerscions we could make it was 1 o'clock before we had Got 3 $\frac{1}{2}$ miles, & the men were quite Exhausted with the Labour of Dragging the Canoes up the Ripples. We came on shore to Dine and before we had done, a rain came on which induced us to pitch our tents for the night. We employed the afternoon in trying to procure pack horses to carry our Baggage to Frankstown and happily succeeded.

"Wednesday, August 25th.—This morning we were Busseyley employed in adjusting the Loads for the horses. As soon as this was done we took our packs on our Backs, and started at 11 o'clock and made the Best of our way up the River. We had got but a little when we were overtaken by a smart shower at a place where we had no shelter of any kind. We proceeded up through the narrows where the River Cuts the Chestnut Ridge; these narrows are five miles in Length and the hill(s) come Down close to the water edge, so that we were obliged often to wade the river, and had Exceeding Bad walking as there was scarcely any Beech and the Rocks and Laurel come close to high water mark. We had Likewise several heavy shower(s) so that Between the wading the River and the Rain we were wet Indeed. About sunset we came to a house where one David Ingard lives, and took up our Quarters for the Night having Traveled about eight or nine miles."

The narrow gap was the "Packsaddle" west of Bolivar.

“Thursday, August 26th.—We set off early in the morning and proceeded up the River. Had much better walking this day and a fine clear day. we kept close to it, and arrived at the mouth of Stony Creek [Johnstown] a little before sunset, and went up the Stoney Creek half a mile to where one Daniel LaVere Lives, who Received us with an open Countenance. We this day came through the narrows formed by the Laurel Hill and found it in Ginerall Good walking; we this day walked 19 or 20 miles.

“By appointment our Pack horses were to meet us at the mouth of Stoney Creek, but we found they had been unable to Reach the place; we therfor took up our Quarters with Daniel LaVere for the night. As we were in a part of the country were none of us had ever Been we were obliged to hire a man and send off for one Clark to conduct us the nearest and best way from the Mouth of Stoney Creek to the mouth of Poplar run on the Frankstown Branch, through the Alegina mountain. We did in the evening after we had taken up our Quarters. As this messenger has to walk 18 miles to where Clark Lives, we can this messenger Expect him to Return before the 28.

“Friday, August 27th.—Gersham Hicks came to us this morning and in informed us that the horses and Baggage were coming; that they had been unable to Reach the fork Last night, the Road had been so Bad. After some time the horses came but on the way had Lost one of our Tents, for this tent two of our people were sent back who are not yet Returned. In the afternoon they Returned but could not find the tent altho they went back as far as the place they had Lodged the night Before; but they heard that a man and a Boy from the Jerseys had passed along the road between the time that our people returned to seek the tent, and as those people were in want of Cloathes as its said, no dout they played us a Jersey Trick.

“Saturday, August 28th.—We continued in our camp waiting the Return of young Levoy whom we had sent for Clark. He returned after sunset and with him a Daniel Clark, the man who had been Recomendend was gon a hunting, and this man was the only person he could get to come who had any knowledge of the country through which we had to pass. This day we spent in Baking Bread and preparing for Crossing the Alegina, mendin Mokossins &c.

“Sunday, August 29th (1790).—Agreeable to the Resolution of the Last night we prepared this morning to survey the Conemaugh, as Mr. D. Clark had refused to conduct us over the Mountains without we would Engage to pay him 10 shillings for every day that we would be from home. This we all agreed was unreasonable as he himself confessed that he was not fully acquainted with the country through which we must pass. We therefor paid for the day he had spent in coming and for

another to go home in, 10 shillings, and prepared to go up through the narrows, and survey the creek, and sent our Baggage Round by a Better way with order to mett us Monday Night at the forks of Connemaugh; and as it was Expected they would be able to gain the forks much sooner than us, we set out first and proceeded up the creek as far as we could that day. Had bad walking and at night could scarcely find a spot to encamp on, for the Land which came to the waters edge for some miles together. We at length found a spot in the Laurel Large enough for us to lie on and took up our quarters. Not long after Night rain came on and we were unprovided with any kind of shelter. This not only kept me uneasy for the moment but in pain in consequence as I was but verry imperfectly Recovered from my former attack of the Rheumatism, brought on in the same manner; and there I was in a country unsettled, without either canoe or horse.

“Monday, August 30th. (1790). Dried my Cloathes with all the care I could, and took my Bundle on my Back, and so did my companions and we proceeded up the Creek with our survey and Gained the first forks of the Cr By $1\frac{1}{2}$ past 1 O'clock; there eat our Dinner and proceeded on untill night and encamped on the upper end of a Rock Bottom about two miles below the forks where the pack horses were to meet us. As we had given order to the pack horse men in case that we Did not Reach the forks on Monday night that Hicks should be dispatched down the Creek on Tuesday morning to meet us with Provisions, as we had taken only two Day(s) Provisions, we in order that they might know we were coming fired a Gun Twist after dark, but had no answer.

“Tuesday, August 31st. (1790). After Breakfast we went on with our survey and Reached the forks $\frac{1}{2}$ after 10 o'clock but found our people had not reached the place. We then enquired into the state of our provisions, and found that the whole we then had with us was not more than one scanty meal. We then judged it advisable to make the best speed we could to Frankstown and not wait Longer for the packhorses as we were certain either some mistake or misfortune had happened, or they would have been there before us. We accordingly set off at a N. E. course and surveyed 8 miles before Dark, but to our surprise we had not yet reached the State Road. The evening was Cloudy and we encamped by the side of a Laurel Thicket near a small Branch of the Connemaugh.

“Wednesday, September 1st, (1790) The evening before we had divided our Provisions into Equal Shares, and though we had walked the whole day, yet each man's portion when we had it was so small; and not knowing how far we must travel before we could meet with any supply, none of us ventured to eat any supper. This morning every man cooked his own Chocolate with the utmost care and attention, and in General eat with

the Chocolate about one-half of our Bread; and so we set out and in about 1½ hours we came to the State Road about Eight miles N. W. of Blair's mill.

"After traveling about 4 miles on this Road we eat the Remainder of our Provisions and Reached Mr Blair's mill a Little after 12 oclock, where we were Rece'd with Great kindness by Mr Blair's family, who gave us our dinner, as neither Mr Blair nor his wife were at home. In the Evening Mrs Blair came home; and to my surprise Soon informed me that she knew something of me and my connections. Upon enquiring she is the daughter of a Mr Sims, who was a friend and acquaintance of Mr R. Plunketts in Ireland, and came to this country the same year that Mr Plunket came to the country; and is a verry decent, well Breed woman, and was very oblidging and attentive to us. In the Evening we sent one of our men over to Patrick Cassidy's with a Note, Requesting him to come to us in the morning."

In Dr. Eagle's "History of Pennsylvania" he refers to John Blair, Jr., the person above mentioned, and for whom Blair county was named, and states that his home was some four miles west of Hollidaysburg, on the Huntingdon, Cambria and Indiana turnpike, formerly known as the "Northern Pike." This would be a short distance above Duncansville.

"Thursday, September 2d. (1790) After Breakfast Mr Cassidy came and informed us that he was unacquainted with the Ground between this and Connemaugh further than the head of the Poplar Run, but he was of the opinion that the Poplar Run Gap was a much Better Gap than the one in which the Road is now made; and informed us that if we pleased he would Go with and Likewise procure some other person who knew the country all the way, to go with him and us in order to view the Poplar Run as far as the forks of Connemaugh. He likewise promised to assist us in getting horses to carrey our Baggage down as far as Water Street, and his assistance in Procuring us some fresh Provisions,

"Friday, September 3d. (1790) After Breakfast we Rec'd a note from Mr Cassidy that he had the promise of two horses and two sheep for one of which we sent one of our people. Not until 4 oclock this day did we hear anything from our Pack horses. Then they came in. They had mistaken the forks of Connemaugh where they were to wait for us and stopped at the first, insted of going on to the second, and by that mistake have Lost us 2 days. Some time after night our man Returned with a Mutton.

"Saturday, September 4th. (1790) This morning we sent off a part of our Baggage to Mr Cassidy's by a son of McCunes who brought us the mutton. Mr Adlum was this morning Im-

ployed in protracting our works from the mouth of Stoney creek. After Breakfast and after I had finished copying my note(s) I took 2 hands, and Began at the 50 mile Tree above Mr Blair's and surveyed the Road to Patrick Cassidys, and from thence to the mouth of Poplar Run, which Bussness was some time Delayed By the Rain, which fell this Day. Mr Adlum finished his work and Joined us in the afternoon. We Likewise Got a horse fom Mr Cassidy and Got another Load of our Baggage brought over this day from our camp at Mr Blair's, but Gersham Hicks with the Remainder was still Behind at the Camp.

“Sunday, September 5th. (1790). We Dispatched Seymour with a horse this morning to Mr Blair's to bring forward Hicks and the Remainder of our Baggage; and took the necessary measures in order to Explore the Ground up through the Poplar Gap, and thence to the forks of Connemaugh. The man we sent is not yet Returned. In the mean time we had verrey differant accounts of the Ground through the Poplar Gap. Patrick Cassidy told us that he had been at the head of the Poplar run and five miles further towards the forks of Connemaugh; that so far it was Excelent Ground for a Road; much Better than the road through the other Gap, and insinuated that undue means had been exercised or the State Road would have been taken through the Poplar Gap. This representation was Coroborated by one William Pringle who undertook to show us an Exceeding Good way for a road up through the Poplar Gap. To this a young man, a hunter, of the name of Shirley Replyd, that he knew the Poplar Gap well; that he had a hunting camp on it near the head; that there was no place there that would admit of a Road; that if Pringle could find a Road there, then he Shirley would Give them his head for a foot ball. But he informed us that there might be a Road had to Conemaugh by Beginning at the East end of a Ridge that is south of the Poplar run and keeping that Ridge up to the Blue Knob a mountain so called in those parts, and from thence by keeping the dividing Ridge, but this way was objected to by Cassidy and others as Going quite too far out of the way. Shirley further informed us that Pringle, who was to be our Guide, had some time before undertaken to conduct a Company over to Conemaugh & had Lost himself and with Difficulty found the way home. From all these circumstances, and acct taken together we were Determined to see the Ground and set out with our party and surveyed about 2¼ miles up the Poplar run through Low swampy Ground Inclined to be stoney.

“Monday, September 6th. (1790). Continued our survey up the poplar run through stoney swampy Bottoms, much cut into Gulleys by the water for about 2 miles; then took over a hill and struck the run again. Found the Ground much the same up the second forks, where Pringle told us we must take the

mountain which we did and found it much too steep to answer for a road. However we continued our survey untill we came in sight of a cove in the hill. I then in order to save time proposed to leave the compass and walk up to the top of the hill in order to obtain a view of the hills around us as by this time I had abundant Testimony that we could place no Dependance upon the Information of our Gides. When we had Reached the top of the first Rise or Spur of the mountain I plainly saw that admitting the Ground to have been good to the Bottom of the hill there was no Possability of making a Road and therefore under these circumstances Gave it as my opinion that to prosecute the Bussness farther would be misspending our time and wasting the Publick Money; Cassidy still Persisted that there could be a fine Road made there. and Colonel Matlack said he had wished to have Discussed this matter among ourselves, as Commissioners and not other persons, and concluded with Expressing a Desire of seeing the top of the hill but added that he would not bear an imputation of wasting the publick money. I Replyd that for my own part I had seen sufficient to fix my opinion; if he or any other person had not, that an hour or two would be Sufficient for the purpose. that under these considerations I had no objections to going on to the top of the hill.

“Mr Adlum Lickewise thought it best to Proceed with the survey to the top of the hill; and we proceeded accordingly but before we had gone a half mile further we plainly saw that our Gides were utterly at a Loss, and in a short time Cassidy himself Declared that there could not be a road made there, and Longe Before we had Reached the Top of the mountain, we were all willing to return back the best way we could find through the Laurel. We got down a little below the forks of the run and took up our Quarters, heartily tired of Road hunting. Cassidy and Pringle would not stay with (us) all night, though they were invited.

“Tuesday, September 7th. (1790) We returned to Cassids and got there a little before 11 o'clock. Were obliged to wait some time in order to procure horses to bring forward our Baggage and had to send one of our people to Mr Blair's mill to get a fresh supply of flour. This detained Mr Adlum all night at Cassids. After Dinner I took two men to Carrey Chain, and began the survey of the Frankstown Branch at the mouth of Poplar run, and Proceed Down as far as Franks old town. When night came on, and not meeting with any of our people, Colonel Matlack and I went to Lowery's and staid all night. When I left surveying I had sent the chain carriers up to one Tituses to see whether any of our people had come there. On their way they met with N. St Clair who Mr Adlum had sent with our Blankets and part of the Baggage; but the night was so dark that they could not find the road to Lowerys. They therefore took up camp on the Branch.”

The following is the mileage and the estimated expenses for the construction of a highway consisting of canals and roads, from Philadelphia to Pittsburg, made by Messrs. Maclay, Adlum and Matlack: * * *

	Miles.
"From Huntingdon, on Juniata, to mouth of Poplar run...	42
Portage to the Canoe Place on Conemaugh.....	18
Down Conemaugh to Old Town (Johnstown) at the mouth of Stonycreek	18
Down Conemaugh and Kishkiminetas to Allegheny river..	69
Down Allegheny river to Pittsburg on the Ohio.....	29

ESTIMATE OF THE EXPENSE.

Canal or lock navigation to Poplar Run (if found necessary, which will probably not be the case)	£7,000
Portage of 18 miles to Conemaugh at 20 pounds per mile	360
Conemaugh and Kishkiminetas to Allegheny	7,150"

AN OLD SETTLER'S REMINISCENCES.

(This article was prepared by James M. Swank in 1869, from notes made by the pioneer, Peter Goughnour.)

Peter Goughnour, who was born in Maryland in 1773, and died in Conemaugh township in 1855, left a statement of his early recollections of what was in old times called "the Conemaugh country," which statement is now before us. It is much to be regretted that there is not in existence an authentic history of the early settlers and settlements of the Conemaugh country, and with a view to fill a portion of this blank in our annals we will compile from Mr. Goughnour's statement such facts and incidents as we think worthy of preservation.

Mr. Goughnour states that the first white settlers in the Conemaugh country were two brothers, Samuel and Solomon Adams. At the time of their settlement, about 1770, the Indians were quite numerous, who hunted and fished on the banks and in the waters of the Conemaugh and Stony Creek. Samuel Adams lived about two miles south of the confluence of the two streams, on Sam's Run, from which it derived its name. Solomon's cabin was located about midway between the junction and his brother's cabin. Solomon's Run took its name from him. Samuel Adams and an Indian warrior killed each other with their knives while fighting around a white oak tree on Sandy Run, about five miles east of the junction. Their bodies were buried in one grave, under the tree.

Mr. Goughnour settled in what is now Conemaugh township in 1798. Cambria county was then a wilderness, and not known to geographers. At the date of Mr. Goughnour's settlement the Indians had departed from their Conemaugh hunting grounds, but he states that he found monuments of stone erected over Indian graves, flint arrows, elk-horns and other relics of

their presence. Some few monuments are still standing on the banks of the Stony Creek above Johnstown.

Jacob Stutzman, who died in 1816, occupied in 1794 the Cone-maugh bottom, now the site of Johnstown, and to which the Indians had given the name of Old Town. Mr. Stutzman was the first white man who ever occupied the bottom. A son of his was killed by an ox-team which was scared by a rattlesnake. The body of the boy was buried on the left bank of the Stony Creek, where Water street in Kernville is now located.

Joseph Johns, or Yahns, a professor in the Amish communion, and an industrious and honest man, laid out Cone-maugh bottom into town lots about 1800. Those who assisted him to lay out the town and who became its first citizens were Peter Goughnour, Joseph Francis, Ludwig Wissinger and a few others. They named it Conemaugh-town, but it was generally called Johnstown. Mr. Johns died at an advanced age in Cone-maugh township, Somerset county.

Dr. Anderson and William Hartley opened the first store in the new town, and Isaac Proctor the second. The necessities of life at that time rated very high. Coffee was 50 cents per pound; pepper, allspice and ginger, 50 cents per pound; shad, 50 cents each; salt, \$5.00 per bushel; Wheat, \$2.00 per bushel. All other articles rated accordingly. Wages were from 40 to 50 cents per day.

There were at that time no roads through the wilderness to older settlements, and nothing but canoes for navigating the streams. Beasts of burden were rare, but wild beasts of the forest were quite numerous. Panthers, wolves, bears, etc., howled at night around the cabins of the settlers. Nevertheless, the settlers, in Mr. Goughnour's language, "had fine times hunting and fishing," as the forest was alive with game and the clear and placid streams filled with finny beauties which pious old Isaac Walton would have delighted to capture.

The bottoms in the vicinity of Conemaugh-town were covered with luxuriant verdure, and presented a wild and romantic appearance. The hills were grand beyond description, with their glorious old forests, amid which the woodman's axe had never rang. Peavines, wild sunflowers, and other unnamed representatives of the vegetable world twined around and waved between the giant oaks, and spruce and hickories. What a paradise was that "Conemaugh country" to its first settlers, some seventy years ago!

Still these pioneers had their troubles, and those forests and bottoms had their drawbacks. Growing among the tall grass was a noxious weed, resembling garlic in taste and appearance, and called "ramps" by the settlers, which, when eaten by the cows was sure to sicken them and put a stop to the supply of milk and butter. The grass, from some cause not stated, did

not make good hay, and as the cultivation of corn, oats, rye, etc., was exceedingly limited, the result was that in the winter time the cattle found Jordan a hard road to travel. The settlers, in order to prevent their cattle from starving, were forced to cut down trees so that they could browse upon the buds and young branches. The women were required to clean land and do rough farm work, such as harrowing, harvesting, hoeing corn, etc. They were also accustomed to perform other hard labor incident to a pioneer life.

Large quantities of maple sugar and molasses were in a few years manufactured by the settlers of the Conemaugh country, and packed to neighboring settlements. Venison also became an article of export. In exchange for these commodities the Conemaughites received necessities which they could not produce themselves. Bedford was the principal market for the settlers.

In the course of time the population of Conemaugh-town increased, as well as the number of farms in its vicinity. A log inn for the entertainment of travelers was erected in the village. A road was opened through the wilderness to Frankstown, below Hollidaysburg, upon which pig metal was hauled to Conemaugh-town, and shipped in the spring of the year in flat-bottomed boats to Pittsburg. Conemaugh-town now became a place of some business, and it was found necessary to erect another inn.

In 1808 the village was overflowed by a sudden rise in the Conemaugh and Stony Creek, and the inhabitants were compelled to fly to the hills for refuge. The village was again submerged in 1816. The event was termed "the punken flood," owing to the fact that it swept away the whole pumpkin crop of that year. Much damage was done by the flood. Fences were swept away, saw-logs and lumber disappeared forever, and many horses and cattle were drowned. The settlers suffered severely from this dispensation of Providence.

About 1812 the village boasted a grist-mill and a small forge on Stony Creek. In 1816 the first keel boat was built by Isaac Proctor on the right bank of Stony Creek, near where the Union Graveyard is now located. Rafts were also constructed at the same place.

While laborers were digging the race for another forge, on Conemaugh, old fire-brands, pieces of blankets, and earthen smoke-pipe and other Indian relics were discovered at a depth of 12 feet below the surface of the earth.

Notwithstanding the improvements mentioned, the village was still small when, in 1827, the Commonwealth commenced the construction of the Public Works. Since that time it has steadily prospered and gradually become a place of some note and business importance.

BEULA—A DESERTED VILLAGE.

Morgan John Rhys was born December 8, 1760, at Graddfa, Glamorganshire, South Wales, and died in Somerset, December 7, 1804. He was ordained a minister in the Baptist church in 1787, and became an eminent divine and patriot. When sixteen years of age he was imprisoned at Carmathen for two years, and was twice in the pillory for his advanced political views.

Coming to America in October, 1794, he made his home in Philadelphia for two years, when he purchased a tract of land in Somerset county from Dr. Benjamin Rush, founded the village of Beula, on the south branch of the Blacklick creek, three miles west of Ebensburg, and had the township of Cambria created, giving to it the name which means "The Land of Freedom."

The plot of the village was on a very large scale, being substantially laid out after the plan of the city of Philadelphia, with its wide streets, squares, cross streets and alleys. At that time there was quite a movement to make the new county of Cambria, and Rev. Rhys desired to make Beula the new county capital. A number of his fellow countrymen having come with him to make their new home, some sixty log houses were constructed in the business center of the embryonic town, which later contained hotels, stores, church, mill, school and a library of about six hundred volumes, for a population of three hundred souls. The price of the lots ranged from ten to fifty dollars in state currency, and the deeds made by Morgan John Rhys spell the word "Beula" without the letter "h."

The struggle between Ebensburg and Beula for the county capital was vigorous, but immediately upon the selection of the former the decline of the latter began. The fact that neither the Frankstown road, the Northern turnpike, nor the Clay pike passed through Beula, gave it an unfortunate location besides. With these obstacles it could not hope to succeed, and soon became what it has been for many years—a deserted village, the only reminder of which remains to us this day being the station of the Cambria and Clearfield division of the Pennsylvania road called "Beulah."

Some of the persons who located at Beula with Morgan John Rhys were John J. Evans, William Rees, Simon James, Miles Phillips, William Williams (South), Thomas Griffith, John Thomas, John Roberts (Pembryn), John Roberts (shoe-

maker), David Rees, Robert Williams, George Turner, Thomas Griffith (farmer), James Evans, and Griffith Rowlands. The bachelors were David Edwards, Thomas Lewis and David Davis.

After 1808 the village was substantially abandoned; however a few families engaged in farming continued to reside in that vicinity. Thomas W. Jones, a surveyor and the justice of the peace, died there March 14, 1808, aged thirty-six years; Elizabeth Jenkins on September 20, 1828, aged fifty-one; Elias Rowland, on July 24, 1858, aged ninety-three, and Catherine, his wife, on April 24, 1840, aged sixty-seven; William Roberts on January 7, 1822, aged fifty-one years.

EBENSBURG.

The Rev. Rees Lloyd was the founder of Ebensburg. John Lloyd, his grandson, who is in his eightieth year, states there are two traditions in the family in reference to the origin of the name. One is that it was named for his Uncle Ebenezer, and the other is from the good old hymn "Here I'll raise mine Ebenezer." Rees Lloyd was born May 1, 1759, in the parish of Llanboidy, Wales. He was ordained a minister in the Non-conformist church in 1780, and was called to the pulpit at Ebenezer, near Pont-y Pool, which may be the origin of the name. In 1795 he disembarked at Philadelphia with his wife Rachel and family. In the following year he located on the land where he founded the county seat. It seems that he purchased the land from William Jenkins on an article of agreement, inasmuch as Lloyd's deed was given by his heirs and executed in Washington City on September 30, 1805. It was known as the Benjamin Rush tract, and contained 103½ acres, and cost \$400. It was described as being on the headwaters of the Blacklick creek, in Bedford and Somerset counties. At that time there was much confusion as to the line between Somerset and Huntingdon, but not as to Bedford at that place. Mr. Lloyd did purchase a tract of land called "Mere" from Benjamin Rush, August 8, 1804, containing over 401 acres, for \$578.83, but it was the Thomas Martin warrant. In 1808 he sold several lots to Nathaniel W. Semple, who replotted them, but the deed avers they were a part of the William Jenkins land. Mr. Lloyd died May 21, 1838, at Paddy's Run, Butler county, Ohio, where he had resided since 1817 when he left Ebensburg.

He organized the Congregational church at Ebensburg in

April, 1797, which was the first house of worship in what is now Cambria county, and named it "Ebenezer Chapel." It was soon followed by the churches of Morgan John Rhys at Beula, and that of Demetrius Augustine Gallitzin at Loretto. Some of Mr. Lloyd's early neighbors were: Thomas Phillips, Theophilus Rees, William Griffith, Daniel Griffith, David Thomas, George Roberts, John Jenkins, John Tobias, William Jenkins, Evan Roberts, James Nicholson, John Jones, Evan Jones, Thomas W. Jones, Esq., and Isaac Griffith. Many descendants of these families reside in that vicinity and in the town.

In the chapter on the organization of the county, reference is made to the ground donated to the public for the use of county buildings. The strife between Ebensburg and Beula for the location of the county capital was conducted with energy. The plot of the town was probably made in 1807, as it was acknowledged on July 17 of that year. It consisted of two hundred lots, each being four rods in width and sixteen rods in depth. In addition there were subsequently laid out north of Horner street thirty-six lots or parcels containing from one to two and one-quarter acres.

As stated, Ebensburg was the first borough incorporated in the county, bearing date of July 15, 1825. The first organization was: Richard Lewis, burgess; Philip Noon, John Murray, Moses Canan, Owen McDonald and Silas Moore, members of council, which met at the house of Mr. McDonald on March 21 of that year. John Lloyd was treasurer. In the following borough election there were thirty-four votes cast by Richard Lewis, Moses Canan, David H. Roberts, James Rhey, Philip Noon, Silas Moore, David Davis (carpenter), Rowland Humphreys, Johnston Moore, Rees Morgan, John Williams, James Murray, Thomas Ownes, John R. Evans, John Walsh, Jeremiah Ivory, William David, John Dougherty, Robert Roberts, Stewart Steele, David Marris, Griffith Rowland, David Jones, Henry Davis, Evan Davis, John Ivory, John Rodgers, John Lloyd, Robert Young, John Thomas, Peter Mooney, Samuel Wesey, John Evans (Smith), and John Carrel. All other elections were held in Cambria township until 1852, when the first presidential vote is given for the borough as 59 for Pierce and 91 for Scott.

The first firemen were Jeremiah Ivory and Owen McDonald, who were appointed by the council March 28, 1826. In 1846 it purchased a hand engine for the Friendship Fire Company, and in 1872 the present Dauntless Fire Company was or-

ganized. The completion of the old stone or northern pike in 1820 made Ebensburg prosperous, as it was a favorite stopping place for the stages and the Conestoga wagons. This continued until the opening of the old Portage railroad, but as it, with the canal system, could only be operated in the warm season, the winters in Ebensburg were made lively.

The borough was divided into two wards by the Act of May 1, 1861, in which Center street was the division line. The Act of April 14, 1868, authorized three members of Council from each ward.

The term of service for the burgess was one year until 1893, when it was extended to a three year period. The several officials were: Richard Lewis, 1825; James Rhey, '26; Moses Canan, '27; Stewart Steele, '28; John Lloyd, '28; Richard Lewis, '29; Moses Canan, '30; Arnold Downey, '31; John Williams, '32; James Murray, '33; Michael Dan Magehan, '34; David H. Roberts, '35; Richard Lewis, '36; Michael Dan Magehan, '37; Richard Lewis, '38; Johnston Moore, '39 to '41; David H. Roberts, '41; Michael Dan Magehan, '42; Charles Litzinger, '43; A. McVicker, '44; Wesley Bateman, '45; Richard Jones, Jr., '46; Robert L. Johnston, '47; Ezekiel Hughes, '48; Michael Hasson, '49; John Williams, '50; David H. Roberts, '51; George C. K. Zahm, '52; Wesley Bateman, '53; Samuel D. Pryce, '54; John Thompson, '55; James Myers, '56 to '58; David H. Roberts, '58; John D. Hughes, '59; Andrew Lewis, '60; David J. Evans, '61; George Huntley, '62; James Myers, '63; A. A. Barker, '64; C. T. Roberts, '65; J. Alexander Moore, '66; T. Blair Moore, '67 to '69; Abel Lloyd, '69; Samuel W. Davis, '70; T. W. Dick, '71; George A. Berry, '72; F. H. Barker, '73; D. H. Kinkead, '74; George Huntley, '75; Samuel W. Davis, '76; Thomas J. Davis, '77; John E. Scanlan, '78; Edward J. Humphreys, '79 to '82; C. T. Roberts, '82; F. H. Barker, '83; J. S. Davis, '84; F. H. Barker, '85; T. Mason Richards, '87 to '89; George C. K. Zahm, '89; Evan E. Evans, '90; James T. Young, '91 to '93; Festus Lloyd, '93; T. Mason Richards, '94 to '97; F. H. Barker, 1900; Edmund James, '03, and Alexander J. Waters, 1906.

The following gentlemen have been Postmasters at Ebensburg, with the date of their appointments. The letter "h" was dropped from the name September 28, 1893: John Lloyd, October 1, 1807; John R. Lloyd, January 1, 1808; John Lloyd, June 17, 1818; Rees S. Lloyd, September 13, 1838; Rees J. Lloyd, February 24, 1843; Milton Roberts, April 21, 1849; Frederick

Kittell, February 19, 1853; Michael C. McCague, June 27, 1853; Harriet M. McCague, February 20, 1860; Mathias S. Harr, April 18, 1861; John Thompson, May 6, 1861; Edward J. Mills, September 13, 1866; Rees J. Lloyd, August 17, 1867; James T. Hutchinson, March 27, 1869; John Thompson, June 27, 1871; Edmund James, April 23, 1878; James G. Hasson, October 8, 1885; Florentine H. Barker, August 29, 1889. Philip G. Fenlon, September 28, 1893; Festus Lloyd, February 25, 1898; John G. Lloyd, January 22, 1907.

The Hudson and Morrison map of 1816 gives the population of Ebensburg as 150; Munster, 80 and Johnstown, 60. The Act authorizing the organization of the county directed that the county capital should be within seven miles of the center of that territory. Benla was about three miles southwest of Ebensburg, which brought it within the limitation. The precise location of the latter is forty degrees thirty-four minutes and twenty seconds north latitude, and one degree forty-five minutes and forty-four seconds longitude, west from Washington City. The altitude above sea level at the main entrance to the court house is 2138 feet.

It will be observed the center of population was about the county capital, as these four villages were within ten miles of each other from the most distant point. As late as 1816 Loretto was the most northerly settlement. However, McGeehan's grist mill on the Chest creek was a few miles to the north. Elder's and Storm's mills were on the Clearfield creek, a few miles east of Loretto, but about the same latitude. William O'Keefe, the deputy surveyor general, resided just east of Ebensburg at this time. Messrs. Hudson and Morrison stated in their return of the survey that "The Conemaugh could be easily connected with either the Clearfield or Chest creeks between Ebensburg and Munster, and even this route would be shorter and better than to connect with any of the higher branches of the Allegheny river."

After the opening of the Old Portage railroad the mountain was a favorite place for visitors during the summer season. The Mountain House at Duncansville was moved to Cresson about 1854; the Fountain Inn was located in the forest on the old Northern pike a few miles east of the Summit. The Summit has always retained its advantage but is limited as to its popularity. After the opening of the branch railroad Ebensburg became a desirable place to live, and since the closing

of the Mountain House at Cresson it is the leading summer resort of this vicinity.

LORETTO.

This pretty village is the second oldest settlement in the county. As we have noted elsewhere, Captain Michael McGuire located there in 1788, when it was a part of Huntingdon county, and died there November 17, 1793. It was known as the "McGuire Settlement" until in 1799 Father Gallitzin established a Catholic mission there and named it Loretto, for the famous Loreto on the Adriatic coast, Italy, which seems to have been spelled with one "t." On the occasion of the centenary celebration of the parish on October 10, 1899, the Rev. Ferdinand Kittell published a souvenir of Loretto, prepared with skill and carefulness. It is a volume of 405 pages, with much detail of family and church history, which included a chapter on Captain Michael McGuire, by William A. McGuire, Esq., a lineal descendant.

Loretto was originally in Frankstown township, Huntingdon county, but after the organization of Cambria it was a village in Allegheny township. In 1816 it was plotted into town lots by Father Gallitzin, as he acknowledged the map "to be his act and deed." It consisted of one hundred and forty-four lots in three tiers, divided by two streets sixty feet in width, and three cross streets of equal width. The central row of forty-eight lots are one hundred and sixty feet in depth, and the others two hundred feet.

Loretto is about seven miles in an easterly direction from Ebensburg, and was incorporated as the borough of Loretto by the Act of March 8, 1845.

Among the early settlers with Captain Michael McGuire and his wife Rachel Brown, were Cornelius McGuire, William Dodson, Michael Rager, John Storm, John Douglass, William Meloy, Luke McGuire who married Margaret O'Hara, Richard Nagle, Richard Ashcraft, James Alcorn, John Trux and John Byrne.

The souvenir of Loretto contains the names of all the families, and those of the children, with dates of birth and death from November 17, 1793, to October 10, 1899, which renders it very valuable for genealogical purposes.

The surnames are: Adams, Bradley, Brown, Burgoon, Burke, Byrne, Christy, Conrad, Coons or Kuhns, Dimond,

Dougherty, Eckenrode, Flick, Glass, Hertzog, Litzinger, McConnell, McCoy, McDermitt, McGough, McGuire, McMullen, Miller, Myers, Nagle, Noel, O'Neill, Parish, Skelly or O'Skelly, Smith, Hoover or Huber, Kane, Kean or Cain, Kaylor, Kelly, Little, Stevens, Storm, Sweeney, Weakland and Will. There were twenty-five families by the names of Bradley and McGuire; Dougherty, twenty-two; Eckenrode, twenty-three; Glass, twenty; McConnell, twenty; Myers and Noel, each, twenty-three; and Will, twenty. The aggregate number of families represented is 2143.

MUNSTER.

The Village of Munster is about five miles east of Ebensburg, and was plotted for a town by Edward V. James in 1808. It is said to have been a rival for the county capital, but there is no evidence of that fact. It was an Irish settlement. The town plot was extensive, but it never prospered. The lots were sixty-six feet in frontage and about one hundred and eighty feet in depth, and sold for \$16 specie.

It is near the headwaters of the Little Conemaugh river; and one of the streets was named Conemaugh. It was located on the first road made in the county—the Frankstown, or the old Galbreath road, which is noted elsewhere. It had the advantage over Ebensburg, Buella and Loretto at that time, as neither of these localities had a good road east or west. About twenty years after the town was plotted there was an effort to make a new township to be named Donegal, but it caused so much friction the court declined to create it. Some of the freeholders were John O'Gara, Hugh McWilliamson, Hugh Gara, Moses Noon, Michael Burns, William Manly, Edward Smith, John Nickson, Patrick Dawson, Dennis Lynch, John Rhey, John Miller, Philip Noon, John D. Kerney, Jacob Glass, John Curren, Peter Storm, Bartholomew Kearney, Cornelius Freely, Joseph McGeehan, James Kean, James O'Kean and John Boyle. The descendents of Kearney and the Glass and other families still reside in that vicinity. However, there were few houses erected. The village is on the crest and western slope of the divide.

CHAPTER XI.

THE RIVERS, CREEKS AND RIVULETS—SAW AND GRIST MILLS, AND RAFTING.

A spring on the farm of Andrew Strittmatter, in Carroll township, near Strittmatter's tunnel, on the Cambria and Clearfield division of the Pennsylvania railroad, is the accredited source of the west branch of the Susquehanna.

Flowing in a northwesterly direction for half a mile, thence for an equal distance nearly west, the stream above mentioned is enlarged by another run, rippling down from Carrolltown, about a mile and a half to the northeast. This is the longer run of the two and is by some considered the source of the river, which from this junction of waters all unite in denominating the west branch of the Susquehanna.

From this point, flowing northwest generally, though with many deflections to the right and left, the river passes through Carroll township to the northeast corner of Barr, from where it follows the boundary line of Barr and Susquehanna into the latter. On its way it is augmented by the waters of at least eleven runs, some small, others of more volume, bearing such names as Walnut run, Moss creek, and Long run.

At this point, on the right bank, is the mining town of Spangler, which extends for about a mile and a half along the river. Here the river turns due north for a short distance, when it makes a left curve, about a mile in length, down to Garman-town, on the left bank. It is soon afterward joined by a small rivulet from the west, and Pine run which rises near Plattville and flows into it from the east, is the last large accession the west branch receives in, but not from Cambria county. From this point the general direction of the river is northward until it leaves the county at the historic Cherrytree.

Three other streams that rise in Susquehanna township flow north into the west branch in Clearfield county, the last of which is Beaver run.

The West Branch and its tributaries have been to Northern Cambria what the Conemaugh has been to Johnstown and its vicinity—except in disaster. As public highways, between 1857

and 1880, they were of much more utility than the Conemaugh ever was, for on them were floated to the eastern markets hundreds of millions of feet of valuable timber, the proceeds from the sale of which built up thousands of happy homes and laid the foundation of the prosperity of Northern Cambria.

The predominating timber in Northern Cambria and adjoining districts of Clearfield and Indiana counties was white pine. The principal uses to which this species of wood is put are for lumber, shingles, and spars or masts for ships. Pine cut in the summer months would be speedily devoured by grubs, or worms, called sawyers; hence, it became necessary to cut the timber in the fall and early winter months. Formerly, the principal part of the timber intended for lumber was cut down, and hewn on three sides, the other side being "barked" with a peeling ax. A tree was hewn forty, sixty, or eighty feet—according to height—straight on two sides, that the timber might be lashed or pinned together into rafts. On the other side it was hewn to suit the crooks if there were any. It was then hauled to a landing, generally on a dam, put into the water, a number of pieces placed side by side, several poles laid across them through which auger holes were bored down into the timbers, and pins of wood securely driven in. A rudder made of a long pole fastened on a pivot was fixed at the front and rear of the raft for the purpose of guiding it through the water. A shanty in which the cooking was done and which sheltered the raftsmen was then built upon it, and the raft was ready for high water, which generally occurred in the spring and fall of the year.

"Spars" were cut the length a tree would permit—eighty or one hundred feet—with some of them four feet and even larger at the base. As it is necessary to know if a mast is sound throughout, a simple expedient was used to determine that important point. Close to one end of the spar a man placed his ear, while another struck the other end with a heavy hammer or sledge. If the stick was solid throughout a sharp sound was heard by the person listening, while if the stroke was not heard, or but a dull thud was the result, the timber was condemned as unfit for use. Spars were made into rafts, sometimes along with square timber. The job of hauling them to the water's edge was often a very laborious and expensive one, many men and teams being required for the undertaking.

In later years much timber was floated down in sawlogs, the logs being cut and peeled in the woods. It is remarkable

how fast an expert "peeler" can remove the bark from a log or tree with his doublebit peeling ax, the bits being thin, about eight inches broad, each bit being shaped somewhat like an ancient battle ax. The logs are hauled to the edge of a stream and placed on the landing or dumped into a dam made for the purpose. Sometimes logs were pushed for miles in chutes, or "slides," made of small trees. In making these chutes one tree was pinned on a piece of timber laid on the ground or sometimes elevated on blocks to overcome unevenness of the line, with a piece fastened at either side as a fender. Into the groove thus formed the logs were placed—sometimes many in number—a team of horses was hitched to the hindmost log by means of a grab driven into the rear end, and this log being shoved on and bumped started those ahead of it. On reaching the dump the team was turned around or run to one side of a tree or pole close to the chute, and the grab released from its hold.

As much of this logging was done on small streams, resort was had to splash-dams to drive the logs down to the river. A splash-dam is constructed with a wicket that may be raised or lowered at pleasure, and when ready it is opened, releasing the water held in store and carrying the logs below down the stream, along which men, provided with pike-poles, are stationed to keep them in the channel. The boots of these men are armed with spikes somewhat like the climbers used by linemen on telegraph and electric poles, only smaller, and thus provided they often leap on logs to release jams with the greatest imaginable dexterity and fearlessness—a hazardous undertaking nevertheless. Sometimes a number of logs were made into rafts, but logs were often floated loose.

When the spring had opened and the ice had left the river sufficiently to insure safety, the sluices of the great dams in which the rafts were securely held were opened and the downward journey along the river began.

This was a perilous journey, and none but the hardiest of men were desirable for raftsmen. To steer the raft aright was a very particular job. Sometimes bends were to be rounded where the current hugged the shore, often boulders and obstructions had to be avoided, and dams had to be "shot" through chutes provided for the purpose. Here, if the raft was not kept straight in the current as it entered the chute there was great danger of its being wrecked. If the front bowsman was not an expert there was the probability of his being swept off by the

water or knocked off by the rudder when the front part of the raft dipped into the water below the chute.

The rafts and logs were floated down the river to Lock Haven, Williamsport, Muncey, and sometimes even to Havre de Grace, Maryland, on the right bank of the river near the head of Chesapeake bay. Arrived at their destination, they were secured in large dams or along the shore by means of ropes thrown around stakes or poles fastened to piers or driven into the ground. The logs were run into booms, near which were located great sawmills which manufactured them into lumber. A boom is an obstruction of long logs securely fastened together by clamps and swiveled chains, or by cribs thrown diagonally across the greater part of the stream—generally from the inner curve of a great bend in the river or in a dam—thus reflecting the logs from the current into the slack water, where they remained until taken therefrom to be worked up into lumber, as was also the square timber of the rafts.

The fall rafting generally consisted of the timber that was left over from the spring "drive," or that was not ready at that time. Often a summer freshet was taken advantage of and sometimes a lowness of water prevented or delayed a drive at the usual time.

At first raftsmen on their return were compelled to walk, or ride on horseback or in the stage to their homes, but after railroad facilities became available that method of traveling was adopted.

Rafting on the West Branch of the Susquehanna is now practically a thing of the past, the people of Northern Cambria having turned their attention to agricultural and mining pursuits, and, with ever increasing railroad facilities, the mineral resources of that thriving section of the county are being rapidly developed.

After leaving Cambria county, the West Branch runs in a northeasterly and then in a northerly direction to McGee's mills, where it turns to the northeast, a few miles farther on receiving the waters of Chest creek, which general course it continues to Clearfield, where it is augmented by the waters of Clearfield creek. Down these two streams the greater part of the rafting from Cambria county found its way to the West Branch.

Winding eastward to Northumberland county it empties

its waters into those of the North Branch, forming there the greatest river of Pennsylvania—the historic Susquehanna.

Chest creek rises near Kaylor Station, on the Cambria and Clearfield railroad, in Allegheny township, and joined by the West Branch, which rises in Cambria township, near Winterset Station, on the same railroad, flows in a slightly northwest direction through Clearfield township and between those of Elder and Chest into Clearfield county, where it enters the West Branch of the Susquehanna.

Before the town of Patton is reached, where the Little Chest creek flows in, Laurel Lick run, Chest Springs run and several others pour in their waters.

Between the points where Flanagan's run and Blubaker creek join it, begins the outcropping of red shale that underlies the lower coal measures of the Westover and Johnstown basins, here separated by the Laurel Hill anticlinal.

Blubaker creek, the largest tributary of Chest creek, rises in the southwestern part of Elder township, and passes through the town of Hastings to its junction with the Little Blubaker creek, four miles beyond. Blubaker creek unites with Chest creek, just a short distance before the latter enters Clearfield county.

Of late years the development of the vast mineral resources of the Blacklick region following the construction of a railroad along the valley of the South Branch has brought that section of the county prominently before the people; but probably few are aware of the vast area of the drainage of the system, second only to the Conemaugh.

The Blacklick in Cambria is composed of two large branches—the North Branch and the South Branch—and their tributaries.

The North Branch of the Blacklick—if preference is given length and size—rises in Carroll township, about a mile north of the Cambria township line, near the old Ebensburg plank road. Beginning its course in a northeasterly direction, swerving to the northwest, westward, and southwest, it unites, when between four and five miles in length, with another branch, which, rising about a mile to the southwest of the source of the stream already noted, runs in a less circuitous course toward the northwest. Forming from its source the boundary line between the townships of Cambria and Carroll it flows northwest, receiving various runs and rivulets from the north and south,

until it reaches the northeast corner of Blacklick township, which, in assuming a more westerly course, it divides from Barr on the north for a couple of miles. Flowing south, on the line of Blacklick township, it receives Dutch run. This run, rising in Indiana county, flows southeastward into Barr township, then in a southwesterly direction, crossing and re-crossing the line between that township and Indiana county, finally flows into the North Branch heretofore noted, from which place the united waters, now of considerable volume, continue their course southwestward, augmented from the east by what Pomeroy, who published the best map of the county ever produced, calls Elklick run, and its southern branch, Elk run, down to within a half mile of the southwestern corner of the township, where it enters Indiana county, and soon unites with the South Branch.

The South Branch of the Blacklick, formed by the union of many considerable streams, the principal of which Pomeroy calls the Middle Branch, rises in Cambria, within a quarter of a mile of Allegheny township, the dividing line between which two townships at this point is the West Branch of Chest creek, about a mile from the headwaters of Clearfield creek and also of the North Branch of the Conemaugh. Flowing south, northwest and west and modified by several short windings past historic Beulah close to the line of Jackson and Blacklick townships, and later dividing them, it emerges into Indiana county to form the considerable stream known as the Blacklick, and crosses the southeastern end of that county to a point near Livermore, below Blairsville, on the Westmoreland county line, where its waters are merged with those of the Conemaugh.

The principal tributaries of the South Branch are the East Blacklick, which rises a short distance north of Ebensburg and flows southwest to its junction with the Middle Branch, which, receiving another large branch which rises in the northern part of Cambria township, becomes the South Branch; then two smaller tributaries from the western part of the same township and from Blacklick township four small runs, and from the south Steward's run, which, rising in Cambria, flows in a northwesterly course through Jackson township, augment its waters.

Clearfield creek is the name of a stream which rises in two branches in Cambria county near the dividing ridge, along whose crest runs the Cresson and Clearfield railroad, one branch rising near Kaylor Station and the other near Cresson. They

unite in Himmelwright's mill dam and thence their waters flow northward into Clearfield county.

It is a misnomer to call this stream a creek, as it has the size and importance of a river, having served as an outlet for hundreds of millions of feet of pine lumber to markets along the West Branch of the Susquehanna of which it is a tributary.

The name of the stream, which is perpetuated in that of one of the townships of this county and also of a neighboring county, is derived from the "Clear Fields"—a few small acres of cleared ground on which the Indians raised maize, located along its valley near the old Kittanning path, not far from the present town of Ashville.

John Storm, or Sturm, is said to have erected a grist mill on the Clearfield creek, near Loretto in 1792, now Seibert's mill, Dawson Station, on the railroad.

Along what is undoubtedly the main branch, which, as before stated, rises near Kaylor's, was the first permanent settlement of white men, viz: that of Captain Michael McGuire, who, in 1787, moved his family to a clearing and started a colony, with which Demetrius Augustine Gallitzin, prince and priest, twelve years thereafter cast his lot and established the Catholic congregation of Loretto.

Gallitzin was a man who looked after the temporal interests of his people as the handmaid of their spiritual welfare, and on this creek, about a hundred yards up the stream from the bridge that spans the run, which is the highest name by which it can be here truthfully called, built the third grist mill in Cambria county. This was early in the present century, and was then an undertaking of considerable magnitude, as the fall in the stream is here so slight that a millrace about a half mile in length had to be dug to give the water sufficient "head." The water wheels of this mill might have been seen near the ruins of the mill until a few years ago.

Some years after the erection of this mill Gallitzin had built on the eastern branch at the present site of the mill of the late B. P. Anderson a sawmill, the dam of which is still in use. It was built, according to the testimony of one of the old pioneers, "at a cost of \$1,500, at a time when men worked for fifty cents a day and did an honest day's work."

This was probably the first water sawmill in the county. It was built on this stream at a distance of two miles from

the grist mill for the reason that the water power at the latter was not deemed sufficient to turn the crank of a sawmill.

About a mile below this mill the two branches unite in Himmelwright's mill-dam, which, as well as Anderson's, can be seen from the Cresson and Coalport railroad, a branch of the Cambria and Clearfield division. Another mile further down is located Seibert's grist mill, near Dawson Station, a couple of hundred feet below which Bradley's run, which rises in Allegheny township, Blair county, enters Cresson township and flows down through Gallitzin borough and Gallitzin township and pours its murky waters into the hitherto comparatively pure stream of the Clearfield. Next from the west a small stream called Beaver Dam run comes in from Allegheny township, Cambria county.

On the eastern side, near the small mining town of Amsbry, a small, swift mountain stream, which formerly swarmed with trout, drains part of Gallitzin township, and at Ashville, a mile further down, Trexler's run empties in from the same side.

At Ashville is Kratzer's sawmill dam, and close to it on the western side is the site of old Ashland furnace, the ruins of which were dug up and hauled away about 1896. While quarrying stone for the foundations of this furnace, about 1840, the workmen found on a high rocky bluff the skeletons of several human beings, buried in a horizontal position with the feet towards the east. The bones of one of these skeletons indicated that in life the individual whose remains were ruthlessly disturbed, must have been of gigantic stature, probably eight feet in height. The mode of burial, so different from that of the Indians, who interred their dead in a crouching, vertical position, and the size of the skeletons would appear to indicate that they were those of people of a pre-historic race of a higher degree of civilization than the Indians—a supposition that is borne out by the fact that many articles of pottery have been found in the vicinity.

Within sight of this cemetery is one of the "Clear Fields," about three acres in size, and about a mile farther up the creek is a smaller one, while about three miles to the northwest is a circular clearing, about three hundred feet in diameter, with a solitary old red oak tree exactly in the centre. To this place the old settlers gave the name of "The Indian Garden," but it was probably a place of meeting for the council fires of the

red men who frequented the region, and near which several of their graves may yet be found.

Between the first of the "Clear Fields" and the quarry where the large skeletons were found, lay the old "Kittanning Path," so well known to the early settlers of Northern Cambria.

Tradition says that in the bed of the Clearfield creek at Kratzer's dam, and a mile below and also a mile above, lead ore of remarkable purity was known to the Indians. It was here the party that captured Mrs. Elder and Felix Skelly in the Juniata valley in the early part of 1778 camped the first night of their journey to Detroit, and, according to the testimony of Skelly, replenished their store of lead, of which they molded many bullets, and also loaded him with a bundle of hickory withes, presumably for bows.

Just below this dam, some of the old settlers used to say, occurred a tragedy equal in atrocity to that of Hinckston's run, in which a poor Indian, who was standing on a log of a pile of driftwood, looking intently into the stream, was shot and killed by a white trapper named Beatty, whose brother had been murdered near Shaver's creek, now in Blair county, by a party of Indians during the Revolutionary war.

From the west, a short distance below Ashville Swartz's run flows in from the direction of St. Augustine. This is the last stream of note on the west until the Beaver dam system pours in the largest volume of water the Clearfield receives at any one point in Cambria county.

The name "Beaver Dam" is probably of more frequent application to streams in this and Somerset county than any other appellation—"Laurel run" coming next. But this stream is undoubtedly entitled to the distinction of being the most important of its name in Cambria county, deriving its appellation from the fact that on this run was formerly a large dam, covering several acres of ground, built by beavers.

The valley of the Beaver Dam run, lying principally in White township, is a deep alluvial soil, bearing traces of having been at an early period covered with water.

The main branch of the Beaver Dam run rises near St. Augustine and flows in a direction west of north to its junction with the main stream, the direction of which throughout is east of north. Into this stream about half a mile below the Clearfield township line flows the Slate Lick, the direction of which is northward.

In sight of the forks of the Slate Lick and the Beaver Dam run is a hill two hundred feet high, from the summit of which an unobstructed view for miles around is obtainable, and from which, in prehistoric times, another race of men viewed, with what emotions we know not, the extended landscape round about. This is "Fort" Hill, so called because in the time of the early settlers there existed thereon earthworks of circular form, about three hundred feet in diameter and about five feet high, with two openings. The site of this work may still be seen from the absence thereon of pine stumps, which are found all around the area of the inclosure. When first known to the white settlers it was covered with a growth of maple, elm, and beech trees, some of them twenty inches in diameter. Some of the old pioneers think this was intended for a fort, but the absence of iron relics about the site indicates that it was not built by white men; and the probability is that it was never used as a place of defense, but rather as the site of council fires of the Indians or a place of worship by some former and more civilized race of men.

Half a mile below the entrance of the Slate Lick, Mud Lick, which rises in Carroll township, flows in a northeasterly course.

The North River Branch of the Beaver Dam run is the last stream of consequence that flows into the run from the west before its junction with the Clearfield creek south of the Clearfield county line.

In Chest township rises a run which Pomerooy sets down as Whitmer's, but which the Geological Survey of 1895 calls South Wilmer run. Its direction is about north northwest into Beccaria township, Clearfield county, where, after being joined by its north branch, which rises in Chest township, Clearfield county, it enters Clearfield creek at Irvona.

Going back to Ashville, where we left off the description of the eastern tributaries of the Clearfield, the first branch is Little Laurel run, which empties a short distance below the town. Next comes Big Laurel run, or Cook run, which rises near Burgoon's Gap, up which ascended the old Kittanning Path. Then Sandy run, Figart run, Fallen Timber run, Curtis run branch and Muddy run.

Clearfield creek holds a position in the history of the county that but few people fully appreciate. It is for a great part of its length the dividing line between the townships of Dean and Reade on its eastern bank, and Clearfield and White on the west.

Down its stream hundreds of millions of feet of the staple timber of Northern Cambria—the pine—have been floated to market, and along its course may yet be seen the remains of immense dams with wooden sluices where logs and rafts were impounded awaiting the rise of the water at the breaking up of the ice in the spring. An idea of the immense proportions of some of the lords of the forest may be formed when it is known that spars, or masts, one hundred and twenty feet in length and six feet in diameter twelve feet from the larger end have frequently been cut in Northern Cambria. The price of such a piece of timber, when floated to market, used to be \$400, but the expense of getting it there, if it did not chance to stand near a stream, was so great that the profit was not as much as might be imagined. Now, along this noble stream another industry has developed, and the railroad annually carries thousands of tons of coal to the Eastern markets; and there is no telling what the future has in store for this part of our country, as the earth beneath is undoubtedly as rich in mineral resources as the surface formerly was in forest products.

Bell's Gap run, in Reade township, Beaver run, in Susquehanna, and others in Reade and Jackson, helped to drain the northern part of Cambria county.

First in prominence in the past, present, and future history of our county is the world-famed Conemaugh, for both in our early days and in more recent years its name is inseparably interwoven with the history of Southern Cambria in general and Johnstown more particularly.

The name Conemaugh is derived from the Indian "Can-na-maugh" or Caugh-naugh-maugh, a more outlandish form of this appellation being "Quin-nim-mough-koong." The meaning of the name is Otter creek.

The Conemaugh river proper begins its course at the junction of the Stonycreek, the larger, and in the early history of Pennsylvania the more notable, of the two rivers, and the Little Conemaugh a short distance above the historic stone bridge of the Pennsylvania railroad at Johnstown.

The Little Conemaugh rises in Cresson township, this county, a few miles northeast of Lilly. The waters from the vicinity of Cresson drain into this branch—Laurel run—above Lilly, and at Lilly another branch of about equal size—Bear Rock run—unites with it from the southward. Into these two streams empty the waters from some of the best springs in Pennsylvan-

nia. These springs—all the far-famed Cresson water—will repay the tourist, or the busy toiler for a visit to them. Little the people in the crowded city, accustomed to the use of hydrant water, however pure, know of the delicious draughts that may be quaffed from these crystal fountains, bubbling up from the caverns of the earth in vast volumes from the centers of pools, some of them six or eight feet wide and from two to three feet deep, so cold that you can scarcely bear your hand in them long enough to draw forth a handful of the silver sand that is being continually forced up by the water. Leaving Lilly, the stream receives only a few rivulets from the springs on both sides of its course, shooting thrice through the roadbed of the Pennsylvania straight-line, until Benscreek pours down its rapid torrent of about four miles in length from Portage township and the southern part of Washington township.

On this stream, about two miles above the Benscreek mines, the Pennsylvania Railroad Company has placed an intake and laid a line of pipe to Portage Station, where the engines on the mountain take water, and from which many a train load of the crystal liquid is hauled to Altoona in times of drouth. The headwaters of this stream are about 2,100 feet above sea-level, and the fall is probably one hundred feet to the mile, while some of the springs that drain into the Little Conemaugh are located at an altitude of at least 2,300 feet.

After being swollen to a considerable stream by the waters of Benscreek, the Little Conemaugh turns to the northward under the massive stone bridge of the Pennsylvania straight-line a few hundred yards below. It winds around through the woods and about half a mile further on receives a small stream—Noel's run—from the north side; thence on down to the Old Portage, where it was at first spanned by a stone-arch bridge which gave way in a freshet in 1847. On the abutments on which were erected the second bridge now rests an iron bridge built by the county. Just below empties in Sonman run, augmented by a little stream from Portage. Seven hundred yards further down—the stream here running in a southerly direction—the New Portage crossed the river on an iron bridge on substantial stone abutments. About two hundred yards below this embankment the stream turns in a westerly direction, and a quarter of a mile below was recently turned from its course to make room for the Pennsylvania railroad improvements. This new channel is about half a mile in length and in part

of the old course of the river. Trout run, which rises near the Blair county line, near Portage receives the waters of another stream from Summerhill township. Continuing on its westward journey, half a mile farther down is the dam that impounds the water for the Wilmore grist mill, now owned and operated by Sylvester Crum. A mile farther on, and about three hundred yards from Wilmore Station in a northwesterly direction, the North Branch mingles its waters in a stream of nearly equal size, forming a stream at a medium stage of about thirty yards wide.

Here we leave the Little Conemaugh for a time and ascend the North Branch to its headwaters, which we find to be in the vicinity of Ebensburg, one branch rising near the fair grounds, to the north of the town. On this stream is located one of the pumping stations which supply the town with water. One of the other branches rises to the northeast, and the third to the east, and flowing southward, furnish the water-power for Ludwig's woolen mill. About two-thirds of a mile further down is what used to be called Williams' Dam, which was an unsightly expanse of water two hundred yards wide and six hundred yards long jotted over with hundred of stumps of forest trees that had been killed by the water and their trunks allowed to fall into the dam. This rubbish was cleared away a few years ago, neat houses were built near the head of the dam, boats were placed thereon, and the tourist or summer guest can now take a row on Lake Rowena.

On the eastern bank of this resort, hidden by the dense foliage of small hemlock trees that fringe its border, is a cool spring, the temperature of which is said to be 52°. Ludwig's grist mill is run by water from this dam except when the water is low, when steam is used. A short distance below this, from the westward, enters a little stream that rises near Maple Park and flows past the Ebensburg steam tannery. Into this run the liquor from the vats is emptied, and when this is done the water in the north branch assumes an inky hue for the entire length of that stream.

It is then augmented by the waters of Roaring run—sometimes called McCarthy's run—formed of three branches, one rising near old Pensacola, in the southern portion of Cambria township, near New Germany, with a central stream shorter than the others, flowing in the general direction of the run, which is to the northeast, and continues its course in a general

direction until it reaches the mill dam of Samuel O'Hara, in Munster township, receiving on its way Sanders' run from the north and in the dam a creek whose headwaters are in the vicinities of Kaylor Station and Munster. This stream is marked on Caldwell's map as "the North Branch of the Conemaugh," but it is not. The East Fork of the North Branch would be a more appropriate name.

Below O'Hara's Dam a new iron bridge has been erected by county aid—the first on the stream. Spanned by another iron bridge, which probably is of use to fewer people than any other bridge of its class in the county, it enters Summerhill township, a large part of the water of which is drained into it through Settlemyer's run. Less than one hundred feet from the confluence of these streams is a famous artesian well, drilled to a depth of 628 feet by Phillip Collins, of Ebensburg, while prospecting for oil in 1865. From a depth of ninety feet through a bore hole five inches in diameter has ever since been flowing a stream of water forced up from the subterranean channel of a stream thirty-two inches in depth. The water is slightly impregnated with sulphur, but is palatable to drink. The capacity of this well has been estimated at 60,000 gallons per day. Less than a mile from the oil-well spring the North Branch, which has in the meantime received but one small tributary from the westward, is crossed by an iron bridge, a span of one hundred feet, on the road from Wilmore to Ebensburg. One end of this structure is in Summerhill township and the other in Wilmore borough, the center of the stream forming the line between the township and borough for about a quarter of a mile to another iron bridge that crosses on the line of the Old Portage railroad on abutments built in 1847 to sustain the railroad bridge that took the place of the stone bridge that, like the bridge near Portage, was undermined by the flood of that year. Here the stream turns to the southward, and about one hundred rods further on unites with the Little Conemaugh. An idea of the volume of this stream may be formed when it is known that on the memorable 31st of May, 1889, the water at the junction of these streams extended from the embankment of the Pennsylvania railroad to that of the Old Portage, a distance of about five hundred yards, about three feet higher than the highest previous high-water mark.

Resuming the description of the Little Conemaugh: That stream now flows for a distance of about one hundred rods in

a direction south by west, where it receives a considerable accession from waters of the central and western part of Summerhill township, south of Wilmore, turning its course it continues into Croyle township, where it is crossed by the stone bridge of the Pennsylvania railroad, prior to the late improvements between Lilly and Portage, designated as Little Conemaugh bridge No. 1, about one hundred yards east of the Deep Cut. Bending again to the west in a compound curve in the shape of an inverted S, about a mile in length, it is crossed below the Deep Cut by Bridge No. 2, and about three hundred yards east of Summerhill Station by the three-span stone bridge designated No. 3. From this point the river makes a regular curve to a point about half a mile west of Summerhill Station, where it is crossed by Bridge No. 4. Nearly midway on this bend is located the dam that furnishes the water power for the grist mill of D. A. Sipe, formerly the Thomas Croyle mill site, where he built a grist mill in 1801. This is the most powerful water-power as yet utilized in Cambria county. Into this dam flow the waters of Laurel run, a stream which rises in the north-western part of Summerhill township and flows into Croyle township, where it receives the waters of a branch flowing from New Germany, and rushes down through Summerhill borough, a rapid mountain stream, to its junction with the Little Conemaugh.

This bend in the river is crossed by two iron bridges—one above Sipe's mill on the township road leading to Southern Croyle and the other below, on the road to South Fork. From Bridge No. 4 the bend continues a short distance, when, curving slightly to the left, the river makes a bend of half a mile, and then several shorter curves, receiving a large run from the vicinity of Webster Mines, after which it once more approaches the Pennsylvania railroad at Ehrenfeld Station, from which point it continues southwest to its junction with the South Fork a short distance below which it is crossed by the Pennsylvania railroad on a substantial stone bridge known as Bridge No. 5.

Leaving the Little Conemaugh once more, we commence the description of a branch, the name of which is inseparably associated with the history of Johnstown—the historic South Fork.

The South Fork of the Little Conemaugh rises near the line between Bedford and Cambria and is the boundary between the townships of Croyle and Summerhill on the north and

Adams on the south. Its entire length approximates ten miles. Its waters before the opening of the mines along its branches were as clear as crystal, which even a heavy rainfall on its headwaters scarcely clouded, as little land was then cleared in those localities, the water draining principally from a mat of roots and stones and herbage. In these pellucid streams innumerable game fish—especially trout, some of them of prodigious size—were found. Indeed it is doubtful if any other stream of equal size in Pennsylvania has produced so many millions of speckled beauties as the South Fork and its branches.

The first tributary of this stream is Beaver Dam run, which rises in Bedford county and flows westward through Summerhill township to its junction, at a point where both are about two miles in length. From the south, Rachel's run flows from the Somerset county line. It is much longer than the South Fork to their confluence, and is undoubtedly the parent stream. Some two miles further down, on the same side, Otter Creek, enlarged by the influx of Yellow run, pours in its waters; and a half mile farther on, on the north bank, Cedar Swamp run, which rises about four miles eastward in Summerhill, flows in through Croyle township. At the junction of these streams, a short distance below the present town of Lovett, is the head water-line of the old reservoir, a half mile farther down which the North Lick run entered, and on the south a larger run, not far from the breast of the dam.

About a quarter of a mile above Sandy run is the site of the reservoir which will ever occupy a conspicuous place in the history of the Conemaugh valley. In 1835, Sylvester Welch, engineer of the Old Portage road, suggested to the legislature the propriety of building a reservoir for impounding water sufficient to supply the canal from Johnstown to Allegheny, the previous sources of supply from the Stonycreek and Little Conemaugh, with what additional water was collected lower down, being inadequate to the demand. During the administration of Governor Ritner, which was one of retrenchment, little outlay was made for public works; but in 1838 David R. Porter was elected by the Democrats, or Masonic party, on a platform favoring the completion of these works. However, little was done until in about 1841, when the work was put under headway.

The dam was an embankment of clay, gravel, and stone,

about three hundred feet through at the bottom, sloping to the top, about seventy feet high, at an angle on the upper slope, which was counter-scarped with a stone slope wall, of about 35° and on the lower, which was rip-rapped with boulders, at an incline of 45° . The width on top was about twenty-five feet. Through the middle was a puddle wall about twenty-five feet in thickness. On the north side through a spur of the hill was cut the spillway, about seventy feet in width. Through the embankment at the bottom was a stone arched culvert, in which were laid five water pipes, about thirty inches in diameter, and connecting with the valve-house above, where the water needed was let in by means of a wicket operated from a room in a frame derrick, which extended up above the water in the reservoir, which, when full, formed a large lake—about eight hundred feet wide at the breast, about a mile in the widest part, and two and nine-tenth miles in length, with an average depth of twenty-five feet. In 1847 this dam, not yet finished was badly damaged by a freshet, and was subsequently completed; but in 1862 the stone arch gave way, by reason of a leak in the dam, and a huge break which incapacitated the dam for further use was the result. The South Fork Fishing and Hunting club of Pittsburg, rebuilt the dam in 1880, which broke on May 31, 1889, as elsewhere noted.

Below Sandy run, the South Fork unites with the Little Conemaugh below the railroad bridge at South Fork.

As illustrative of the rapid growth of our mountain neighbor, it is only necessary to state that on Pomeroy's map of Cambria county, published in 1867, the name South Fork does not appear, except as the name of a branch of the Little Conemaugh.

From the junction of the South Fork the Little Conemaugh continues its course in a gentle bend, for about a mile and a quarter, where it strikes the high bluff known as the "Hog-back." Around this it winds in a great bend, about a mile and three-quarters in length, at the middle of which Bear Run enters from the south, to the viaduct over that stream, a point less than two hundred feet from where it strikes the bluff before mentioned. Through the bluff in its narrowest part is Hog-back Cut, through which the Old and New Portage railroad ran and which is now occupied by the tracks of the Pennsylvania railroad.

From the viaduct the river assumes a northwest direction

for about a mile and a quarter, receiving the waters of the formerly-famous Sulphur Spring from the south, to Mineral Point, where the waters of Salt Lick run flow in from Jackson township, through East Taylor. It is crossed by No. 6 Bridge of the Pennsylvania railroad, near the foot of Plane No. 1 of the Old Portage railroad. At the head of this plane may yet be seen the first tunnel pierced through a hill for the use of a railroad on this continent.

Between this point and Conemaugh in many places are still visible, on the southern bank, the remnants of the slope wall that protected the fill of the Old Portage roadbed from the ravages of the river.

From No. 6 Bridge the course of the river is for a short distance in a southerly direction to the junction of Clapboard run, which, rising in Richland township, flows through Conemaugh township, uniting its waters with those of the Little Conemaugh at the upper end of Franklin borough. From this point the course is southwesterly to Peggy's run, just above the Ninth ward, there commencing a right curve opposite the Eleventh ward, and then another long gentle curve, more to the westward, down to a couple of hundred yards below the Lincoln bridge, where another bend to the northwest reaches to The Point—the original course as marked on Pomeroy's map being west of north.

The following figures taken from a profile of the Old Portage by Antes Snyder, civil engineer of the Pennsylvania railroad, will give a pretty correct idea of the various elevations of different points on the Little Conemaugh and the South Fork Branch:

	Feet.
Elevation head of Plane No. 6—highest point on Old Portage	2,341
Elevation foot of Plane No. 4, on a level with Bear Rock run, Lilly	1,906
Elevation foot of Plane No. 3—near mouth of Benscreek	1,756
Elevation foot of Plane No. 2—Little Conemaugh, near Portage	1,613
Elevation at Wilmore	1,573
Elevation at Summerhill	1,536
Elevation basin of reservoir	1,546
Elevation of ordinary water in reservoir	1,615
Elevation of water when dam broke	1,618.4

	Feet.
Elevation of channel of Little Conemaugh— after the Flood—at South Fork.....	1,464
Elevation of Little Conemaugh at viaduct.....	1,385
Elevation of Little Conemaugh at Mineral Point	1,365
Elevation of Little Conemaugh at No. 6 Bridge.	1,265
Elevation of Little Conemaugh at Conemaugh..	1,147
Elevation of Little Conemaugh at Johnstown Station	1,154
Elevation of Little Conemaugh at Stone Bridge.	1,147
Flood line at Stone Bridge.....	1,179

	Miles.
Length of river from reservoir to Conemaugh..	13.9
Length of river from reservoir to Johnstown Station	16.3
Length of river from reservoir to Stone Bridge	16.6

	Sq. Miles.
Area of territory drained by reservoir.....	32

THE STONYCREEK AND ITS BRANCHES.

This noble stream, which from the extent of its drainage area, about two-thirds the size of Cambria county, and its size, should have been denominated a river, probably owes its present appellation to the rendering into English in Colonial times of its Indian name—"Sinne-hanne," or "Ahsin-hanne,"—"hanne" meaning "stream," especially a swift mountain stream. Had the noble red men dignified it with "Sinne sipu" we would now doubtless be calling it "Stony River."

A neatly-walled spring on the lot of Mr. Samuel Heffley, in Berlin, Somerset county, is the accredited source of Stonycreek. About a quarter of a mile westward another rivulet rises, the two streams flowing in a northeasterly direction for about three-fourths of a mile, where the first bends to the left and the second to the right and unite in one stream, which runs in a course nearly north northeast for about three miles, and then, deflecting gently to the northward, receives from the east the united waters of Buttermilk run, formed by the union of three rivulets, one of which rises close to Berlin. The second is formed by the mingling of the waters of two rivulets which rise, as do the others, in Brothersvalley township. After uniting, the augmented stream flows into Stonycreek township in a direction almost due north, where it receives from the east a large run

formed by the junction of two rivulets that rise near the crest of the Allegheny mountain.

The first confluent of note of the Stonycreek from the west rises in the northwestern part of Brothersvalley township, and receiving the waters of runs from both north and south, enters Stonycreek township and unites with the Stonycreek, which here makes a long, gentle curve of about three miles in length to Shanksville.

From Berlin to Shanksville, a distance of about ten miles, the broad valley is so gently undulating that the fall is said to be only about twenty-seven feet from the source of the creek to the breast of Speicher's dam at Shanksville. Many fine farms, with large and substantial buildings, are to be seen in all directions.

At Shanksville is located the grist mill and sawmill first built by Jacob Shank about three-quarters of a century ago. The old-fashioned burrs are still in use in the grist mill, while there is now not a great deal of use for the sawmill.

At Shanksville, the volume of Stonycreek is greatly increased by the accession of Calendar run, of which Rhodes' creek is a tributary. Calendar run rises in the northern part of Stonycreek township, near Buckstown, and is augmented by the waters of Clear run.

On Rhodes' creek is situated the sawmill of Josiah Walker, at which a considerable quantity of lumber is still cut.

At Shanksville, the valley of the Stonycreek suddenly becomes rugged, and high hills loom up on the western bank. The course of the stream from this place to a stream called by some of the people of the vicinity Foos creek is a curve, the general direction of which is northwesterly.

Further down the stream Wells' creek, rising in Somerset township, not far from Geiger's Station, on the Somerset & Cambria railroad, finally merges its waters with those of the Stonycreek at Mostoller Station. Its valley affords a route for the Somerset & Cambria Railroad, which below this point follows the valley of the Stonycreek. Here is located the new-process flouring mill of E. G. Mostoller.

From the mouth of Wells' creek, the Stonycreek speeds on, receiving the waters of Beaver Dam run—the first of a series of tributaries of the same name in the Stonycreek system, and passing Stoyestown on the east, about a mile and a half farther on receives the waters of Oven run.

At Stoyestown Station is located the woolen mill of W. L. Rininger, the grist mill of J. Coleman, the sawmill of Dr. Burnet, and the Trostle grist mill, the latter being located higher up the stream. At Sprucetown is the grist mill of J. Specht.

Oven run rises in Shade township, and its entire length is somewhere about six miles.

On the north side of the run, not far from its mouth, on land of Daniel Berkeybile, is the site of one of two forts—the other being on the Quemahoning—built by Colonel Bouquet, probably in August, 1758, during the memorable campaign of that year led by General Forbes against Fort Duquesne. Near the run is still to be seen the outline of an oven, in which it is said bread was baked for Forbes' soldiers and from which the run derives its name.

The fort was a breastwork of earth of four ravelins connected together, pointing respectively northeast, southeast, southwest, and northwest, each ravelin being about seventy-five feet in length and from twenty-five to thirty feet in breadth, surrounded by a ditch. In the southwest ravelin, opening to the northwest, was the sally port, near which several relics have been found. These relics consist of sections of tire of wagon or gun wheels, each piece of tire being about three inches broad, beveled at the ends, with a groove in the middle about three-fourths of an inch wide, in which were sunk the rivets at the joints and broad-headed wrought-iron nails were evidently driven through the felloes and clinched on the inside midway between the rivets; worn horse shoes, etc., have also been picked up.

It is probable that, in addition to these two forts, there was a stockade at the crossing of Stonycreek referred to in Colonial history as "The Stockade at Stoney Creek" and "Jollys." Bouquet was at Loyalhanna on September 7, 1758, but about the middle of October of the same year he was reported to be at Stonycreek with seven hundred men. A letter from him dated at Ray's Dudgeon October 13, 1758, speaks of having gone with eighty men that morning to reconnoiter Laurel Hill. Ray's Dudgeon may have been on the eastern slope of the Allegheny, near Breastwork run. From Post's journal, December 27, 1758, we quote: "We encamped by Beaver Dam, under Laurel Hill; 28th—we came to Stonycreek, where Mr. Quicksell is stationed."

In notes to Fort Ligonier (76), in "Frontier Forts of Penn-

sylvania," we read: "Stonycreek was a station on the Forbes Road, where it crossed that stream, now Stoyestown, in Somerset county. Guards and relays were kept here. There was a kind of stockade erected here when the road was cut by Bouquet and a small garrison stayed there. It was deserted for a time in Pontiac's War, 1763."

Under date of October 13, 1777, in the journal of Fort Preservation of the Revolution, erected at the site of Fort Ligonier, appears the following:

"At Two o'clock P. M. an Express from Capt. Lochry at Stoney Creek that he had three Brigades and Packhorses with Continental Stores under escorte; that a Man had been kill'd & Scalp'd the day before within half a Mile of that place; that he look'd upon it unsafe to stir them without a further reinforcement, as he had only fifteen Guns to defend one hundred and forty packhorses with their Drivers. At Day break Capt. Shannon with 24 Men march'd to Stoney Creek to his Relief. The Works lay still for want of men—there being only a Guard for the Town left.

"[Octr.] 14th.

"About 4 o'clock this afternoon the escorte arriv'd safe at Ligonier without any Accident on the Road;—The Works lay still."

A short distance above the fort in the bed of this run may be seen quite a number of indentations in the stratified sand rocks somewhat resembling the foot-prints of animals of the elephant species, only very much smaller and irregular in shape, doubtless due to the influences of one or more of the forces of Nature.

Below the site of the fort about a quarter of a mile is a fall in the run of about eight feet, below which is a pool of water about three feet deep, in which tradition says that two soldiers, whether of Forbes' army in 1758, or of Colonel Loughrey's command during the Revolutionary war, it is difficult to determine, were fishing when they were fired upon and killed by Indians concealed in the bushes. Their graves are pointed out near the fort.

After receiving the waters of Oven run, the Stonycreek enlarged by Foy run, Fallen Timber run and others, winds on its northward course to Hooversville, where Dixie run adds to its volume.

At Hooversville Perry Blough's large grist mill is situated. From Hooversville the Stonycreek continuing its way north,

bending in and out, is greatly increased in volume by the accession of its largest tributary—the Quemahoning. Its sources are the headwaters of the North Fork of the Quemahoning and the South Fork of the Quemahoning, of which Rhodes' Camp run, the head of the former, is found in Lincoln township and the latter in Somerset township.

From the confluence of Spruce run the direction of the North Branch is about east northeast to the mouth of Beaver Dam run, about two miles distant.

This Beaver Dam run is augmented by the waters of Coal run and Picking's Little Trout run before it unites with the South Fork, and the united waters become the Quemahoning.

The South Fork of the Quemahoning rises in Somerset township, and, receiving Ferguson's run, soon joins the North Branch.

The Quemahoning joined by Picking's run and Carding Machine run flows past Jenner before Roaring run and Gum run pour in their waters.

Past the site of Morgan's woolen mill and Stanton's mills, and receiving Higgins' run and others, the Quemahoning joins its forces with Stonycreek near Holsopple.

Although the drainage area of the Quemahoning is quite large, the volume of the water, except in times of freshets, does not appear to be as great as it formerly was, owing no doubt to the cutting away of the timber from the valleys and slopes along its tributaries.

This system was formerly the home of many sawmills and grist mills, not many of which are now in active use, but, in addition to those already noted, there is situated above Morgan's woolen mill the Rieville grist mill, the Covall sawmill, and the site of the Hoffman grist mill, while one mile below Stanton's Mill is the Bondrager grist mill, and farther down the grist mill of C. Boyer. Near the confluence of the creek with Stonycreek, not far from Holsopple, is situated the grist mill of the Farmers' Milling Company.

On the Reininger farm, on the east side of the stream, between the Bondrager and Boyer mills, is the site of an old fort built during the French and Indian war, near which numbers of arrow heads, some of them of large dimensions, have been found. This fort was somewhat similar in shape to the one found on Oven Run, but somewhat larger, and probably was the scene of

the siege of Colonel Loughrey, mention of which has been already made.

Shade Creek is an important branch of the Stonycreek, not only on account of the considerable area of its drainage, but the historic interest that attached to it on account of its early iron industry and latterly of its extensive lumber operations.

The principal branch of Shade creek is Dark Shade creek, the two main forks of which rise in the southwestern part of Shade township on the western slope of the Allegheny mountains; then Beaver Dam run, composed of two forks rising on the mountain, soon flows in from the eastward, and a short distance below this confluence is the site of McGregor's dam and sawmill, built nearly forty years ago, and three-quarters of a mile below this dam, the course of the creek being nearly the same, is located Reitz's sawmill and grist mill.

From Reitz's dam to Mill run, Dark Shade flows on past Mill creek, to where the combined streams become Shade creek.

Clear Shade creek drains the southeastern part of Ogle township by its two upper forks, and is the site of the splash dam of the Johnstown Lumber Company.

On Shade creek is the site of old Shade furnace, which occupies in the early history of the iron industry of Western Pennsylvania so conspicuous a place. Of this furnace James M. Swank, in his first edition of "Iron in All Ages," page 169, says:

"Shade Furnace, on Shade creek, in Somerset county, was built in 1807 or 1808, and was the first iron enterprise in the county. It used bog ore, the discovery of which led to its erection, although the location was otherwise unfavorable. It was built by Gerehart & Reynolds upon land leased from Thomas Vickroy. In November, 1813, Mr. Vickroy advertised the furnace for sale, at a great bargain. A sale was effected in 1819 to Mark Richards, Anthony S. Earl, and Benjamin Johns, of New Jersey, constituting the firm of Richards, Earl & Co., which operated the furnace down to about 1830. In 1820, the firm built Shade Forge, below the furnace, which was carried on by William Earl for four or five years, and afterward by John Hammer and others. About 1811 Joseph Vickroy and Conrad Piper built Mary Ann Forge on Stonycreek, about five miles below Shade Furnace and half a mile below the mouth of Shade creek. David Livingston was subsequently the owner of the forge and operated it for several years. Richard Geary, the father of Governor John W. Geary, was the millwright who built the forge for the owners. Pig iron was sometimes packed

on horseback to this forge from Bedford county, the horses taking salt from the Conemaugh Salt Works and bar iron as a return load."

Rockingham Furnace was situated two miles above Shade Furnace on Shade creek. It was built in 1844 by John Foust, and was subsequently operated by Custer & Little.

About half a mile below the mouth of this run, the course of the stream being northwestward, Roaring Fork, a stream some six or seven miles in length, the two principal forks of which rise near Ashtola, flows in a southerly direction almost its entire course.

A curve in the Shade creek is the site of the Johnstown Lumber Company's dam, half a mile above where it unites with the Stonycreek.

The "Willomink," as the Indians named it, or what is now Paint creek, another tributary of the Stonycreek, rises in what was formerly Paint township, now Ogle township, Somerset county, and flows in a direction—generally west to Scalp Level, on the line between Richland township in Cambria and Paint in Somerset county.

The Big Paint creek at Scalp Level is augmented by the waters of Little Paint creek, which is formed near Elton, in Adams township, Cambria county, by the union of two runs that flow down from the southeast.

Beginning at Scalp Level Paint creek flows almost due west, with short curves, to Stonycreek, about three miles distant, and from the confluence the Stonycreek flows northwest, the next runs of importance being the run flowing in from the vicinity of Davidsville, and nearer the bend Benscreek, which flows in from the westward.

Benscreek has quite a large drainage area. It is composed of two large branches and many smaller tributaries.

The South Fork of Benscreek rises in the Laurel Hill region in the northwestern part of Jenner township and flows southeast through Forwardstown. The North Branch of Benscreek rises in the northwestern part of Conemaugh township, Somerset county. From the junction of its forks, the course of Benscreek is toward the Cambria-Somerset county line, Millcreek, on which are situated two dams of the Johnstown Water Company, flows in a southeasterly direction from the western part of Upper Yoder township, and, bending to the eastward, Benscreek a short distance below merges with Stonycreek, as already men-

tioned, on the horseshoe curve, which is succeeded by another short curve around Ferndale; thence turning to a direct course north northwest for about a mile, past the Seventh ward, in Johnstown, it makes another staple bend to the eastward, on the right leg of which Sam's run flows in from Richland, through Stonycreek township and the Seventh ward, and almost opposite on the bend at the upper end of Dale borough, Solomon's run, which half a mile above receives Shingle run, flows in from the east; on the opposite bank, about five hundred and fifty yards further down, Cheney run flows in from the direction of Whisky Springs.

At and below Cheney run the river curves slowly to a north-by-west course for about three hundred yards, and then swerves north by east eight hundred yards to the head of Baumer street. From this point the direction of the stream is about north northwest to a point opposite the upper end of Vine street.

On this last stretch of the creek a run flows in from the direction of Daisytown. This is the last accession of note the Stonycreek receives in its vast area of drainage, embracing about four hundred and fifty square miles.

Near the head of Vine street, Mr. James M. Swank, in his "Iron in All Ages," says was built in 1809 the first forge in Cambria county, which marked the beginning of the great iron industry that has since made Johnstown an important and ever-increasing city. The forge was probably built by John Holliday, of Hollidaysburg, John Buckwalter being its first foreman. The dam for this forge was swept away by a flood in 1811, and subsequently the forge was removed to the Conemaugh river, where the schoolhouse now stands on Iron street. It was used to hammer bar iron out of Juniata pig iron, and was operated down to 1822, Rahm and Bean, of Pittsburg, being the lessees at that time. In 1817 Thomas Burrell offered wood-choppers fifty cents per cord for chopping one thousand cords of wood at Cambria Forge, Johnstown. About two hundred pounds of nails, valued at \$30, were made at Johnstown in the census year of 1810. About this time Robert Pierson established an enterprise by which nails were cut by a machine worked with a treadle, the heads being afterward added by hand.

From the head of Vine street the direction of the Stonycreek is northwestward for three hundred yards to the Kernville bridge, where it bends to the westward for about three hundred and fifty yards, and from this point northwestward

five hundred yards to the Westmont Incline Plane, and thence, bending gradually to a north-by-east course about five hundred and fifty yards in length, to The Point. Its waters are there blended with the smaller volume of the Little Conemaugh, and the rushing Conemaugh river is the result.

Below the confluence of the Stonycreek and the Little Conemaugh, the Conemaugh river runs in a northerly direction for a thousand yards, and then bends toward the northwest for two hundred and fifty yards, where Hinekston's run, which empties below the Cambria Works, brings down a considerable volume of water from Jackson township, in the northeastern part of which it rises, and flows in a south southwest direction for about nine miles of its course through East Taylor, receiving a large number of branches from either side of the stream; then, bending to the southward for half a mile, it deflects to a course nearly west by south to its mouth, a mile and a quarter distant.

Hinekston's run derives its name from a tragedy that occurred at its mouth in May, 1774, in which John (or Joseph) Wipey, an inoffensive Indian—the last of the Delawares—was shot to death while fishing from his canoe in the Conemaugh by two renegade white men named John Hinekston (according to his own signature to a deed "Hinkson") and James Cooper.

When the Delawares left Frankstown, Wipey remained behind and built a cabin in East Wheatfield township, Indiana county, and lived by hunting and fishing. He was an inoffensive Indian, and was regarded as the friend of the whites, being on intimate terms with the Adamses, the first white settlers within the borders of Cambria county.

From Hinekston's run the course of the Conemaugh river is northwestward for about thirteen hundred yards to Elk run, which flows in from the southwest from Upper Yoder township, through Lower Yoder township.

Below Elk run, Mill run, sometimes called St. Clair's run, flows in between the Eighteenth and Nineteenth wards of Johnstown, and receives near its junction Strayer run from the northwest. From this point to Sheridan Station, seven hundred yards distant, the direction of the stream is nearly northward, from which point, for six hundred yards, the direction is north by east to a point below the Twenty-first ward. At two right curves, six hundred yards across, bring us to Laurel run, which, rising in Jackson township, flows in through West Taylor in a southwesterly direction.

On this run, which is the last stream of note to enter the Conemaugh in Cambria county, the Johnstown Water Company has a dam; it also has one on Mill run, on the other side of the river.

After a short curve to the westward the course of the Conemaugh is nearly north northwest for about three miles, when it leaves Cambria county and forms the boundary between Indiana county on the north and Westmoreland on the south, as far as the junction of the Loyallhanna, from which point to the junction with the Allegheny at Freeport the name of the noble stream is Kiskiminetas, an Indian name, the signification of which is "Cut Spirit," doubtless from the change in the character of the stream after the influx of the waters of the Loyallhanna, denominated by the noble red man "La-el-hanne," meaning "Middle Stream."

Even before the great disaster of eighteen years ago, which made its name familiar to the civilized world, the Conemaugh had a wide celebrity, for after the introduction of the iron industry in 1807, as heretofore noted, its waters, which appear to have been too rough for the frail canoe of the Indian, bore many a flatboat loaded with iron to Pittsburg, and the town of Conemaugh sprang up at the head of navigation and continued to grow under that historic name until 1834, when the name was changed to Johnstown, after the flatboat had passed away and the packet proudly navigated the western division of the Pennsylvania canal.

Mr. John McCormick of Wilmore, a careful and industrious student of historical events, is the author of these graphic verses:

TO THE CONEMAUGH.

O! Conemaugh, rapid and turbulent stream,
Thy name is historic; thy water's bright gleam
Reflects the warm sunbeam, the moon's silver light,
In glory of noonday or dead of the night.

Thy waters of old bore the dug-out canoe,
Where later the flatboat came often in view;
The packet succeeded; in time passed away—
Man's greatest achievements are doomed to decay.

Next rushed 'long thy valley the swift iron steed,
Surpassing all things save lightning in speed,
Or the swift-twirling bullet that sped through the air
And pierced the wild panther that sprang from his lair,

To feast on the lambkins that fed in thy vale,
Whose people's proud spirit did never say "Fail";
Not e'en when thy waters in torrents came down,
O'erwhelming the dwellers in city and town:

But rose from the ruins of that one dire day
To clear the last trace of its wreckage away,
 To build a great city all over its track—
 Its victims, alas! they can never bring back.

Then flow on, swift river, between those high hills,
Indented so deeply with cold, sparkling rills;
 And be in the future what thou long hast been—
 A safe route for commerce our great States between
While Time shall endure and our Nation shall be
The home of the brave and the land of the free.

CHAPTER XII.

THE CITY OF JOHNSTOWN.

The charter original for Johnstown, was not issued by virtue of government authority, as municipal corporations are now created, and such as was granted by Governor Beaver when it became a city of the third class, bearing date of December 18, 1889, but it was given by a solemn pledge in writing by Joseph Johns, the founder. The dedication thus given was as follows:

“ To All People to Whom These Presents Shall Come:

“Joseph Johns, of Quemahoning Township, in the County of Somerset, in the Commonwealth of Pennsylvania, yeoman, sends greeting.

“Whereas, The said Joseph Johns hath laid out a town on the tract of land whereon he now lives, situate in the forks of, and at the confluence of, Stonycreek and Little Conemaugh rivers, known by the name of Conemaugh Old Town, in the township and county aforesaid, which said town contains at present 141 lots, ten streets, six alleys and one Market Square, as by the plan thereof will more fully and at large appear:

“Now, know ye, that the said Joseph Johns hath laid out the said town on the principles and conditions following, viz:

“First. The said town shall be called and hereafter known by the name of Conemaugh.

“Second. The purchaser or purchasers of each lot in the said town, upon the payment of the purchase money agreed upon, shall receive from the said Joseph Johns, his heirs or assigns, a deed regularly executed for the same lot, free and clear of all incumbrances, except the payment of a ground rent on each lot so sold of one dollar in specie on the first of October annually forever.

“Third, The said Joseph Johns hereby declares the said Market Square, streets and alleys, public highways, and guarantees to the future inhabitants of the said town of Conemaugh a free and undisturbed use of them henceforth forever.

“Fourth. The said Joseph Johns hereby gives and grants to the said future inhabitants two certain lots of ground situate on Market street and Chestnut street, in the said town, marked in the general plan thereof No. 133 and No. 134, for the purpose of erecting school-houses and houses of public worship, free and clear of all incumbrances whatsoever.

“Fifth, The said Joseph Johns hereby further gives and

grants to the inhabitants aforesaid, free and clear of all incumbrances whatsoever, a convenient spot of ground at the upper end of the said tract of land, not less than one acre, for a burying ground for the inhabitants of said town and neighborhood, which said spot of ground shall be mutually determined on, surveyed, and laid off by the said Joseph Johns and the several purchasers of lots in the said town, or such of them as may there be present on the first day of May next.

"Sixth. The said Joseph Johns reserves the square on Main street, containing the lots Nos. 49, 50, 51 and 52, for a county courthouse and other public buildings, and he hereby engages, as soon as the said town becomes a seat of justice, to convey the same to the county for that purpose, free and clear of all incumbrances whatsoever.

"Seventh, The said Joseph Johns hereby further declares that all that piece of ground called the Point, lying between the said town and the junction of the two rivers or creeks aforesaid, shall be reserved for common and public amusements for the use of the said town and its future inhabitants forever.

"In testimony whereof, the said Joseph Johns hath hereunto set his hand and seal the third day of November, one thousand eight hundred.

"JOSEPH JOHNS (L. S.)

"Sealed and delivered in the presence of

"ABRAHAM MORRISON,

"JOHN BERKEY, and

"JOSIAH ESPY.

"Somerset county, ss.

"On the third day of November, one thousand eight hundred, personally came before me, the subscriber, one of the Justices of the Peace in and for the county aforesaid, the above-named Joseph Johns, and acknowledged the above instrument in writing to be his act and deed.

"Witness my hand and seal.

"JOHN WELLS. (L. S.)

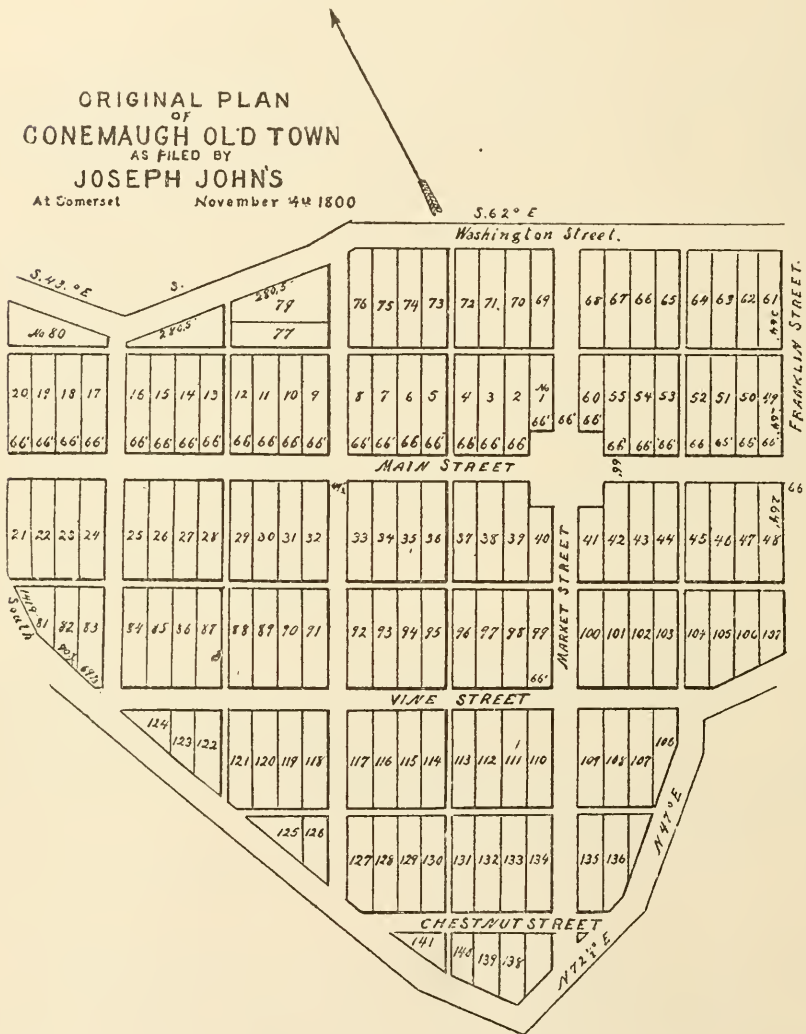
"Recorded Nov. 4, 1800."

The one hundred and forty-one lots, each four rods wide and sixteen rods in length, were west of Franklin street.

The land within the city of Johnstown remained in Cone-maugh township until January 12, 1831, when Governor George Wolf approved a special act of the General Assembly incorporating "the town of Conemaugh, in Cambria County, into a borough."

The limits of that borough began at the corner of Franklin and Washington streets, thence down the north side of Washington street to the north corner of Walnut street, thence to

Union street, thence to the north corner of Conemaugh street, thence to Stonycreek street, thence along the south side of Stonycreek street to Chestnut (now Carr), thence south 22 degrees east 16 perches, thence north to Market street, thence to the south corner of Franklin, thence to the Bedford road, thence



to the east side of Main street, thence to Feeder alley, thence to the north side of Basin street (now Railroad street), thence to Franklin street, the place of beginning.

By a special act of Assembly approved by Governor Wolf on the 14th of April, 1834, the name of the Borough of Conemaugh was changed to that of Johnstown.

The limits of the municipality remained as we have stated until February 25, 1851, when Governor William F. Johnston signed a bill extending the boundary lines so as to include the Fifth, Sixth, and part of the Fourth and Seventh wards, as follows:

Beginning at a white walnut tree on the bank of Stonycreek near the township road leading to Millcreek Furnace, thence along Yoder Hill, on the present city line, to "a post on the land of Jacob Benshoff," above Alderman Graham's residence; thence across the Stonycreek river to a white oak on the land of Jacob Horner, thence to the Bedford road, thence along the southwest line of Bedford road to a point "near the said Horner's barn," thence across the road to the corner of Johnstown and Conemaugh boroughs, on Green Hill, above and near Adam and Main streets.

All this territory, as well as that included within the boundary lines of 1831, composed the borough.

By the Act of 1831, incorporating the borough of Conemaugh, it was provided that "in the general and electoral elections the citizens of said borough shall not be separated from the citizens of Conemaugh township, * * * but shall remain connected with said township * * * and also in support of the poor."

On January 19, 1844, an act of the General Assembly was passed over the veto of Governor David Rittenhouse Porter, whereby the place of holding the election for Conemaugh township was changed to the "schoolhouse on lot No. 77, on the Island," but on May 8, 1844, the Governor approved another act, changing it back to the place where "borough elections" were held in Johnstown. The borough of Johnstown and the township of Conemaugh remained a single election and school district until 1844.

The municipality of Johnstown was a borough without division by wards until April 8, 1858, when George Nelson Smith, of this city, was speaker pro tem. of the House of Representatives, and a bill was passed dividing it into four wards, in the following manner:

"So much of the westerly part of said borough as is bounded by Franklin street, Main street, Market street, Washington street, the Conemaugh river and Stonycreek, shall be one ward and be called the First Ward; so much as is bounded by Main and Market streets, the Canal Basin and Canal Feeder shall be

the Second Ward; so much as is bounded by Franklin and Main streets, Conemaugh Township on the east and south and the Stonycreek shall be the Third Ward, and so much of the borough south and west of the Stonycreek, commonly called Kernville, shall be the Fourth Ward."

By this act the select and common councils were authorized, to consist of two members from each ward in select council, and four members in common council. But this system was not satisfactory, and it was abolished on April 4, 1861. During the time of its existence the councils met in a room over the postoffice, in the building opposite the present Tribune office; quarters were then procured on the third floor of the Scott House, afterward the Merchants' Hotel. Political jealousies ruined the dual legislative bodies; if select council passed an ordinance common council declined to approve it; if common council originated an ordinance and passed it, select council would put a veto to it. So things went from bad to worse until such a system was abolished. The Act of April 4, 1861, changed the division lines of all the wards and created the Fifth Ward. The First, Second, and Third were made practically the same as they are now, with Main and Franklin streets the division lines, and the Fourth Ward the same also; excepting that the Seventh Ward has been taken from it. The Fifth Ward included all the territory on the South Side, and each ward had three members of council.

This single legislative body, with the addition of three members from the Sixth and Seventh Wards, when they were admitted, constituted the council of the borough of Johnstown until the incorporation of the present city government in 1890.

By the Act of February 4, 1861, the boundary lines were slightly extended. The Fourth and Fifth Wards remained as they had been, but in the Third Ward the line began on the north side of Basin street, which was abutting on the old Basin, "thence down the middle of the stream or channel carrying the water of said Basin to the (Little) Conemaugh river, to the said river, thence down the (Little) Conemaugh river to its junction with the Stonycreek, thence up the middle of said Stonycreek to a point in said creek immediately opposite," which would be a continuation of the north-eastern line of Market street; "thence by a straight line to the place of beginning" at the white walnut tree on the Millcreek Furnace Road.

On the 11th of February, 1868, Governor Geary approved

an act dividing the Fifth Ward and creating the Sixth Ward of the borough of Johnstown, which included all that portion lying west of the Stonycreek and south of Dibert street. Notwithstanding the petition of Samuel Douglass, Burgess of Johnstown, presented January 8, 1852, to the Court of Quarter Sessions of Cambria county, praying for the extension of the general Borough Act of April 3, 1851, to the said borough, and a decree made by Judge Taylor, with a saving clause "that the provisions of the former charter be annulled, so far as they are in conflict with the provisions of said act," the courts did not have authority to divide boroughs into wards or subdivide wards. That had to be created by special acts of the Assembly.

As heretofore referred to, the Sixth Ward was created by an Act of Assembly February 11, 1868, and included that part of the Fifth Ward south of Dibert street to the boundary lines.

On September 10, 1900, that part of Yoder Hill beginning at Dibert street and extending up the hill above Hamilton's, thence south near the sharp curve in the public road, thence to the first alley south of Everhart street was annexed.

But the laws had been amended, and on petition to our court the Fourth Ward was divided, and on June 7, 1881, the Seventh Ward was formed, including all that portion of the Fourth ward lying between the Bedford road and the Stonycreek river, southeast of Brooks' Run between Hansman's Hall and Emmerling's brewery.

On January 3, 1888, the Court of Quarter Sessions made a decree thereby annexing a portion of Stonycreek township to the Seventh Ward, which began at the "white oak" on the east bank of the Stonycreek and ran up to Conrad Tross', to the Von Lumen road, thence followed the westerly line of said road to the old borough line.

The old lines between the city and the township of Stonycreek and Dale Borough was always indefinite and caused considerable trouble. The true line ran through some of the dwellings on the south side of Bedford street, and in other places it was uncertain whether the sidewalk was in the city or the borough, which prevented both from maintaining good pavements. To meet these obstacles the city and borough officials presented a petition to the Court of Quarter Sessions to No. 90, March term, 1903, requesting that Commissioners be appointed to fix the boundary line. Thereupon Joseph Hummel,

Enoch James, and Frank D. Baker were appointed and located the disputed line, between Horner street and the Von Lunen road, a distance of 3,135.15 feet, twelve inches south of the south rail of the railway company on Bedford street. Therefore, all the property and sidewalks southwest of that line are in the city of Johnstown.

The executive officers of the municipal government have been as follows:

- 1831—Burgess, George W. Kern; Clerk, Adam Bausman.
- 1832—Burgess, Adam Bausman; Clerk, George W. Kern.
- 1833—Burgess, James McMullen; Clerk, George W. Kern.
- 1834—Burgess, James McMullen; Clerk, George W. Kern.
- 1835—Burgess, James McMullen; Clerk, George W. Kern.
- 1836—Burgess, George W. Kern; Clerk, James P. White.
- 1837—Burgess, George W. Kern; Clerk, Moses Canan.
- 1838—Burgess, George S. King; Clerk, Moses Canan.
- 1839—Burgess, Frederick Sharretts; Clerk, Moses Canan.
- 1840—Burgess, John Royer; Clerk, Moses Canan.
- 1841—Burgess, John Royer; Clerk, Moses Canan.
- 1842—Burgess, Frederick Leyde; Clerk, Moses Canan.
- 1843—Burgess, Jacob Levergood; Clerk, Moses Canan.
- 1844—Burgess, Jacob Levergood; Clerk, Moses Canan.
- 1845—Burgess, Peter Levergood; Clerk, Moses Canan.
- 1846—Burgess, Peter Levergood; Clerk, Moses Canan.
- 1847—Burgess, R. B. Gageby; Clerk, Moses Canan.
- 1848—Burgess, R. B. Gageby; Clerk, Moses Canan.
- 1849—Burgess, Emanuel Shaffer; Clerk, Moses Canan.
- 1850—Burgess, Emanuel Shaffer and John Flanagan; Clerk, Moses Canan.
- 1851—Burgess, Samuel Douglass; Clerk, Charles Beilstone and John F. Barnes.
- 1852—Burgess, Robert Hamilton; Clerk, T. L. Heyer.
- 1853—Burgess, John Flanagan; Clerk, Samuel Douglass.
- 1854—Burgess, John Flanagan; Clerk, John P. Linton.
- 1855—Burgess, William Orr; Clerk, John P. Linton.
- 1856—Burgess, Samuel Douglass; Clerk, J. Bowen.
- 1857—Burgess, Peter Levergood* and Samuel Douglass; Clerk, Samuel Douglass and John P. Linton.
- 1858—Burgess, Samuel Douglass* and George W. Easley; Clerk, J. K. Hite and James M. Swank.
- 1859—Burgess, George W. Easley; Clerk, John P. Linton and J. K. Hite.
- 1860—Burgess, George W. Easley; Clerk, John P. Linton and John H. Fisher.
- 1861—Burgess, William McKee; Clerk, John H. Fisher.

* Resigned.

- 1862—Burgess, William McKee* and William C. Lewis; Clerk, John H. Fisher.
- 1863—Burgess, George S. King; Clerk, J. M. Bowman.
- 1864—Burgess, George S. King; Clerk, J. M. Bowman.
- 1865—Burgess, William Orr; Clerk, W. H. Rose.
- 1866—Burgess, A. Kopelin; Clerk, J. M. Bowman.
- 1867—Burgess, A. Kopelin; Clerk, J. M. Bowman.
- 1868—Burgess, Irvin Rutledge; Clerk, J. M. Bowman.
- 1869—Burgess, W. H. Rose; Clerk, J. M. Bowman.
- 1870—Burgess, J. S. Strayer; Clerk, J. M. Bowman.
- 1871—Burgess, J. S. Strayer; Clerk, J. M. Bowman.
- 1872—Burgess, J. S. Strayer; Clerk, John H. Fisher.
- 1873—Burgess, J. S. Strayer; Clerk, John H. Fisher.
- 1874—Burgess, J. M. Bowman; Clerk, John H. Fisher.
- 1875—Burgess, George W. Easley; Clerk, John H. Fisher.
- 1876—Burgess, George W. Easley; Clerk, John H. Fisher.
- 1877—Burgess, Irvin Rutledge; Clerk, John H. Fisher.
- 1878—Burgess, James King; Clerk, John H. Fisher.
- 1879—Burgess, S. J. Royer; Clerk, John H. Fisher.
- 1880—Burgess, S. J. Royer; Clerk, John H. Fisher.
- 1881—Burgess, Irvin Rutledge; Clerk, John H. Fisher.
- 1882—Burgess, Irvin Rutledge; Clerk, John H. Fisher.
- 1883—Burgess, Henry W. Storey; Clerk, John H. Fisher.
- 1884—Burgess, Henry W. Storey; Clerk, John H. Fisher.
- 1885—Burgess, Henry W. Storey; Clerk, John H. Fisher.
- 1886—Burgess, Henry W. Storey; Clerk, John H. Fisher.
- 1887—Burgess, Henry W. Storey; Clerk, John H. Fisher.
- 1888—Burgess, Chal. L. Dick; Clerk, John H. Fisher.
- 1889—Burgess, Irvin Horrell; Clerk, John H. Fisher.
- 1890—Mayor, W. Horace Rose; City Clerk, James Taylor.
- 1893—Mayor, James K. Boyd; City Clerk, William S. O'Brien.
- 1896—Mayor, George W. Wagoner; City Clerk, William S. O'Brien.
- 1899—Mayor, Lucian D. Woodruff; City Clerk, John W. Cramer.
- 1902—Mayor, John Pendry, jr.; City Clerk, George E. Hamilton.
- 1905—Mayor, Charles Young; City Clerk, George E. Hamilton.

The compensation of the burgess was the same as fees allowed to justices of the peace until 1877, when a salary of \$600 per year was fixed by council in lieu of fees. Mayor Rose received \$2,500 per year during his term as mayor, but in 1893 the salary was reduced to \$1,700.

On September 6, 1889, the Board of Trade appointed as a committee to consider and promote the consolidation of the several boroughs, Herman Baumer, Scott Dibert, Peter S. Fisher, John Hannan, Thomas E. Howe, Tom L. Johnson, Charles J.

Mayer, George W. Moses, A. J. Moxham, James McMillen, John M. Rose, H. W. Storey, George T. Swank, L. D. Woodruff, and B. L. Yeagley. On September 16th the committee met for organization, whereupon Herman Baumer was chosen President; John M. Rose, Secretary; Peter S. Fisher, Thomas E. Howe, and George W. Moses an executive committee.

A special committee, consisting of George T. Swank, John Hannan, and George W. Moses, was appointed to consult Senators Don Cameron and M. S. Quay, and Edward Scull, member of congress, in reference to national legislation affecting the public streams. Another committee, to consider the most economical means of keeping wagon communications open during the winter between all the boroughs, was composed of A. J. Moxham, B. L. Yeagley, and Scott Dibert.

On September 24th the committee of fifteen met in the office of Dick & Murphy, Alma Hall, when the committee on bridges made an elaborate report, providing blue prints, estimates, etc., for lattice girder bridges at Franklin street, Lincoln bridge (now known as Walnut-street). Woodvale, and Cambria, at a cost of \$6,400.

The report was accepted, and a committee, consisting of John M. Rose, A. J. Moxham, and H. W. Storey, appointed to call a public meeting of the citizens of all the boroughs on Saturday, September 28th, to consider the question of bridges and the consolidation of the several boroughs.

At 3 o'clock on Saturday afternoon a large meeting was held on Market street, at Main. The officers were: President, James Quinn; vice presidents—Dr. W. W. Walters, Johnstown; Emanuel James, Millville; John Dowling, Cambria; Edward Barry, Prospect; Samuel Vaughn, Coopersdale; John F. Seigh, Morrellville; William Cuthbert, Conemaugh; John Gruber, Woodvale; Robert Niz, East Conemaugh; John B. Fite, Franklin; Daniel Luther, Grubbtown; Johnson Allen, Moxham; George Suppes, Upper Yoder; Dr. C. Sheridan, Lower Yoder; Secretaries—George J. Akers, John E. Strayer, and C. H. Laughry.

Mr. Moxham presented the following set of resolutions to the committee on bridges, etc.:

“That the several districts contiguous to Johnstown represent a population of 30,000 people; that the following principles should govern the question of bridges:

“A—That there now exists no reason why the proper depth and width of our rivers, to prevent the periodical floods that

have of late years visited us, should not be at once taken up and settled.

“B—That this community will not sanction the rebuilding of permanent and costly bridges until this question has been properly settled.

“Resolved, That as some central authority is positively necessary in order to receive and pass upon the proposed plans and reports on the question of our rivers, it is the sense of this meeting that consolidation of the various boroughs at the November election is the most feasible means to this end.”

The resolutions also authorized the expenditure of sufficient funds out of certain money which had been collected by the local Finance Committee to erect permanent bridges of the proper width, if consolidation was agreed to. These resolutions were adopted.

• Then, inasmuch as a system of permanent bridges had been adopted at this public meeting, the following resolution was passed:

“Resolved, That the Chairman present a copy of the resolutions in reference to temporary and permanent bridges to the President of the Council of Johnstown Borough, with the request that he take such action as is necessary to the end that the Edgemoor Bridge Company will stop for the present any further expense to the permanent bridge at Franklin street until the pending questions as to our streams are definitely settled.”

On Tuesday, October 22d, the Board of Trade adopted the following resolutions:

“Whereas, The Johnstown Board of Trade is composed of citizens of the several corporate municipalities, and it deems proper that it should take some action by which the citizens may be assisted to rebuild their homes with comfort and safety to their families, and that our commercial interests may be restored. To that end we believe that these declarations are truths that will solve the problem of the permanent situation:

“First—We admit that the benevolent people of the world have done more for us than a suffering people could expect, and it is now time that we turn from the consideration of our personal affairs to those which affect the public interests.

“Second—We believe it is essential to consolidate under a city charter for these reasons: Neither borough can raise a sufficient sum to restore its public property; the several separate municipalities seeking public aid to dredge our rivers and protect their embankments weakens a just claim; consolidation

would enable us to better protect our rivers and prevent encroachments upon their banks; therefore, and for these reasons, consolidation is a necessity.

“Third—If we operate under a city charter we will then be able to negotiate a loan, payable within thirty years. This fund can be used to build all necessary bridges within the proposed city limits; to construct all public buildings and school-houses; to open and improve the highways, rivers, sewerage systems, and fire departments.”

On Saturday afternoon, October 26th, a public meeting in favor of consolidation was held at the Burgess' office in Conemaugh borough.

Peter S. Friedhoff, acting burgess, was chosen chairman, and the vice presidents were John Campbell, Henry E. Hudson, John Seibert, Adam Roland, Frank Taylor, John J. Devlin, Benjamin Kist, Joseph Reiser, Henry O'Shea, George C. Miller and Frank Thomasberger; M. J. Carroll was secretary, and Colonel John P. Linton and A. J. Moxham were the speakers.

On Monday, October 28th, the same speakers addressed a public meeting in Millville, where Burgess Thomas P. Keedy was elected chairman and W. C. Bland secretary. Other meetings were held in Minersville, Grubbtown, and Cambria. Other speakers were L. D. Woodruff, John M. Rose, Chal. L. Dick, A. J. Haws, and George J. Akers.

The Committee of Fifteen, of which Herman Baumer was chairman, in addition to arranging for public meetings, published by posting and advertisements the advantages of consolidation, founded on the principles declared by the Board of Trade. On the question of taxation the following appeared:—Indebtedness, etc., in 1888:

	Bonded In- debtedness.	Assessed Valuation of Property.
Johnstown	\$30,000	\$1,173,236
Conemaugh	12,000	334,524
Millville	8,000	754,297
Cambria	1,200	161,182

In addition, the rules for assessing property, and for the payment of the respective items of indebtedness by each district, were published.

At the general election held November 5, 1889, eight boroughs voted for consolidation and two against, as here given:

	For.	Against.
Johnstown Borough—		
First Ward	243	1
Second Ward	115	6
Third Ward	126	2
Fourth Ward	155	..
Fifth Ward	191	..
Sixth Ward	368	1
Seventh Ward	192	10
Cambria Borough—		
First Ward	77	22
Second Ward	124	61
Conemaugh Borough—		
First Ward	243	103
Second Ward	108	91
Coopersdale	53	17
East Conemaugh	30	114
Franklin	11	95
Grubbtown	53	29
Millville Borough—		
First Ward	169	11
Second Ward	112	67
Prospect	90	13
Woodvale	73	13
Totals	2,533	656
Majority for charter, 1,877.		

East Conemaugh and Franklin boroughs voted against being a part of the proposed city, and Coopersdale was in favor of it, but not being contiguous to the city, it could not be joined without adding a strip between the two districts.

On Friday evening, November 22, 1889, the officials of the several boroughs which were in favor of consolidation met in the Board of Trade rooms to make arrangements for organizing the new city government.

Alexander Kennedy, of Johnstown, was chosen to preside, and W. S. O'Brien, of Millville, was made secretary. Thomas P. Keedy, of Millville; H. W. Storey, of Johnstown, and David Barry, of Prospect, were appointed a committee to have general charge of the arrangements, and were authorized to have an outline map of the proposed city prepared for the use of Governor Beaver.

A finance committee, consisting of Herman Baumer, John N. Horn and Samuel Vaughn, was appointed.

At this time it was definitely decided that the name of the new municipality should be the "City of Johnstown." The only

opposition to this was on the part of some who wanted to go back to the Indian name of Conemaugh, the original name of the borough in 1831.

On Monday, December 18, 1889, by appointment, W. Horace Rose and H. W. Storey appeared before Governor James A. Beaver, Secretary of the Commonwealth Charles W. Stone, and Deputy-Secretary J. H. Longenecker, and filed an application for a charter, with the election returns, maps and certificates.

It was the first application for a city charter under the Act of May 23, 1889, and the first one in the department where seven boroughs desired to consolidate, which was never contemplated by the Assembly that passed the Act of 1889, nor by the Wallace Act of 1874. The difficulties were many, as to harmonizing school, ward and election districts. It was finally agreed, after a consultation with Attorney-General Kirkpatrick, that the boundary lines of the wards should remain as they were. Therefore the first seven wards of Johnstown should be the first seven in the city; Grubbtown, the Eighth; First ward of Conemaugh, the Ninth, the Second ward, the Tenth; Woodvale, the Eleventh; Prospect, the Twelfth; the First ward of Millville, the Thirteenth, the Second ward, the Fourteenth; the First ward of Cambria, the Fifteenth, and the Second ward, the Sixteenth ward of the city of Johnstown.

The charter for the city of Johnstown is as follows:

“In the name and by the authority of the Commonwealth of Pennsylvania, James A. Beaver, Governor of said Commonwealth,

“To All to Whom These Presents Shall Come, Sends Greetings:

“Whereas, In and by an Act of the General Assembly of this commonwealth, entitled, ‘An Act for the incorporation and government of cities of the third class,’ approved the twenty-third day of May, Anno Domini one thousand eight hundred and eighty-nine, it is, among other things, provided in the first section thereof that ‘cities of the third class shall be chartered whenever a majority of the electors of any town or borough, or of any two or more contiguous towns or boroughs, situate within the limits of the same county, having together a population of at least ten thousand according to the last preceding United States census, shall vote at any general election in favor of the same’; and in the second section of said act it is further provided that ‘if it shall appear by the said returns that there is a majority in favor of a city charter, the governor shall issue letters patent, under the great seal of the commonwealth, reciting the facts, defining the boundaries of the said city, and constituting the same a body corporate and politic.’

“Whereas, It appears by the returns of elections held in the several boroughs of Johnstown, Grubbtown, Conemaugh, Woodvale, Prospect, Millville and Cambria, in the County of Cambria, on the 5th day of November, A. D. 1889, that there was a majority in each of the said boroughs in favor of a city charter; and,

“Whereas, It appears that said boroughs have together a population, according to the last United States census, of at least ten thousand; and,

“Whereas, The requirements of the said Act of May 23, A. D. 1889, have been fully complied with:

“Now, know ye, that I, James A. Beaver, governor afore-said, in compliance with the provisions of the said Act of the



The Charter and Seals for Johnstown.

General Assembly, and by virtue of the authority in me vested, do hereby declare the aforesaid boroughs of Johnstown, Grubbtown, Conemaugh, Woodvale, Prospect, Millville and Cambria, in the County of Cambria, to be and for the City of Johnstown, and do hereby define the boundaries of said city as follows:”

Then follow the boundaries and the subdivisions of wards as heretofore mentioned.

“And I do also by these presents which I have caused to be made patent and sealed with the great seal of the state, hereby constitute the same a body corporate and politic by the name of the ‘City of Johnstown,’ and by the said name to be invested

with all the rights, powers and privileges, with full force and effect, and subject to all the duties, requirements and restrictions specified and enjoined in by the said Act of the General Assembly approved the twenty-third day of May, Anno Domini one thousand eight hundred and eighty-nine.

“Given under my hand and the great seal of the State, at Harrisburg, this eighteenth day of December, in the year of our Lord one thousand eight hundred and eighty-nine, and of the Commonwealth the one hundred and fourteenth.

“By the Governor:

“CHARLES W. STONE,

“Secretary of the Commonwealth.”

W. Horace Rose, mayor-elect, called the members-elect to the select and common councils to meet on Saturday evening, March 1, 1890, for the purpose of making preliminary arrangements for the organization of the new city government.

They met on that day in the temporary building on the northwest corner of Market Square. The mayor-elect presided, and Edward A. Barry was chosen secretary. The result of the meeting was the appointment of the following committees:

Committee on Ordinances, more especially those relating to the public peace—W. Horace Rose, George W. Moses, Dr. B. L. Yeagley, Edward A. Barry, Richard Davis, and Thomas Matthews.

Committee to Secure a Suitable Place of Meeting—H. W. Slick, Charles Brixner, and John Neary.

Committee on Finance, one member from each borough—Andrew Foster, Johnstown; Thomas J. Fearl, Conemaugh; A. L. Miltenberger, Grubbtown; John Gruber, Woodvale; John Neary, Prospect; Charles Brixner, Millville; James P. Greene, Cambria.

On Police—H. Y. Haws, P. J. McLaughlin, Samuel Arthur, John Gruber, Thomas McConnell, and Edward A. Barry.

On Salaries, etc.—Alexander Kennedy, L. L. Smith, William Hochstein, Emil Beaujohn, and Henry O'Shea.

On Printing—William A. Donaldson, Peter Buser, Benjamin Kist, Alfred Slater, Adam Huebner, and J. M. Davis.

The committee to prepare ordinances met at the office of Mayor-elect Rose on Saturday, March 15, 1890, and outlined a criminal code, so as to rush it through as soon as the city was in full life, on the first Monday of April. All the old laws had expired with the borough, and there was no authority to enact new ones.

The Committee on Police met March 21, 1890, and decided there was need for twenty-five policemen, their salaries to be: For the Chief, \$80 per month; the Lieutenant, \$70; patrolmen, \$60.

The Committee on Officers and Salaries met on the same evening and suggested the following schedule: Mayor, \$1,800; Controller, \$900; Treasurer, \$900; Engineer, \$1,300; Assistant Engineer, \$500; City Solicitor, \$800; City Clerk and Clerk of Select Council, \$700; Clerk of Common Council, \$250; City Assessors, each, \$250; Marketmaster, \$1 per day for time employed and ten per cent of collections.

The Mayor-elect called a joint meeting of the Councils to consider the reports, on Monday, March 26, 1890. Alexander Kennedy was chosen chairman and Edward Barry secretary. The reports were practically approved, excepting that the Solicitor's salary was reduced to \$600 and subsequently that of the Mayor was increased to \$2,500, but in 1893 it was reduced to \$1,700.

On Monday, April 7, 1890, the day set for the inauguration, rain fell until after high noon, but this did not prevent the officers-elect from turning out for duty, nor interfere with the prearranged program.

The officers-elect met on the Market Square, where a platform had been erected for the occasion. Mr. Kennedy and Mr. Barry, councilmen-elect, and who were the temporary officers, reassumed their positions. The meeting was called to order, all the city officers and councilmen being present. Chairman Kennedy introduced Judge Robert L. Johnston, who spoke cheerfully and in a congratulatory vein on the occasion of the community becoming a city. Judge Johnston administered the oath of office to Mayor Rose and most of the others. The mayor delivered his inaugural address, and Colonel W. D. Moore, of Pittsburg, also spoke to the assemblage of residents and visitors from near-by places within and without the county.

At the conclusion there was a parade of the citizens and visitors, with displays of our industrial works, and Johnstown was duly started as a city of the third class.

To preserve the autonomy of the election, ward, and school district of the new city, the first seven wards of the Borough of Johnstown were made the first seven wards of the city, as we have given them.

THE EIGHTH WARD—GRUBBTOWN.

The Eighth ward was formed out of the borough of Grubbtown, which had been incorporated June 5, 1882, being taken from Upper Yoder township. A remonstrance was filed at the time, praying that the name be changed to "Georgetown," but the remonstrators were not successful, and on March 3, 1884, another effort was made to change the name, but it remained to the memory of William Rinaldo Grubb.

The territory in Roxbury borough, excepting the Roxbury park, was annexed to the Eighth ward by an ordinance approved April 6, 1901.

The borough of Roxbury was incorporated March 12, 1894, and on January 2, 1901, the council and burgess passed and approved an ordinance favoring annexation, which included the park, but on an appeal to the court of common pleas the park was eliminated. There are two election precincts in this ward.

NINTH AND TENTH WARDS—CONEMAUGH BOROUGH.

The Ninth and Tenth wards were formed out of the two wards of Conemaugh borough, which was the second borough to be chartered by the name of Conemaugh, by an act of assembly passed March 23, 1849, entitled "An Act to Incorporate the Island, in Conemaugh Township, Into a Borough, to Be Called Conemaugh."

The act of assembly incorporating the boroughs of Johnstown and Conemaugh is rather unique, when considering the scramble for office which takes place now. It reads thus:

"That if any person elected to the office of Burgess, member of Town Council, or High Constable, shall refuse or neglect to take upon himself the duties of the said office, he shall forfeit and pay, for the use of said borough, the sum of ten dollars. But no person shall be compelled to serve more than once in any term of five years."

Conemaugh borough was made a separate school district, being taken from Conemaugh township, and on May 3, 1850, it was made a separate election district, to "hold their general and borough elections at schoolhouse No. 1," and "that George W. Easley is hereby appointed Judge, and David Prosser and John Headrick Inspectors for the first election." By a special act of January 26, 1854, all the borough and township elections in Cambria county were held on the third Friday of February.

The borough continued undivided until March 20, 1862, when it was made into two wards as follows:

“All that part of said borough bounded by the Canal Basin on the north, Coal street and a line extending from the mouth and center of said street to the basin on the east, Main street and the borough line on the south, and the Canal Feeder on the west shall constitute the First Ward, and all the remaining part of said borough, not embraced in the above boundaries, shall constitute the Second Ward.”

The First ward, as above described, is now the Ninth ward, and the Second ward is the Tenth ward of this city.

Henry Scanlan's survey of the boundary lines, streets, and alleys was approved by the borough officials and confirmed by an act of assembly passed May 5, 1871.

ELEVENTH WARD—WOODVALE.

The Eleventh ward was formerly the borough of Woodvale, organized in March term, 1870, by a decree of the court of quarter sessions. The first election was held July 19, 1870, and George W. Easley was elected burgess. It includes the territory north of the Little Conemaugh river, and extends up the river to a point just east of the new Maple avenue bridge.

TWELFTH WARD—PROSPECT.

The Twelfth ward was the old borough of Prospect, organized by a decree of the same court on December 9, 1863. Its territorial limits include the land north of the Little Conemaugh river and east of the Ebensburg road, and a portion above Tuttle and Masters streets, in Peelorville, west of the road. It joins the Eleventh ward on the east and the Thirteenth on the west.

THIRTEENTH AND FOURTEENTH WARDS—MILLVILLE BOROUGH.

The Thirteenth and Fourteenth wards were the two wards of Millville borough, which was also organized as a borough by a decree of the court on July 16, 1858, when William Canan was elected burgess.

On the 12th of March, 1873, a special act of assembly was passed, wherein it was set forth that the original plot of the boundaries, streets, and alleys in the borough of Millville had been lost, and that the borough officials had directed that a true and correct plot of the borough be made by William Slick, jr., which had been executed, approved, and was by the said act confirmed.

Millville borough was divided into two wards in 1875. The division line begins in the center of the Conemaugh river, about the center of the northwest side of the Stone bridge.

The Thirteenth ward lies east of the river and northeast of the Stone bridge, taking in a portion of Fulton street, thence along the line of the Twelfth ward to a point in the river in the rear of the Penn Traffic store.

The remaining parts of the old borough, north and west of the Stone bridge, are the Fourteenth ward.

FIFTEENTH AND SIXTEENTH WARDS—BOROUGH OF CAMBRIA.

The Fifteenth and Sixteenth wards were the two wards of the borough of Cambria, created by a decree of the court on April 5, 1861. Francis Gallisothe was elected burgess. The borough was divided into two wards in 1877, the dividing lines being the center line of Third avenue, the portion east of it being the Fifteenth ward and west of it the Sixteenth ward.

THE SEVENTEENTH WARD—MOXHAM.

The Seventeenth ward was taken from the Seventh ward of the borough of Johnstown. In the fall of 1889 the land included in the Seventeenth ward was joined to the old borough of Johnstown, and was part of the Seventh ward at the time of the election held in November, 1889, but in 1891 the Seventeenth ward was created by a decree of the court.

On March 27, 1899, an ordinance was approved annexing a part of the Alonzo Rodgers' farm to the Seventeenth ward. The part taken consists of 33 acres and 119 perches, of which 5 acres and 136 perches were under water and formed a part of the Stonycreek river.

MORRELLVILLE ANNEXATION—EIGHTEENTH, NINETEENTH, TWENTIETH WARDS.

In 1897 there were about four thousand people in the borough of Morrellville, and a large majority of them desired to be annexed to the city of Johnstown, while the sentiment in the city was overwhelmingly in favor of the project.

On August 20, 1897, in response to petitions from three-fifths of the citizens of Morrellville borough, council passed a resolution favoring annexation. This proceeding properly certified by M. V. Fry, president, and R. H. Overdorff, clerk, and approved by W. D. Galbreath, burgess, was duly presented to the select and common councils of the city. There was no

opposition to it in either branch, and the officials were apparently going with the sentiment of the people.

The ordinance annexing Morrellville was introduced in the city legislature by W. H. Repp, September 21st, and unanimously passed by both branches of council, October 12, 1897, but vetoed by the mayor. The question was taken before the court and July 29, 1898, President Judge Rice filed an opinion sustaining the lower court, which confirmed annexation. The case is reported in 7 Superior Court Reports, 532.

The Counsellors for the annexation were: Philander C. Knox, M. E. Ohnstead, Thomas M. Marshall, H. W. Storey and M. B. Stephens. Those opposing were: George A. Jenks, W. Horace Rose, F. J. O'Connor and Horace R. Rose.

EIGHTEENTH WARD.

The borough of Morrellville was incorporated October 8, 1890, and was subsequently divided into three wards. It was named for Daniel J. Morrell, who was our most distinguished and useful citizen for over thirty years. Mr. Morrell died in Johnstown, August 20, 1885.

The First ward included the territory between the Sixteenth ward of the city of Johnstown and the south side of Fairfield avenue, and became the Eighteenth ward.

On December 1, 1900, that part of Lower Yoder township, consisting of 15.13 acres, between an extended line from Ninth avenue up the hill to the first alley in the rear of Virginia avenue, a part of the McConaughy plan of lots, was annexed to this ward.

The first representatives from the Eighteenth ward were: Select council, F. E. Alter; common council, Alexander Wilson, and school controller, W. P. Davis.

NINETEENTH WARD.

The Second ward of Morrellville was that part lying north of, or below, Fairfield avenue and west and south of, or above, Chandler avenue up to the boundary line, and became the Nineteenth ward of the city. The first member of select council was Louis Leckey; common council, M. V. Frey; and the first school controller was James A. Dick.

TWENTIETH WARD.

The Third ward included the territory lying east and north

of, or below, Chandler avenue, and north of, or below, Fairfield avenue, down to the center of the Conemaugh river and became Twentieth ward of the city.

The first representatives were John L. Bash, select council; John F. Seigh, common council; and Albert M. Geer, school controller.

TWENTY-FIRST WARD—COOPERSDALE.

In the days of the Pennsylvania canal Coopersdale was known as the village of Perkinsville, and was the proud possessor of a lock, known as Perkin's lock, for raising and lowering boats.

The borough was incorporated by the old district court, October 7, 1869, and named in honor of James Cooper. Its burgess then was Jeremiah Vaughn; council, M. A. Brown, Caleb Butler, Leonard Boyer, G. W. Gageby, and John McCurdy.

The people of this municipality were always in favor of a greater Johnstown, and at the election held November 5, 1889, to determine whether the several boroughs would consolidate and make a city, they voted 53 to 17 in favor of being a part of a new city. But as their boundary lines were not contiguous to the city, being cut off on the one side of the river by Morrellville and on the other by a strip of West Taylor township, the governor could not see his way to make it a part thereof.

However, as soon as the legal contest over the annexation of Morrellville was decided favorably, more than three-fifths of the citizens of Coopersdale presented a petition to their council, praying for action toward annexation at once. On January 15, 1898, such an ordinance was passed and approved by Morgan L. Williams, president; C. F. Schramm, clerk, and A. B. Cooper, burgess, and promptly presented to the councils of the city of Johnstown, whereupon the common council approved the ordinance of annexation on March 22, 1898, and the select council on March 24, 1898, and it became the Twenty-first ward.

The first member of select council was A. B. Cooper; of common council, M. L. Williams, and school controller, Samuel Vaughn.

A foregoing plan (page 242) is an exact reproduction, on a smaller scale, of the original plan of what has since grown to be Johnstown city, but was designated Conemaugh, by Joseph

Johns, its founder, having previously been known by the Indian name of Conemaugh Old Town. The lots, it will be observed, are all numbered, and those set aside for school and church purposes, as well as for a courthouse and other public buildings, are so referred to in the charter printed elsewhere.

The acre reserved for burial purposes is what is now known as the old Union graveyard. It does not, however, coincide with the description "at the upper end of the said tract of land," as found in the charter, and the only conclusion is that when the people came together on the 1st day of May, 1801, in pursuance of the terms of the charter, they prevailed upon Mr. Johns to allow them to select another site for the graveyard. As will be seen, the town as originally laid out extended up the rivers only as far as Franklin street.

There has been no way of learning how many people, if any, lived within the limits of the proposed town at the time the plan was made; possibly none as yet since the lots would seem to be laid out on an unbroken tract, but there were several residents in the close neighborhood. Joseph Johns' own house, which had already been built six years, was not in the new town, as will be observed by reference to the picture of the house and the accompanying description, printed elsewhere in connection with a sketch of Joseph Johns.

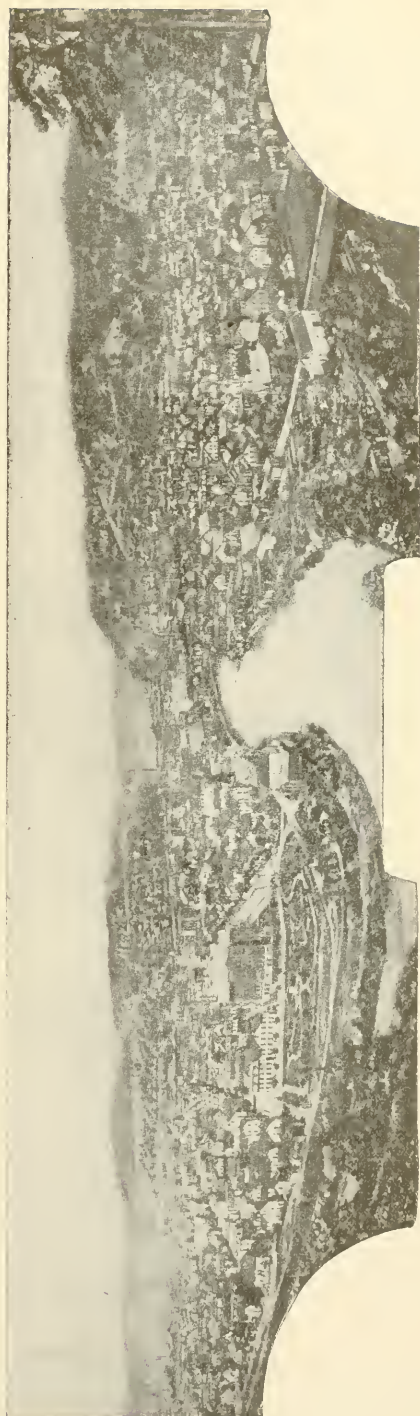
The method of numbering the above lots is worthy of notice. The lots were four rods wide and sixteen rods long.

Ever since 1844 the borough, and afterward the city, of Johnstown, was a separate school district. Until the Seventh ward was created in 1881, the school board consisted of six directors, who were chosen from any part of the borough, the subdivisions of wards being disregarded in their selection. Afterward, because the borough exceeded six wards, each ward elected one director until the incorporation as a city, when a new board of school controllers was formed of one member from each of the sixteen wards. Now there is a controller from each of the twenty-one.

Following are the votes in February, 1889, the last election held before the flood, and the general election held in November, 1889, the first one after the flood, excepting the ballot on the amendment to the constitution prohibiting the manufacture of liquor, which was held June 18, 1889:

WARDS.	Feb., 1889.		Nov., 1889.	
	Rep.	Dem.	Rep.	Dem.
First	242	113	181	60
Second	141	81	84	36
Third	74	107	39	87
Fourth	89	67	101	58
Fifth	158	90	115	73
Sixth	216	93	245	112
Seventh	89	123	83	128
Totals	1,009	674	848	554
Majorities	335		294	

The June election recalls the deplorable condition of the town and the manner of holding elections. The election on the constitutional question was eighteen days after the flood, and the people were scattered over the country, while some were living in tents and shanties in the vicinity. In the Second ward the polls had been in the office of the late 'Squire Strayer, at Market street and Locust alley; but it, with every other house in the ward, except probably five or six, had been swept away. Even the cellars had been filled with sand and debris, so that it was difficult to locate the polling place. The town was practically under martial law, but not by an order of any authority. On the morning of the election a sufficient number of the former residents of the ward were found to hold the election. They had difficulty to find the place, but finally, after consultation and taking the angles of the streets and scraping away the dirt and sand, they concluded they had found the late residence of 'Squire Strayer, and, using one of the government's tents, with the guards marching around in uniform with muskets on their shoulders, the vote was cast as peacefully and as freely as it ever was.



City of Johnstown, 1906.

THE VOTE FOR MAYOR.

The following is the vote in Johnstown for Mayor:

	Keedy, Republican.....	Rose, Democratic.....	Ray, Republican.....	Wagner, Democratic.....	James, Republican.....	Wagner, Democratic.....	Linton, Republican.....	Woodruff, Democratic.....	Pendry, Republican.....	Young, Democratic.....	Shryock, Republican.....	Young, Democratic.....	Barnhart, Peoples.....
	1890		1893		1896		1899		1902			1905	
First Ward	163	140	321	93	318	158	297	182	345	171	290	264	2
Second Ward	71	51	116	38	159	46	148	76	181	72	141	95	2
Third Ward	21	98	43	66	58	87	64	94	51	90	48	90	1
Fourth Ward	98	115	129	61	104	86	106	84	137	88	67	171	2
Fifth Ward	134	143	235	136	223	182	240	188	281	153	267	193	3
Sixth Ward, No. 1....	217	241	318	138	254	209	294	195	362	209	185	144	6
Sixth Ward, No. 2....	...	...	...	...	...	...	...	...	...	...	149	126	1
Seventh Ward, No. 1.	126	296	177	152	150	229	203	230	230	234	161	222	1
Seventh Ward, No. 2.	...	...	...	...	...	...	...	...	...	...	135	110	3
Eighth Ward, No. 1..	58	41	94	49	65	53	106	53	245	75	111	58	6
Eighth Ward, Roxbury	...	...	...	...	...	...	...	...	...	...	84	53	12
Ninth Ward.....	58	308	109	234	96	281	79	320	95	304	74	347	...
Tenth Ward.....	40	180	83	175	59	201	47	257	71	223	46	232	...
Eleventh Ward.....	22	75	47	76	47	86	59	110	75	99	76	155	...
Twelfth Ward.....	32	102	67	118	73	146	89	140	101	135	101	124	1
Thirteenth Ward....	125	96	161	59	162	87	160	73	155	70	130	105	...
Fourteenth Ward....	67	134	59	111	50	139	46	138	50	133	33	140	...
Fifteenth Ward.....	5	121	13	90	16	117	11	128	11	162	14	124	...
Sixteenth Ward.....	33	248	50	208	35	274	43	304	40	300	46	273	...
Seventeenth Ward....	...	...	209	127	136	189	212	168	311	181	364	253	23
Eighteenth Ward....	...	...	...	...	...	...	127	41	162	60	141	99	12
Nineteenth Ward.....	...	...	...	...	...	...	131	49	175	61	152	61	21
Twentieth Ward.....	...	...	...	...	...	...	191	81	198	69	138	113	12
Twenty-first Ward...	...	...	...	...	...	...	135	16	134	18	113	28	9
Totals	1270	2389	2229	1931	2005	2570	2788	2927	3410	2907	3066	3580	117
Majorities		1119	298			565		139	503			514	

The vote for the other city officers for 1890 was: Treasurer—Samuel M. Miller (Rep.), 1,569; George C. Miller (Dem.), 2,075. Controller—E. T. Carswell (Rep.), 1,709; John Dowling (Dem.), 1,939. City assessors—Emery West (Rep.), 1,501; Irvin Rutledge (Rep.), 1,320, and August Hammer (Rep.), 1,571; Joseph Kuntz (Dem.), 2,229; Gottlieb Bantly (Dem.), 2,189, and John O'Toole (Dem.), 2,046.

The borough of Johnstown had in 1840 a population of 949, and adjoining it around the basin there were 328 additional; in 1850 the population was 1,269; in 1860, 4,185; in 1870, 6,028; in 1880, 8,380, and in 1890 the city of Johnstown had 21,805.

The borough was divided into wards in 1858, and the city organized in 1890. Since the former date the population by wards, according to the United States census, has been as follows, the census of 1880 not reporting by wards:

WARDS.	1860.	1870.	1890.	1900.
First	1,625	1,621	1,480	2,253
Second	882	1,003	507	1,118
Third	662	817	412	595
Fourth	1,016	862	1,002	1,115
Fifth .....	....	1,065	1,413	2,036
Sixth .....	....	660	2,469	2,635
Seventh .....	....	....	3,774	2,627
Eighth .....	....	....	628	960
Ninth .....	....	....	2,252	2,429
Tenth .....	....	....	1,304	1,692
Eleventh .....	....	....	683	1,127
Twelfth .....	....	....	889	1,420
Thirteenth .....	....	....	1,098	1,254
Fourteenth .....	....	....	1,180	1,726
Fifteenth .....	....	....	943	2,288
Sixteenth .....	....	....	1,771	3,011
Seventeenth .....	....	....	....	2,774
Eighteenth .....	....	....	....	1,111
Nineteenth .....	....	....	....	1,255
Twentieth .....	....	....	....	1,701
Twenty-first .....	....	....	....	809
Totals	4,185	6,028	21,805	35,936

In 1850 Conemaugh borough had 842 white persons and 12 colored; in 1860, 1,866 white and 8 colored; in 1870, 2,336; in 1880, the First ward had 1,561, the Second 1,937, a total of 3,498. In 1890 Conemaugh, Cambria, Millville, Prospect, and Grubbtown boroughs were merged in the city of Johnstown.

Millville had, in 1860, 1,683; in 1870, 2,105, and in 1880, 2,409.

Cambria had, in 1870, 1,744, and in 1880, 2,223.

Prospect had, in 1870, 576, and in 1880, 700, and Woodvale, in 1880, had 639.

The number of inhabitants in the boroughs contiguous to Johnstown were: East Conemaugh in 1890, 1,158, and in 1880, 756; Franklin, 1890, 662; in 1880, 734; Coopersdale, 619, and in 1880, 409. The following were villages: Morrellville, in 1880, had 559, and in 1890, 2,827; Brownstown, in 1890, had 550; Dale, in 1900, 1,503; in 1890, 1,014; and Walnut Grove, in 1890, 535.

THE POPULATION OF THE CITY OF JOHNSTOWN AND SUBURBS.

The city directory finds the population of the city of Johnstown to be 61,888 in 1905, distributed as follows:

	1903.	1905.
First ward	2,490	2,422
Second ward	1,199	1,172
Third ward	630	585
Fourth ward	1,051	1,252
Fifth ward	2,432	2,560
Sixth ward	3,363	3,547
Seventh ward	3,015	3,644
Eighth ward	2,030	2,181
Ninth ward	2,540	2,998
Tenth ward	1,960	2,137
Eleventh ward	1,674	1,924
Twelfth ward	1,498	1,639
Thirteenth ward	1,246	1,289
Fourteenth ward	1,917	2,149
Fifteenth ward	2,848	2,934
Sixteenth ward	4,439	4,867
Seventeenth ward	3,452	3,788
Eighteenth ward	1,633	1,845
Nineteenth ward	1,256	1,343
Twentieth ward	1,785	1,890
Twenty-first ward	751	772
Population of city.....	43,209	46,938

In the suburbs:

Brownstown	800	904
Daisytown	433	315
Dale	1,833	1,853
East Conemaugh	2,484	3,425
Ferndale	234	257
Franklin	1,029	1,364
Rosedale	412	327
Westmont	737	854
Sheridan	223	218
Walnut Grove	946	1,089
Conemaugh township	435	604
East Taylor	238	250
West Taylor	846	1,013
Upper Yoder	316	391
Lower Yoder	862	1,429
Stonycreek	285	657
	12,113	14,950

	1893.	1894.	1896.	1899.	1901.	1903.	1905.
City.....	24,544	25,039	25,992	32,479	38,520	43,209	46,938
Suburbs...	11,600	11,949	12,736	9,340	10,009	12,113	14,950
	36,144	36,988	38,728	41,819	48,529	55,322	61,888

Total population in Cambria county:

1810	2,117	1860	29,155
1820	3,287	1870	36,569
1830	7,076	1880	46,811
1840	11,256	1890	66,375
1850	17,773	1900	104,837

The total vote in the borough and city elections:

1840	71	1880	1,149
1850	80	1890	3,654
1860	434	1899	5,715
1870	917	1902	6,346
		1905	6,763

TAXABLE PROPERTY IN THE CITY.

	1900.	1907.
First ward	\$1,141,900	\$1,295,940
Second ward	883,235	1,033,855
Third ward	1,035,505	1,324,440
Fourth ward	924,710	1,158,240
Fifth ward	737,913	871,190
Sixth ward	766,367	920,730
Seventh ward	745,429	1,270,740
Eighth ward	326,525	654,315
Ninth ward	565,490	583,400
Tenth ward	689,730	797,715
Eleventh ward	304,938	427,635
Twelfth ward	153,028	180,015
Thirteenth ward	231,490	254,140
Fourteenth ward	2,366,605	2,352,250
Fifteenth ward	312,240	437,575
Sixteenth ward	466,955	637,210
Seventeenth ward	1,167,512	1,605,545
Eighteenth ward	230,135	322,395
Nineteenth ward	236,945	273,555
Twentieth ward	367,035	394,542
Twenty-first ward	198,300	203,765
Totals	\$13,851,987	\$16,999,172

SURVEYS.

The Doran map of 1854 and the Brawley survey of 1859 are the two landmarks for the establishing of corners and division lines. There are very few of the Doran maps in existence, as they were almost all destroyed in the flood, but there are occasional copies to be seen, which are of much value.

In pursuance of an order of the borough, John Brawley made a survey of the land lying between the two rivers, from

the Point to Green Hill, by which the center lines of all streets and alleys and the division lines of lots were established, "and caused stone blocks to be permanently fixed in the center of the streets where they cross each other, for the purpose aforesaid." This was approved by the borough officials, and by a special act of assembly of April 11, 1859, it was confirmed and directed to be recorded, and a certified copy of it would be "sufficient evidence of the same in any court of this commonwealth."

When the employees of the Johnstown Water Company were making the excavations for their main, on the introduction of their gravity system in 1868, the stone monuments on Main street were dug up and thrown away, excepting, it is said, one near the sidewalk line at the southeast corner of Main and Bedford streets.

In 1893 John Downey, the city engineer, completed a map of the city, which is, with additions made by Emil Goldstein, a later city engineer, the only real survey of the city as it is now.

On the organization of the borough of Johnstown in 1831 the council met at early candlelight wherever accommodations could be found. On March 19, 1831, it met at the house of Mary Scott, and at other times at Crow's Mansion house, Graham's hotel, and the dwelling of Michael McGraw. In 1858, when there were a select and common council, these bodies met in the Osborne house, on Franklin street, opposite the Tribune building. Prior to this, and also subsequently, the council had regular quarters in the little old stone "lock-up," which was built in 1846, on the northeast corner of the park, opposite the Franklin Street Methodist Episcopal Church, and in 1872, in the public building erected on the corner of Market Square, where the new city hall stands. It had a market place on the first floor and a council room, burgess' office, and lock-up on the second. The market house was destroyed in the flood of 1889, with all the records and minute books, excepting the minutes beginning in 1885.

The council meetings after the flood were, like those of 1831, held wherever it would be convenient, until temporary quarters were erected on the northwest corner of Market Square. But in 1890 the city leased the second floor of the Rose building, next to the Lutheran Church, and used it for offices for all the city officials and councils, excepting the police department, until the new city hall was ready for occupancy in

October, 1902. The city hall cost \$66,484.17, exclusive of the ground, and the cost of furniture about \$1,000.

THE PUBLIC SQUARE.

Nestled in the heart of Johnstown is the Public Square, rich in being the one place of reminiscences of bygone days of a public nature.

It was originally a piece of ground 264 feet square, but now is 240½ feet, bounded on the north by Locust street, and on the south by Main, on the east by Franklin, and on the west by Park place.

The people who have enjoyed it for one hundred and seven years owe a debt of gratitude to Joseph Johns, the founder and the generous owner of the vicinage, for the benefits accruing therefrom.

When Founder Johns laid out the village of Conemaugh, on the 3d day of November, 1800, he applied his natural business qualifications, and believing that the village which he was then starting, with its valuable natural advantages, would some day be a city of some importance, he expected, also, that his town would be the site for the county capital, and gave the Public Square as a site for a court house.

In addition to the Public Square, he gave the people the oblong square at Market and Carr streets, for a public school and church services; the old Union graveyard, the Diamond at Main and Market streets, which in that day was considered necessary to every well established town, and "The Point" for a parade ground for the militia and public sports.

The Public Square had always been used for all popular demonstrations and play grounds from its inception to 1880, when it was completed as a park.

From the earliest period the Square seems to have been clear of trees and all vegetable matter, excepting that in the first days of its use some promiscuous shrubbery was permitted to grow along the Park place side of it.

For many years there had been a contention about the ownership of the Square, and on the 20th of May, 1880, the borough paid Daniel J. Morrell the sum of \$2,000, which gave the corporation an absolute title. Mr. Morrell had purchased the claim in the interest of the borough.

It was the favorite location for the exhibitions of Dan Rice, Van Amburg, and all other circus managers until their

modern aggregations became too large for the space; when they crossed the creek to Dibert's field, or the old race track, in what is now the Sixth ward, lying between Dibert and Morris streets, now Franklin, and the Stonycreek river; and when it was abandoned and laid out in town lots, the menageries went to The Point and to Fronheiser's field in the Seventh ward.

The first circus that visited Johnstown came in 1833, and located on the Public Square. An incident occurred on that occasion which corroborates the theory of the power of an elephant's memory. David Ditwiller, a citizen, was among a crowd watching the animal feeding before the afternoon performance began, and, having dovetailed a potato skin together, after extracting the heart, held it out to "Bolivar," who took and ate it. After the circus programme had been finished, Ditwiller went back, with a large number of visitors, to see the animal, and, with remarkable quickness, "Bolivar" broke for Ditwiller, caught him, and threw him up to the roof of the tent, and, when he fell, placed his tusks over Ditwiller's body, on either side, and held him in that uncomfortable position until the keeper took the beast away.

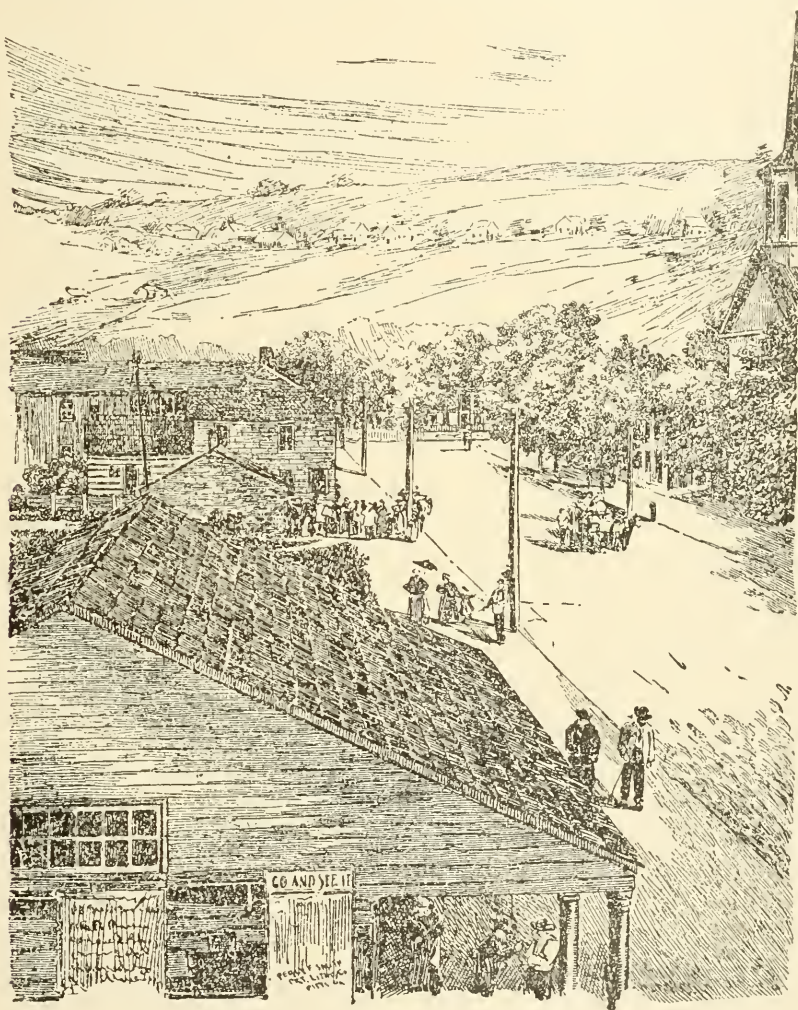
The first building of a permanent character erected on the Square, although it was nothing more than a rough shed, sixteen by sixteen feet, and ten feet in height, was built for the housing of a hand fire engine. It was put up on the Franklin street side in 1832, nearly opposite the Union National bank.

In 1838 Thomas Sharp and Frederick Tesh, butchers, were given permission by council to build a meat market on the square, which they did, placing it a short distance north of the engine house with the entrance on Franklin street. The building was sixteen by twenty feet, and was large enough to accommodate these two enterprising business men. It was the second building on the Square.

The fourth building was the successor to the Sharp and Tesh meat market. The village of Johnstown had prospered and in 1849 a larger and more pretentious market was needed, when the borough officials erected the second market house, on the corner of Main and Franklin streets. It was a one-story frame building, sixty feet long, with an interior space twenty feet wide and the overhanging roof extending ten feet on either side, making the entire width forty feet.

The entrance was through large doorways in the gable ends, the main doorway being off the Main street sidewalk.

The interior, as well as the space under the projected roof, was furnished with blocks, tables, racks, and cranes, for the accommodation of the butchers. and divided into stalls, where most of the butchers assembled for business on Wednesday and Saturday mornings. The meat markets in that day were con-



Market House and Lock-up, 1865.

ducted in a very different manner from those of today. They did not have ice houses and refrigerators to keep their meats juicy and sweet as now, and in the early days one or two beeves per week was a sufficient supply for the demand. The house-keeper could not get a porterhouse or a tenderloin at any hour of the day, as now, but, on the contrary, would go to market

at any time from 1 to 6 o'clock on market mornings to get a choice piece of meat, as the rule was "first come, first served."

Many of the grandfathers and grandmothers, fathers and mothers of today remember with delight how they played around the "old" market house, as they called it; swinging on the cranes, climbing the racks, rolling marbles on the long tables, and playing mumblety-peg on the butchers' blocks.

The old market house was a favorite place for the bill-posters to look at the notice, "Post No Bills," then put up a poster announcing that the "Fairy Queen" or the "Prince of Monte Carlo" would entertain the public in the Arcade, the hotels, or Fronheiser's hall.

On the Franklin and Main street sides of the Square would be lined up the farmers' wagons, with their fresh and crisp vegetables, and until the numerous mining towns sprung up in the country lying around the town, truck farmers drove in from Bedford, Somerset, Indiana, and Westmoreland counties, and some from the southern portion of Clearfield county.

In 1855, when William Orr was burgess, the borough officials commenced the erection of a municipal building on the Square, near the lock-up. The foundation was made for a one-story building, but the opposition to it, led by Peter Levergood, was so strong that the idea was abandoned. The principal objection was the expense.

The second market house was taken down in 1872, when the new brick municipal and market building at the corner of Main and Market streets, was completed, which was destroyed in the flood of 1889.

The third permanent building on the Square was the little one-story stone structure on the corner of Franklin and Locust streets, standing twelve feet back from the former and about on the line of the latter, as it was then, although Locust street has since been widened.

It was the first prison in the southern portion of Cambria county, and was erected by Martin Hannan, father of the Hon. John Hannan, in 1846. Prior to its erection, it seems, there was no adequate provision made for violators of borough ordinances if they had no property, or would not voluntarily pay their fines, and, if it was necessary to keep a commonwealth defendant in Johnstown over night, before starting to Ebensburg on foot, horseback, or by wagon, the prisoner was tied in a stable or some outbuilding, and the constable, with his

assistants, kept guard over him until daybreak, and then started with him to the county jail.

Prior to 1842, when imprisonment for debt was abolished, some of the prominent citizens of the town were victims of that unholy law and the object of relentless creditors was taken to Ebensburg because he had contracted a debt and could not pay it.

One very prominent citizen refused to go. The constable had his commitment and the Shylock urged its execution. The debtor was placed on a horse and his feet tied together thereunder. He could not get off, but he could and did turn his body under the horse. The constable had no authority to injure a prisoner under such circumstances and the result was that the debtor did not go to jail.

The lock-up was divided lengthwise, with its door opening off Franklin street. One window in front and one at either end opened into the front apartment, which was the office of the burgess and the council room. The rear portion was divided into two cells, with no window except a barred opening in the door, through which the prisoner in the front cell could observe and hear the proceedings before the burgess and the action of council.

The minutes of the council contain evidence that the burgess' office at one time needed to be supplied with a table and "seven chairs, one of them with arms."

The entrance to the second or dark cell was through the first cell, and was rather a dismal place. Subsequently these were changed, and the rear portion was made into four cells, opening into the burgess' office, but the window in the southerly end was closed, and little openings under the eaves were made in the wall.

The "lock-up," as it was always called, was the last permanent building placed on the public square until the erection of the music pavilion in 1891, which, however, was removed in 1906. The "lock-up" was taken off the square in 1873, which was then cleared of all buildings, and was thereafter used as a play-ground and for public demonstrations until converted into a park in 1880, although trees had been planted and walks laid out prior to that time.

In addition to these permanent buildings, temporary structures were sometimes permitted to be located thereon.

A daguerreotype room occupied a small space below the

market house, fronting on Main street. It was known as the "picture gallery," as "daguerreotype" was most too difficult for popular pronunciation, and the photographic process had not been introduced.

PUBLIC MEETINGS.

The Public Square was the popular place for political meetings. The Democrats, the Whigs and the Republicans used it, and sometimes two parties occupied it on the same day or evening. The Whigs, or Republicans, would have a platform near the market house, facing toward Locust street, and the Democrats theirs near the lock-up, facing Main street. At other times there would be but one platform, which both parties would use at their convenience. During the war a platform was erected near where the G. A. R. hall now stands, and from which many Union speeches were made, and there the departing and returning "Boys in Blue" were entertained and received.

The boys and girls were always certain of having a bonfire on the Square when the election returns were announced, no matter which party succeeded. Tar barrels, boxes, crates and wood of every description—many front doorsteps and gates even were missing—would be piled in the center of the square, and at dusk the match applied.

Before the "electro-magnetic telegraph" was brought to town, in 1851, election returns were somewhat tardy, and our people depended on the packet boats and Portage cars to bring the latest news.

The Public Square was the place where the quack doctor, the soap dealer, the razor sharpener and fakir of every description plied his vocation and where the flim-flammer would convert a ten-dollar bill into a one-dollar note in making change for the unsuspecting ones.

Many prominent men of national reputation have made speeches on the Public Square—Andrew G. Curtin, governor; John Covode, congressman; Colonel A. K. McClure, state senator and editor; Lorenzo Danford, congressman; William Bigler, governor; Heister Clymer, congressman and candidate for governor; George Francis Train, philosopher; Carl Schurz, general and senator; Morton McMichael, mayor of Philadelphia and editor; Francis Jordan, secretary of the commonwealth; Lewis W. Hall, congressman; W. H. Kountz, congressman; S. S. Blair, congressman, and John W. Geary, general and governor, the latter of whom also resided in this town, in 1841,

in a dwelling on Canal street, above the residence of the late John Ryan. In addition to these gentlemen, who made their addresses on the Square, George Miffin Dallas, vice-president, shortly after he cast the deciding vote for the Free Trade Bill in 1846, made a speech at the "Bennett House," where St. John's Catholic Church now stands, as did Richard M. Johnson, vice-president under Van Buren; also R. B. Hayes, who was subsequently elected president, and James G. Blaine, in 1886, were here, and President Harrison, who, with Mrs. Harrison and party, spent a few hours in the city in 1890. Winfield Scott and Horace Greeley spoke in this place in their presidential canvasses. President Johnston, General U. S. Grant, Admiral David G. Farragut, and Secretary of State William H. Seward arrived at the Pennsylvania Station about 11 o'clock, September 14, 1866. An immense audience was awaiting them, when Senator Edgar Cowan introduced the president, but before he began to speak the platform fell, causing the death of three persons and injuring three hundred and eighty-eight.

THE CAMPAIGN OF 1840.

The presidential election when Harrison and Van Buren were the candidates was close, something like the Hayes-Tilden affair. In 1876, when we had the telegraph, it was reported Hayes one day and Tilden the next; but in 1840 it was Harrison one week and Van Buren the next, and here it was not known that Harrison was elected until cold weather had come; then there was a big time on the Square—bonfires, speeches and parades. One of the prominent celebrants was Old Daddy William Cole, who served his years of hardship with Washington in the Revolutionary war. Dressed for the occasion, he was the principal guest of the town. He was also present at the Fourth of July celebration in 1842, when the day's exercises were held in the Public Square, and was the hero of that day which he had helped to make one of rejoicing. Daddy Cole, who lived alone in what is now Morrellville, has been dead for many, many years.

ATLANTIC CABLE.

Of the many demonstrations of a public nature held on the square, one of the most popular and enthusiastic was the celebration of the laying of the Atlantic cable, in August, 1858.

Of that event the *Tribune* of August 21, 1858, says that "on Monday evening last the Queen's message of congratulation

to President Buchanan was received by telegraph," whereupon the previous demonstration arranged in anticipation of the event was commenced. "A great bonfire was kindled in the center of the Public Square, while the fence surrounding it was studded with lighted candles, and crowds of men, women and children flocked to the scene. All the bells in town united in ringing out a merry peal. * * * The fire apparatus was brought out and illumined with candles, and drawn through the principal street amid the shouts of the populace and the strains of rich music."

At that time a post and "top-rail" fence surrounded the Square, having been put up by the municipal authorities to prevent unlawful trespassing. On this top rail three nails were driven in a group, and these groups placed about twelve inches apart around the Square. The candles placed in each of the holders thus made were lighted when twilight had passed, and the bonfire in the center of the Square was started ablazing.

In 1860 the Union hall, but known as Zouave hall, was erected on the lot now owned by John Fulton and W. B. Tice. It was headquarters for the militia and the Union soldiers and the Square was the drilling ground. On the 24th of December, 1863, while the Catholic congregations, with a splendid exhibit, were conducting a fair within the hall, the building and its contents were destroyed by fire.

The first hay scales were erected in 1837 on Main street, in front of the present site of Hohmann's music store. Adam Fockler was the weighmaster, but in 1855 it was moved to the east side of the Square, on Franklin street, and twenty years later it was removed to the present location on Vine street.

In the sixties the Hon. Robert S. Frazer, of Pittsburg, a president judge on the common pleas bench, then in his youthful days, was a clerk in his father's drug store, and one of the many persons who attended to the scales. When the hay dealer brought in a load of hay on a wet day it was Mr. Frazer's duty to go across the street in the rain to weigh it. Such instances impressed themselves upon him, and he declared that there was always more hay to be weighed on wet days than at any other time.

Subsequently an office, about six by eight feet, was placed at the northerly end of the market house for the weigh office, where Henry Kratzer was weighmaster.

When baseball became the national game, in the sixties, the

public square was a favorite place for the "Kickenapawlings" and the "Iron" clubs to practice. It was not large enough for a game, but a splendid place for throwing, catching and some batting. The batter and catcher stood in the rear of the market house and batted toward the G. A. R. hall. The late Captain William R. Jones was an enthusiastic player, and when the "heats" would be nearly done he would go around the mill and quietly tell a player that he thought the work was about over and that they would have a little game; one by one the players would leave, and in a short time there would be two nines on the Public Square ready for business.

William Callan, the contractor for the municipal building, finished it in 1872, and in the following year the old buildings were removed and a landscape engineer laid out the ground in walks. The Public Square, which had been so long a favorite place for everyone, from the little ones who wanted to play "ring-around-rosy," to the politicians who used it for great popular demonstrations, was a thing of the past.

In 1874 the officials of the borough had it laid out in straight diagonal walks, from corner to corner, with serpentine footways between them in a circle around the fountain, which stood in the center of the park and at equal distance from the corners on the two main walks. There were twenty-four silver maple trees planted on the four sides, within the park, and between these and the respective walks and the fountain were planted other species of trees.

The trees planted within the Public Square, in addition to the twenty-four water maples, were ten American mountain ash, ten Norway maples, eight horse chestnuts, four American lindens, and four American white elms—sixty-four trees in all.

The fountain in the center was adorned with a half dozen galvanized iron swans, but it was not satisfactory and was removed.

In 1876 the council planted thirteen trees, to represent the original thirteen states, on the Main and Franklin street sides of the Square, with "Pennsylvania" on the corner. At that time there were eighteen councilmen, and they, with some of the other officials, planted a "Morrell" tree, a "Kennedy," a "Kountz" or a "Speedy" tree, as it might be, around the Locust street and Court place sides.

In 1885, when the trees within had prospered and were beautiful in shape and for shadow, park seats were placed about

them, making the place a great resort for men, women and children. But after fifteen years of care and skillful attention, and when the trees were beginning to spread their branches and break the hot rays of the sun on the tired visitor, the flood of May 31, 1889, swept the spot clear and clean, and debris ten to fifteen feet deep rested thereon. After the flood the Public Square was again in use for bonfires, not for elation, but for the destruction of inflammable rubbish and the cleaning up of the streets.

When the people endeavored to commence business, after the destruction of the city in that great catastrophe, there were very few storerooms or offices available, and in July, 1889, the Flood Relief Commission constructed two-story frame buildings on the four sides of the Square, facing the respective streets.

But in the summer of 1890, after the several boroughs had been incorporated into the City of Johnstown, these buildings were removed, and a park commission, consisting of Dr. John Lowman, Charles Kress and John Fulton, was appointed by Mayor Rose, who had the Square again prepared for park purposes. It is now controlled by the city, through the Park Commission.

A view of the market house and lock-up was taken by Photographer Wesley Green in 1865, when his rooms were on the third floor of the Dibert Bank building, and, as the scene shows, the camera was pointing downward, and some of the men, consequently, had their limbs cut off at the knees.

The second building was the burgess' office, council room, lock-up, and a prison for commonwealth prisoners pending a hearing, or for temporary quarters before starting overland to the county jail. The crowd around it was not an unusual occurrence, as many noted and sensational prisoners have been confined therein.

The next building was the office of Dr. Thomas McClure, a dentist, with an open porch on the first floor, at the corner. The little log building with the two little peep holes for windows, was one of the old houses of Johnstown, and stood back from Locust street, as the fence indicates, and belonged to the log house fronting on Franklin street, the property of John Buckwalter. The next one was used by John Parke, a marble cutter. The residence of the Hon. George S. King was on the lot adjoining it, to the left, but the artist failed to catch everything.

The church is the second one erected by the Methodist Epis-

copal congregation on this site, finished in 1854, by Emanuel Shaffer. The first one was built by Joseph Shaffer and George W. Easley in 1838, and was a one-story brick, about 50 by 70 feet. The interior was in one room, which was used for the delivery of sermons, Sunday-school, classroom and prayer meetings.

The second church was a two-story brick, with the main audience room on the second floor; it was torn down in 1866, when the Rev. Cornelius H. Jackson, late of Canton, Ohio, was the resident pastor. The third—the stone church—was built under his supervision, and was dedicated in the spring of 1870, when the Rev. A. H. Thomas was pastor.

The house on the corner opposite the church was the store and residence of the late John Brady. Thomas Quinn, the father of James Quinn, resided in a brick beyond, which is hidden by the foliage.

The house which stands in the roadway of Franklin street was the Simpson House, afterward known as the Mansion House. It stood on the northerly side of the Canal, but in 1868, when Franklin street was extended to Pearl street in the rear of the Mansion House property, it was moved up and back in line with Franklin and Broad streets.

The weigh scales were moved to Franklin street in 1855, and were placed close to the northerly side of the first telegraph pole. On account of the indistinctness of the picture, the scales do not show very well, but they were there. The platform can be noted, and the bulge on the pole, to the right of the gentleman's head, is the upright which contained the balance bar and weights.

In the distance is Prospect borough, which had been incorporated less than two years before—December 9, 1863—and was not very large.

The foliage on the easterly side of the street is a fair reminder of all the streets in the residential portions of the city prior to the flood of 1889. One of the particularly beautiful spots was near the corner of Main and Walnut streets; for a square or more, on both streets, and on either side, the shade trees were as beautiful as any that ever grew. It was a bowery, not as the word is now used, but as it was in its primitive purity.

	1900.	1890.
Population of Cambria county.....	104,837	66,375
Adams township	3,613	1,037
Allegheny township	1,342	1,257

Population—	1900.	1890.
Ashville borough	393	289
Barnesboro borough	1,482	.....
Barr township	1,336	920
Blacklick township	1,622	624
Cambria township	1,160	1,069
Carroll township	2,284	1,226
Carrolltown borough	790	634
Chest township	674	508
Chest Springs borough.....	202	255
Clearfield township	1,135	1,205
Conemaugh township	778	764
Cresson township	1,572	.....
Croyle township	2,185	1,874
Daisytown borough	435	.....
Dale borough	1,503	.....
Dean township	373	501
East Conemaugh borough.....	2,175	1,158
East Taylor township.....	698	845
Ebensburg borough	1,574	1,202
East ward	528	
West ward	1,046	
Elder township	1,504	711
Ferndale borough	224	.....
Franklin borough	961	662
Gallitzin borough	2,759	2,392
Gallitzin township	1,473	1,076
Hastings borough	1,621	1,070
Jackson township	2,006	987
Johnstown city	35,936	21,805
First ward	2,253	
Second ward	1,118	
Third ward	595	
Fourth ward	1,115	
Fifth ward	2,036	
Sixth ward	2,635	
Seventh ward	2,627	
Eighth ward	960	
Ninth ward	2,429	
Tenth ward	1,692	
Eleventh ward	1,127	
Twelfth ward	1,420	
Thirteenth ward	1,254	
Fourteenth ward	1,726	
Fifteenth ward	2,288	
Sixteenth ward	3,011	
Seventeenth ward	2,774	
Eighteenth ward	1,111	
Nineteenth ward	1,255	

Population—	1900.	1890.
Twentieth ward	1,701	
Twenty-first ward	809	
Lilly borough	1,276	915
Loretto borough	240	236
Lower Yoder township	2,194	4,290
Munster township	429	400
Patton borough	2,651	.....
Portage borough	816	564
Portage township	3,018	1,246
Reade township	2,980	2,235
Richland township	1,378	920
Rosedale borough	386	.....
Roxbury borough	808	.....
Scalp Level borough	450	.....
South Fork borough.....	2,635	1,295
First ward	1,311	
Second ward	1,324	
Spangler borough	1,616	.....
Stonycreek township	1,275	1,788
Summerhill borough	591	.....
Summerhill township	704	602
Susquehanna township	1,898	1,160
Tunnelhill borough	674	730
Upper Yoder township	943	1,325
Washington township	1,336	1,662
Westmont borough	499	.....
West Taylor township	1,206	1,277
White township	760	690
Wilmore borough	264	350

THE POSTOFFICE AND POSTMASTERS, ETC.

Prior to the appointment of Mr. Beaty, the first postmaster, the people of this vicinity were served from the office at Stoyestown, and after the office was established in Johnstown, on July 1, 1811, mail was brought from that office two or three times a week by messenger service. In 1830 the mails were carried by stage, messengers and canal, followed later by the railroad.

The name of the office was Johnstown until February 23, 1831, when it was changed to Conemaugh, but on March 17, 1836, retook its old name. The first office was in John Linton's log house on Main and Franklin streets, which was burned in 1867. While Shepley Priestly was postmaster and before 1832, the office was in his dwelling on the lot of the late P. C. Bolsinger, on Main street. It was in this building that a bread

basket placed on a table was used to hold the mail. In the absence of the postmaster the patrons were obliged to look over the entire mail and take such as belonged to them. In 1832 the office was moved to the Zimmerman building on Main street. In 1840, Mr. Renshaw changed it to the Exchange hotel building on the corner of Clinton and Locust streets. In 1841, Harrison appointed Geo. W. Kern who moved the office to the lot now occupied by P. S. Fisher, on Clinton street. Jordan Marbourg took it to what is now the Foster corner at Main and Bedford streets, and in 1849, George Saylor moved it to the Thomas Gore building on Main street, east of Franklin, where it remained until Mr. Boggs changed it to the Osborne building on the corner of Franklin and Ebbert alley. There it remained until the administration of Evan Roberts who changed it to the Tribune building, where it stayed located until the term of Mr. Woodruff when it was taken back to Clinton street, in the Ruth block on the corner of Clinton and Locust. During Mr. Master's term it again found lodging on Franklin street in the Franklin building, on the corner of that street and Locust, where it is at present.

Two days after the flood of 1889, Postmaster Baumer secured the brick building on the northwest corner of Main and Adam streets for the postoffice, and continued it there until the Tribune building had been repaired and arranged for the mails.

The first postage stamps used in the United States were issued in August, 1847, although they had been introduced in England in 1840. The government issued but two denominations—a five and a ten cent stamp; the former was characterized by a portrait of Franklin, in a bronze tint, and the latter by a profile of Washington, done in black. In 1851 these stamps were withdrawn, and eight new ones issued—of one, three, five, ten, twelve, twenty-four, thirty, and ninety cents value.

But postage stamps were not popular, and less than ten per cent. of all the letters mailed were sent without them—having the word "collect" written on the addressed side. This practice continued until 1855, when prepayment was made obligatory.

Prior to this time letter sheets had taken the place of envelopes, which were not in general use. The letter proper was written on one side of the paper, which was folded and tucked in at the ends, then secured with wax. A common thimble very often served as a seal, although many persons had those

of elaborate and individual design. The address was written on the back of the sheet.

Until 1845 a letter meant a single sheet. If two sheets or a clipping were enclosed, the rates were doubled. The postage on second class matter was regulated by the size of the paper, magazine or periodical; if it contained nineteen hundred square inches or less, the rate was one cent; if over that and sent from the office of publication it was two and a half cents.

In 1838 the cost of an ordinary letter between Cambria county and Baltimore was eighteen and three-fourths cents. In 1847 the rate for a single letter to be carried under three hundred miles, and not exceeding half an ounce in weight, was five cents; the same weight for a distance over three hundred miles was ten cents. To send one from New York to California cost forty cents, and from New York to Great Britain, twenty-four cents. The postage on a single letter was subsequently reduced to three cents between any points in the United States, and later it was still further reduced to two cents for each half ounce.

The following are the names of the postmasters of this city with the dates of their appointments:

John Beaty, July 1, 1811; John Linton, July 17, 1811; Shepley Priestly, October 18, 1818; Shepley Priestly, February 23, 1831; Shepley Priestly, March 17, 1836; Samuel J. Renshaw, July 29, 1840; John K. Shryock, February 23, 1841; George W. Kern, June 4, 1841; Jordan Marbourg, June 13, 1845; George Saylor, April 21, 1849; Ephraim Buck, May 5, 1853; Henry A. Boggs, February 16, 1859; Isaac E. Chandler, April 8, 1861; Evan Roberts, May 27, 1865; George Geddis, June 7, 1870; George T. Swank, June 2, 1874; Herman Baumer, July 26, 1886; James E. Ogle, July 29, 1890; Lucian D. Woodruff, January 14, 1895; Samuel Masters, May 26, 1899; Levi J. Foust, December 7, 1904.

JOHNSTOWN IN 1856.

One of the brilliant young men of Johnstown was Andrew Jackson Hite, a gentleman and a first-class printer and writer. He started a job office in a building where the Citizens' National Bank is now situated, and, as he said, not having much to do, he published a paper-back book of fifty-eight pages under the title of "The Hand Book of Johnstown for 1856, containing a short sketch of its history, together with a general business

summary." The advertisements and the history alternated, page by page. In referring to "The Present" he said:

"Johnstown * * * —familiarily,—it includes the Borough of Johnstown—embracing as well as the town proper, the villages of Kernville, Sharpsburg, and Hornerstown; the Borough of Conemaugh—embracing the borough proper, The Island, and Goose Island; Cambria City, the Iron Works, Rheystown, Prospect, & C., with a united population of over six thousand.

"The business of Johnstown is embraced in fifteen Dry Goods Stores, about thirty grocery and provision stores, four drug medicine and book stores, three clothing, two watch and jewelry, two fancy and millinery, two variety, one hat and cap, one hardware, one fur store, one eating house, four oyster saloons, one wholesale liquor, one brewery, one billiard room, one ten pin, one wall paper, one shoe findings, four paint shops, fourteen shoemakers', one tallow chandler, fifteen plasterers, four tailors, eight or ten carpenter shops, four cabinet, four barber shops, three tanneries, two newspapers, one job office, one daguerrean gallery, one stoneware manufactory, one marble shop, three wagon shops, one carriage manufactory, three sadler shops, twelve butchers, one cigar manufactory, six blacksmiths, eight or ten bricklayers, seven lawyers, two dentists, one banking house and twelve teachers."

The business men, their occupations and places of its transaction were as follows:

Charles Ambrose, barber and hairdresser; Main street, four doors from the Mansion House.

John F. Barnes, lawyer; office on Franklin street, two doors from the corner of Main.

Bell, Smith & Co., banking house. The partners were S. H. Smith and Daniel J. Morrell of Johnstown, J. M. Bell of Hollidaysburg, R. B. Johnston, William Jack and William M. Lloyd of the same place, Charles S. Wood and Richard D. Wood of Philadelphia. (The bank occupied the site of the Citizen's National Bank.)

John Benton, carpenter and builder, Morris street, Kernville.

Casper Burgraff, grocer and confectioner, Clinton street, between Main and Locust.

Daniel Burk, dry goods, clothing and groceries, corner of Clinton and Locust streets.

William Burns, plasterer and stoker, Market street, opposite the Union schoolhouse.

Elijah Butler, butcher, at stall No. 1, Market house, Public Square.

W. H. Canan & Co., The Yellow Warehouse, near the head

of Canal Basin. Wholesale and retail dealers in flour, bacon, fish, dry goods, boots, shoes, salt, lumber and groceries. The partners were William H., Robert H., and S. Dean Canan.

Levi B. Colhick, justice of the peace, Main street, nearly opposite the Cambria House (now the Merchants' Hotel).

Moses Cohn, ready-made clothing, Suppes New building, Clinton street.

John Conrad, lawyer, office on Clinton street, three doors east of McMillan's hotel.

John Dibert, Main street, four doors east of the Mansion House; dry goods, hardware, groceries, glass and nails.

Samuel Douglass, druggist and justice of the peace, corner Main and Franklin, opposite the Public Square.

William Dysart, painter and glazier, Main street, three doors above the Mansion House.

George Engelbach, Exchange Hotel, corner of Clinton and Locust streets.

Jacob Fend, grocer and confectioner, ice cream and ice, Main street, opposite the Cambria House.

John Flanagan, manufacturer of saddles and harness, valises, etc., Clinton street, two doors north of Good & Pershing's store.

Adam Fockler, grocer and confectioner, Main street, two doors from Clinton, north side.

Frankel & Hart, clothing, corner Railroad and Clinton streets.

Jacob Fronheiser, dry goods, groceries, hardware, boots, shoes, and building material, Railroad street, three doors from Clinton street.

Geis & Murphy, dry goods, groceries, hardware, queensware, hats, boots, etc., Fronheisers' building, Railroad street, two doors from Clinton street. The partners were John Geis and John J. Murphy.

G. O. Gibbons, furniture and cabinet ware, Arcade building, fronting the mouth of Canal street.

Good & Pershing, wholesale and retail dealers in dry goods, groceries, hardware, hats, boots, shoes, oil and lumber. Clinton street, opposite the mouth of Railroad street. The partners were Samuel Good and C. L. Pershing.

S. L. Gorgas & Co., dry goods, groceries, hardware, hats, bonnets, boots and shoes, and drugs and oils. The partners were Samuel L. Gorgas and George W. Kern, on corner of Canal and Clinton street.

Gregg & Bolsinger, drugs, books and stationery, Clinton street, three doors from Main.

Thomas S. Gregory, house, sign and ornamental painter, Franklin street, nearly opposite the residence of D. M. Hay.

Hart & Bro., wholesale and retail grocers, Main street,

opposite the Cambria House. The senior member was Cyrus Hart.

Frank W. Hay, wholesale or retail manufacturer tin, copper and sheet iron ware, stoves, etc., Canal street, one door below the collector's office.

Michael Hay, physician and surgeon, Franklin street, three doors from the Lutheran Church.

Haynes & Young, manufacturers light carriages, and coach makers, Water street, Kernville, immediately west of Stony Creek bridge. The partners were John Wesley Haynes and A. S. H. Young.

Heslops' wall paper, painting and glazing, Main street. The partners were James Heslop and Gale Heslop.

George Hinish, proprietor of the Mansion House, south corner of Clinton and Franklin streets. (This is evidently an error, as the Mansion house was on the southeast corner of Main and Franklin.)

Hite & Kookan, carpenters and builders, Market street, west of Main. The firm was John Hite and Jesse Kookan.

Casper Hoerle's, furniture ware rooms and undertaker, Main street, above Bedford.

Holmes & Young, watchmakers and jewelers, Main street. The members of this firm were Joseph G. Holmes and James Young.

A. J. Hite's job printing establishment, after the first of April next will be found in the building two doors below the Mansion House, on Main street.

S. Kimmell, surgeon dentist, Clinton street, one door south of the Exchange Hotel.

John M. King, millinery goods, dress goods, etc. A ladies' store. Main street, one door above the Cambria House (near the Merchants' Hotel).

Charles Koehler, physician and surgeon, Locust street, two doors from the Exchange Hotel.

John Kookan, carpenter, builder and pump maker, Main street, two doors from Presbyterian church. "Chain pumps always on hand and put in wells to order."

Baltzer Kohler, groceries and provisions, Main street, German cigars, and liquors by the quart.

Abram Kopelin, lawyer, Clinton street, one door west of Fronheisers' hall.

Henry Kratzer & Son, drugs and family groceries, corner of Main and Clinton. (The son was John Kratzer.)

W. C. Lewis, Variety Store, Clinton street, near the canal basin.

Valentine Louthier, boot and shoe manufactory, Clinton street, two doors east of Main street.

Elisha M. Luckett, millinery goods, dress goods and dress

making, Main street, west side, between Franklin and Bedford streets.

Louis Luckhardt, watchmaker and jeweler, Main street, below the Cambria House.

Samuel B. McCormick, lawyer and county superintendent of schools.

Marbourg & Co., dry goods, groceries, hardware, etc., east corner of Main and Clinton streets. (They were Alexander Frederick and Jordan Marbourg.)

Andrew Moses, merchant tailor, Main street, next to the postoffice.

William Murray, lawyer. (A son of Judge John Murray.)

John Parke, manufacturer of monuments, etc., Franklin street, between Locust and Canal streets.

Pershing & Linton, lawyers, Clinton street, opposite the Arcade. (They were C. L. Pershing and John P. Linton.)

Lewis Plitt, hardware and cutlery, iron, steel, etc., Clinton street, three doors west of Locust.

James Potts, lawyer, Clinton street, two doors from Main.

Pringle, Rose & Edson, iron and brass foundry, machinists and car builders. (It was the Johnstown foundry, situated on the Island, now occupied by Gautier works. It would be about opposite to Hudson street. The firm were John P. Pringle, Wesley J. Rose and Walter L. Edson.)

Riley & Kennedy, boots, shoes and gaiters, Locust street, between Clinton and Franklin, south side. (The members of the firm were Cyrus Riley and Alexander Kennedy.)

John S. Rose, family groceries and produce, Franklin street, near the Stony creek bridge.

Rutledge & Co., wholesale and retail groceries, Canal street. (They were Irvin Rutledge and William F. Boyers.)

James Shamon, justice of the peace, office on "the Island," six doors east of the waste weir bridge, Conemaugh borough.

George Shaffer, carpenter and builder, Napoleon street, Kernville.

Cambria House, proprietors, Samuel Shaffer and A. J. Snyder, Main street, north side. A line of hacks runs to Cumberland, via Stoyestown, Somerset, Berlin, Wellersburg, etc., starting from this house at 5 A. M. and arriving at 7 P. M. every day.

George Spangler, butcher; every market morning, Wednesday and Saturday, at stall No. 6.

J. Swank & Co., stoneware, Market street. (They were Josiah and Jacob Swank.)

J. W. Thompson, hats, furs and straw goods, Clinton street, between Main and Locust streets.

Jacob Treftz, butcher, at stall No. 4, every market morning.

Walters & Wehm, wholesale and retail dealers in dry goods,

groceries, hardware, boots, shoes, drugs, lumber and shingles. (They were Henry Walters and John W. Wehn.)

Henry Yeagley, physician and surgeon, corner of Main and Bedford streets.

Emanuel Young, butcher, at stall No. 3 every market morning.

Charles Zimmerman, grocer and confectioner, Main street, four doors below the Cambria House; also agent for C. B. Richard's Foreign Express, drafts, money, etc.

Mr. Hite mentions the fact that there were two newspapers in this town but as only one saw fit to patronize him the following notice is given:

SUPPORT YOUR OWN.

Cambria Tribune, an American Newspaper, is published every Wednesday, on the second floor of the "Tribune Building," Main street, opposite the postoffice. Terms of subscription, \$1.50 per annum, in advance; \$1.75, if paid within six months; \$2.00, if not.

As the Tribune has a much larger circulation in Johnstown and immediate vicinity, than any other paper, it is therefore the best advertising medium for Johnstown business men and others.

Terms of advertising: 1 square of 15 lines, 3 insertions, \$1.00; ditto, 3 months, \$2.50; 2 squares, 1 month, \$2; ditto, three months, \$1.00. Longer advertisements in proportion.

JAMES M. SWANK, Editor & Publisher.

POSTOFFICE—EPHRAIM BUCK, POSTMASTER.

Eastern mail, daily—

Arrives.		Closes.
11	A. M.	10 A. M.
12:24	P. M.	8 P. M.

Western mail, daily—

11	A. M.	10 A. M.
12:24	P. M.	8 P. M.

Stoyestown, daily—

Arrives.		Departs.
7:30	P. M.	5 A. M.

Somerset, tri-weekly, Tuesday,
Thursday and Saturday—

7:30	P. M.	5 A. M.
------	-------	---------

Berlin, weekly—

6	P. M.	5 A. M.
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PENNSYLVANIA RAILROAD.

The car time was thus: Express trains, going east, 12:24 A. M.; going west, 10:30 A. M. Mail trains, Sunday excepted,

east, 11 A. M.; west 8:40 P. M. Fast trains, Sunday excepted, east, 5:54 P. M.; west, 11 P. M.

The fares were: Conemaugh, 10 cents; Viaduct, 20; Summerhill, 30; Wilmore, 40; Portage, 45; Altoona, \$1.; Philadelphia, \$6.95; Conemaugh Furnace, 20 cents; Nineveh, 25; Florence, 35. Every fare was the multiple of five, that being the mode of fixing rates.

George W. Munson was the agent at Johnstown.

SNYDER & PICKING LINE OF HACKS.

Distance by Plank Road.	Miles.	Fare.
Johnstown to—		
Davidsville	8	\$.50
Stoyestown	19	1.25
Somerset	29	2.
Berlin	36	2.50
Sandpatch	44	3.
Wellersburg	—	4.
Cumberland	64	4.50

Line of hacks connect with this one at Stoyestown, and runs through Jennerville, Ligonier, and Laughlinstown, connecting with the Penna. R. R. at Latrobe.

On the back of the cover of the pamphlet the following errata appears:

“Rhey’s Furnace, mentioned in the foregoing pages, makes about 250 tons of metal per month instead of 150. In speaking of the Union School, Mr. George Shaffer should have been mentioned as the architect. Col. Emanuel Shaffer is the contractor for the new engine house. The Cambria Iron Works can turn out nearly 100 tons of railroad iron per day.”

CHAPTER XIII.

LAND TITLES.

The subject of titles to land on the western hemisphere since its discovery has been an interesting one, especially at first between Spain and England, and latterly between the Indians who were in possession and the sovereign of England. The royal charter of Charles II to William Penn, dated March 4, 1681, for the land in Pennsylvania, is a classic. The diction is attractive, and for expression of thought, gratitude, honor, power and good will it is graceful and refined. The King, in expressing his good will, continued: "and having regard to the memory and merits of his late father in divers services, and particularly to his conduct, courage and discretion under our dearest brother James, Duke of York, in that signal battle and victory fought and obtained against the Dutch fleet, commanded by the Herr Van Opdam, in the year 1665." The interest so continues. Elsewhere is noted the negotiations and treaties between Penn and the Indians.

Canoe Place, or Cherry Tree, is one of the earliest landmarks in the county, being included in the negotiations between Penn and Dongan, for the Susquehanna river lands, between 1682 and 1696, elsewhere noted. On November 5, 1768, by the treaty known as Fort Stanwix, in the State of New York, it was fixed as the boundary line of the Indian purchase of that date. On that occasion William Johnston, Richard Peters and James Tilghman, Commissioners for Pennsylvania, with representatives from New Jersey, met the chiefs of the Six Nations—the Mohawks, Onondagas, Senecas, Oneidas, Cayugas and Tuscaroras—with six thousand warriors looking on. At that time it was known as "Canoe Place" from the fact that it was the highest point to which in ordinary times an Indian could paddle his canoe up the river. It was at the junction of the Cush-Cushion creek and the west branch of the Susquehanna river. It was also on the trail to Kittanning, or to the upper Allegheny river. The name of Cherry Tree was derived from a wild cherry tree which stood on the bank at the junction of the two streams, but which was washed away in 1838. It is

By Gilpin and Fisher's Land
East 52.5 Perches

Post by Iron

Gilpin's

By Gilpin
S. 11. E 76
Sugar Tree

William Holiday's
Claim

The Hon.ble the Proprietaries 1123: 113
and Allowance of Six Perches

Thomas Smith's Land
South 11° West 301 Perches

Sugar Tree

Post by Maple

West 48.3 Perches
By William Holiday's Land

Chest Manor.

also the boundary corner of three counties, namely—Cambria, Clearfield and Indiana. The borough of Cherry Tree is in the latter county. On account of its historical importance the state of Pennsylvania erected a granite monument on the original corner marked by the wild cherry tree, which was properly dedicated by the state and county officials on November 16, 1894. The shaft stands twenty-seven feet above the foundation, and thirty-five feet above the water level. It has three facings upon which is cut on the side next to the respective counties, the names “Cambria,” “Clearfield” and “Indiana.” The inscription is thus:

Erected to mark Canoe Place the corner of the Proprietaries from the Indians, By the Treaty of Fort Stanwix, N. Y., Nov. 5. 1768.
--

There were fifteen hundred people present at the unveiling of the monument. E. B. Camp was chosen president of the meeting, and E. E. Brilhart, secretary. Ex-Governor James A. Beaver made the dedicatory address, with Judge Harry White and Frank A. Shoemaker, of Ebensburg, speaking on local affairs.

The oldest paper title in Cambria county is dated October 13, 1760. when the Proprietors of the province issued a warrant for the survey of Chest Manor, containing almost twelve hundred acres, now in Allegheny township. The manor is about two miles north of Loretto, and the Bradley schoolhouse, which is also the polling place for that township, is located near the center of the manor. It was reserved by the Penns for a baronial estate such as are common in England, and is the only manor within the county. It was the custom of the Penns to reserve such estates in different parts of the province. There are several in Bedford, Somerset, Westmoreland and Indiana counties. However, Chest Manor did not develop, and it was sold to settlers, becoming vested in Thomas Duncan, of Cumberland county. Thomas Smith, a deputy surveyor, surveyed it June 16, 1773, and made a return thereof showing that there were several other owners to the land adjoining the Chest Manor at that time. On the north were the Gilpin and Fisher lands; on the south it was joined by William Holliday; on the east by Thomas Smith; and on the west by William Holliday.

The oldest title for land which was actually occupied and cultivated is the Horner title, in the Seventh ward of the city of Johnstown, extending into Dale borough and Walnut Grove, in Stonycreek township. It is officially known as the "Adams Improvement, or the Mill Seat," or otherwise as the Peter Snyder survey, which became vested in John Horner in 1797. Samuel and Solomon Adams and their sister Rachel occupied it about 1770. Samuel Adams was on his way from this land to the block house at Bedford when he was killed in the Indian duel at Sandy Run in 1771.

John Horner and his family came from Washington township, in Franklin county, about 1796. He died in March, 1814, at his residence on Solomon's Run. He was then blind, very old and feeble. Information of the family while they resided in Franklin county is meager; however, in his book of accounts as a merchant beginning in April, 1779, he has an account against John Horner, senior, in the following form.

"April 3, 1779. John Horner, Senior, settled accounts. Balance due me, 1 pound, 11 shillings and 10 pence. * * *

"July, 1780. 266 Dollars 5 shillings. 100 00 pounds; Off (to) Congress."

On the credit side of the account he has entered a payment on this account as follows:

"In the fall, 1780. Received of him 575 dollars, Congress. There remains of that 3 pounds 12 shillings 6 pence. Reduct into specie, 1 pound, 6 shillings and 8 pence."

At that period the Continental Congress met at the following places: Lancaster, Pennsylvania, September 27, 1777; York, Pennsylvania, from September 30, 1777, to June 27, 1778; Philadelphia, from July 2, 1778, to June 21, 1783. John Horner was not a delegate to the Continental Congress at any time, but was probably attached in some official position. The John Horner, senior, was probably the father of the accountant.

Peter Snyder sold his warrant to Henry Hill on July 28, 1774, and on May 28, 1776, thirty-six days before the Declaration of Independence was proclaimed, the commonwealth issued a patent for it to Mr. Hill, who sold it to George Clymer. The title passed through several parties and became vested in Martin Reilly, who sold it to John Horner, June 3, 1797. The first paper title for the Adams Mill Seat is as follows:

PENNSYLVANIA, SS.

BY THE PROPRIETARIES.

[SEAL] WHEREAS, Peter Snyder of the County of Philad^a hath requested that we would allow him to take up three hundred Acres of Land on Stoney Creek and to include a large run which falls in stoney creek and Solomon Adams's

Improvement in Brothers Valley Township Bedford County (Provided the same Land does not lie in, or interfere with, our Manor of Bedford or any other of our Manors or appropriated Tracts,) for which he agrees to pay to our Use, within the Term of Six Months from the Date hereof, at the rate of Five Pounds Sterling, or value thereof in Current Money of this Province, for every Hundred Acres: and also to pay the yearly Quit-rent of *One Penny* Sterling for every Acre thereof, to us, our Heirs and Assigns for ever, with Interest and Quit Rent, to commence from six months after date hereof.

These are therefore to authorize and require you to survey, or cause to be surveyed, unto the said Peter Snyder at the place aforesaid, according to the Method of Townships appointed, the said quantity of three hundred Acres, if not already surveyed or appropriated, and make return thereof into the Secretary's Office, in order for confirmation; for which this shall be your sufficient Warrant: Which Warrant and Survey, in case the said Peter Snyder fulfil the above agreement within Six Months from the Date hereof, shall be valid, otherwise void.

WITNESS *JOHN PENN*, Esquire, one of the said Proprietaries, who, as well in his own Right as by virtue of certain powers from *THOMAS PENN*, Esq., the other Proprietary, hath hereunto set his Hand, and caused the Seal of the Land Office to be affixed, at *Philadelphia*, this twenty-fifth Day of July One Thousand Seven Hundred and Seventy-four.

To *JOHN LUKENS*, Surveyor-General.

JOHN PENN.

A return of the survey was made to the land office on May 14, 1776.

John Horner built a dwelling and a storeroom near the Von Lunen road and Solomon's Run, and opened a store. About 1800 he erected a saw mill and grist mill on the run, and also had some kind of a weaving mill connected with the enterprise. One of the rooms in the mill was used for pay schools during the winter season. Jacob C. Horner, the son of Jonas Horner. attended the school about 1822. In addition to the Snyder tract he acquired other land contiguous, so that at his death he owned 478 acres, besides some lots, then in the village of Conemaugh, which he had purchased from Joseph Johns.

We give below extracts from the ledger of John Horner while he was operating the saw and grist mill on Solomon's Run, from 1799 to 1809. It is valuable for the names of the persons who were then living here, and the prices then prevailing compared with the money value at this date. The charges are made in pounds, shillings and pence. At that time the Pennsylvania values were: A pound, \$2.66 $\frac{2}{3}$; a shilling was thirteen and a third cents, and a pence was five and fifty-five hundredths mills. These are the standards upon which the comparative prices have been based. It will be observed that in 1806 he sold a half quarter of beef weighing forty-three pounds at three cents per pound which would be \$1.23, but in charging it he calculated it at ten shillings and nine pence, which is not twelve cents per shilling. This means that the values of Pennsylvania currency at Johnstown were less than in Philadelphia.

The entries were:

	£	S	D	Comparative value, 1907. \$ cents.
"John Shaffer, Dr.				
1796. To one peck coarse salt.....	6			80
To one quarter of powder.....	4	9		58
To half-pound tobacco.....	1	2		14
Peter Fox, Dr.				
1799. To one bushel of corn.....	5			66 $\frac{2}{3}$
To 2 bushels buckwheat.....	9	6		1 24
To one bushel of oats.....	3			40
1800. To 2 bushels of rye.....	8			1 07
To 2 bushels of corn.....	8			1 07
Cr.				
By weaving 38 yards linen.....	1	5	9	3 38
By weaving 31 yards of tow-cloth.....	18	1		2 41
By 2 days reaping in harvest.....	6			80
By spinning 10½ of hemp, at 15d.....	13	1		1 74
By 10 pounds hemp tow, 28 pounds corntow....	1			2 66 $\frac{2}{3}$
By 1 day breaking flax.....	3			40
By 1 day cradling buckwheat.....	2	3		28
By 3 days work; he and Peter.....	12			1 60
By work done on Race.....	5	9		72
Joseph Johns, Dr.				
(Mr. Horner has the name spelled "Johns" in ledger.)				
1800. To 54 lath, 16½ feet long, 900 feet.....	13	6		1 76
1801. To sawing 193 feet of pine boards.....	4	10		59
Jacob Snowberger, Dr.				
1800. To one bear skin.....	5			67
Widow Beatty, Dr.				
1800. To 94 pounds of pork.....	1	5		3 33
Jacob Good, Dr.				
1800. To 39 pounds of venison.....	3			40
To going to Greensburg to the doctor.....	15			2 00
Jacob Reed, Cr.				
1801. By making a pair of shoes.....	13	2		1 75
Abraham Longanecker, Dr.				
1801. To sawing pine boards, inch thick, 512 feet....	13			1 74
To sawing poplar boards, inch thick, 613 feet..	16			2 13
Daniel Goughenour, Dr.				

				Comparative value, 1907. \$ cents.
	£	S	D	
1801. To 5½ pounds of iron, at 8 cts..... George Wimer, Cr.	3	8		44
1801. By ½ bushel of potatoes.....		1		13
By 15 gallons liquor.....	3			8 00
By 2 girls, 1 day swingling flax.....		3		40
By making 350 shingles..... Michael Fink, Dr.	8	9		1 12
1801. To 226 pounds of flour.....	2	2	5	5 62
To 3 days reaping..... Jacob Boyer, Dr.		9	6	1 23
1802. To 3 dozen of eggs..... Abraham Hildebrand, Dr.	2			27
1802. To 40 pounds of flour.....		6		80
To 1 gallon of liquor..... Peter Erlinkiser, Dr.		5		67
1802. To 1,012 feet scantling, 3x8.....		15		2 00
To 500 feet poplar, inch boards.....	1	17	6	4 97
To 100 feet oak, inch boards..... Cr.		5		67
By half pound allspice.....		2		27
By one gill of brandy.....			11	06
By one pound coffee..... Ludwick Wissinger, Dr.		2	6	30
1802. To one pound tobacco.....		2	6	30
To 2 yards of tobacco.....			6	04
To 2 bushels of rye.....		9		1 22
To 1 pound tobacco, by John..... Jacob Brumbach, Cr.		2	8	31
1802. By 1 day cleaning Race..... Daniel Wertz, Dr.		3		40
1803. To 2 bushels of wheat.....		10		1 33
1807. To 2 bushels of wheat..... John Shayver, Dr.		12		1 60
1803. To making 5,300 shingles..... John Studebaker, Dr.	6	13	9	17 51
1805. To hauling half day, 4 horses..... Adam Ream, Dr.		10		1 33
1805. To threshing 17½ bushels of rye..... Henry Smith, Dr.		9	10	1 26
1806. To ½ quarter of beef, 43 pounds, at 3 cts..... Jacob Anderson, Dr.		10	9	1 23
1807. To coat and trimmings.....	1	7	2	3 61
To making, tailor's bill..... Adam Horner, Dr.		8	3	1 08
1807. To 3 pounds of butter, at 9 cts..... Cr.		2	3	27
By 2 days mowing.....		6		80
By 2 days reaping..... Elias Horner, Dr.		6		80
1808. To 1 horse.....	15			40 00
Samuel Horner, Dr.				
1808. To 1 mare colt.....	9	7	6	25 00
Jonas Horner, Dr.				
1808. To 1 mare.....	15			40 00
Henry Kurtz, Dr.				
1809. To 1 pair shoes.....	12			1 60

The following note, which was well prepared, was written on a leaf of the ledger. It was dated 1808, and it will be noticed that the amount due was calculated in dollars and cents, the method we are now using, instead of the old style of pounds,

shillings and pence. This is very good evidence the change was made in and around Johnstown about that time.

“On demand I promise to pay or cause to be paid to John Horner, Sen. or his order, or assigns the just and full sum of Ninety Seven dollars and fifty four cents, good and lawful money of Pennsylvania, with lawful interest from date. Hereof for value received as witness my hand and seal this 2 day of July, 1808.

“JOHN HORNER, JR. Seal.

“Witness present:

“CHRISTIAN HORNER.”

THE JOHN HORNER FAMILY.

John Horner, the ancestor, died in March, 1814. at his residence in what is now known as the Seventh ward of the city of Johnstown. At the time of his death there were nine children living and two grandchildren as follows: Second generation: Adam, John, Elizabeth Horner-Reed, Susannah Horner-Hess, Jacob (b. 1774), Christian (b. Dec. 1, 1778, d. Oct. 6. 1865), Frederick, Samuel, Eli, and Jonas Horner. John died before his father and left to survive two minor children, John and George.

John Horner died intestate, and in 1825 the land was divided in partition proceedings and the estate settled. This land was divided into four parcels and described thus: “No. 1. Part of a tract called the Mill Seat containing 140 acres 85 perches, adjoining lands of Peter Morgan, Joseph Harshberger, et al, and now in the possession of Jonas Horner. Value \$8 95 per acre.” Jonas Horner took this part at the valuation and paid the other heirs their share of the estate. All of this parcel lies south of what is now known as Messenger street, and south-east of Von Lunen road. No. 2, contained 108 acres 116 perches and adjoined lands of John Anderson and others, then in the possession of Jacob Horner. It is likely all of it lies north of Messenger street and extends to the Charles Campbell survey. It was valued at \$6.62 per acre. Jacob Horner accepted this purpart at the valuation and likewise paid the other heirs. No. 3 contained about 150 acres and lay on both sides of Solomon’s Run, adjoining the lands of Lewis Wissinger and others, then in the occupancy of Adam Horner, who took it at the appraised value of fifty cents per acre. It is in Stonycreek township. No. 4 was a parcel held by improvements, containing eighty acres, situated on the Stonycreek river, adjoining lands of

Samuel Kuhns and others, then in the occupancy of Joseph Aish. It was valued at \$15, and taken by Frederick Horner. It lies on the west side of the river, above the Moxham bridge.

Thus it will be observed the three sons, Adam, Jacob and Jonas Horner, became the owners of all the land on the east side of the Stonycreek river, which is now included in the Seventh ward, Dale and Walnut Grove. On April 1, 1835, Adam sold 33 acres 43 perches of his parcel to Jacob C. Horner for \$225. This Jacob C. was a son of Jonas Horner. In 1836 and 1837 Adam sold the remainder to Peter Jacoby for \$10 an acre, this land being in Stonycreek township. Again, it will be observed the present owners of lots in the Seventh ward procure their titles through the line of descent of either Jacob or Jonas Horner, and those in Dale through Jonas Horner.

The Horner family rarely made wills. Occasionally the land has been divided by partition proceedings in court, but frequently the family did it by an amicable partition, giving deeds to each other, and in many instances did not record them, which omission makes a break in the paper chain of title. Inasmuch as the members of the Horner family are very numerous, and there being difficulty in tracing the title to the lots within the city, we give the descendants of the two brothers, Jacob and Jonas Horner:

THE JACOB HORNER LINE OF DESCENT.

Jacob Horner, b. 1774: died July 28, 1842, and Susan, his wife, b. 1778: died April 1 in that year; their children were: 1. Martha Horner-Tibbott. 2. Susan. 3. Catherine Horner-Smelker. 4. Elizabeth Horner-Tibbott. 5. Nancy Horner-Bheam. 6. Jonas W. 7. Elias B. 8. Emanuel. 9. Peter. 10. Jacob C. 11. John J. 12. Samuel or Simon Horner.

1. Martha Horner, b. Feb. 11, 1821, now residing in Cone-maugh; married Samuel Tibbott, April 27, 1842; they had five children, namely: 1. Wesley Bosworth, b. Aug. 11, '44; d. Aug. 24, '49. 2. Priscilla J., b. July 24, '45; m. George W. Oatman, July 25, '60; second m. T. W. Shoemaker, Nov. 26, '85. 3. Alonzo Elliott, b. Oct. 24, '47; d. Aug. 22, '49. 4. Charles Edgar, b. March 23, '51; m. Nancy McKee, Nov. 23, '70. 5. Catherine Ann, b. June 10, '53; m. Henry Page, Dec. 25, '77. 6. Mary Isabella, b. Sept. 26, '61; m. L. A. Clark, Sept. 18, '79.

2. Susan Horner-Goughmour had four children, namely:

1. Daniel W. 2. Walter S. Magill. 3. Mary Kennedy. 4. Jane Holland.

3. Catherine Horner, b. Dec. 10, 1818; m. John C. Smelker, and had three children, namely: 1. Theodore, b. 1839. 2. Irvin, b. 1841. 3. J. P. Smelker, b. 1844.

4. Elizabeth Horner, b. Jan. 10, 1816; dead; married Richard Tibbott, and had three children, namely: 1. Henrietta, b. Nov. 3, '44; dead. 2. Amelia, b. May '51; dead. 3. William Tibbott, living in Iowa.

5. Nancy Horner, b. May 25, 1799; d. May 31, 1885; married George Bheam, and had thirteen children, namely: 1. Jacob, b. about 1818. 2. Elizabeth, b. Aug. 13, '20; m. Frederick Dishong; both living on Blaine street, this city. 3. Mary, b. '22; m. John Rodgers; both dead. 4. Samuel, b. July, '26; m. Sarah Fry; he died Sept. 15, '93; she died April 25, '93. 5. George, b. July 10, '28; m. Nancy C. Horner, a daughter of Emanuel Horner; dead. 6. Susan, b. April 12, '30; m. Philip Bird; went west. 7. Catherine, b. Feb. 10, '32; m. John Riblett; second husband, William Harding; all dead. 8. Martha, b. March, '34; m. Alfred Greek. 9. Nancy, b. Jan. '36; m. James Stewart; second husband, Weatherholt. 10. Daniel, b. Dec., '38; single, dead. 11. Paulina, b. Feb., '40; m. John Sheehan; went west. 12. Eliza, b. Feb., '42; single, dead. 13. Infant, dead.

6. Jonas W. Horner married and had six children, namely: 1. Elizabeth, or Bessie, m. Harvey Welsh. 2. Ella, m. Albert Myers. 3. Florence, m. Elias Benton Horner, Jr. 4. George Washington. 5. William J. 6. Lynn Horner.

7. Elias B. Horner, b. May 20, 1812; married, April 30, '35, Sarah Horner; b. Sept. 8, '19, a daughter of Frederick Horner, and had seven children, namely: 1. Louisa, m. 2. Julia Ann, m. Jacob Jacoby. 3. William F. 4. Sarah Elizabeth, m. Charles Edward Henderson. 5. Elias B., Jr. 6. Aaron A. 7. Cyrus L. P. Horner.

8. Emanuel Horner, married Eleanor Cole, and had seven children: 1. Susan, m. Valentine Louther. 2. George Washington. 3. Marquis de Lafayette. 4. Jane, m. George Brubaker. 5. Sarah, m. George Geddes. 6. Nancy C., m. George Bheam, Jr.; m. second Richard Tibbott. 7. Samuel Horner, died in the Civil war.

9. Peter Horner, bachelor, dead.

10. Jacob Christian Horner, b. Nov. 10, 1803; d. Dec. 25, 1875; married Catherine Horner, a daughter of Christian

Horner, b. Oct. 30, 1810; d. Sept. 23, 1894; they had seven children, namely: 1. Nancy Horner-Crosby. 2. Mary Horner-Graffe. 3. Edward Horner. 4. Allison. 5. Watson. 6. Jacob C., Jr. 7. Jonathan Horner. 8. Simon Horner. This Jacob C., the father, was the founder of Sandyvale Cemetery.

11. John Jacob Horner married Elizabeth Horner, a daughter of Adam Horner, Sr., and had six children, namely: 1. Daniel. 2. Nancy, m. Christian Good. 3. Jacob. 4. Lucinda, m. Daniel Cobaugh. 5. Sylvester. 6. Jefferson, m. Jane Strasbaugh; second wife, Christina Singer; no children.

12. Samuel or Simon Horner; no record.

1. Nancy, a daughter of J. C. Horner, founder of Sandyvale; b. 1838; d. 1897; m. James Crosby, and had nine children, namely: 1. George. 2. Catherine. 3. James Watson. 4. Charles Melvin. 5. Ida. 6. Jennie. 7. Edith. 8. Matilda. 9. Gertrude Crosby.

2. Mary, a daughter of same, married Oscar Graffe, and had four children, namely: 1. Jacob, Feb. 3, '65; m. Clara Stickler. 2. Edward Albert, b. March 26, '67; m. Lilly Corbin. 3. John Arthur, b. Nov. 5, '71; m. Caroline Corbin. 4. William T., b. Dec. 12, '74; m. Nellie Gruber.

3. Edward Horner, a son of same; married Mrs. Matilda Karnes, and had two sons, namely: 1. Charles Allison. 2. Edward Horner.

4. Allison Horner, a son of same; married Annie Clark, and had seven children, namely: 1. James Franklin, b. Aug. 28, '70; m. Margaret Houseberg. 2. Charles Watson, b. Feb. 20, '72; m. Ling. 3. Jacob O., b. Sept. 18, '73; dead. 4. Emma May, b. May 12, '75; m. Clarence Love. 5. Clara B., b. July 7, '77; m. Edward Worley. 6. Minnie E., b. March 7, '80; dead. 7. Allison Grant Horner, b. Feb. 26, '84; second wife was Rebecca Clark; no children.

5. Watson Horner, a son of same, b. Jan. 19, '44; married Emma Burkholder, and have six children, namely: 1. Jacob L., b. July 12, '73; d. Oct. 10, 1906; m. Effie Williams. 2. William A., b. Nov. 26, '75; m. Katie Landis. 3. Watson C., m. Dora Simons. 4. Chester K. 5. Frazer E. 6. Robert B. Horner, b. June 12, 1896.

6. Jacob Christian Horner, a son of same; b. July 26, 1835; d. Oct. 4, 1906; m. Mary A. Shaffer, Dec. 1, 1857, and had nine children, namely: 1. Eva Belle, b. July 13, '59; m. George Waters. 2. Dora Catherine, b. Sept. 22, '61; m. Alonzo Singer.

3. Edward Watson, b. Aug. 6, '63; m. Elizabeth Knepper. 4. Curtis Eldon, b. Feb. 11, '66; m. Anna Richardson. 5. Jacob Martin, b. April 26, '66; m. Nettie Scott. 6. Bertha Ethel, b. Feb. 1, '71; m. James Flowers. 7. Elda, b. Feb. 6, '74; dead. 8. Otho Ira, b. March 8, '75; m. Elizabeth Ritz. 9. Emory Cleveland, b. Feb. 22, '79; m. Emma Harvey.

7. Jonathan Horner, a son of same, b. Dec. 3, 1828; d. Nov. 4, '95; married Lucinda Cover, Sept. 3, '51, and had eleven children, namely: 1. Mary C.; m. Christian Glitch, April 21, '73. 2. Francis, b. May 14, '53. 3. Nancy J., m. Henry Roberts, July 23, '84. 4. Martin J., b. Feb. 10, '56; d. Dec. 2, '60. 5. Susan S., b. Oct. 3, '58; d. Jan. 9, '81. 6. Sarah E., b. Jan. 11, '61; m. Zachariah Wingard. 7. Merrick C., b. March 2, '63; m. Olive Kuntz. 8. Cyrus P., b. Sept. 21, '65; m. Clara Dunlap. 9. Harry H., b. Aug. 1, '67; m. Ida Miller. 10. Jessie E., b. July 24, '70; m. Albert Miller. 11. Aaron F. Horner, b. May 30, '74; m. Grace Hicks.

8. Simon Horner, a son of same, b. Oct. 22, 1832; d. Sept. 7, '62; died in the Civil war; m. Mary Horner, a daughter of Jacob C. Horner, who was a son of Jonas Horner; no children.

THE JONAS HORNER LINE OF DESCENT.

Jonas Horner, b. Dec. 4, 1780; d. Feb. 12, 1855; married Martha Fox; b. Dec. 4, 1783; d. May 15, 1863; and their children were: 1. John. 2. Susannah Horner-Farner. 3. Christina Horner-Kuntz. 4. Jonas B. 5. Martha Horner-Metz. 6. Catherine Horner-Horner. 7. Samuel J. 8. Jacob C. 9. Elizabeth Horner-Ferner.

1. John Horner, son of Jonas, married Nancy Horner, daughter of Christian Horner, and had three children, namely: 1. Eliza Horner-McCartney. 2. Martha Jane Horner-Roberts. 3. Christina Horner-Hildebrand.

2. Susannah Horner married David Ferner, and had seven children, namely: 1. Jeremiah. 2. Lucinda. 3. Martha Jane. 4. Austin. 5. David. 6. William. 7. Susan. David Ferner also married his sister-in-law, Elizabeth, but they had no children.

3. Christina married Adam Kuntz, and had five children, namely: 1. Channey. 2. Frank. 3. Martin. 4. Luther. 5. Mary Jane.

4. Jonas B. Horner married Christina Singer, and had seven children, namely: 1. Lavina Horner-Hildebrand. 2.

William. 3. David Jonas. 4. Benjamin F. 5. Dennis. 6. Almira Horner-Mellinger. 7. Mary Martha Horner-Kuntz.

5. Martha married Airwine Metz, and had ten children, namely: 1. Christina, m. James James. 2. Caroline. 3. Jane, m. George Campbell. 4. Lucretia, m. Samuel Masters. 5. Ceylon H., m. Alice Huston. 6. Martha, m. G. D. Penrod. 7. Ruhama, m. Theodore Judy. 8. Elizabeth, m. Charles Scott. 9. Ellsworth J., m. 10. Fremont J. Metz, dead.

6. Catherine married Christian Horner, a son of Christian Horner, a justice of the peace, and had six children, namely: 1. Magdalene, m. David Ford. 2. Archibald, m. first, Polly Helsel; second, Mrs. Elizabeth Henderson-Mull. 3. Harvey single. 4. Daniel, m. Lovina Speigler. 5. Elizabeth, m. Solomon Baldwin. 6. Lovina, m. Samuel Judy.

7. Samuel Jonas Horner married Hannah Varner, and had six children: 1. Nathaniel. 2. Aaron Jonas. 3. Henry Samuel. 4. Annie, m. Clinger. 5. William Lemon. 6. Erastus Horner.

8. Jacob Christian Horner married Caroline Cover, and had eight children, namely: 1. Amos. 2. Samuel. 3. Sylvester. 4. William. 5. Mary Horner-Patton-Barnacle. 6. Harriet Horner-Peden. 7. Sarah Horner-Irvin. 8. Annie, single, dead. His second wife was Mary Ann Garland, and had five children, namely: 1. Emmett. 2. Jonas Little. 3. Ida Dell, dead. 4. Lucy Jane Horner-Cobaugh. 5. Harry H. Horner.

9. Elizabeth, as stated, also married David Ferner.

PIONEER LAND TITLES.

The Joseph Johns and Peter Levergood titles include all the land in the First, Second, Third and Fourth wards of the city of Johnstown, and the greater part of the Ninth and Tenth wards, and a small portion of the Thirteenth, and by the Henry Wise survey include the Twelfth and Thirteenth wards. After the Fort Stanwix treaty the commonwealth opened the land in that purchase to settlers, and fixed the third day of April, 1769, as the date when applications could be filed. On that day Charles Campbell, grandfather of the late Joseph H. Campbell, took out a warrant for the land lying between the two rivers, and part of the Thirteenth ward, containing 249 acres, with six per cent additional for roads. On February 1, 1780, he sold it to James Wilkins, who on October 31, 1781, conveyed it to John Johnston. On September 24, 1782, Johnston sold the warrant



Wm. Cover, Sr.



John Dibert, Sr.



George Gates.

to James McLanahan, incorrectly written "McClenahan," for fifty pounds, colonial currency. The commonwealth granted a patent to McLanahan on April 26, 1783, on the Campbell warrant. On September 30, 1793, he sold it to Joseph Johns. On November 4, 1800, Johns laid out the town of Conemaugh, which included all the lots west of Franklin street, as has been noted elsewhere. Mr. Johns sold several lots before, disposing of his holding in bulk. The lot on the southeast corner of Main and Walnut streets, lately partly occupied by Mrs. Ann Morley, and the lot on the southwest corner, each of them having a frontage of 66 feet on Main and extending back 264 feet to Sycamore alley, now known as Lincoln street, were sold to James Brown for \$20 each, in January, 1803. The Griffith and Barry lot adjoining that of Mrs. Morley was sold for \$10, because it was not on a corner. The lot on the corner of Main and Park place, 66 by 264 feet, now occupied by Mrs. Webster B. Lowman, John Fulton, W. B. Tice, the Grand Army hall, and W. C. Lewis, was sold for \$10. The four lots—45, 46, 47 and 48—between Franklin and Park place on the south side of Main street, extending back to Lincoln street, were sold for less than \$150. The square is now known as the Bank Corner.

On May 2, 1807, Johns sold the remaining plotted lots and other land in the Campbell and Henry Wise surveys to John Anderson and William Harley of Bedford, and on March 30, 1808, they conveyed the same to John Holliday, of Hollidaysburg. On June 21, 1811, Holliday sold the entire interest to Peter Levergood, and August 26, 1813, Peter Levergood and Susanna, his wife, conveyed it to Thomas Burrell, George Brenheiser, Sr., and George Brenheiser, Jr., for \$12,583.33, and gave a mortgage for the larger portion of the consideration. On November 2, 1816, Burrell and the Brenheisers sold about three acres of that part of the Third ward lying between Clinton and Franklin streets, from Cover's alley to Washington street, with the exception of a few lots otherwise disposed of, to Adam Cover, the father of the late William Cover. The mortgage was foreclosed, as the purchasers had failed, and Peter Levergood bought it back at sheriff's sale, his deed being given by John Murray, sheriff, bearing date of March 3, 1818. About 1828, Levergood and Cover laid out their holdings east of Franklin street to Clinton, and subsequently plotted the lots in the Ninth and Tenth wards.

The corner at Main and Bedford streets, now known as

Swank's corner, was at this time Mr. Levergood's garden patch, but in 1836 he erected thereon a residence and store room for his son-in-law, Jacob Myers, the husband of Lucinda Levergood. The land above the garden patch as far as Adam street, between Bedford and what was then known as the Frankstown road and now Main street, was purchased by Robert Hamilton, the father of David Hamilton, who plotted it, and, July 18, 1829, sold the Cover lot, which has been the residence of William Cover and his family since. The land lying between Bedford and Banner streets, out to the Horner line, was acquired by Thomas Sharp, in consideration of a cow. Mr. Sharp plotted it and sold the lots. As late as 1870 it was known as "Sharpsburg."

With the exceptions noted, all the titles for lots in the Campbell survey have come through Peter Levergood to the time of his death, July 26, 1860; then by his executor, Jacob Levergood, his son, and since his death by M. L. Levergood, the son and executor of the latter's estate.

The land in the Fifteenth and Sixteenth wards is a part of the James Dougherty warrant, dated April 7, 1769, who held it for eighty years and sold it to Williamina E. Smith, of Philadelphia, who procured a patent for it August 9, 1849. On September 13, 1849, she sold it to Jacob Brallier, who on February 25, 1854, conveyed the part which is included in these wards to David and James P. McCaughy. They laid it out into town lots about the time the Cambria Iron Company constructed the works. James P. McCaughy acquired the interest of his brother, and all the titles have come through them.

The Woodvale Titles: On July 30, 1776, Benedict Dorsey procured a warrant for all the land now in the Eleventh ward of the city of Johnstown, extending across the river into Cone-maugh township and the lower part of Franklin borough, and which contained 301½ acres. It joins the Henry Wise survey on Prospect, and the Campbell and Flack tracts on the west and south. The Flack survey includes Green Hill and lies between the Campbell and the Peter Snyder surveys. Henry Canfield bought forty-five acres of it, the part known as "Peggy's Bottom," on September 17, 1845, and Peter Daniels about that time acquired a parcel of it which laid on the hillside above the bottom, or as the latter was afterwards known "Murray's Grove." On September 12, 1857, Daniel J. Morrell acquired

the Canfield holding and May 18, 1864, conveyed it to the Johnstown Manufacturing Company, who plotted it and sold the lots.

The Minersville Titles: Thomas Afflick procured a warrant for the land which is now in the Fourteenth ward on March 12, 1785. In all he had $390\frac{3}{4}$ acres. Afflick sold it to Espy L. Anderson, who procured a patent for it on February 24, 1837; on the 28th of April, 1837, he sold it to Mark Graham. May 18, 1837, Graham sold it to Eli Benshoff, who sold the mineral rights to George S. King & Co. on September 26, 1845; however, the titles to the lots come through Eli Benshoff and his heirs.

Osborne-Suppes Titles: A portion of the ground in the Eighth ward was acquired on a warrant in the name of Martin Reilly, but on September 15, 1787, a patent was granted to Martin Reilly and Thomas Vickroy for a tract of land called "Stony Point," containing 237 acres. On October 29, 1793, they conveyed it to Jacob Frazer, who on May 22, 1813, sold it to Jacob Stutzman. On the same day he conveyed it to William Proctor. On March 22, 1818, his interest in it was assigned to Isaac Proctor. Isaac Proctor sold it to John Buckwalter, who on the same day, April 25, 1818, conveyed it to Jacob Stutzman, a former owner. Mr. Stutzman acquired another tract containing 108 acres, adjoining the Reilly survey, by patent dated August 31, 1814. On November 1, 1855, Mr. Stutzman sold 108 acres to George W. Osborne for \$7,150, who sold twenty-nine acres of it to Conrad Suppes on January 27, 1866, for \$4,330. Mr. Osborne and Mr. Suppes died intestate. The Osborne property was divided by partition proceedings in court, and the Suppes heirs made an amicable distribution of their property, and all the titles to lots in that survey come through them. The Suppes lots have not been placed on the market.

Titles in the Twelfth and Thirteenth wards: Henry Wise procured a patent for a tract of land on November 22, 1787. It was described as "a certain tract of land called 'Maldon,' situate on the north side of the Little Conemaugh, and north-eastwardly from the mouth of Stonycreek, adjoining the 'Old Town,' in Quemahoning township, Somerset county," containing 283 acres. On December 11, 1787, Wise sold it to Thomas Vickroy, and June 19, 1799, it was conveyed by Vickroy to "Joseph Phentz," intended for Johns, who now owned the Campbell and Wise tracts, making in all 532 acres. This also became vested in Peter Levergood by his purchase from Johns.

On June 1, 1835, Peter Levergood sold a small piece of the Campbell survey to Jacob Brallier, described as "beginning at the foot of the embankment of the bridge crossing the canal on the Ebensburg road." On March 18, 1848, Brallier sold it to Jacob Levergood, Robert P. Linton, John Linton, Peter Levergood, jr., and John Galbreath, and on February 6, 1849, Peter Levergood conveyed to the same gentlemen and John Benshoff, his son-in-law, fifteen acres more which included the blast furnace called the "Johnstown Furnace," consisting of a bridge house, casting house, engine and engine house, a two-story hewed log house, four one-storied hewed log houses, one one-story frame and three two-story frame houses, a store room, office, wagon and blacksmith shops. This furnace was directly opposite the station of the Pennsylvania Railroad Company. The Levergood and Benshoff interests were transferred to John and Robert P. Linton and Galbreath, who operated the furnace until October 8, 1851, when it was sold to George Rhey, Levi Mathews and William Ebbs of Pittsburg for \$4,175. Rhey, Mathews & Company operated it until February 6, 1854, when they sold it to Christian Ihmsen, of Pittsburg, for \$20,000. Rhey, Mathews & Company also purchased from Peter Levergood in addition to the furnace property 149 acres of the Henry Wise tract and a small parcel of the Dorsey survey. Mr. Ihmsen acquired this land under his purchase and plotted the lots on Prospect hill, now in these wards.

The Kern, Haynes and Dibert titles in the Fifth and Sixth wards: On October 2, 1795, the commonwealth issued a patent to Robert Adams for seventy-four acres which included most of the land in these wards. On May 17, 1805, a patent was issued to William Adams for another tract lying to the south of it which contained fifty-nine acres. Robert Adams acquired the ownership of it by deed of May 13, 1806, and now held 133 acres on that side of the Stonycreek river. Adams sold the first tract to David Stutzman, and on the 26th of April, 1806, Stutzman conveyed it to Adam Croyle. On March 18, 1818, Croyle conveyed it to Mary Ann Burrell for \$2,128, who subsequently married Thomas H. Fowler. On August 4, 1827, the Fowlers sold thirty-four acres and forty-eight perches of the Robert Adams survey, or that below Dibert street, to Shepley Priestly. On April 19, 1833, Priestly conveyed fifteen acres of it to Joseph Haynes, who also procured another strip extending from Dibert street to Water street, west of Apple Tree alley,

and plotted it, which is known as the Haynes plan of lots. On June 18, 1834, Priestly sold the remaining nineteen acres to John Taylor, Daniel C. Morris and George W. Kern for \$800. On July 7, 1840, Joseph Kern, the father of George W. Kern, purchased the two-thirds interest held by Taylor and Morris. The Kerns sold the strip of land to Joseph Haynes, referred to above, being described as beginning at a point on "the road leading from the bridge to Amish hill, along the west side of Apple Tree alley." This deed bears date of August 2, 1847. The Kern land belonging to father and son lay below Dibert street and east of Apple Tree alley, which was between Franklin and Napoleon streets, extending to the Stonycreek river. The titles for all the lots below Dibert street come from the Haynes and Kern plan of lots.

On January 30, 1846, George S. King purchased the remainder of the Fowler land, which lay above Dibert street, and sold thirteen acres of it, or that part south of Everhart street, to Jacob Benshoff for \$125. On June 9, 1848, Mr. King sold the remainder of the Fowler purchase to John Dibert for \$2,500, and on August 9, 1849, John Dibert gave Benshoff a deed for the thirteen acres bought from King. Jacob Benshoff died intestate. His heirs were Mary Ann Everhart, John Everhart, Susanna M. Benshoff, Jemima Benshoff, Eliza Cramer, Daniel Cramer, J. Q. A. Benshoff, Ethalinda Benshoff, who married Captain Patrick Graham, and David Benshoff, who plotted it and sold the lots.

John Dibert came to Johnstown in 1846 from Dibertsville, in Somerset county. He died testate in November, 1849, leaving to survive, Rachel, his widow, and eight children: David; John; Elizabeth, intermarried with Judge Mahlon W. Keim; Sarah, intermarried with Henry Yeagley; Mary D., intermarried with the Rev. John D. Knox; Jacob; Samuel, and Abraham C. Dibert. Jacob died in his youth. Dibert's field, which lay above Dibert street and between Franklin street and the Stonycreek river, was used for a race track and was the spot where the larger shows pitched their tents. Mr. Dibert in his will directed that the undisposed land should not be sold until his youngest child—Abraham C.—should become of full age, and which was then to be sold and the fund equally divided.

Abraham C. and Samuel conveyed their interests to John Dibert. On April 16, 1866, Rachel Dibert and the other heirs concluded to sell the remainder of the estate, and David Peelor

made a plot of it, which is recorded in Vol. 26, at page 696, in the recorder's office. These lots were sold at public sale in June, 1866. Lots Nos. 13 and 14 on the southeasterly corner of Napoleon and South streets, 100 feet on Napoleon and 150 feet along South sold for \$460.

The Moxham Titles: There are two surveys for the land in and contiguous to the Seventeenth ward of the city, namely, the Solomon Vickroy tract and that of William Barr. On May 6, 1786, the Commonwealth granted a patent to Solomon Vickroy for fifty acres situated "on the east side of the Stonycreek river, adjoining lands of William Barr and Solomon Adams' old place." On October 18, 1786, Solomon Vickroy, who was single, sold it to Thomas Vickroy, the father of Edwin A. Vickroy of Ferndale. On April 24, 1800, Vickroy conveyed it to Daniel Ullery.

The other tract was warranted in the name of William Barr, single, dated October 30, 1788, and on November 3, 1788, the Commonwealth granted a patent to him for 278½ acres. The Barr tract joined the Solomon Vickroy survey. On May 3, 1790, Barr sold it to William Matthews, and June 17, 1795, William and Martha Matthews conveyed it to Daniel Ullery, who now owned 328½ acres. Ullery having died, his executors by deeds dated April 18, 1820, and June 11, 1822, sold both tracts of land to Joseph Harshberger, who on March 29, 1850, sold them to Carl von Lunen, Senior.

As early as 1861 Mr. von Lunen plotted some lots along the Stonycreek river, each having over three acres of ground. On November 29, 1861, he sold one lot to Lewis Plitt for \$259, which belonged to the Vickroy warrant. He sold others to William Miller, William Orr, Joseph Kost, Lewis Baumer, Sr. and David Berkey. On September 13, 1864, Carl or Charles, Senior, sold to his son Carl, or Charles von Lunen, forty-one acres lying along the Red Bridge road where the brick house was erected, and adjoining the Matthews farm, which Charles Jr., also purchased. The Matthews farm contained over 217 acres. On November 30, 1868, Carl von Lunen, Senior, sold 259 acres, the remainder of the Vickroy and Barr surveys, to his son Louis von Lunen for \$20,786. On September 9, 1871, Louis purchased from Henry Constable nineteen acres which adjoined, making his holding in all 279 acres 117 perches.

On February 19, 1887, Louis sold an acre to Samuel Schrock for \$225, and on March 31, 1888, another acre to Cyrus Wissin-

ger for \$250. On May 26, 1884, he also sold a piece containing 36 acres to Henry Stremmel for \$3,695.

On May 12, 1869, Louis von Lunen sold to his brother Charles, 13 acres, which lay on the east side of the Red Bridge road, and on November 20, 1877, he sold him another parcel of 20 acres, lying below that road.

The Johnson Purchase: On November 1, 1887, Louis von Lunen sold to the Johnson Steel Street Rail Company, which was changed to The Johnson Company, on December 17, 1888, two pieces of the land, containing 95 acres, for \$40,000. The mills were erected on this land. On the same day he sold to Albert L. Johnson of Cleveland, Ohio, ninety-four acres, plus, for \$25,250. The Johnson sales included all of the remainder of the Barr tract and the nineteen acres coming from Henry Constable. A. L. Johnson, a brother of Tom L. Johnson, now mayor of Cleveland, made the plan of Moxham and sold the lots. Louis von Lunen also made a plan of lots as an addition to the Moxham plot and sold them. On May 3, 1887, Henry Stremmel sold his thirty-six acres to Alonzo Rodgers for \$5,542.50, and on June 29, 1888, Mr. Rodgers purchased forty-three acres from Charles von Lunen for \$2,000. On November 19, 1887, Mr. Rodgers sold nineteen acres of the Stremmel land to E. B. Entwisle for \$6,600, and on June 28, 1888, he sold the remainder of it, being about seventeen acres, to Charles von Lunen.

Charles von Lunen also made a plan of lots as an addition to Moxham, which he and his executors have sold, and are now selling, as most of the Matthews land lies beyond the city limits.

George Bhrum was the owner of the principal part of Morrellville and plotted it for town lots about 1878. Isaac E. Chandler acquired a large part of the Strayer land and made an addition to the Bhrum plot. The titles for Coopersdale lots came from James Cooper who laid it out about 1868.

CHAPTER XIV.

THE RIVERS AT JOHNSTOWN.

Beside the very favorable topographical location of the city of Johnstown as well as the invaluable deposits of coal and other minerals, which are within its limits and in the surrounding country, it has an ample water supply in the two rivers—Conemaugh and Stonycreek—which flow through and unite at the westerly end of Main street, and, besides, the pure mountain water furnished to its inhabitants from the several reservoirs built between the hills, have sufficient pressure to throw a stream from any of the water plugs in the business portion of the city to a height of fifty feet.

The Johnstown Water company has tapped the Little Conemaugh river and also the Stonycreek, beside having three reservoirs built on mountain streams, namely: Laurel Run and Wild Cat, in 1867; St. Clair in 1877; Millcreek in 1881, and Dalton Run in 1902. The dam in the Little Conemaugh is nearly five miles above Johnstown, a short distance beyond Bridge No. 6, at the old tunnel, and was erected in 1876, and connected with a twenty-inch main. The Cambria Steel Company also have dams in Conemaugh river a short distance west of South Fork and west of Coopersdale.

The Stonycreek is tapped about one-third of a mile above Border's Station, some eight miles from the city, with a thirty-six inch main, which was connected in 1891, the inlet being regulated by a valve without the use of a dam.

The Stonycreek and Little Conemaugh are divided at Johnstown by Green Hill. The Stonycreek rises near Berlin, in Somerset county, and drains the Southern, or Quemahoning, valley, on the western slope of the Allegheny mountains. The territory adjoining on the eastern slope is drained by the Juniata.

The name of Stonycreek was appropriately chosen, inasmuch as its channel was filled with boulders of immense girth and diameter, probably fifteen to twenty feet through. About fifteen miles above Johnstown these large rocks are yet in the watercourse, but in the city and near to it they have been

quarried and used for building purposes. There are houses in this town of which the foundations were made from the quarries in the channel of the Stonycreek. Now, after a period of many years, it is clear of large rocks.

Although the Stonycreek was made a highway in the early days of legislation, it was never used to a great extent. In high water barges have been floated from the Benscreek to town, and pig iron has been shipped by barges from the Stonycreek, by the Conemaugh, Kiskiminetas, and Allegheny rivers, to Pittsburg. The stream has also been used for floating logs from the upper fastnesses of the mountains to the various log booms.

The source of the Little Conemaugh is near Carrolltown, not a great distance from Canoe Place, the corner of the Indian purchase by virtue of the Fort Stanwix treaty.

It drains the Conemaugh valley, on the western slope of the mountains. The land adjoining it on the eastern side is drained into the west branch of the Susquehanna, and the water thereof flows into the Atlantic, while that of the Conemaugh reaches the Gulf of Mexico.

The Conemaugh and Stonycreek, of course, furnished the water to the pioneers for the grist and saw-mills, and both were utilized by the state to provide water for the Pennsylvania canal which was commenced in 1826.

The Conemaugh river proper begins at the junction of the Little Conemaugh and the Stonycreek, but it is commonly called the Conemaugh to its source.

The first bridge across the Stonycreek was the "Red Bridge," above Hogback tunnel, which was erected about 1800, and was the only means of crossing the stream to get to Johnstown, excepting, of course, the fordings, until 1842, when the Kernville bridge was erected. The first bridge across the Conemaugh was built at Blairsville in 1820; it was a beautiful specimen of bridge building for strength and length of span—two hundred and ninety-five feet—and stood for fifty years or more.

It is probable that the first regular fording and ferry on the Stonycreek river was at or about the mouth of the old Feeder, at Suppes' dam. It was in use for many years, and was one of the principal crossings to town, and in fact is still used as a fording. In 1813 Jacob Stutzman came into possession of two hundred and thirty-seven acres at this place, which was known as "Stony Point," and for many years he and his

family operated the ferry which was known as Stutzman's ferry.

Another fording leading into Johnstown, which the Somerset county people used, was the old Beulah crossing, at Franklin and Willow streets. However, during high water they crossed the Red bridge and came down the Von Lunen road. The Beulah crossing received its name through the road leading to Stoyestown from Beulah—the same Beulah whose people sought to make their town the county seat in 1804.

In addition to the footwalks made during the low-water season, another method of passage across the Stonycreek for foot travelers was either by the ferry of Adam Trefts or that of Joseph Haynes. Mr. Trefts' ferry was about where the Haynes street foot-bridge is now swung, and the Haynes ferry was off Market street. Gray's ferry, operated by William Gray, plied between The Point and the present west end of the Stone bridge.

Peter Daniels ran a ferry on the Little Conemaugh almost opposite the old Woodvale mill.

After 1831, when the aqueduct was completed, it was used by foot passengers until the bridge was erected.

The ferry charge was three cents for each person, but sometimes, when the water was high and the current strong, it would cost a fip to cross by either ferry.

The two most important fordings on the Conemaugh and the Little Conemaugh were the Broad Fording, near the Cambria bridge, and another near the Walnut street bridge. The highways on which these fordings occurred were the main thoroughfares through the Laurel Hill Gap and to Ebensburg.

The Broad fording was about four hundred feet in width, hence its name. It had a good bottom, but had deep water, which frequently ran into the beds of vehicles. It continued in use until the erection of the Cambria Toll Bridge, in 1853.

The fordings near the Walnut street were many, and were important crossings for the people going to Ebensburg and to Westmoreland and Indiana counties. One was located in the rear of the Cambria offices, another about the present site of the Walnut street bridge and a third several hundred feet below. After the canal was in operation the Laurel Hill road was practically abandoned.

Where the Woodvale bridge is now located was a fording used from the earliest days of pioneering in going to Hilde-

brand's grist-mill, at Sylvania, subsequently Conemaugh, but incorporated as East Conemaugh borough.

The first flood which inundated what is now the city of Johnstown was the "Pumpkin Flood," in the fall of 1820. Both rivers were high, but the Stonycreek swept everything within reach—pumpkins, cattle, barns, houses, fences, etc., and on Vine street, which was lower then than now, the water was "fence high." Paul Benshoff farmed the land which now includes the Fifteenth and Sixteenth wards, and all his stock, crops, etc., were destroyed except one cow, which was rescued at the point where Coopersdale is now located.

The next overflow was that of 1847, caused by the breaking of the South Fork reservoir. The water was from four to six feet high on the "Island" and the lower parts of the city. The waste weir from the Basin and the overhead bridge from Canal street to Portage street, were destroyed. A short distance below where is now located the Baltimore & Ohio Station, the northerly bank of the Canal was washed out for a distance of a hundred feet. Boats which were in the Basin were washed through the break and carried away, passing under the aqueduct, and one of them knocked off the corner of Gaffer Davis' brick house on "Goose Island," which was still standing at the time of the flood of 1889, when it was swept out of existence.

In 1859 both rivers were in flood, and that portion of the town below Walnut street, as well as the mill, were entirely inundated.

Until 1868, when the Kernville bridge was taken the town was subject to overflows on account of ice gorges, but since that time, has not been troubled in that way. Daniels' Bottom, now the Eleventh Ward, was always much affected by these ice overflows, and frequently Mr. Peter Daniels and Mr. Henry Cauffield were unable to plow and plant their spring crops until late in the season.

The highest overflow, previous to the flood of May 31, 1889, was that of June 7, 1887, before the removal of the old railroad bridge which spanned the Conemaugh river where the Stone Bridge is now located. The Fifth, Sixth and Seventh wards and all that part of town below Jackson street, were covered with water, it being eighteen inches deep in front of Quinn's store, on Clinton street. That flood made a high-water mark, and surveys were made for the purpose of locating future buildings.

The flood of May 31, 1889, caused by excessive heavy rains throughout the central and western parts of Pennsylvania, and by the breaking of the South Fork reservoir, was, of course, the greatest the city has ever known, but reference to it will be made hereafter.

On February 17, 1891, the business and lower portions of the city were submerged by reason of both rivers being in flood. The volume of water discharged from the Little Conemaugh was 12,950 cubic feet per second, and from the Stonycreek 22,000 cubic feet. The flood of 1887 was exclusively from the Stonycreek, when there was a flow of 30,000 cubic feet per second. The Little Conemaugh was normal.

In 1891 the Conemaugh below The Point was widened to 260 feet, which it was believed would give sufficient relief, but on May 20, 1894, the lower portions of the city were again under water. Both rivers were high, but the Little Conemaugh was wild, and between the hours of 11:15 and 12:15 midnight rose six feet.

Again on March 14, 1907, the city was under water to a greater height than at any previous flood, barring that of 1889.

After the flood of May 31, 1889, General Hastings raised the elevations on The Point by depositing a large amount of earth taken from cellars and streets while cleaning up the town. Also in 1891 after the city was organized, the lower part of it, up to Market street was raised; the average fill being about five feet, as follows:

		Tide Eleva- tions, 1906.	Tide eleva- tions, 1887.
Main and Market.....	0	1164.78	1164.78
Main and Potts Place.....	3.9		
Main and Walnut	3.67	1164.85	1161.18
Main and Morrell Place	7		
Main and Union	6.5	1164.79	1158.29
Main and Johns	9.7	1166.51	1156.81

Washington and Market, 0; Washington and Potts Place, 2; Washington and Walnut, 0.

The sea levels at Johnstown, and the high water marks in the flood of June 7, 1887:

	Sea Levels. June 7, 1887.	Flood of June 7, 1887.
Walnut and Locust, curb.....	1161.56	1164.85
Walnut and Washington, curb.....	1164.03	1165.26
Walnut and Main, curb.....	1161.18	1164.85
Market and Main, curb.....	1165.27	1166.12
Market and Lincoln, curb.....	1166.18	1167.73
Foot of Market street.....	1165.84	1166.39
Franklin and Stonycreek, curb.....	1168.19	1169.94
Franklin and Main, curb.....	1169.06	1169.69
Franklin and Locust, curb.....	1168.32	1169.09
Clinton and Main, curb.....	1168.99	1170.66
Top of rail, S. & C. R. R. at Bedford street	1173.44	1171.80
Top of rail, opposite South street.....	1172.40	1173.71
Somerset and South, curb.....	1169.92	1171.93
Franklin and South, curb.....	1170.99	1172.14
Bottom of waste weir, Wildcat dam....	1325.33	.....
Bottom of waste weir, St. Clair dam....	1353.07	.....
Bottom of waste weir, Millcreek dam....	1357.88	.....
South rail, P. R. R. station at Johnstown.	1184.	.....
Bridge Seat, S. & C. R. R. bridge.....	1181.34	1176.
Top of rail, S. & C. R. R. at Hogback tunnel	1201.06	1198.
Top of rail, P. R. R. at Fairfield avenue..	1159.31	.....
Stone base, Peelerville Schoolhouse	1352.45	.....
Top of Indian Mound, Westmont.....	1783.56	.....
Highest Point, Grandview Cemetery....	1657.40	.....

Elevations of high water of the Conemaugh and Stonycreek rivers at Johnstown, Pennsylvania.

Locations.	Elevations above tide at Philadelphia.				
	June 7, 1887.	May 31, 1889.	Feb. 17, 1891.	May 20, 1894.	Mar. 14, 1907.
Coopersdale Pumping Station.....	1143.70			1144.2	1146.8
Ten Acre Railroad Bridge.....	1152.		1151.81	1151.7	1157.8
Mouth of Hincston Run.....	1158.72		1160.42	1157.1	1159.6
Below Stone Bridge, P. R. R.....			1163.57	1159.2	1164.7
Above Stone Bridge, P. R. R.....	1164.46		1164.65	1161.3	1165.6
Franklin Street Bridge.....	1169.94		1168.94		1170.2
Poplar Street Bridge.....			1172.52		1174.
Valley Pike Bridge.....			1178.58		1179.
Walnut Street Bridge.....	1165.26		1166.64	1165.4	1168.2
Railroad Street Bridge.....			1179.25	1184.2	1184.9
Main and Walnut Streets.....		1175.05			
Main and Walnut Streets.....	1164.88	1184.95		1165.18	1166.99
Main and Union Streets.....	1164.90			1165.2	1166.13
General Offices, C. I. Co.....		1174.20			1167.2

General Offices, C. I. Co..... 1184.35

The measurements for 1889 were taken at 3 o'clock, and at 4:15 p. m.

The first effort made to erect a bridge at Johnstown was under an Act of Assembly of April 10, 1835, reviving the act for the construction of bridges, and extending the time for comple-

tion for a period of two years, and authorizing the governor to incorporate the Somerset & Conemaugh Road Company, which intended to build a bridge at Franklin street across the Stonycreek river. On March 30, 1836, another act was passed, repealing a portion of the first act, but authorizing the company to build a bridge and extending the time for a period of one year. But these efforts were unsuccessful.

In 1842 a joint stock company was formed and a bridge was erected over the Stonycreek at Franklin street. Allen Rose and Jacob Brallier were the carpenters, and Martin Hannan and Thomas Howe laid the masonry. It was built 300 feet long and 12 feet in height, with an eighteen-foot roadway, and was covered, as all bridges were in those days, and being a toll bridge, cost a foot traveler one penny to cross. In 1857, the north span was washed away, and was replaced, with the addition of a sidewalk which had not been provided on the first one. It was known as the Kernville bridge, and gave splendid service until 1866, when it was washed away at the time of what is known as the "big ice gorge." To replace it, an iron bridge, the first of that material in this vicinity, was erected by the Phoenix Bridge Company, and when it was taken down in 1887 each piece was marked by the contractor, so that it could be reconstructed at Poplar street. An elegant iron and steel bridge of one span and 175 feet in length was put in its place, with a roadway of 30 feet and a sidewalk of 10 feet on each side. This bridge was destroyed in the flood of 1889. The power of the water was sufficient to lift this immense weight of iron and steel, and carry it two hundred yards below its abutments, but the braces, angle irons, etc., were so twisted and bent that it was not practical to attempt to again use them for that purpose.

The Edgmoor Bridge Company were the contractors for the present Franklin street bridge, which was opened to the public on February 3, 1891. It is 225 feet between abutments, with a roadway and sidewalks of the same width as the bridge of 1887.

The borough purchased the stock of the old Kernville Bridge Company in 1868, and made it a free bridge.

The old Franklin street bridge was transferred to Poplar street in that year—1887—but was reduced a panel at each end, thus making it 175 feet instead of 245. This was the first

bridge at Poplar street, and two years after its destruction in the flood of 1889 was replaced by the present structure.

Until 1887 it was the custom to have a notice posted on both ends of all bridges to the effect that a fine would be imposed on any person driving a horse over it faster than a walk. But one of the conditions of the Franklin street structure built in 1887 was that it should be strong enough to allow a horse to pass over it at the will of the person driving, and the obnoxious notice never appeared on it, nor its successor of 1891, nor of any of the other bridges.

In 1888 the Valley Turnpike Company finished its bridge across the Stonycreek at Moxham, between Stonycreek and Upper Yoder township now the Eighth and Seventeenth wards. The Valley Turnpike Company also erected another toll bridge from the upper end of Moxham to Ferndale soon after.

On the 13th of April, 1868, Governor Geary signed an Act of the General Assembly incorporating the "Stonycreek Bridge Company," wherein Jacob Fronheiser, Jacob Fend, Lewis Plitt, John Geis, Jacob Wild, Conrad Suppes, and Jacob Swank were authorized to secure subscriptions to erect a footbridge over the Stonycreek, "at or near the tanyard of Jacob Levergood on the one side, and the mouth of Haynes street on the other side of said stream." The bridge had to be completed within two years, but the company did not succeed in procuring sufficient money, and it was not built.

It seems that this location for a bridge has been a favorite one for many years, but its promoters never succeeded until March, 1896, when a light suspension footbridge was swung.

The first bridge across the Little Conemaugh was erected in 1829, and stood for one night, when it fell of its own weight. It was what is known as a "straining-brace" bridge, and was a single span. It was located between the Walnut street bridge and the aqueduct, nearer the latter than the former. About this time the aqueduct was constructed, and horses, with their riders, passed over it on the towing-path, but it was not wide enough for a vehicle.

The first successful bridge for the use of all kinds of travel was a two-span frame bridge, erected in 1848 by popular subscription. It was replaced by another in 1853, which stood until 1862, when the boroughs of Johnstown and Millville erected the first municipal bridge, under power of an Act of

Assembly passed March 15, 1862, of which the preamble is as follows:

“Whereas, The Boroughs of Johnstown and Millville, in the County of Cambria, have erected at their joint expense a bridge connecting said boroughs on the Conemaugh River, at Johnstown, etc.”

The Act then gave jurisdiction to the Burgess of either borough for punishing violations of ordinances thereon.

It was called the Lincoln bridge in honor of the president, and continued in use until 1883, when a single-span iron bridge of 110 feet in length, and the first of the restricted kind, was put in its place by the two boroughs. It was destroyed in the flood.

The present Walnut street bridge was commenced February 4, 1890, and part of it was washed away February 16, 1891, but it was rebuilt and opened to the public March 4, 1891.

By the Act of Assembly of April 4, 1856, John Murray, Jacob Fronheiser, James H. Pennel, John Fenlon, David Prosser, C. P. Murray, P. Cauffield and William Howard were appointed Commissioners to receive subscriptions for the “Conemaugh Bridge Company.”

The intention was to construct a bridge across the Little Conemaugh at Woodvale, but the promoters did not succeed in securing sufficient subscriptions, and the project failed.

In April, 1861, however, the county commissioners erected a two-span frame bridge across the Little Conemaugh about where the present Woodvale bridge is located, but when it was about finished a freshet swept every stick of it away.

Wesley J. Rose and George W. Easly were the contractors, consequently the loss was theirs, and they at once replaced the bridge, but before the second structure was completed Mr. Easly enlisted in the Union Army and was elected Captain of Company H, of the Tenth P. V. Regiment, recruited April 26, 1861.

On February 21, 1862, Governor Curtin signed an Act of Assembly authorizing the Commissioners of Cambria county “to make settlement with the said George W. Easly and Wesley J. Rose, and to allow them such compensation * * * as may seem just and reasonable,” which they did.

That bridge was replaced by an iron structure built in 1884, by the boroughs of Woodvale and Conemaugh. On July 16, 1884, the county commissioners appropriated \$1,000 toward

its construction. It stood until 1889, when it was, like all the others, destroyed by the flood, and in 1891 it was replaced by a substantial iron and steel bridge.

On the 18th of April, 1853, the legislature authorized James P. McConaughy, George S. King, Evan Roberts, James Potts, R. B. Gageby, Cyrus L. Pershing and J. A. Cox to create the "Cambria Bridge Company" to erect a toll bridge "at or near the Broad fording, in Conemaugh township," which they accordingly did. Notwithstanding its great value to the public, it was not a financial success, and on November 27, 1865, the General Assembly authorized a dissolution of the company and a sale by the sheriff.

The bridge of 1853 was a Howe truss, of four spans, each 90 feet in length, and after it was disposed of the Cambria Iron Company built an iron bridge on its site about 1870. This bridge was washed away in 1889, and its successor was built in 1891, when the other city bridges were replaced, and was located one full square below Branch street, opposite Railroad street, whereas the bridges of 1853 and 1870 were at the entrance of Branch street.

In 1880 an iron bridge was erected across the Little Conemaugh, between Woodvale and Franklin boroughs, above the street-car barn. This changed the route of travel to Conemaugh, which had been *via* the Bluff crossing to the Franklin side of the river, where the horse-car tracks were, and along the fair grounds, where the trotting track was, as well as the baseball grounds. But bridge, road, street-car tracks, cars, barns and fair grounds were swept away—even the soil down to the gravel—by the great flood of 1889. A new steel bridge was built in May, 1896, to replace the one destroyed.

The Pennsylvania Railroad Company built a single-track iron bridge across the Conemaugh river on the present site of the Stone Bridge, in 1852, and in 1864 it was made wide enough for double tracks. It was replaced in 1887-88 by the present four-track stone arch structure.

The right of way for the Baltimore & Ohio Railroad Company was procured October 21, 1879, and the road was completed within a year. A three-span single-track steel bridge was built across the Stonycreek, between what is now the Seventh and Eighth wards.

In the tripartite compact of 1882, between the boroughs of Johnstown and Millville and the Cambria Iron Company, it

was agreed that the Cambria Iron Company should construct a railroad bridge across the Little Conemaugh at The Point, with a passage way on the upper side for foot travelers, and should build a railroad along the northerly bank of the Stonycreek river up to Bedford street, leaving an opening for Beulah Fording.

The bridge was built shortly thereafter and was used up to the time of the flood of 1889, when it was also destroyed and never replaced. The filling for the railroad was partly made, but it was not even finished, as far as **Market street**.

In 1890 the Cambria Iron Company erected a steel bridge over the same stream, a short distance above the Railroad street bridge and below the Stone bridge, for the purpose of hauling coal from the Mill Mine in Yoder Hill to the boilers by means of a cable.

In the same year the Westmont Incline Plane Company built a steel bridge across the Stonycreek river, below Union street, for the accommodation of its patrons.

In 1896 the Pennsylvania Railroad Company erected a steel bridge across the Little Conemaugh at the Woodvale Factory for the spur to the new freight depot.

In 1874 the Cambria Iron Company erected a single-track bridge over the Little Conemaugh at the old Basin-Feeder Dam, in rear of the Gantier Works, for the purpose of receiving raw materials for their Works from the Pennsylvania Road at Conemaugh, shipping their finished products by the same road over bridges at Branch street and Morrellville, but high water destroyed all of them, and the Morrellville bridge was the only one replaced, and that in the fall of 1889.

After the Cambria Iron Company became possessed of the old Basin and Canal bed, and Old Portage roadbed up to Franklin, they used the old wooden aqueduct for a railroad bridge until 1868, when the Phoenix Bridge Company put up an iron structure which was destroyed in the flood of 1889. The next year it was replaced by a single-track steel bridge, with a footwalk on the lower side.

In the latter part of the sixties a modern bridge was built by the Johnstown Manufacturing Company across the Little Conemaugh, in the rear of the Woodvale Mill and Factory, to haul coal from the Coshun Hill to these industries. It was also used for teams until taken down some years ago. In 1890 the Cambria Iron Company erected a wooden railroad bridge

at about the same place, or a little above it, to take the place of the one in the rear of the Gautier Works lost in the flood, but this bridge was removed by the company in the winter of 1894, to allow the ice, which had gorged at that point, to pass off. The single-span bridge of the Pennsylvania Railroad hereafter referred to is about on its location.

As will be observed, all the bridges in this vicinity were destroyed in the great catastrophe of 1889, and the finance committee of Johnstown, consisting of W. C. Lewis, John D. Roberts, James McMillen, Cyrus Elder, Geo. T. Swank, A. J. Moxham and Tom L. Johnson, expended for temporary bridges at the various places the following sums of money:

At Mineral Point, \$50; at Poplar street, \$363.84; at Franklin street, \$410.86; at Woodvale, \$609.24; at Walnut street, \$2,761.20; at Cambria, \$2,833.21; for permanent bridges at Franklin, Walnut, Cambria and Woodvale, \$75,000; total, \$82,028.35.

Before the temporary bridges were erected, and within a few days after the flood, Secretary-of-War Proctor sent pontoons belonging to the Federal Government, which were anchored in the Stonycreek, at Poplar and Franklin streets, and were of great value for the passage of people and teams.

A number of citizens, of whom Daniel J. M. Stackhouse was one, succeeded in getting a rope ferry across the Conemaugh in the rear of the Cambria Company's office on Sunday after the flood. This was of great use to the bereaved and their friends, and Mr. David Boyle rendered great assistance by constructing a raft and ferrying people from Frank W. Hay's residence to the Presbyterian Church, on Main street, on Saturday, going across the cut made by the Conemaugh river, where the water was five feet deep.

In 1890 the finance committee referred to above of which James McMillen was chairman, employed Mr. Carl Schenk, of Cincinnati, to make a survey of the Stonycreek valley, to ascertain the best method to prevent future overflows. He made an elaborate examination, and prepared maps from actual surveys, etc. He recommended the filling up of the old bed and that a new channel be made for the Stonycreek from Poplar street bridge to the base of Millcreek road, keeping close to Yoder Hill, the bed to have 225 feet at low-water mark and 250 feet at the top of the embankment, which would straighten the conduit. The opposition was strong, and no one person desired to under-

take the labor of prosecuting it, although ample capital was offered to purchase all the property that would be taken.

The Board of Trade secured the services of Mr. J. J. R. Croes, of New York, who made a survey of both rivers, and prepared photographs, maps, and drawings of every essential thing affecting or likely to produce overflows, which report was made June 19, 1891.

In the report of Mr. Croes, one of his conclusions is as follows: "As regards the rivers within the city limits, the inundation of that part of Johnstown south of the Little Conemaugh in floods such as (from experience of 1887, 1889 and 1891) *may be expected every second year*, is caused almost entirely by the contraction of the channel of the Stonycreek, between the south end of Market street and the point where the Valley Pike strikes the river, about 1,000 feet below the Baltimore & Ohio Railroad bridge."

Until about 1870 the average width of the Little Conemaugh, within the limits of the city, was 195 feet, and that of the Stonycreek was about 288 feet, and the Conemaugh, below The Point about 350 feet. However, some filling in spots had been done previously.

To understand the situation at that period it is proper to consider the topographical conditions of the city, as well as other causes.

Johnstown is situated in the valley, between the Prospect and Yoder Hills, which are 3,700 feet apart at Franklin street; 2,800 feet at Walnut; 1,400 feet at the Stone bridge, and 1,700 feet at the Cambria bridge. Above Franklin street, the valley between Green Hill and Prospect Hill at Adam street, is 1,800 feet; at Singer street, 1,800 feet; at Church street, 800 feet and in Woodvale 1,400 feet. Above Franklin, between Green Hill and Yoder Hill, at Adam street the valley is 1,800 feet; at Horner and Bedford streets, 1,300 feet, and at Poplar street 1,300 feet.

Thus it will be observed that the business portion of the town was somewhat limited, and with the increased demand for the products of the iron and steel mills, and the increased facilities required for transportation, succeeding the Rebellion of 1865, it became a necessity to have more room, and ground was made on both sides of the rivers, which caused the officials of the boroughs of Johnstown and Millville on March 28, 1882, to agree—in which they were supported by public opinion—that

the width of the Little Conemaugh should be fixed at 110 feet, and the Stonycreek at 175. It was a mistake.

The following tables show where the rivers have been narrowed.

The width of the Little Conemaugh river in 1854 and 1907, at the several points given in feet was thus:

	1854.	1907.
At The Point	112	125
At Union street	262	125
At Walnut street bridge	150	125
At Market street	114	125
At Franklin street	242	125
Above mouth waste weir.....	262	125
At Smith's Foundry	188	125
Below Basin Feeder Dam	150	125
At the Basin Feeder Dam.....	562	125
At Woodvale bridge	225	125

In 1854 the average width of the river from the dam down to The Point was 195 feet.

The space between the southerly line of Conemaugh street and the Little Conemaugh river, in feet, was thus:

	1854.	1907.
At Johns street	38	100
At Union street	37	138
At Morrell place	19	104
At Morgan's	30	96
At southeast corner Washington and Walnut...	45	93

The width of the Stonycreek river at the same period, in feet, was as follows:

	1854.	1907.
At The Point	300	300
At Union street	281	228
At Walnut street	282	200
At Market street	394	330
At Court alley	262	160
At U. B. Church	280	175
Above Franklin street bridge	262	175
At Willow street	318	175
At Haynes street	282	175
At Dibert street	262	245
At South street	262	128
At Everhart street	300	225
At Poplar street bridge	300	225

The average width from Poplar street bridge to The Point in 1854 was 288 feet, and in 1907 it was 206.

The space between the property lines on the southwesterly side of Water and Somerset streets and the Stonycreek river, at the same periods, in feet, was thus:

	1854.	1907.
At Napoleon street	75	150
At Mrs. Parker's, southwest corner Franklin and Water streets	38	100
At Taney's drug store, at southeast corner of same	37	80
At Willow street	56	100

The number of feet from the property line on the northerly side of Stonycreek and Vine streets to the Stonycreek river was as follows:

	1854.	1907.
At Johns street	19	106
At Union street	93	105
At King street	75	94
At Walnut street	75	120
At Carr, west end	56	120
At Carr, east end	19	80
At School alley	19	56
At Court alley	18	96
At Franklin, above bridge.....	75	120
At John Thomas'	38	110
At Levergood street	56	106

From the westerly line of Baumer street to the Stonycreek river, comparing Baumer street with the Old Feeder, up to Cherry street, it is thus:

	1854.	1907.
At Bedford and Baumer.....	45	110
At 300 feet above	57	90
At 300 feet above	83	90
At 300 feet above	30	104
At 300 feet above	30	120
At Spruce street	38	120
At Cherry	57	42

As to the mouth of the Conemaugh river below the junction of the Little Conemaugh and the Stonycreek, in feet, it is thus:

	1854.	1907.
At Stone Bridge	300	260
At Railroad street, in Cambria	450	260
At Hinekston's Run	318	260
At City line	300	260

The channel of the Conemaugh river below the junction of the Little Conemaugh and the Stonycreek rivers is 260 feet

wide; this width was fixed by the ordinance of 1890, which also made the standard width of the Little Conemaugh 125 feet, and the Stonycreek 225 feet.

Prior to 1882 the channel of the Stonycreek came up to a stone wall on the westerly side of Vine street, known then as Stonycreek street, which street was about 38 feet in width in front of John Thomas' residence, then Dr. Lowman's.

Before men decided to build a large city in this valley the views along both rivers were as beautiful as anywhere in the mountains. The high ranges hide the sunlight from one side of the stream in the morning and the other in the evening; an eminence extending from a range of mountains, cuts off the channel from a direct course, forcing it back around the hill to within a short distance of where it was broken, as at the Viaduct and Bridge No. 6, on the Cone-maugh, and at Benscreek on the Stonycreek. The bottom lands were cultivated on either side, with the white farmhouses and barns among the cherry and apple blossoms; and in the dense forest the trees in foliage covered the hills and dipped their branches in the stream, with the blossoming dogwood to add to the charm.

One of the most beautiful scenes was the view from the top of Benscreek Hill, where the Stonycreek makes a graceful curve around Hogback. Everything thereto belonging was pleasant to the eye and ear except the name—Hogback. The bottom lands were rich and fertile; the hills on every side were high and covered with trees of mountain growth; the banks on either side had foliage sufficient to outline a division between the water and the cultivated fields; the rippling Benscreek flowed into the Stonycreek, above an uncultivated island, decorated with the trees of the forest; and the Hogback eminence extends from the river to the range of mountains of which it is part, like a cape in a placid sea. To the south is the embryonic village of Millcreek, with its mill and toll gate, and a few houses for company, and near by the old brick residence of the man who was manager of Benscreek charcoal furnace, when the battle cry was "Polk, Dallas and Shunk, and the Tariff of '42," and when pig metal was hauled to Johnstown in the winter and shipped on the Canal in the summer.

All this lay within a knot's length of the top of the hill, and away beyond were the hills of Somerset and Scalp Level, and to the west the apparently unbroken Laurel Hill. All in all, it

was one of the most beautiful views on the Allegheny mountains—a sight fit for a goddess.

But man's ingenuity and civilization have robbed this fair valley of all its natural charms; trolley poles have taken the places of the giants of the forests; railroads trace their barren paths; and a modern amusement park is located where the many of God's first temples stood.

THE ELEVATIONS IN CAMBRIA.

It is sometimes important to have the several elevations above sea level at hand. The first list is correctly and accurately located while those in the second are only approximated. All those in the first list are taken from the top of the rail of the Pennsylvania Railroad.

	Feet.
Philadelphia, at Thirty Fourth street station.....	70.5
Altoona, Passenger station	1178.9
Kittanning Point	1624.2
East End of Tunnel, at Gallitzin.....	2125.
Top of Tunnel, westbound track, at Gallitzin.....	2350.
Gallitzin, westbound station	2161.1
Arch at Cresson	2022.6
One mile east of Lilly	1952.5
800 feet west of Lilly	1885.3
Bens Creek Arch	1797.9
Portage station	1673.8
Wilmore station, road arch	1583.7
Sumnerhill station, arch east of station	1562.9
Ehrenfeld station	1519.5
South Fork, arch west of station	1485.1
Viaduct, west of South Fork	1457.
Mineral Point station	1414.5
Cambria Steel Co's dam, west of Mineral Point	1334.4
No. 6 Stone Arch Bridge, east of Conemaugh	1311.5
Conemaugh Round House	1226.5
Woodvale, Third street bridge, 11th ward, Johnstown	1186.2
Johnstown Passenger station	1184.
Stone Bridge west of station, Johnstown	1180.7
Sang Hollow	1143.6
Pittsburg Passenger station	744.8

ON THE CAMBRIA AND CLEARFIELD DIVISION.

Cresson	2022.6
Munster	1938.
Kaylor	2044.
Winterset	2130.
Ebensburg	2034.5

	Feet.
Ebensburg at Court House	2138.
Beulah Road	1899.
Nant Y Glo	1716.
Vintondale	1402.
Amsbry	1910.
Ashville	1844.
Bradley Junction	1787.
Patton	1734.
Garway	1432.
Tunnel Siding, near Carrolltown	1985.7
Carrolltown Road	1855.2
Spangler	1467.7
Barnesboro	1450.
Cherry Tree	1368.
Dean	1610.

SOUTH FORK RAILROAD.

South Fork	1491.
Lovett	1651.
Dunlo	2200.
Summit	2164.
Windber	1689.
Ashtola	2107.

ELSEWHERE IN THE COUNTY, APPROXIMATED.

Susquehanna township: north of Douglass Run, 1700; Garman's Mill, 1429; northeast of same, 1700; southeast of same, 1600; southeast of Spangler, 1600; southeast of same, highest, 1800; Plattville, 1830; northwest of Hastings, 1987.

Elder township; Junction of Chest Creek and Bluebaker Run, 1418; west of same, 1800; Hastings, 1735; east end of Mitchell's Mines, 2100; south of same, 2300; southwest of same, 2,000; southwest of Aldburn, 1600.

Chest township: above junction of Rock Run and Chest Creek, from 1700 to 1900; Head of North Branch of Rock Run, 1900 to 2100; Head of south branch of same, 2100; St. Lawrence, 2144; east of Thomas's Mill, 2000; northeast of Patton, 1800 to 2,000.

White township: Northeast of Glendale, 1500; west of same, 1600; southeast of junction of Rock Run and Mudlick Run, 1500.

Reade, northeast of Flinton, 1600.

Clearfield township: Southwest of Dean, 1700; southwest of Dysart, above Indian Run, 1700; west of junction of Clearfield creek and Little Laurel Run, 1700 to 1900; southwest side of Swartz's Run, 1700 to 1945; east of Patton, 1817.

Allegheny township: Chest Springs borough, 1969; junction of Beaverdam Run and Clearfield creek, 1650; northwest of

same, 1800; northeast of Loretto, 1900; northeast of Wildwood Spring, 1798; southeast of Loretto Road, 2,000.

Carroll township: North of Eckenrode Mill, 1900; south of same, 2000; west of same, 1900; northeast of Carrolltown, 2100; southeast of same, 2000; north of Leslie Run, 2100; west of Bradley Junction, 2000.

Barr township: Nicktown, 1967; north of Vetera, 2094; junction of Blacklick and Teakettle Run, 1766.

Blacklick: Belsano, 1828; Pindleton, 2301; Ivison, 1775.

Cambria township: East of source of south fork of Blacklick, 2100; north of Winterset, 2064; north of Ebensburg, 2100; south, 2000; southwest 2094; west 2000.

Gallitzin township: South of Amsbry, 2100; west of Syberton, 1822; south of Syberton, 1858; east of Syberton, 2200; west of Elstie, 2300; west of Burgoon Gap, 2400; north of Coupon, 2400; south of Ashville, near junction of Clearfield and Beaverdam Run, 1644; south of Sugar Run Gap, 2300; northeast of Gallitzin borough, 2400.

Cresson township: Blair Gap, at line of Blair and Cambria, 2332; east of the source of Burgoon Run, 2600; south of Laurel Gap, 2600; north of Summit, 2200.

Washington township: North of Lilly, 2097; Big Spring Gap, 2601; south of Big Spring Gap, 2700; north of Ben's Creek, 1900.

Portage township: Northeast of Bobs' Creek Gap, 2700; south of same, 2700; Puritan, 2000; south of Portage, 1700 to 1900; south of Martindale, 2555.

Summerhill township: South of Mock Creek Gap, 2600; head of Beaverdam Run, 2500; east of Wilmore, 1555; head of Birch Run, 1976.

Adams township: Near Bedford and Cambria line, 2800; at Blue Knob, in Bedford county, 3136; north of Bear Wallow, 2700; southwest of same, 2700; west of Rachel's Run, 2700; north of Dunlo, 2566; southwest of Llanfair, 2500; north of Allendale, 1900; head of South Fork branch of Conemaugh river, 2700; east of Onnalinda, 2444.

Croyle township: North of Lovett's, 1800; west of Mud Run, 1925.

Munster township: East of Kaylor, 1900; west of same, 2155; east of Noel, 1900; Luckett's, 2048; head of North Branch of Little Conemaugh river, west of Munster, 1989; head of Clearfield creek, 1900.

The elevations in the City of Johnstown and vicinity will be found in the chapter on the rivers and floods.

CHAPTER XV.

THE PENNSYLVANIA CANAL.

Do the residents of Johnstown know that portions of the Third, Ninth and Tenth wards of the city from 1832 to 1857 formed one of the important points of the great transportation system of our country; that this territory was covered with water from four to six feet in depth, and scores of boats floated over the space now occupied by the Gautier Steel Department of the Cambria Iron Company, the electric street cars, stores, shops, mills, churches and houses?

The Acts of the General Assembly for the State of Pennsylvania passed March 27, 1824, and April 11, 1825, authorized surveys to be made to ascertain the most practicable route to connect the effete East with the wild and woolly West, wherein the Allegheny mountains were the division line.

The Act of April 11, 1825, authorized surveys to be made for the Pennsylvania Canal, directing that the following routes be examined:

First. From Philadelphia, through Chester and Lancaster counties, and thence by the west branch of the Susquehanna, and the waters thereof, to the Allegheny and Pittsburg; also, from the Allegheny to Lake Erie.

Second. From Philadelphia, by the Juniata, to Pittsburg, and from thence to Lake Erie.

Third. From Philadelphia to the northern boundary of the State, toward the Seneca or Cayuga Lake.

Fourth. And one other, through Cumberland and Franklin counties, to the Potomac river.

Fifth. And one other, by the Conococheague, or Monocacy, and Conewago to the Susquehanna.

Sixth. And one other, through the county of Bedford, to connect the route of the proposed Chesapeake & Ohio canal with the Juniata route, as aforesaid.

The Board of Canal Commissioners made their report, after an examination of the aforementioned routes had been made, and adopted the one through Johnstown, and they were authorized to build the line by Act of Assembly of February 25, 1826.

This action of the General Assembly determined the question of the natural advantages which we possessed over all others.

The first systematic method of transportation after the pack mules were the turnpikes. The Federal Government built the National Pike in 1822, under the Monroe Administration. It began at Cumberland, Maryland, and terminated at Wheeling, West Virginia, but was subsequently extended to Illinois. The Somerset and Bedford pike had been authorized in 1816, and the Northern pike, passing through Ebensburg, and other turnpikes were in operation on the Alleghenies. In competition with these methods the State of Pennsylvania attempted the experiment of crossing the mountains by a railroad, and built the Pennsylvania canal, and the Allegheny Portage Railroad. The former was ready for business in the spring of 1832, and the latter in the spring of 1834. The Erie canal between Albany and Buffalo had been opened in 1825.

The Pennsylvania system of improvements contemplated and constructed consisted of a canal, with locks and dams, from Pittsburg to Johnstown; a railroad on which the cars were to be drawn by horses, afterward by locomotives, between Johnstown and Hollidaysburg; a canal from Hollidaysburg to Columbia, through the Juniata Valley and along the Susquehanna river, and a railroad from Columbia to the Schuylkill river, in Philadelphia.

It was a combination of steam and water. When this system was completed Andrew Jackson was serving his second term as President of the Union of States, and, considering the progress made in the arts and sciences, and the better means men and women have of gaining a livelihood, the nineteenth century bids fair to stand as a chief epoch in the history of the world, and when it is thus truthfully recorded, Johnstown will be one of the landmarks in the methods of transportation.

To operate the canal system it was as essential to have a basin for the loading and unloading of boats and transferring goods in bulk from the railroad on land to the boats on water and *vice versa*, as it is now for railroads to have transfer depots and great yards for the shifting of cars and making up trains. There were two basins on the Pennsylvania canal—one at Pittsburg and the other in Johnstown—the latter, with its appurtenances, occupying that part of the Third, Ninth, and Tenth wards between Clinton and Railroad streets on the west and

at the entrance of the basin and under the bridge, was one hundred feet in width, and from the waste weir to the aqueduct, in the rear of the Cambria Iron Company's office, all the land lying between the canal and the river was known as "Goose Island." The widest point on "The Island" was about three hundred feet, while "Goose Island" was a little less. The "Five Points" was so called on account of the converging of five thoroughfares at that place, namely: Portage, Railroad, Church, and Depot (also known as Fenlon) streets, and the Old Portage railroad, coming in from the east. This was the connecting link of the land and water system of transportation of that day.

The Overhead Bridge, built in 1835, was a wooden structure, extending from Canal street, below Clinton, across the canal and waste weir, and a point of "Goose Island" to "The Island." It was three hundred feet long and sufficiently wide to allow teams to pass; it rested on an abutment and pier on the Canal side, and had a gradual grade to the level of Portage street, on the Island.

The roadway on the Canal-street side was rather steep, with steps on the lower side for foot travelers. The bridge was not taken away until after the war. William Flattery was a justice of the peace, whose office was on the "Goose Island" side and midway on the bridge. Here justice was administered in an able manner for many years. The 'Squire was elected one of the associate judges in the old district court when it was established in this city in 1869.

The water for the basin and canal was let into the former through a sluice from the Little Conemaugh river at the "Five Points" also in another way, through a forty-foot feeder, from Suppes' Dam, in the Stonycreek, down along the present line of the Baltimore & Ohio road, through Sharpsburg (named thus in honor of Thomas Sharp, and a part of the present Fourth ward, between Green Hill and the Stonycreek river, from the corner of Bedford and Baumer streets, up to the Horner line), thence across, in a straight line with Feeder street, to the Basin. The Feeder was the division line between the boroughs of Johnstown and Conemaugh, and is now the line separating the Third and Ninth wards of the city. The Feeder was finished in 1833, a year after the opening of the canal.

The canal proper, which was about sixty feet wide on the top line and intended to contain at least four feet of water, began at the Overhead bridge, situated about fifty feet below

the mouth of Clinton street, and followed the present line of the Baltimore & Ohio Railroad and the continuation of the tracks of the Cambria Steel Company to the blast furnaces.

For the purpose of controlling the quantity of water necessary to float the crafts, or to draw off the water to make repairs, a waste weir was run from the Basin to the Little Conemaugh river, dividing "Goose Island" and "The Island" commencing at the upper side of the Weighlock. It also formed an outlet from the weigh scales which were immediately west of the bridge connected with the waste weir.

Within a short time after the canal was put in operation it was discovered necessary to have a reserve body of water to fill the canal during the dry season, and in 1835 the State began to construct the South Fork Reservoir, which was situated about sixteen miles from Johnstown, at an altitude of four hundred feet above the town. It was an immense affair, having a basin of thirty-two acres, its extreme length being three miles, from one-fourth to a mile in width, and at the breast about seventy-two feet in height. The State exhausted its finances, and did not have money enough to finish the dam, which was abandoned for a few years. In 1845 it was completed, and water was stored therein. In 1847 it broke and caused considerable damage to the canal and basin in Johnstown. One boat was taken through a break in the canal and passed under the aqueduct, in the rear of the Cambria Iron Company's office. In July, 1862, two small breaks occurred but no serious damage followed and the dam was again practically abandoned until about 1880, when it was rebuilt by the South Fork Fishing Club. On the 31st of May, 1889, the dam broke the second time, with terrible results to human life.

The Weighlock was on the north side of the canal, at the entrance to the basin, about a hundred and fifty feet below Clinton street, and immediately below the bridge which connected "The Island" with the town. From the beginning of the operation of the canal up to 1835, when the bridge was erected, the only way to get a team to town from that portion of "The Island," or "Goose Island," was to cross under the aqueduct on the bed of the river, which became impassable during high water, or go up around the "Five Points." Until 1835, when a weighlock was built here, all the boats, with their lading, were weighed in Pittsburg. The manner of weighing a boat was a very interesting proceeding. After it had been run into the lock

at either end, the water gates were raised, and the lock being made as water tight as possible was drained through a race leading to the waste weir. Thus the boat was left resting on the cradle, or frame of the scales, when it was as accurately weighed as if on land. Then the gates were lowered and the water let in until it became level with the body of the canal.

The position of collector was one of great prominence and importance, and paid a salary of \$1,000 per year, with house rent. The office of collector, as well as that of weighmaster, was sought after by politicians from every part of the State. The



Weighlock at Johnstown,
Near the Corner of Clinton and Washington Streets.

collectors were: John Mathews, of Johnstown, 1833-36; Frederick Sharretts, of Johnstown, 1836-39; James Potts of Butler, 1839-44; W. A. Wasson, of Erie, 1844-47; Obed Edson, of Warren, 1847-50; David Fullwood, of Greensburg, 1850-53; Albert Marchand, of Greensburg, 1853-57, and Frank W. Hay, for the Pennsylvania Railroad, 1857-1860.

The collector's office was opposite the Weighlock, on the ground now owned by the George Ludwig estate.

After the weight of the boat and its lading had been ascertained, the captain of the "Cambria," the "Transit," or the "Philadelphia," as it might be, at the Collector's office, paid

his toll and received his "clearance" papers, which were in effect, authority to use the canal. At several points between Johnstown and Pittsburg the captain would have to produce his clearance for indorsement by the State officials to guard against an increase of lading.

The basin was semi-circular in shape, commencing at the packet slip, at Canal (now Washington) and Clinton streets, and following Railroad street around to Depot street (or which became more familiar, Fenlon street) at the "Five Points," thence to Portage street, and thence in a straight line to the bridge at the waste weir and the weighlock. It was six hundred yards in length, and at Singer street, which was the widest point, two hundred yards in width. The first slip off Clinton and Canal streets was used by the line of packet boats which carried passengers during the years 1832 and 1833. In 1834 it was moved to the first dock above the bridge on "The Island," and remained there until the flood of 1847, when it was damaged; again it was taken back to the corner of Clinton and Canal streets, where it remained until the system was abandoned. Richard M. Johnson, vice president under Van Buren, was one of the prominent passengers sailing on the packet from "The Island."

In 1832, Henry Clay, the great leader of the "National Republicans," had been defeated for the Presidency by Andrew Jackson, and in the fall of 1835 he came to Johnstown on the Pioneer line of packets, on his way to assume his duties as United States Senator at the opening session of Congress.

The packet slip was the centre of attraction for the public, and at times that portion of the town was thronged with many hundreds of travelers waiting at the wharf for the arrival and departure of boats to and from the West, and for passenger trains to and from the East.

On both sides of the Basin were warehouses and docks, or slips; on each side of the warehouse was a slip, fifteen by eighty feet, so that two boats could be loaded or unloaded at one time. A warehouse occupied a strip of land about seventy-five feet in width, and extended into the Basin from either Railroad or Portage streets (or, as the latter was also known, Broad street) about one hundred feet, with one or two sidings from the road to the rear end of the dock. The slip where the boat ran alongside of the warehouse, was from sixty to seventy-five feet in

width. The tracks of the Portage road ran on State ground, to Clinton street, between Railroad street and the Basin.

When the big cars which were eight feet in width and from sixteen to twenty in length were introduced, some difficulty was experienced in getting them from the main tracks to some of the sidings. At this time, about 1851, the Pennsylvania Railroad commenced hauling through freight, before its line was connected between Johnstown and Pittsburg, and the Canan brothers—William, Robert and S. Dean Canan—were its agents at this place. Quite frequently the late Thomas A. Scott, president of the company, who was assistant secretary of war under Lincoln, took a hand as an ordinary laborer in carrying or trucking goods between the warehouses and the big cars.

The tracks of the railroad also ran down Portage street from the "Five Points" to the packet slip on "The Island" for the same purposes.

Prior to the flood of 1889, Portage street was about ninety feet in width, the widest thoroughfare in this vicinity, and many inquiries were suggested by this feature. Its original width had been three rods or from the Basin to the tracks of the Portage railroad, which occupied forty feet, leaving sufficient room for hauling the traffic between the warehouses and road. When the Canal was abandoned, Messrs. Sylvester Welch and Samuel Jones, who owned "The Island," donated the forty-foot strip to the public. Thus it became Broad street.

The first warehouse on Railroad street was the "Brick Warehouse" next the packet slip, which was used for a short time by the Reliance line of boats, for which George W. Swank was agent, but subsequently for commercial purposes by Mr. Swank and Henry Sutton, a son-in-law of Peter Levergood, who were partners in the merchandise business. Afterward the Canan Brothers occupied it for the flour trade. The site is now used by Love, Sunshine Co.

The second warehouse was used by the Dispatch line, of which Thomas Bingham was the agent, and the third was on the site of Barnes' blacksmith shop at the time of the Flood, near the mouth of Jackson street. It had been used by John Royer for a short time for the Pennsylvania & Ohio Line.

The third warehouse was also occupied by John O'Neill, agent for the Ohio & Kentucky line, and for a short time by the Merchants' line and Kiers'. Evan Roberts was agent for the Western line, Messrs. Walsh & Johnston for the Reliance line,

Jesse Patterson also was agent for the Mechanics' line, Frederick Leidy for the Pilot line and Henry Keatzer for the Union line.

Others were occupied by the Perseverance line, whose agent was John Harrold, about 1837; also the Independent line, with Jesse Patterson as its agent. Samuel Leidy used the first warehouse west of the Feeder for a short time, and, in 1854, White & Plitt the warehouse above the Feeder. This was after the opening of the Pennsylvania road. For many years before that time the Pennsylvania & Ohio Transportation line occupied the latter, and the Union line of which John Royer was agent used the warehouse and space between that of the Pennsylvania & Ohio and Singer street.

Above the Union line slip was the warehouse of John Pickworth, who conducted a line of boats for way traffic. Next to it was Speer's yellow warehouse, near to Singer-street entrance occupied by the Canan brothers while agents for the Pennsylvania Railroad Company. Next to it was the warehouse of Peter Levergood. Above Haynes street (Conemaugh Borough) and toward the "Five Points" was the boatyard of Captain Thomas Young, who did a large business, and who erected the palatial "American House," on Church street, about 1832, and owned "Young's field," above that famous hostelry.

The "Five Points" was the workshop of the Pennsylvania improvements, for here were located the shops, locomotives, woodyard, boatyard, railroad, weigh-scales; the tracks running into the Basin for section boats; the "Y" for turning engines, which run from Railroad street across Fenlon street to State depot, then out the upper leg to the Portage road. A short distance above the "Y" there was also a turn-table, built in the tracks, and to let the water into the Basin through a sluice the little Conemaugh river was dammed near the head of Portage street, or about two hundred feet north of the present intersection of Railroad and Centre streets.

"The Island" was the strip of ground between the Basin and the Little Conemaugh river, extending from the dam to the waste wier. It was about one hundred yards in width, and on the north side of Portage street was used for the State depot and shops, for a distance of about three hundred feet below the breast of the dam; below that a parcel of ground about the same size was vacant. It was owned by Welch & Jones, as all the land on the Island was in their possession.

Below the vacant strip was a square used by the Johnstown

Foundry, subsequently occupied by Pringle, Rose, and Edson, a firm of contractors and builders, composed of John P. Pringle, Wesley J. Rose, and Walter S. Edson. From this point down to the waste wier was one of the busy places of Johnstown, with its stores, offices, hotels and some residences. Headrick's Hotel, with its town pump on the sidewalk, was one of the leading inns of the village.

On the basin, or the southerly side of Portage street, Welch & Jones erected a series of docks, similar to those on the other side of the basin. The first slip above the overhead bridge, at the waste weir, was used for the packets for about thirteen years. The packet lines for hanling passengers were the Express, Good Intent, Pioneer, and Leech boats. At times emigrants and other passengers flocked across the bridge from "The Island," the former with their blankets, buckets and baggage.

On the basin side of Portage street, and above the packet slip, the first warehouse was Bingham's, for their line of boats; next to it was the Leech warehouse, for their boats; above it was Jenkin Jones' boatyard, and just beyond it a wharf, occupied by Taff & O'Connor for their line of car-boats. They did not need a warehouse, as their boxes, or car-boats, as they were termed, were lifted from a barge to a truck, by a crane and *vice versa*.

Above the breast of the dam, at the "Five Points," the water was about five feet deep, and extended from Prospect Hill to the Portage road, a breadth of over five hundred feet.

In those days the business center of Johnstown was on Canal street (now Washington), Clinton, Railroad and Portage streets. The Foster House on the northeast corner of Clinton and Locust streets, where the St. John's Catholic church is erected, was one of the handsomest and most popular hotels on the whole system of transportation.

On the southerly side of Railroad street were stores, hotels and residences, some of which were owned by Mrs. Catherine Curran, hotel; John Barnes; John Kingston, hotel; J. Flattery, R. H. Canan, Dr. Shoenberger, John Stormer, John Berlin, John Farrel, R. Brown, and Judge Murray, residences.

Probably the most popular and interesting resident on "The Island" was "Kaiser," with his inseparable companion—a dog. A few persons knew his name, Jacob Gaschnidley, but to the public he was always "Kaiser." He was a quaint character, and a favorite with every one on account of his pleasant dis-

position, and especially with the boys and girls, who would greet him with the refrain:

“Mister Kaiser, do you vant to py a dog?
Hes only got dree feet,
Und a leedle stumby tail.
Say, Kaiser! do you vant to py a dog?”

Or this:

“Say, Kaiser, will your dog bite?”

Washington street was then known as Canal street, and had a water frontage from Clinton street to the Cement mill, at the east end of the aqueduct, which was built by Robert Sutton and James P. White, in 1828, but was subsequently operated by the late Major John Linton and George Merriman. The first aqueduct was a wooden structure, with a roof like those of the covered bridges formerly in use, and had a towing path on either side with no windows or openings, except one the width of a strip of weather-boarding under the eaves. The towing path on the south side of the aqueduct and canal was used for hauling the boats until the weighlock was constructed in 1835, when a bridge was thrown across the canal near the crossing at the Pennsylvania Railroad Station, and the north side of the canal was used thereafter for that purpose. The first aqueduct was swept away by a flood in 1855, and was rebuilt by Wesley J. Rose, of the firm of Pringle, Rose & Edson. It was not covered, like its predecessor.

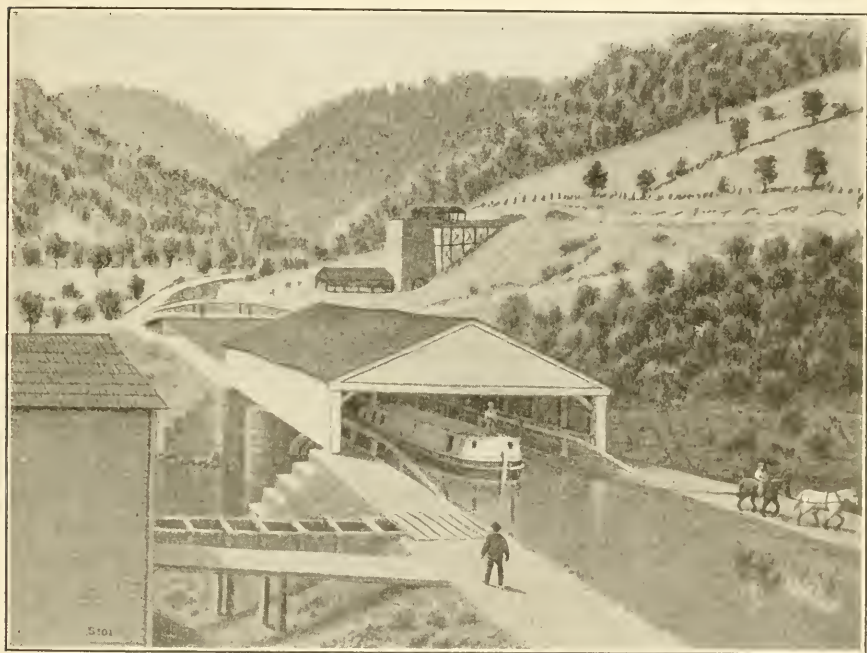
It is probable that “The Island,” which, prior to the construction of the canal and basin, included what was afterward known as “Goose Island,” was created by natural law.

There was always a run, or a little race, from a point in the Little Conemaugh river, above the “Five Points,” down through the territory afterward used for the basin and canal to the aqueduct. The best proof of this is Buckwalter’s grist-mill, which was erected about 1800 when Joseph Johns laid out the plan of the town, and which stood on the “Goose Island” side of the race, just below Franklin street. The house used by the late David Creed, as a dwelling and store, on the southwest corner of Washington and Franklin streets, and torn down by him a few years before the flood, was the house occupied by the Buckwalter family in connection with the running of the grist-mill.

Frequently there were from twenty to forty boats lying in

the basin, and, when some unusual demand was made, transportation facilities were as difficult to procure as now with the scarcity of freight cars.

The section boat was the invention of Captain John Dougherty, of Hollidaysburg, who held a patent for it. As originally designed, it was in three sections, which when coupled together made it about the size of a regular line boat of seventy-five feet in length, sixteen feet in width and eight feet in depth. When brought to Young's boatyard the sections were detached and each run on a truck and hauled over the Portage Railroad to



Aqueduct Across Little Conemaugh River, 1845.
George W. Storm, Artist.

Hollidaysburg, where the three parts were placed in the canal, coupled together, and taken on East.

Captain Dougherty sold his interest in the three-section plan to Peter Shoenberger for a good price, but immediately thereafter he placed a four-section boat on the market, which being a great improvement, as the carrying capacity was largely increased at a very small expense, completely supplanted the three-section plan.

The former were introduced about 1834 and the latter in 1842.

The size of the locks was the only disadvantage in the use of the four-section boats. They had been constructed for boats about seventy-five feet in length, and the four-section class being longer, encountered some difficulty in getting into a lock. But by running the boat into the lock diagonally and swinging the rudder at right angles, the feat was performed.

The section in the bow of the boat was used for the mules' feed and harness, the two middle sections for merchandise, and the last one for the living quarters of the crew. It was a room eight by ten feet and served as kitchen, dining room, parlor and chamber, with a row of bunks on either side, and lockers on the floor. The section boat was the consummation of the projectors of the great state improvements to transfer goods from Pittsburg to Philadelphia and *vice versa*, without breaking bulk.

These section boats were the forerunners of the idea of bulkheads, now considered so necessary in the great liners between New York and London, altho for an entirely different purpose. The former was for a rapid and economical method of transferring goods, while the latter is regarded as the one great method of saving life. If one part of the vessel is stoved in, the closed bulkheads, put up in sections in the hold of the ocean liners, will prevent a ship sinking.

The regular line canal boats were of one piece and were loaded and unloaded by hand and cranes, at the various slips; but there was another class of boats known as barges or car-boats. These were about seven and a-half feet square. A car-boat was loaded with through freight at Pittsburg or Philadelphia, and brought to the basin by their respective methods—on the canal by loading several of these boxes on a barge, and on the railroad by having a single box put on a truck. At the upper end of the basin a crane lifted the box from a barge to a truck, or *vice versa* without breaking bulk, and thus the car-boat passed on, either by land or water.

A barge on the canal could haul ten car-boats by placing them in two rows, each five car-boats in length. These boats were operated by Messrs. Taff & O'Connor. A regular line freight boat was constructed to carry about forty tons of freight or three hundred and fifty barrels of flour.

Human muscle and skill moved the boats from one place to another in the basin, and to or from the basin to the weighlock. With the aid of a twenty-foot pole, a man on each side of the boat could shift the craft from place to place.

During the operation of the canal the Laurel Hill Gap was a lively and interesting place; Johnstown was the eastern terminus, and Blairsville, four miles beyond the gap, and thirty-three miles from here was two hundred and twenty-three feet lower, therefore it was necessary to have locks and dams through the gap for the safe and proper movement of boats.

Between these points there were thirty-five locks, five dams, and two aqueducts across the Conemaugh river, and a small one across Tub-Mill run at Bolivar. The old boatmen who blew the horn and snubbed the boat for and at these locks will remember Patch's, which was the first one going west, and was located near the blast furnaces of the Cambria Iron Works. The old lock house built in 1833, was torn down April 28, 1894. Then they followed in this order: Ellis' lock, at Prosser's run; Perkins', at Coopersdale; Bolton's lock, nearly opposite Dornick Point; Stokes', Nos. 1 and 2, which were in dam No. 1; locks Nos. 1 and 2, at the One-mile dam, below Sang Hollow; Louthers' lock, at Conemaugh Furnace, at Guard-lock dam, No. 2; Steel's lock, one mile west; Lawson's, at Nineveh; Logan's, one mile west; two at Abnerville—Reilley's and Mills'; Centreville locks, Nos. 1 and 2, at Centreville; Liggett's, opposite Lacolle; Lockport, Nos. 1 and 2, at Lockport; Bolivar locks, Nos. 1 and 2, at Bolivar. From this point to Blairsville, a distance of eight miles through the ridge, the fall was about sixty feet, and required thirteen locks, which were: McAbee's lock, one mile west; Marron's, or O'Connor's, one-fourth mile west; Brantlinger's, one-fourth mile west; Walkinshaw's, one-fourth mile west; Sims', one-fourth mile west; Henderson's, one and a half miles west, at Guard-lock dam, No. 3; Nixon's lock, at the tail of the Ridge dam, No. 4, and Donnelly's, at its head; Doty's, near Blairsville Intersection; Lowry's, three-fourths of a mile west; Grays, at Cokeville; Wolf's locks, Nos. 1 and 2, one-half mile west, and one in the slackwater of Guard-lock dam No. 5, at Blairsville. The dams were the One-mile dam, below Sang Hollow; the Three-mile dam, at Conemaugh Furnace; Ridge dam, between Sims' and Henderson's locks, and Pack-Saddle dam, in the Ridge, between Nixon's and Donnelly's locks.

While no serious accidents ever occurred to the line of passenger boats or cars, yet they did happen to freight boats, as will probably always occur when the movement of persons or goods is heavy. In the spring of 1853, the "Cambria," of the Clark & Thaw line of boats, of this city, was captain, was sunk

at the warehouse in the basin in Pittsburg. A large quantity of flour had been placed on the second floor of the warehouse, and the big brick building collapsed while the "Cambria" was being unloaded and the debris fell on the boat, sinking it and injuring some of the crew.

The first boat to use the canal was a flatboat, commanded by Captain John Pickworth who brought it into town in December, 1831. But it was the only one that year, and it "grounded" in the aqueduct, for the want of sufficient water to float it. However the citizens were so enthused over the fact that a boat had come, that hundreds turned out to help the captain get his boat through, and by means of ropes fastened to the vessel the men and boys pulled her through in safety.

It must be remembered that the Pennsylvania system of traveling and transporting freight was the most expeditious method known at that time. The average time required for a section boat to make a round trip between Pittsburg and Philadelphia was three weeks. This, of course, included the time for loading and unloading, laying up on Sundays, detention on account of a break in the canal or for the want of sufficient water, or probably, a tie-up to let some of the crew go to a country dance. Seven days was a very quick return trip for a passenger between these points. In this day the trip can be made in fifteen hours.

The passenger on a packet paid \$3.50 for his fare and \$1.50 for his meals, and had the privilege of spending thirty hours en route to Pittsburg.

Probably the last boat to bring a load of merchandise to this city was the "Monongahela," commanded by Captain George Rutledge, of Napoleon street, who brought a cargo of salt and grain from Livermore about December 1, 1860. At that date the canal system was practically abandoned, as no repairs had been made and there were no lock-tenders. Mr. Rutledge had spent from Friday afternoon to Sunday evening coming that far east, twelve hours being necessary to make the trip from Nineveh Lock to Johnstown.

On August 29, 1851, there appeared in the newspaper two items—"The Last of the Packets" and "The First Train"—containing an account of the departure of the last of the packet boats on Sunday previous, which thereafter for a short time were run from Lockport, and the passing through the town on Monday, August 25th, of the first Pennsylvania railroad train

to Lockport. On April 18, 1855, a steamboat made her appearance in the basin. It was nothing more nor less than one of the Pennsylvania & Ohio line canal boats that had been made into a steamboat by placing an old Portage engine on her. She was intended to tow stone boats on the Monongahela. This was not the first steamboat that appeared on the canal. In 1834, according to the *Ebensburg Sky*, a steam canal boat called the "Adaline" made a trip from Allegheny to Johnstown. She was moved by a propeller in a compartment in her stern, notwithstanding which she washed the bank of the canal to such an extent that her use on the canal had to be discontinued.

Ephraim Stitt, of Blairsville, was probably the last captain to carry through freight from Pittsburg. He brought pig metal and iron to the Cambria Iron Company in 1859. Mr. George Knowlton, of Walnut Grove, one of the oldest practical boatmen on the canal, ran a flatboat between Johnstown and Cone-maugh furnace in 1860.

The flood of 1889 swept "Goose Island," "The Island," and the basin clear and clean. In that year the council of Conemaugh borough abandoned the popular and wide thoroughfare of Portage street, with all other highways north of Centre street. That street is about midway between Portage and Railroad streets, and lengthwise across the basin from Clinton street to the "Five Points," and, as will be observed from the accompanying diagram, which was copied from a survey made in 1854, Portage street began three hundred feet north of Washington street and extended up to the "Five Points."

The boats ran day and night, and laid up invariably on Saturday night not later than 11:59 o'clock until Monday, with one or two exceptions. The motive power was six mules or four horses, to each boat, three mules or two horses whichever were used, in service hauling the craft and the others in the bow of the boat, resting until their turn came; but in some way, boats that were not in a hurry got along with either one horse or one mule. They were changed every six hours, the term of service being called a "trick," and at the same time the steersmen and drivers exchanged places.

The boating season was usually from March 10th to December, sometimes extending to Christmas.

The Laurel Hill Gap was, therefore, a very important piece of topography in a commercial sense during the operation of the canal, and it is the best opening in the mountains for a steam

road. The nearest gap on the north is the Blacklick, and on the south the Castleman river, a tributary of the Youghiogheny, neither of which makes so direct and practical a route between the east and west as the Laurel Hill Gap.

Since 1851 the Pennsylvania railroad has occupied the south side of the gap for its main lines, and since 1887 has used a portion of the north side for its through freight traffic by way of Allegheny City.

The average grade between Johnstown and Blairsville Intersection is about two and a half feet to the mile. In traveling one passes through the beautiful and romantic Pack Saddle in the Chestnut Ridge, where there is a roadway for two tracks, and no more, blasted from the rocks. At one place the tracks are about one hundred feet, almost perpendicular from the Conemaugh river; an unobserving traveler would likely believe he was crossing a bridge. On Chestnut Ridge it is from six hundred to eight hundred feet from river to peak. The land is covered with forest and rock, and the only use that has been made of these two great features is as a thoroughfare and a place from which to quarry stone. There is mountainous scenery, and little else, and at the narrowest point the pass is about three hundred feet at water line.

May 1, 1863, the Pennsylvania Railroad abandoned the canal between Johnstown and Blairsville, and to-day the Canal system of transportation in the state has almost entirely ceased to be a factor. The only ocular proof that it ever did exist in this town is the house in which the lock-keeper resided, at Ellis Lock, which is still standing at the lower end of the Fourteenth ward, and some spots of the old Feeder along the Sandyvale cemetery. The Basin has been gradually filled since its abandonment, but it was entirely so in 1878, when stone piers were built in the bed for the erection of the Gautier Steel Department. The building now occupied by the Baltimore & Ohio Railroad for a passenger station, on the corner of Franklin & Washington streets, was built in the bed of the canal in 1866.

Johnstown has lost its importance as one of the leading features of the canal system, but the canal's successors—the Pennsylvania and the Baltimore & Ohio Railroads—have done more for it, and, with the unlimited quantity of cheap fuel and other natural advantages, it remains one of the leading steel manufacturing cities of the world.

CHAPTER XVI.

OLD AND NEW PORTAGE RAILROADS.

In the whole range of the Allegheny mountains, extending from the Gulf of St. Lawrence to Alabama, no county has been more generously favored with sublime scenery than Cambria. Lying as it does on the crest and western slope of these mountains, with Johnstown at the western base, nature had given it glorious views to reward the traveler wearied with his journey.

It will be observed in all the surveys made by the direction of the Assembly of this commonwealth, that the route from Philadelphia to Pittsburg, to connect the East with the great West by way of Johnstown, was deemed the most available and practicable. This was so determined in 1826, when the commissioners appointed to locate the line, reported that it was feasible and practicable for the state to own a canal from Pittsburg to Philadelphia, so that a boat with its lading could start at the western end and deliver its cargo in bulk on the wharf at Philadelphia.

To read the brief report of the commissioners, which did not go into details, it suggests the inquiry: How could the state build a canal across the Allegheny mountains from Johnstown to Hollidaysburg, with Johnstown 1,183 feet above sea level, and Hollidaysburg 953 feet, between which rose the summit of the mountains—2,341 feet? It did not mean a canal water way, but a canal railroad between these points.

Notwithstanding the Act of 1826, authorizing the construction of the Pennsylvania public works, there seems to have been some doubt as to the best means of crossing the Allegheny mountains. On the 9th of April, 1827, Governor Shulze approved of a supplement for the extension of the canal system, in which it authorized the canal commissioners to locate and contract for "a canal, locks, and other works necessary thereto, up the Kiskiminetas and the Conemaugh from the western section of the Pennsylvania Canal to a point at or near Blairsville. * * *

And the said Board shall proceed to make, or cause to be made, such examinations and surveys from Frankstown, on the Juniata, to Johnstown, on the Conemaugh, across the Allegheny moun-

tains, as may enable them to determine in what manner and by what kind of works, whether by the construction of a smooth and permanent road of easy graduation, or by railway with locomotive or stationary engines, or otherwise, the portage or space between the said two points may be passed so as to insure the greatest public advantage."

By virtue of this authority the plane system was adopted, and the common noun portage was thereafter raised to the proper noun Portage, from whence the road derived its name. The word means "a break in a chain of water communication over which goods, boats, etc., have to be carried, as from one lake, river, or canal to another;" also means "to carry."

The planes and levels were the connecting links between the Juniata and the Conemaugh. The Allegheny Portage Railroad, commencing at the "Five Points," at the upper end of the Basin, at Johnstown, and ending at Hollidaysburg, was among the first railroads constructed in this country for public purposes, and was finished, as a single-line road, in the fall of 1833. The canal was completed and in operation in 1832.

The old Portage road was not opened for general business in connection with the Canal until the spring of 1834, when the "only great system of rapid transit and an economical method of transportation to connect the East and the West" was open to the people.

The extreme length of the Old Portage road from Johnstown to Hollidaysburg was less than thirty-six miles. The Old Portage had ten planes and eleven levels, so called (there was only one which was level), to overcome the rise of 1,138 feet, between Johnstown and the top of the mountains, about two and one-half miles in an easterly direction from Cresson, which was the head of Plane No. 6. There were five planes and six levels on the western side of the mountain and five of each on the eastern, the planes being numbered eastward from Johnstown. The distance to the foot of Plane No. 1, was 3.54 miles, and the plane was 1,700 feet in length. At the head of the plane there was cut through rock the only tunnel on the Old Portage. It was 900 feet long and only a few hundred yards south of bridge No. 6, on the Pennsylvania Railroad, and can be observed approaching it from the west. The long level began at the head of Plane No. 1, and extended to the foot of No. 2, a few hundred yards north-east of Portage Station, and was 13.04 miles long. Plane No. 2,

was also 1,700 feet in length; the level from the head of No. 2 to the foot of No. 3, was 1.47 miles; the length of Plane No. 3 at Benscreek, was 1,500 feet. The level from No. 3 to No. 4, at Lilly, was 1.89 miles, and its length was 2,200 feet. The level from No. 4 to Plane No. 5 was 2.57 miles, and plane No. 5 was 2,300 feet long, being situated near the Summit, and was the longest plane on the western side of the mountains. At this point the road took an easterly course, toward Hollidaysburg, and the last level on that side—from No. 5 to Plane No. 6, at the Lemon homestead—was 1.59 miles; at its head was the highest point on the road, rise from Johnstown being 1,158 feet—twenty feet higher than at the Summit, so-called. The length of Plane No. 6 was 2,716 feet, and the distance from the foot of No. 6 to the head of No. 7 was 800 feet. Plane No. 7 was 2,600 feet long and at the head of it the altitude was 891 feet above Johnstown. From the foot of No. 7 to the head of No. 8 was 3,600 feet; and the length of the plane was 3,100 feet. It was the longest, and with a rise of 604 feet, was the highest lift on the system. The distance from the foot of No. 8 to the head of No. 9 was 6,500 feet, with an altitude of 307 feet. Plane No. 9 was 2,600 feet in length. From the foot of No. 9 to the head of No. 10 the distance was 9,500 feet, with difference in altitude of 87 feet. Plane No. 10 the last one, was 2,300 feet long. From the foot of No. 10 to Duncansville Station it was 6,300 feet; from the station to the Duncansville "Y" was 4,700 feet, and it was 6,000 feet from there to Hollidaysburg, where the traffic was reloaded and the section boats dropped into the Juniata and proceeded eastward. Hollidaysburg is 230 feet lower than Johnstown, and about the same altitude as Blairsville.

The lifting power of each plane was as follows: No. 1, 149.5 feet; No. 2, 133 feet; No. 3, 133 feet; No. 4, 188 feet; No. 5, 195 feet; No. 6, 267 feet; No. 7, 259.5 feet; No. 8, 306 feet; No. 9, 190 feet, and No. 10, 178 feet.

The grades on each level were thus: From Johnstown to the foot of No. 1, it was an average of 29.55 feet per mile; From No. 1 to No. 2, the longest level, it was an average of 13.80 feet per mile; to No. 3, 6.78 feet; to No. 4, 8.93 feet; to No. 5, 12.42 feet; to No. 6, 12.42 feet; to No. 7, on a dead level; to No. 8, 11.1 feet; to No. 9, 8.93 feet; to No. 10, 16.67 feet, and to Hollidaysburg, an average of 44.51 feet per mile.

The elevations above the sea level at Sandy Hook were: At Johnstown, 1,183 feet; foot of Plane No. 1, 1,273.5; at the

head 1,423; at the Viaduct, 1,459; at South Fork, 1,481; at Summerhill (Half-way House), 1,536; at Wilmore, 1,573; foot of No. 2, 1,613; at its head, 1,746; at foot of No. 3, 1,756; at its head, 1,889; at the foot of No. 4, 1,906; at its head, 2,094; at the foot of No. 5, 2,126; at its head, 2,321; on the top, at the head of No. 6, 2,341; at its foot, 2,074; at the head of No. 7, 2,074; at its foot, 1,814.5; at the head of No. 8, 1,807; at its foot, 1,501; at the head of No. 9, 1,490; at its foot, 1,300; at the head of No. 10, 1,270; at its foot, 1,092; at Duncansville Station, 1,028, and at Hollidaysburg, 953 feet.

When the road was opened for business, in 1834, it was but a single-track railroad, and during that year and part of 1835 all the cars—passenger and freight—were hauled on the levels by horse power, there being four horses to a freight train of five or six short cars, each of which was about eight feet long. These cars were taken up and let down the planes by stationary engines. The driver, starting with a train at Johnstown, would take it through to Hollidaysburg. Some of the section-boat drivers put their mules in the front section and had them hauled over the mountains, while others took them over the Frankstown road to meet the boats at Hollidaysburg. On May 24, 1834, the contracts for the second track were made at Hollidaysburg and the work completed the following year.

The rails were something like the T rails of today inverted, but were much lighter in weight. These and the chairs were brought from England. The flat side of the rail being uppermost, the neck was set and wedged in a cast iron chair which rested on a stone block, or tie. Each of these blocks supported one rail, and was about eighteen inches deep with a face two feet square. Probably every six feet there was placed a stone binder, seven feet in length and eighteen inches in width and depth, which supported both rails. Holes drilled in the blocks and binders on each side of the rail were filled with locust pins, to which the cast iron chairs were fastened by means of spikes. The rails did not have fish plate joints, but were joined in the chair, where they were fastened by wedges or keys which had to be tightened every day. The "keydriver" had a daily trip of six to eight miles to drive them to their places. The gauge of the tracks was four feet eight and one-half inches, the same as now on all standard roads.

The iron rails and chairs and stone ties were used only on the levels, but on the planes a primitive track was built of long wooden stringers, about five by eight inches in width and depth, with strap iron spiked on the top. These stringers rested on wooden ties and were in use until the New Portage Road was constructed, when the old style of rails, chairs, and stone blocks was abandoned, and modern rails and ties were used.

When the road was contemplated, the great obstacle to



Head of Plane No. 6. Old Portage Railroad.

Geo. W. Storm, Artist.

the civil engineers was to get a track around the many sharp curves which would necessarily be required in passing over the mountains. They did not believe a long rail could be used, and actually purchased rails four feet in length for this purpose, but they were never used for making curves (though they were put in service to a limited extent on a straight line), as it was discovered a long rail could be laid around a curve of a practical radius. If this had been known at the time the roadbed was made it is probable there would not have been any planes, but a road of gradual ascent, such as was finally adopted, twelve years afterward.

A stationary engine was built at the head of each plane to draw up the cars and let them down. The method of doing this was by an endless rope, turning around a shive at the head and the foot of the plane, and it was preferred to have a car go down when it was necessary to take another up, that they might balance each other. The "hitcher," at the foot, wrapped the "stop" chain around the hook on the end of the truck, then tied it to the rope, and away the car started. When it reached the top of the plane, another "hitcher" loosed it. Sometimes the rope broke, the cars would come down as fast as gravity permitted, and in the collision which followed everything within reach was destroyed. When the rope broke, "riggers" were called out to make the splices. Hemp ropes were used until 1843, when one of the first wire ropes made by the inventor—Roebling—was put in use on Plane No. 1.

To prevent these accidents, John Tittle, of Johnstown, invented a safety car, which was adopted by the state. It was a two-wheeled car, with a concave top, and a strip of notched iron on the bottom, which slid along on top of the rail. The safety car was attached to the rear of an ascending truck and in front of a descending one, and, if the rope broke, the truck ran into the concave surface, and thus its own weight, pressing the notched iron on the rail, was sufficient to hold it. The safety car was a success.

When the road was opened it was intended to draw the cars on the levels by horses, and this power was used until June, 1835, when the first locomotive was put in service. It was brought from Pittsburg to Johnstown on a flat boat. And what a time there was in this town on that occasion! It was only equaled when the first boat "grounded" for the lack of water in the aqueduct and was pulled through by the enthusiastic citizens. When the flat containing the locomotive was launched at the warehouse, a great crowd of people were there to see it, and the managers had great difficulty in unloading a cargo so great in bulk and weight. The man in charge announced to the assembly of people that whoever would give the best service in getting the engine from the boat to the track should be the fireman of that particular engine, which was the "Boston." Very many assisted and finally the "Boston" was anchored on the track.

It is claimed by some that the fortunate man was Joseph Parks, the father of Joseph Parks, of Tyrone, while many say

the first fireman on the "Boston" was Barney Collier. But it is generally admitted that Charles Whiting was the first engineer.

The "Boston" was built in the city of that name and taken to Pittsburg, where two more engines—the "Allegheny" and the "Delaware"—were built over her pattern, and these three locomotives were put in service the same year—1835.

The "Boston" a leviathan in those days, would not now be considered even a dinkey. It had one pair of driving wheels of forty-eight inches diameter, with wooden felloes and spokes and an iron tire, without a flange. These rested behind the boiler, which was supported in front by a four-wheeled truck. The cylinders were eight inches in diameter, with a sixteen-inch stroke. The steam pressure was 125 pounds to the square inch, but as there were no steam gauges, excepting a spring scale something like the old time "balances," it was only a matter of possibilities, especially when the engineer wanted a good supply of steam, and would tie the "stilliards," apparently so that it couldn't go too high.

The average speed in the early days was fifteen miles per hour, and in one instance the "Berks" ran from the head of No. 1 to the foot of No. 2—the fourteen-mile level—in forty-five minutes. This was wonderfully fast traveling.

In those days an engine like the "Boston" could haul ten short cars, but the larger engines, such as the "Cherokee" or the "Niagara," could haul thirty or forty. The four sections of a boat were considered equal to ten cars, and two boats were a good load for the big engines.

The freight cars first introduced were eight feet in length and width, and seven feet in height, and had one truck; but in 1851 larger cars were brought into use, which had two trucks and were from sixteen to twenty feet long.

The Taff & O'Connor barge cars were about eight feet square, and two rows, five in length, were a boat load. They were transferred by the crane. These cars had no springs, and were coupled together with a chain six feet long, thrown over a hook on either end of the truck.

The passenger cars were about the size and had the general appearance of our street cars, except that the platform and canopy were not so large, and the wheels were larger, probably twenty-eight inches in diameter.

In the very early days of the Old Portage there were no bag-

gage cars, and baggage was carried on the tops of passenger cars as in the old coaching days, but later they were introduced. Nor were there any brakeman on the passenger trains. These were only stopped by the engine, unless the captain had time to drop the loose brake such as is now used on wagons, and then sit down on it.

Among the very first persons employed as firemen was William Cover, late of this city. The wages paid firemen ran the same as those of other train hands. As the others did not have to polish up the machines after sunset, nor get out of bed before sunrise to get up steam ready to start at the usual time, Mr. Cover resigned his position after a trial of three weeks.

The daily wages for employees at the planes, in June, 1840, were:

Engineer	\$1.75
Assistant engineer	1.25
Fireman	1.12½
Hitcher	1.00

The single pair of driving wheels on locomotives used up to 1851, when the "Juniata" was brought here. She had two pairs of drivers, and was followed by the "Cherokee" and the "Niagara."

Every day there was one regular passenger train each way. It was a daylight railroad, never running any kind of trains at night. When sunset appeared the freight trains stopped at the first place until the sun rose again the next morning. The passenger train usually left Johnstown between 6 and 7 o'clock in the morning, on the arrival of the packet from the west, and ran to Plane No. 2, where the favorite hotels were, for breakfast, arriving at Hollidaysburg between 1 and 2 o'clock. The west-bound train left about the same hour and arrived at Johnstown before 2 o'clock.

A passenger train, in the latter days, consisted of a baggage car and two coaches, and hauled sixty people, a comfortable load for a packet. The fare between the above-mentioned points was \$1.25.

During the forties and fifties the immigrant travel was heavy, but these people were hauled on trains specially run for that class of passengers. They usually carried their food in the cars, and frequently the train would stop along the road at a suitable location for them to cook and eat their meals. Some were carried in section boats, and other kinds of cars, where

they did their cooking and sleeping while the trains were running. It is generally supposed that Woodruff was the inventor of the sleeping cars about 1860, and that Pullman brought out the dining cars as we know them in the modern system of railroading, but the original dining and sleeping cars were used on the Old Portage twenty years and more before. The section boats had but one compartment for cooking, eating, sleeping, and storing food, a little den about 8 by 12 feet.

The regular passenger trains stopped for meals at the two or three hotels at the foot of No. 2, which was a very important point for the management of the road. William Palmer, afterward the proprietor of the Foster house, in this city, and Gideon Marlett and Richard Trotter kept the railroad hotels, which were good ones, too. It was a popular place for people to go for dinners and parties, and many a frolic took place at the foot of No. 2.

Before the double track was finished there were two "turn-outs" between Johnstown and Plane No. 1. The first was located near where Bridge street crosses the Old Portage, in Franklin, and the other at Corktown, near the log house, subsequently known as Rodgers', above the Williams' farm. The schedule was about the same as that of a single-line road now. If a train, hauled by four horses, made one of these "turn-outs" and another train approaching from the opposite direction was not in sight, it would proceed, and if the two should meet, the half-way post decided as to which train would have to go back. The first half-way post east of Johnstown was about where the log house at the old brick yard was situated and where Henry Layton, the father of Joseph Layton, lost his leg, in 1837, while he was a captain of a train.

The cars were run by gravity from Plane No. 1 to Johnstown. The stone blocks and iron rails were laid to a point below Hudson street, this city, adjoining the north side of Railroad street, and from there to Clinton, between Railroad street and the Basin, were four tracks for passengers and freight. These tracks consisted of 5 by 8-inch oak stringers, with strap iron spiked thereto, all resting on wooden ties. All except a few of the transportation lines had two sidings to their docks, one on either side of the warehouse. Cars were taken from the main tracks by a turn table, and it was a neat job to turn a two-truck car on a one-truck table. The track on Portage street, somewhat similar, was owned by individuals. In the early days

cars were hauled from the warehouses and slips by horses, but later engines were used. The warehouse sidings extended to the end of the dock where the cars were shoved as fast as they were loaded until the work of lading was completed.

When President Taylor died in Washington on July 9, 1850, his body was brought over the mountains on the Portage Railroad, and taken from here on the Canal, "Old Whitey," the general's favorite saddle horse that had been with him in his campaign in Mexico, leading the cortege as it came down Railroad street.

Wood was the fuel for the locomotives, used until about the time of the abandonment of the Old Portage. The small locomotives could carry a quarter of a cord of wood, which was sufficient for a seven-mile run, but the larger engines afterwards used from five to seven cords of wood in a good day's work. Coal burners were used on the New Portage.

The woodyard was on the north side of the road, opposite the old Catholic graveyard, and the foremanship of the woodyard was a much sought position. The duty of the foreman was to have the cordwood, which was about four feet in length, sawed in halves, and ranked in quarter and half cords.

Some of the Old Portage workmen relate queer things that occurred about the ranking and sawing of wood, during the political days of that great highway. He was a clever man who could rank a quarter that would have as little wood in it as possible—the larger the holes, the less the quantity of wood; and a piece that had a knot or a bump on it too large to go in the fire-box was a prize for the sawyer. It always remained in the rank, because the fireman would not take it, but he paid for it every time; and sometimes each quarter, or half space, contained two or three or more knotty pieces, which never lost their virtue.

It is said that in the heyday of political manipulation the Inspector, whose duty it was to accept wood from certain parties, would start at Johnstown and inspect and take up—that is, accept—all the cordwood ranked on the *right*-hand side of the road up to the Summit; then the Inspector would return and inspect and accept all the wood ranked on the *left*-hand side of the road coming down, and make his report accordingly, he thus accepting and the state paying for the same wood twice. It was a case of "heads I win, tails you lose." Sometimes, when a new Inspector would take up the wood on the

south side of the road and proceed eastward, the parties in interest would carry the wood to the north side of the road and re-rank it before his return, when it would again be accepted. They would thus get a double price for the same fuel.

The weigh-scales where the weight of all freight passing over the road was ascertained were on the south side of the road, just below the graveyard. The cars from the warehousees and the section boats were taken out of the basin to the weigh-scales and then delivered on the main track, where they were hitched to the locomotives to be taken over the mountains.

The position of Weighmaster, paying \$600 per annum, with house rent free, was looked upon as a choice one by the politicians.

The weighmasters at the upper end of the basin like those at the lower end—came from all parts of the state—and were: Samuel Kennedy, of Indiana, 1834-36; Jacob Dritt, of Johnstown, 1836-39; C. B. Cotter, of Clearfield, 1839-42; Thomas Ford, 1842-45; Robert Philson, of Somerset, 1845-48; James Shammon, of Johnstown, 1848-51.

Peter Levergood was one of the Canal Commissioners, by appointment of Governor Ritner, in 1836-38.

After the Old Portage had been in operation for twelve years, and the practicability of running a railroad over the mountains was admitted, the progress of the times required a more expeditious and economical highway for transportation. The system of canals, locks, and planes was out of date, and as the State could neither sell nor give its property away, the Pennsylvania Railroad was organized April 13, 1846, to supply the want. Its road was opened February 15, 1854, for through traffic.

As the Old Portage system was being operated at a daily loss, and the state authorities knew it would have to meet the opposition of the Pennsylvania on the new order of business, they determined to build another road between Johnstown and Hollidaysburg that would not have the objectionable planes. In 1852, while the Pennsylvania was building its road, the state commenced the New Portage, which was finished in the fall of 1855, and was only operated in 1856 and to August 1, 1857.

During the year 1856, and until it was abandoned, the Pennsylvania and the New Portage ran in competition, but by a traffic agreement, which was advantageous to both roads,

both used the same tracks a portion of the way, and at other points paralleled each other.

The state owned the Viaduct, while the Pennsylvania had the only practicable route to pass around Plane No. 1, but would have had difficulty in getting over the Little Conemaugh at the Viaduct. So they agreed to use the same track to South Fork bridge.

The route of the New Portage from Johnstown was on the roadbed of the Old Portage to Conemaugh, where it crossed the Little Conemaugh below the point where the overhead bridge between Conemaugh and Franklin is now located and used the Pennsylvania tracks up to the western end of the bridge west of South Fork. Here the roads diverged, the Pennsylvania crossing to the south side of the Little Conemaugh river, and the New Portage keeping on the north side, on the bed of the long level of the Old Portage. Beginning a serpentine course it crossed under the Pennsylvania Railroad west of Summerhill, and back again at the long bridge at the little town, again crossing under it at the bridge west of the deep cut east of Summerhill, and recrossing at the other side of this cut, it passed on through Jefferson, now known as Wilmore. About two miles east of Wilmore it left the Old Portage, turning to the south to pass around Plane No. 2, near Portage, and about a half mile west of Ben's Creek, it came back in the roadbed of the Old Portage and practically paralleled the Pennsylvania road to Cassandra, where the New Portage passed around Plane No. 3, at Ben's Creek. At Cassandra, it passed under the Pennsylvania, and from that point, passing through Lilly and Cresson it practically paralleled and was near the grade of the Pennsylvania road, up to and above the high bridge west of Gallitzin.

The Old Portage and the New Portage diverged at the foot of Plane No. 3, west of Ben's Creek, and did not touch again until they crossed at or near the foot of Plane No. 8, on the eastern slope of the mountains.

East of the high bridge, a mile and a half west of Gallitzin, the New Portage took a southeasterly course and leaving the Pennsylvania, passed through the southerly part of Gallitzin and through the tunnel, which was made before the tunnel on the Pennsylvania road was finished, the two being within a few hundred yards of each other at the east end. After passing through the tunnel the New Portage road lay on the south side of the Allegrippus Gulch, and the Pennsylvania on the other.

The New Portage skirted the mountains and gulches until it reached Plane No. 8, on the Old Portage, where it crossed it, and again touching the Old Portage roadbed near Duncansville, used it to Hollidaysburg, where the merchandise and section boats were transferred to the Juniata, as during the days of the Old Portage.

The distance between Johnstown and Hollidaysburg on the New Portage was forty-one miles, or five miles farther than by the old, but a train could make the trip in four or five hours. It only hauled freight, however; the Pennsylvania then being in operation, passengers always traveled by that route.

It is claimed that there never was a passenger injured on the Old Portage—probably true because the trains did not go fast enough to cause an accident.

The New Portage was constructed to meet the competition of the Pennsylvania road, and was opened in October, 1855. In order to claim that it was ready for business that month the state authorities sent the locomotive "Pittsburg" from Johnstown to Hollidaysburg, but nothing more was done until the following spring.

Mr. Henry E. Hudson, who was probably the oldest practical engineer in active service in this country, and resided at the corner of Railroad and Hudson streets, in this city, was the engineer on the "Pittsburg," and, of course, was the first engineer to use the New Portage road.

In 1847 he was employed as a fireman on the "United States," a locomotive whose engineer was John Campbell, also of this place, and four years later was promoted to the position of engineer of the "Berks." In 1858 Mr. Hudson was brought to the Pennsylvania by the late Thomas A. Scott, with whom he was in continual service until his death.

While the Old Portage was in operation ten to twelve hours was required to transport a freight train or a section boat to Hollidaysburg, but the New Portage system only required four hours, and a day's work was to run there and return to Johnstown, the round trip being eighty-two miles. There were no regular brakemen and the stops were made by the engineer, with the reverse lever, and by the fireman twisting the tank brake. After dusk the officials were not particular what the employees did with the engine, and frequently they would raise steam and start off to attend a country frolic, and leave the locomotive stand on the main track, without guard or a light,

as no lamps or torches were provided for night work. On Sunday the engine would be taken out at the pleasure of the crew who would go where they desired. Even on week days, while hauling a train, the engine would stop anywhere to take up a weary traveler—man or woman, boy or girl, or a lot of either—and many a funeral cortege was put on the engine and tank and conveyed to its destination. No charge, and every one was made happy.

The importance of the several surveys made to cross the mountains is shown at a point above Ben's Creek, near the head of Plane No. 3, where the Old Portage, the New Portage, the Old Pennsylvania road, and the new route of the Pennsylvania road, are less than one hundred yards apart. The Old Portage is immediately above the Old Pennsylvania road, and the New Portage immediately below it, while the new route of the Pennsylvania crosses all of them within the distance mentioned.

The grade of the New Portage on the eastern slope, was not as steep as it is on the Pennsylvania, the highest point being 2,199 feet above the sea level, or 143 feet lower than on the Old Portage, and 1,016 feet above Johnstown. The maximum grade from Gallitzin to Hollidaysburg on the New Portage was 84.58 feet, which on the Pennsylvania road to Altoona it is 100.32 feet

The state authorities were facing the inevitable in their endeavor to compete with a road that was open all the year and an all-rail route. As the New Portage could only be operated in connection with the canal, such a proposition was not practical.

The \$75,000,000 expended by the people to establish the practicability of constructing a mountain railroad was well spent, but as the road was being operated at a daily loss the Assembly authorized its sale, providing that no bid should be received for less than \$7,500,000. It was sold at public sale in Philadelphia, and the deed executed on the 31st day of July, 1857. Mr. S. H. Smith, of this city, was present on that occasion. The auctioneer had been trying to get a bid for some time, but could not, and late in the day J. Edgar Thomson with a wink and a slight nod of his head agreed to take the property at that price. Then the crowd set up a cheer and cried aloud, "We've got a bid," and the New Portage Railroad sold at the figure offered.

The only evidence of the Old Portage Railroad in or close

to Johnstown is a part of the roadbed from the "Five Points" up to a point near Franklin Borough. From there up to Plane No. 1 it was entirely swept away by the flood of 1889. But the most substantial thing to be seen is the bed of Plane No. 1 and the tunnel. The masonry in the openings of the tunnel is a beautiful piece of work, and an object of sufficient interest to still invite the inspection of mechanics.

It was constructed sixty-five years ago, and is as strong as when the arched stone blocks were first laid, piece by piece, and the keystone put in place, except at the east end, where they have been taken out for building purposes. Prior to the flood the Old Portage roadway was a fair passage way for carriages, but since that the only way to reach it is by way of the Pennsylvania road to Bridge No. 6. The tunnel was formerly used as a roadway for vehicles, but is now rarely trod. There is a sort of a road over it now.

The Viaduct spanning the Little Conemaugh about eight miles from town was a magnificent piece of workmanship and the admiration of engineers and mechanics. It was used by the Pennsylvania Road for its double tracks up to the time of the flood. It was in its day one of the highest single-span arches known, and was as strong the day it was swept away as when constructed in 1833.

It was what was termed an eighty-foot arch, that is, eighty feet across at water level, eighty feet from water level to the top of the arch, and eight feet to the tracks. It is said that there was seventy-nine feet of water behind it before it gave way in that terrible flood, while employes of the Company contend that there were ninety-eight, inasmuch as it held the eighty-eight feet to the level of the duct, and the water ran through the little cut on the easterly side of it to the height of ten feet like a Niagara Falls. Marks which seem to verify this view were there and may be there to this day.

In the "American Notes" of his trip in 1842, Charles Dickens writes of Johnstown and the Canal and road as follows: "The canal extends to the foot of the mountain, and there, of course, it stops, the passengers being conveyed across by land carriage and taken on afterward by another canal boat—the counterpart of the first—which awaits them on the other side. There are two canal lines of passage boats; one is called the Express, and one (a cheaper one) the Pioneer. The Pioneer gets first to the mountain and waits for the Express people to

come up, both sets of passengers being conveyed across it at the same time.

“We were the Express company but when we had crossed the mountain, and had come to the second boat (at Johnstown) the proprietors took it into their heads to draft all the Pioneers into it likewise, so that we were five and forty, at least, and the accession of passengers was not at all of that kind which improved the prospect of sleeping at night. Our people grumbled at this, as people do in such cases, but suffered the boat to be towed off with the whole freight aboard, nevertheless. At home, I should have protested lustily, but, being a foreigner here, I held my peace.”

He refers to a thin-faced passenger who became famous, and continues in this manner:

“He cleft a path among the people on deck (we were nearly all on deck), and, without addressing anyone whomsoever, soliloquized as follows:

“ ‘This may suit *you*, this may; but it don’t suit *me*. This may be all very well with Down-Easters and men of Boston raising, but it won’t suit my figure nohow, and no two ways about *that*; and so I tell you, now! I’m from the brown forests of the Mississippi, I am; and when the sun shines on me, it does shine—a little. It don’t glimmer where I live, the sun don’t; no, I’m a brown forester, I am; I ain’t a Johnny cake. There are no smooth skins where I live; we’re rough men there, rather. If Down-Easters and men of Boston a raising like this, I’m glad of it, but I’m none of that raising, nor of that breed, no. This company wants a little fixing, *it* does; I’m the wrong sort of a man for ’em, I am; they won’t like me, *they* won’t. This is piling of it up a little too mountainous, this is.’ ”

“At the end of every one of these short sentences he turned upon his heel and walked the other way, chuckling to himself abruptly when he had finished another short sentence, and turning back again.

“It is impossible for me to say what terrific meaning was hidden in the words of this brown forester, but I know the other passengers looked on in a sort of admiring horror, and that presently the boat was put back to the wharf (at Johnstown), and as many of the Pioneers as could be coaxed or bullied into going away were got rid of.”

In another note Dickens says: “We had left Harrisburg on Friday. On Sunday morning we arrived at the foot of the

mountain (Hollidaysburg), which is crossed by railroad. * *

* Occasionally the rails are laid upon the extreme verge of a giddy precipice; and looking from the carriage window, the traveler gazes sheer down, without a stone or scrap of fence between, into the mountain depths below. * * * It was very pretty traveling like this, at a rapid pace along the heights of the mountain in a keen wind, to look down into a valley full of light and softness; catching glimpses, through the treetops, of scattered cabins; children running to the door; dogs bursting out to bark, whom we could see without hearing; terrified pigs scampering homeward; families sitting out in their rude gardens; cows gazing upward with a stupid indifference; men in their shirt sleeves looking in at their unfinished houses, planning out to-morrow's work; and we riding onward, high above them, like a whirlwind. It was amusing, too, when we had dined, and rattled down a steep pass, having no other moving power than the weight of the carriages themselves, to see the engine released, long after us, come buzzing down alone, like a great insect, its back of green and gold so shining in the sun that if it had spread a pair of wings and soared away no one would have had occasion, as I fancied, for the least surprise. But it stopped short of us in a very business-like manner when we reached the canal (at Johnstown), and before we left the wharf went panting up this hill again, with the passengers who had waited our arrival for the means of traversing the road by which we had come."

In those days the journey from Philadelphia to Pittsburg, or *vice versa*, was one of three and a half days' duration, the cost of which was ten dollars, not including the price of food.

At the Columbian Exposition, Chicago, one of the most interesting objects to transportation people, and especially to the residents of Johnstown, was the relief map of the Old Portage Railroad from Johnstown to the tunnel at the head of Plane No. 1, which had been prepared and was exhibited by the Pennsylvania Railroad Company in its building.

The map, showing the basin, roadway, river, mountains, and gulches, was prepared from actual surveys and measurements, and had diminutive cars to explain how section boats, etc., were taken out of the water and carried over the mountains. The exhibit is now in the possession of that company in its Historical Department, in Philadelphia, where almost everything, from the

wooden spoke and felloe to its successor now in use, is kept to show the progress made in transportation facilities.

The only inland competitor of the Old Portage road for the Western and Southern trade was the National turnpike, with its Conestoga wagons, traveling from Pittsburg to Cumberland, and a railroad from the latter place on to the East, beside the Bedford & Somerset turnpike, chartered March 13, 1816, and latterly the Stoyestown pike, and the Pittsburg and Hollidaysburg pike. The products of the West and South were brought to Pittsburg on the Ohio river, and at Pittsburg were transferred to one of these routes to the east. The Johnstown route was the most expeditious and economical for nine months in the year, and was the preferable mode of shipment.

It seems incredible that less than fifty-seven years ago the situation of the commercial interests of the country and the question of transportation were in the condition depicted in the following letter, written by the man who became one of the greatest railroad men of the world—J. Edgar Thomson—the president of the Pennsylvania railroad. It was written in reply to a request made by William S. Campbell, the superintendent of the Old Portage, to arrange better connections with the Pennsylvania, which was then in partial operation. Being out of the question to make close connections at both places—Hollidaysburg and Columbia, it was his opinion then that the planes would have to be operated until midnight—at least, in the following year—but that event never occurred, as no trains were run over the road after dark:

ENGINEER DEPARTMENT P. R. R. Co. }
HARRISBURG, NOV. 21st, 1850. }

DEAR SIR: I have received yours of the 16th. The difference between our case and yours is—

First. That we have a single track and must run one way at least to schedule or we would delay all of the trains on the road, so as to cause indescribable confusion.

Secondly. We run between two of the Commonwealth roads, and if we don't break connection with the Portage by waiting, we will with the Columbia road, and at the same time derange all our trains.

Of the two horns of the dilemma we have to choose the least. However, the season is now nearly over, and next year it seem to me that you will have to keep your planes going until midnight by two sets of hands. The business over the road, it appears to me, will require this arrangement. Yours truly,

J. EDGAR THOMSON,

Wm. S. Campbell, Esq., Supt. P. R. Road.

The State records show that between 1830 and 1859 the receipts for tolls and the expenses of its operations were:

Receipts	\$32,270,712
Expenses	30,400,433

Surplus	\$1,870,279
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This would make an average annual profit of \$64,495.

In 1835, the first year after the opening of the Canal through to Philadelphia with its two railroads, the following business was transacted:

Twenty-five thousand passengers were hauled, 15,437 of whom were westbound and 9,563 eastbound.

It carried 52,719 tons of freight of 2,000 pounds to the ton.

Of it 29,740 tons were westbound, 15,439 were eastbound, and 7,540 were local shipments. Each car only carried 7,000 pounds, and the regulations would not permit them to run faster than five miles per hour, unless the cars were provided with extra strong springs.

In the early days of trails and paths, to transport a barrel of flour between Pittsburg and Philadelphia it cost \$14; in 1835, by the Canal, \$1.12 $\frac{1}{2}$, and now about 22 cents.

In 1800, to transfer a ton of merchandise by wagon cost from \$120 to \$220 and took over two weeks in time, the rate depending upon the classification of the goods.

In 1835, when the Canal was in operation, these rates were reduced to \$14 and \$22 per ton, respectively.

In 1851 it was further reduced to \$9 and \$18, and the rates of the same classification would today be from \$1.75 to \$10 per ton.

This decrease in the cost of transportation applies locally as well as upon through carriages; for instance, one of the larger boats, like the Cambria, could carry 300 barrels of flour, for which the cost would be twenty-five cents from Pittsburg to Johnstown; while at the present time a car holding 400 barrels will be carried the same distance for ten cents, or \$40 for the service, as against \$75 by water.

In 1828, after the Northern pike was opened and the Canal in operation between Pittsburg and Blairsville, it cost over \$15 per ton to haul metal from the Sligo Iron Works in Huntingdon county to Blairsville, a distance of 53 miles; in 1838, when the Canal and Old Portage were ready for business, the same service could be had for \$4, and in 1835, when locomotives

were first used on the levels in place of horses, the rate for the same was ninety-six cents per ton.

A captain of a boat of the Cambria class received \$125 per month, out of which he was required to pay all the labor and their maintenance, leaving \$55 to pay for his service and the cost of lines and oil.

The railroad employees on the Old Portage and the Pennsylvania Railroad were paid the following rates for a day's wages of twelve hours:

	1840.
Locomotive engineer	\$2.00
Locomotive fireman	1.12½
Conductor or Captain	2.00
Flagman	.75
Brakeman	.75

John Matthews, collector at Johnstown, publishes the result of the first month's operation of the Portage railroad and canal (the Old Portage being first opened for traffic March 18, 1834) as follows:

Collected on canal	\$3,576.09½
Collected on railroad	805.36½
Total	<u>\$4,381.46</u>
Arrivals on canal	80
Departures on canal	81
Number of cars arrived on railroad.....	639
Number of cars departed on railroad.....	751
Tonnage on canal	3,657,447
Tonnage on railroad	3,200,003

CHAPTER XVII.

NEWSPAPERS AND PERIODICALS.

In the list of newspapers of Cambria county the *Western Sky*, a paper edited in what was then known as "the town of Beula, Somerset county," during the year 1798 (Cambria county had not then been organized), is given precedence as the first attempt at the establishment of a permanent newspaper within its limits. Although the literary part of the work was done in Beula, it was printed in Philadelphia by Ephraim Conrad. It was designed principally as an advertisement for the projected town, and, according to the statement of John Lloyd, of Ebensburg, whose grandfather was its editor, but one number of the *Sky* was published.

The certainty of the publication of the second paper in the county cannot be established, but it has been said that a paper was in existence in Ebensburg at as early a date as 1810. If this were the case it could not have had any show of permanency, as the county advertising was done either in Philadelphia, Blairsville, or Bedford papers for many years.

The late John Scott, of the firm of Canan & Scott, publishers of the Ebensburg *Sky*, is authority for the statement that when he came to Ebensburg in 1817 at the age of five years, a paper was published at Beula.

John Lloyd remembers an early paper which he thinks was called the *Advocate*, edited and published in Ebensburg in 1818 by Thomas Foley; and Mrs. Catherine Dimond, who died in Summerhill township at an advanced age, said that Foley published several papers in Ebensburg—one she thought as early as 1815.

Professor A. L. Guss, formerly a teacher in Johnstown, in an able paper treating on the subject of journalism in western Pennsylvania, read before the Juniata Valley Newspaper Association, in referring to Mr. Foley's efforts, says that Thomas Foley established the *Olive Branch and Cambria Record* in Ebensburg in 1818, but that the venture failed in 1819.

Professor Guss also says that the *Cambria Gazette* was

started in 1828 by John Murray and Thomas McFarland, but after two years the materials were removed to Blairsville, Indiana county, for use on the *Record*. They were subsequently brought back by John J. Canan and William B. Brown for the use of the firm in the publication of the *Sky*.

Guss says that the paper known as the *Mountain Telegraph and Cambria Gazette* was first issued November 6, 1828, by Dr. Robert and Samuel Young, but was soon suspended. From the title, it seems probable that it was a merger of the *Cambria Gazette* with the *Mountain Telegraph*, as the idea of two papers having existed simultaneously in a town the size of Ebensburg at that time appears unlikely.

W. R. Thompson, of Ebensburg, editor of the *Mountaineer-Herald*, has in his possession a copy of this paper which is No. 13, Vol. 1, bearing date January 29, 1829, which contains some interesting information concerning the then projected Portage railroad; also an item regarding an "enormous cheese" which had been presented to President-elect Andrew Jackson by one Israel Cole. It weighed one hundred pounds, and was considered such a curiosity that as it passed on the road from Troy, New York, to Washington, many persons flocked to see the box containing it. The paper also contains a description of the then new and magnificent Capitol building at Washington. The publishers of the *Telegraph and Gazette* accepted "grain of every description in payment for subscription," and "linen and cotton rags" were taken in payment at the office, as notices in several conspicuous places in the paper testify.

The census of 1830 credits Cambria county with one printing press, but says nothing about the existence of a newspaper; hence, we are forced to the conclusion that this was the press that was removed to Blairsville, and which was brought back in 1831 by Canan & Brown, and that no paper had an existence in the county at the time the census was taken.

The journal next is the *Sky*, and Robert D. Canan, of Altoona, has the file of the paper during the time it was under the control of his father—the late John J. Canan. This file includes, with two exceptions, all the numbers of the *Sky* from the time it was established in Ebensburg in 1831 until it passed into the hands of Steele Sample, in Johnstown, in the latter part of 1837. The *Sky* was a quarto, five-column paper, the editorials of which were in pica type. It was printed on a Ramage press, and at first balls were used to ink the type. It

was published by John J. Canan and William B. Brown. No. 3, Volume I, bearing date Thursday, July 28, 1831, would indicate that the birth of the paper occurred July 14, 1831. Originally the paper was neutral in politics, as it circulated among people of all shades of opinion. Communications from persons of both parties were published, and notices of mass meetings, political conventions and so forth, are found in its columns. It was not until after the *Cambria Democrat*, which was published by Arnold Downing in 1832, had for years upheld the cause of the Democratic, or Masonic, party, that the *Sky* came out during the Ritner campaign in 1835, as a Whig, or anti-Masonic, journal. Its aspirations, however, were intensely patriotic, and there was not any friendliness for the "mother country" exhibited in its columns—probably for the good reason that Moses Canan was the grandson of Captain William Henderson, who fighting under General Sullivan at the battle of Long Island, was there taken prisoner, confined for three months in a British prison ship in Wallabout Bay, and, upon his exchange after the battle of Trenton, served his country until the end of the war.

Moses Canan himself fought against England in 1812, and if his pen did not write the editorials of the new paper, his judgment doubtless dictated them, for Moses Canan, besides being a patriot and a lawyer of ability—one of the three legal gentlemen who attended the first court of Cambria county—was a man of literary tastes, and as early as 1810 he was a partner with W. R. Smith in the publication of the Huntingdon *Literary Museum and Monthly Miscellany*, a compilation of gems of poetical literature from the best authors of the time.

The editorials of the *Sky* were remarkable for their intelligence and dignity.

On May 13, 1836, M. A. Canan became a partner in the publication of the *Sky*. Tuesday, October 7, 1837, is the date of the last issue of the files under the Canans. The paper was afterward run for about a year by Steele Sample, and was then purchased by Abraham Morrison, but suspended for three years, when, under the name of the *Cambria Gazette*, it was revived by Moses A. Canan, and, under various names, and under the control of different persons, continued to be the organ of the Whig party until, on December 7, 1853, the *Cambria Tribune* was launched on the sea of Cambria county journalism.

The issue of *Cambria Gazette* from Tuesday, July 27,

1841—being No. 4 of Vol. I—to Wednesday, February 1, 1843, had Moses A. Canan, son of Moses Canan, and brother of S. Dean Canan, of this city, for its accredited editor and proprietor, although the editorials give evidence of the style and force of Moses Canan, who was undoubtedly the writer of the greater part of them. Moses A. Canan had in 1835 edited and published a small society paper for young people in Ebensburg, which was called the *Mountain Clarion*. It was devoted to social amusements, society notes and literature.

The *Cambria Gazette* (the second paper of that name to be published in the county) was a four-page, five-column paper, the columns eighteen inches in length. Tom Slick was its carrier.

Moses A. Canan died while editor of the *Gazette*, and the paper was for a time conducted by his father, and his brother—Robert H. Canan. Afterward Andrew J. Eckels and Thomas S. Reed conducted it for a twelvemonth, to be succeeded by James Morgan; but finally through lack of management, the paper came to a standstill. In 1848 William Foster, a young printer who had learned his trade in the office of the *Bedford Inquirer*, took hold, revived the paper, and changed its name to the *Johnstown News*.

A copy of this paper, the *Johnstown News*, Vol. II, No. 17, dated August 8 and 9, 1849, is a neat four-page, six-column paper printed and published by Foster & Cooper. A considerable part of the paper was devoted to a communication signed H. Yeagley, being a comparison of the relative merits of Dr. William A. Smith and John Fenlon, Democratic and Whig candidates for Assembly. There was about half a column of foreign news, but not a local item. A note explains, however, that one of the editors was sick that week.

George W. Cooper, besides his ability as an editor, was also a successful practicing physician, and after he sold the *Journal*, which he published at Garnett, Kansas, until 1885, he resumed the practice of medicine at Peoria, Illinois, until his death at this former place, ten years later.

In 1848 William Foster procured the press and materials of the *Cambria Gazette* and launched the *Valley Wreath* as a weekly paper in Johnstown. It was a Whig advocate. In 1849 or 1850 Dr. Cooper joined Foster as a partner, and became the editorial writer. In 1850 Frank W. Hay acquired the interest of Dr. Cooper, who had gone west, but withdrew in less

than a year. Foster continued to publish it until 1852, when he quit. It was at this time that James M. Swank began to publish the *Cambrian*.

The *Cambrian* was a Whig campaign paper edited and published in 1852, to advocate the candidacy of General Scott for the presidency. James M. Swank, not then twenty years of age, edited and published its first eighteen numbers, the first containing an account of the death of Henry Clay and the last an obituary of Daniel Webster and an account of the defeat of General Scott at the election that year. After the election its publication was continued by S. B. McCormick until that fall.

James Moore Swank founded the *Cambria Tribune* December 7, 1853. It was the weekly successor of the *Cambrian*.

The *Tribune* was a six-column folio, 22 by 32 inches, printed on an old Ramage hand-press. The subscription price was \$1.50 in advance, and transient advertising was "one square, three insertions, \$1.50," making the rate about twenty-two cents per inch for each insertion. For other advertisements he took whatever he could get in exchange. The early numbers, as was the custom of all country papers, were largely made up of literature and national politics, with a great scarcity of local news. Mr. Swank's change of plan with special attention given to local events was soon followed by other county papers.

On May 28, 1856, when Mr. Swank temporarily withdrew from the *Tribune* and went to Wisconsin with his brother, George T. Swank, Colonel John M. Bowman became the editor and represented Mr. Swank's interest. During his absence D. J. Morrell and other Republicans procured a Washington press, which was substituted for the old Ramage. On March 20, 1858, Mr. Swank returned and entered into partnership for three years with Colonel Bowman, the former being the sole proprietor of the plant. They moved the office from the Mansion House building to the brick building on the northwest corner of Franklin street and Ebbert alley. On July 3 they printed the outside of the *Tribune* in blue and the inside in red. While Mr. Swank was absent Colonel Bowman, being a good newspaper man, enlarged the local features, which have been strictly observed in that office till this day. The *Tribune* was always a consistent and strong advocate of the Whig and Republican parties, and never bolted a regular nomination.

On February 5, 1861, the partnership was dissolved by limitation, when Mr. Swank was appointed superintendent of the public schools for Cambria county. Colonel Bowman continued as editor. On July 5, 1863, Cyrus Elder became an associate editor, continuing for a few months only. On October 14, 1864, Mr. Swank again assumed editorial control and changed the name to that of the *Johnstown Tribune*. On January 8, 1869, he enlarged it by making it an eight-column folio, 26 by 38 inches, which made it the largest weekly paper in western Pennsylvania. In December, 1869, he sold the plant to his brother, George T. Swank, who moved it to the front part of the second floor of the present Tribune building, where he had his job office. On January 7, 1870, the first edition of nine hundred copies under his management was issued. These rooms were too small for the *Tribune* and the job office; therefore, on April 30 of that year, he moved the office and equipments to the second floor of the Mansion House, on the southeast corner of Franklin and Main streets, where it remained until March 7, 1874, when it was again moved to the second floor of the present Tribune building. In a few years thereafter Mr. Swank purchased the ground and building and made it the permanent home of his newspaper.

George Thompson Swank was a son of George W. and Nancy Moore Swank, born near Saltsburg, in Indiana county, November 6, 1836. He learned to be a printer on the *Valley Wreath*, the *Mountain Echo*, the *Cambrian* and the *Cambria Tribune*. In 1854 he went to Rock Island, Illinois, to work on the *Rock Islander*, and the following year was engaged on the *Napiersville Journal*, Illinois. In 1855 he returned to the *Cambria Tribune*. In the summer of 1856 he again went west and visited friends at Earlville, Illinois, but not finding employment at his trade, he started for Chicago, with a large deficit in his finances. When the train stopped at Aurora, Illinois, it was after dark. A strange and sudden impulse led him to alight without knowing a soul in that vicinity. Early the next morning he called at the office of the *Aurora Beacon*, seeking work, and to his surprise was given immediate employment as foreman at \$12 per week, with board and lodging at the best hotel in the town at \$4. The blues had taken flight, and he remained there until late in the fall of 1856, when he accepted a position on the *Transcript* in Prescott, Wisconsin. During the next two years he attended the Eldersridge Academy, and taught the

public schools at or near Fallen Timber, in White township, and the Benshoff school in West Taylor township. He then went to Pittsburg and became a printer on *The Union*, a daily then just started, and which was edited by John M. Bailey, subsequently elected a judge of the court of common pleas for that county. The paper failed and he had difficulty in securing his wages. In 1859 he went to St. Louis and became a printer on the *New Era*, an abolition paper started by Francis P. Blair and Henry T. Blow. The office was located in Carondelet, a suburban town. The paper was an aggressive advocate for the overthrow of slavery, and one night the office was dismantled and the press and types were thrown into the Mississippi river. Blair was the candidate for vice-president in 1868, and Blow was our minister to Venezuela under Grant.

In 1860 Mr. Swank went to New York city, and with the assistance of Salathiel Tudor Sellick, a Johnstown boy, he procured a position as "sub" on Horace Greeley's *Tribune*. It was difficult to get a case on that paper, but being coached by Sellick and Ben Gillespie, one of the fastest typesetters in the country, he soon had a case of his own. He remained there until his enlistment in Company D, Seventy-first New York Infantry. Upon the expiration of that term he re-enlisted as a private in Company D, Twenty-seventh Connecticut Infantry, and was promoted to corporal and then to first sergeant. He followed Hancock the Superb in the several assaults on Marye's Heights at Fredericksburg, and was with him at Chancellorsville and Gettysburg. On July 2, when Hancock went to the assistance of Sickles in the wheatfield, Mr. Swank was seriously wounded, and his colonel, Henry C. Merwin, was killed, with many of his company. Owing to his wound Mr. Swank was honorably discharged, and upon his recovery returned to Greeley's *Tribune*, and took his old case, but was in a short time made a proof-reader. In 1866 he and a companion, Alexander W. McDonald, established a job office in the Potter building, 37 Park Row, which was very successful. They printed the *Galaxy*, the *Turf, Field and Farm*, the *Army and Navy Journal*, and Richard Grant White's excellent book on the "Use of Words," and other high class periodicals and books. In 1868 he came to Johnstown and started a job office, as heretofore mentioned.

When he took charge of the *Tribune* Mr. Swank was well equipped for his new position. He had what Greeley called a "nose" for news, and made a special feature of publishing all

the local events worthy of notice. On Monday, March 3, 1873, was published the first daily *Johnstown Tribune*. It contained President Grant's message to Congress, and was on the streets five hours after the message had been delivered to the House, with a full Associated Press report of the day. It was a folio, 14 by 20 inches, five columns, excepting on Fridays, which being a combination of the daily and weekly issues, consisted of eight pages. Since March 3, 1880, the editions have been separate. The daily was three cents a copy, or \$7 per annum, and the weekly, \$1.50. On March 4, 1878, the daily was reduced to \$5. The advertising rates were \$100 per column for the year in the weekly, and \$250 in the daily, and fifty cents per inch for transient patronage. On March 8, 1895, the weekly was enlarged to eight columns of eight pages.

Mr. Swank modeled his paper after the style of the *New York Tribune*, and the rules of the office as to make-up, punctuation, spelling, capitalization, etc., were those of Greeley and McElrath. He never used plate matter in either editions, nor inserted locals between reading matter. He would not permit his employes to solicit subscriptions, advertising or job work, but depended upon the merits of the office and paper as did his master.

The weekly began its existence with a circulation of 450, and in 1870 it had 900. When Mr. Swank retired it had increased to 3,000, which consisted of the best list outside of the large daily papers, and was equivalent to cash payments in advance. The daily started with about 800 subscribers, and he closed it with 4,000. The *Tribune* is the only paper in the county having a complete file for fifty-three years, or of any other near it by thirty odd years. There were no papers issued between May 31 and June 13, 1889, both inclusive, inasmuch as the flood had almost destroyed the plant.

When the daily was established and for many years thereafter, Mr. Swank was the editor, foreman, pressman, jobber, and business manager. Casper W. Easley was the first local, or city reporter, and an excellent one he was, as were all who followed. On the death of Mr. Easley, George J. Akers succeeded, and on the latter's death George C. Gibbs became the local. Mr. Gibbs was a versatile printer, and could do anything from a leading editorial to collecting bills, or setting up type. Elmer E. Conrath succeeded Mr. Gibbs. Mr. Swank assumed the

responsibility of every word put in the paper, either in court or out of it; he read every line and gave out all the copy; he stood over the imposing stone and directed what should go in; and he met the irate who came in to tell him that "it wasn't so." On April 5, 1902, on account of ill health, he announced the sale of the *Tribune* plant to Anderson H. Walters and others, for a sum exceeding \$82,000, and affectionately closed the editorial with "Good Bye." In due consideration of all the essential requirements for a newspaper man,—as, editor, publisher, printer, foreman, jobber, pressman and in business qualifications, Mr. Swank was pre-eminent in his profession and trade, and all in all was excelled by none.

He was twice appointed and once elected clerk of the district court, which existed in Johnstown from '69 to '75. He was postmaster of Johnstown for three terms beginning in 1874. He was chairman of the Republican county committee in '72 when Grant carried the county against his old friend and preceptor, Horace Greeley, and was chairman at other times, and delegate to state conventions and congressional conferences on many occasions. He was an alternate delegate to the Hayes convention of '76, and that of Grant in '80. He was a delegate to the Harrison convention of 1888, and a presidential elector for McKinley in 1896. Mr. Swank is a member of the famous No. 6 Typographical Union of New York city; the Grand Army of the Republic, and of Johnstown Lodge of F. & A. Masons.

When Mr. Walters assumed control of the *Tribune*, the Johnstown Tribune Publishing Company was organized, May 2, 1902, with a capital of \$75,500. The officers were Anderson H. Walters, president, treasurer and editor, and Elmer E. Conrath, secretary and associate editor. That year three Mergenthaler typesetting machines were introduced, when type setting and distribution by hand ceased in that office. In April, 1905, a Goss straight line rapid press was put in use. In March, 1907, the daily contained from twelve to sixteen pages, and the weekly from ten to twelve, seven columns each, and twenty inches in length. On December 1, 1905, the price of the daily was reduced to one cent, or \$3 per annum. The weekly remains at \$1.50. An early edition is printed for the afternoon trains, and at 4:15 the regular edition appears with a circulation of 10,000. The weekly has about 3,000.

The *Cambria Democrat* was founded in Ebensburg in the year 1832 by Arnold Downing, then burgess of Ebensburg, Moses Canan being clerk, it was, as its name indicated, a Jackson paper. After a couple of years of precarious existence it suspended, doubtless owing to the fact that Johnstown was then just beginning to forge to the front, and the establishment of a paper of that party in the canal and railroad town did not leave the paper at the county seat sufficient patronage to justify its publication.

No. 16 of Vol. II. of the *Johnstown Democrat and Cambria and Somerset Advertiser*, bearing date of April 26, 1836, would seem to indicate that the journal was started about the beginning of 1835. It was a four page, six column paper, the columns seventeen inches in length, and was printed and published by William Latshaw, on Canal street, next door to the collector's office in Johnstown. Its publication was abandoned in the latter part of 1836.

A source of official patronage was the publication of the then proposed constitution of the state during the last year of Ritner's administration in 1838, the law requiring it to be published in two newspapers in the county, and as there was but one Whig paper in Cambria county—the *Sky*, in Johnstown—it was determined by James Fenlon and Alexander McConnell, then supervisor of the Allegheny Portage Railroad, to start a paper in Ebensburg for that purpose, and the *Democrat Journal*, with John Scott as publisher, was the result. The late Hon. John Fenlon was the writer of the editorials which, in dealing with political opponents, were generally caustic in the extreme. No. 4 of Vol. I., bearing date September 20, 1838, published what purported to be a receipt given by David R. Porter, then Democratic or Masonic candidate for governor, to one George Davis, and charged that Porter in taking the oath required by the insolvent laws, the benefit of which he had taken, had perjured himself. The reply of the Porterites was that their candidate had acted in good faith, had been forced into bankruptcy by reason of indorsing the obligations of friends, and did not mean to defraud any creditor.

“Wood taken at this office for subscription,” is prominently advertised at the bottom of page 3.

Shortly after this time Robert L. Johnston assumed the editorial control of the *Journal*.

The *Democratic Sentinel* was published in Johnstown dur-

ing the presidential campaign of 1844 to advocate the election of James K. Polk. No. 2, of Vol. I. bears date of September 20, 1844. George Nelson Smith was the editor. It was printed on "medium-size" paper, four fifteen-inch columns to the page, four pages, and the price was \$1.50 per year. Judging from the import of a set of resolutions passed by a meeting of members of the party in Summerhill township, published in the paper, there was an urgent necessity for the leaders to get together. There was, it appears, a bitter fight between John Snodgrass, Thomas A. Maguire, Dr. William A. Smith, Joseph McDonald, and the *Mountain Sentinel*, on the side of the railroad faction, and George Murray, Colonel John Kean, James Potts, and the *Democratic Sentinel*, on the other.

In 1835, the year after the opening of the double-track railroad system across the Allegheny mountains, between Johnstown and Hollidaysburg, William Bernard Conway came to Johnstown and commenced the practice of law. His office and dwelling were on Canal street, now Washington, adjoining the Cambria Library. He was probably the first lawyer to locate in this town, and there were then but two others in the county—Moses Canan and Michael Dan Magehan—both at Ebensburg.

Mr. Conway was about thirty-three years of age at that time, and came here from Pittsburg. He was slender, probably five feet nine in height, and weighed less than a hundred and fifty pounds; neat in dress, usually wearing a frock coat and silk hat, and used spectacles, with an entire absence of whiskers or mustache. But Mr. Conway was a genius, and gave more thought to literature than to the science of law. The Johnstown *Democrat*, the first newspaper published in this town, had suspended, which gave him an opportunity to develop his natural bent toward journalism. He purchased the plant, and, in the early part of 1836, founded the *Mountaineer and Cambria and Somerset Advertiser*, which was commonly known as the *Mountaineer*. The office was on Canal street, next to the collector's office, about where Ludwig's store is now situated.

In the winter of 1836 Mr. Conway moved the *Mountaineer* plant on sleds to Ebensburg, where he continued to issue weekly installments of wit, sarcasm, and eloquence until the latter part of '37, when it seems the paper suspended. During odd moments he was defendant in criminal libel suits, of which he had twenty on hand in a period of a few months, but only four were ever brought to trial.

The *Mountaineer* was an individuality; it was Conwayism from the first to the last letter on the editorial page, and it had a state reputation of value, as he was a most brilliant and versatile writer.

Mr. Conway was a follower of Andrew Jackson, and at that time a vigorous opponent of Joseph Ritner, the anti-Mason and Whig governor, and a close friend of David R. Porter, who succeeded Ritner in 1838. During the year of 1837 he published many articles favoring Porter's nomination by the Democratic party, but he left before the election occurred.

In the early part of 1838 friends in Philadelphia offered to fit out a newspaper plant in that city and give it to him to manage, but in June President Van Buren appointed him secretary of the Territory of Iowa, and he chose the latter position, which he held up to the time of his death. At this time Joseph Williams, Esq., a lawyer at Somerset, was also appointed one of the Federal judges of that territory. On one occasion, when Judge Black was in Buchanan's cabinet, Judge Williams called on him, with whom he had an intimate acquaintance, and sent in his card, which did not receive prompt attention. He thereupon sent in another with the following additional information, "When you were Jerry and I was Joe," which gave him an audience at once.

William Bernard Conway was a son of John Conway, a native of County Fermanagh, Ulster, Ireland. His parents were married before emigrating to the new world, which was a short time after the Revolution of '98. When they came here they located on the Brandywine in Newcastle county, Delaware, probably at Wilmington, where William B. Conway was born about 1802. He was a weaver's apprentice until his father moved to Westmoreland county in 1818, when he purchased a farm one mile from Livermore, near Spruce run, which has remained in the Conway family until this date. It is now owned by the estate of John Conway, a nephew of William B. and the father of William B. Conway, a grandnephew, and ex-recorder of Westmoreland county, who now resides in Latrobe.

It is not known when William B. Conway left the farm, but between 1825 and 1833 he read law and was admitted to practice in Allegheny and Westmoreland counties, and also formed a partnership with Thomas Phillips, of Pittsburg, and

published in that city the *American Manufacturer*, a Democratic newspaper.

It was also during this period that he married Miss Charity Anne Kinney, of McKeesport. Their first child was Mary, who married Robert Daley, of McKeesport, and their children are Edward, Robert, and Annie Daley, now residing in that city, who are the only lineal descendants of this talented man. Their second child was a son, born in Ebensburg in the early part of 1837, and who died there November 7, 1837.

William B. Conway died in Davenport, Iowa, in December, 1839, while he was secretary of the territory, and was buried on the westerly bank of the Mississippi river. His wife came to McKeesport and died there. Mary Conway Daley, his daughter, also died there in 1886. Mrs. Margaret Conway, a sister-in-law of William B. Conway, died at the Summit, this county, 1879.

After Mr. Conway's retirement the *Mountaineer* was published for a time by Seely & Glessner, the first number being new series, Vol. II., No. 1, bearing the date June 20, 1838. It was a four-page, six-column paper. From this it would appear that Conway began a new series of the paper in Ebensburg. The terms of the *Mountaineer* were \$2 per year if paid within the first three months, or \$3 after that time. A notice at the bottom of the fourth page reads: "All kinds of country produce taken in exchange for the *Mountaineer*." On September 17, 1838, Seely & Glessner dissolved partnership, Glessner retiring and Seely assuming full control.

In the issue of Wednesday, April 10, 1839, S. S. Seely gives notice that his connection with the *Mountaineer* has ceased, but that it will be continued by Thomas Lloyd, whose salutatory appears in the same column. At the top of the column is this:

"For President,
MARTIN VAN BUREN,
and

THE CONSTITUTIONAL TREASURY."

Shortly after his accession to the editorial chair Mr. Lloyd published "proposals for continuing the publication and increasing the circulation of the *Mountaineer*," but, despite these declarations of principles and claims to patronage, the *Mountaineer* appears to have had a hard road to travel. Party animosities were running riot, often even to deeds of malicious mischief and violence, and one night, probably in the fall of

1839, its office was entered and the type carried off it is said by a journeyman printer and dumped into a vault not far distant. This malevolent act caused the suspension of the paper for some time. It was resuscitated, however, and in 1842 John B. Brown had editorial charge, reducing the paper to four columns to the page. The following year Thomas C. McDowell, Esq., was the avowed editor, and after him James McDermitt assumed control of its destinies, to be succeeded in 1844 by John G. Given, late of Mexico, Indiana, who changed its name to the *Mountain Sentinel*, which in time gave way to the *Democrat and Sentinel*, and that, in 1867, to the *Cambria Freeman*.

In an article under head of "The Press in Ebensburg," the *Alleghenian* of May 24, 1866, says that in 1842 McDermitt succeeded Lloyd, who went west, where he died some years afterward, and that, after having run the paper a year, James Brown took hold of it and conducted it until his death, which resulted from his being thrown from a buggy, in 1844. John G. Given succeeded him and changed the name of the paper to the *Mountain Sentinel*; but in the files of the *Cambria Gazette*, under date of May 25, 1842, may be read an account of an accident which befell John B. Brown, editor of the *Mountaineer*, by being thrown from a buggy and so severely injured that at first his life was despaired of, after which we see no notice of him in the paper. The conclusion is that the above statement is correct. Brown may, however, have lingered for years, and may have succeeded McDermitt, and may have afterward died from the result of the injury referred to.

The *Mountain Sentinel* was the name given to the *Mountaineer* by its new proprietor—John G. Given. It supported Polk and Dallas, the Democratic candidates for president and vice-president of that year, and favored the annexation of Texas. Mr. Given continued to edit the paper until the breaking out of the war with Mexico, when he enlisted in the Cambria Guards, and served with distinction in that memorable war.

During the absence of Mr. Given, Daniel Zahm graced the sanctum of the paper as editor, and the *Sentinel* had ample opportunity to supply its readers with accounts of the stirring events of the conflict.

On April 12, 1849, Mr. Given resumed the editing of the *Mountain Sentinel*, and continued in that capacity until February 27, 1851, when A. J. Rhey succeeded to the editorial chair. Mr. Rhey edited the paper through the campaign of

1852 and until August 26, 1853, when the paper was merged with the *Mountain Democrat*, founded the previous year by Richard White, into the *Democrat and Sentinel*.

Of this continuation of the *Mountain Sentinel* William B. Sipes became editor and proprietor and Robert Litzinger printer. This arrangement was not of long duration, for on December 9, 1853, Richard White and H. C. Devine assumed the roles of editors and proprietors, and Charles Wimmer that of printer. White and Devine continued in partnership in the editorship and proprietorship of the paper until May 13, 1857, when Mr. White retired and Mr. Devine assumed sole control, calling to his aid as assistant editor C. D. Murray, a talented young man of Ebensburg.

The *Mountain Democrat* was a venture of Richard White in the arena of journalism. The paper was published in Ebensburg in 1852; but after an existence of one year was merged with the *Mountain Sentinel* into the *Democrat and Sentinel*.

In 1859 we find Mr. Murray editor and D. C. Zahm, publisher and proprietor, who retired March 13, 1861, to be succeeded by James S. Todd as publisher on April 10th of that year. Mr. Murray continued to grace the editorial sanctum until June 18, 1862, when Mr. Todd succeeded him, retiring on April 13, 1864, to be succeeded on May 4th of the same year by Michael Hasson, Esq.

On June 7, 1865, Clark Wilson bought the plant and the "good will" of the paper, and J. Ellison Downes became assistant editor. August 16, 1866, W. H. McEnrue became editor and proprietor, and conducted the paper until the time of its demise, about two months afterward.

Robert L. Johnston, Esq., and Philip Collins, about the beginning of the year 1867, purchased at sheriff's sale the press, types, etc., of the defunct *Democrat and Sentinel* of Ebensburg. Mr. Johnston, as editor and proprietor, and Mr. Henry A. McPike, as publisher who had previously acted in a similar capacity on the *Crusader*, a Catholic paper published at Summit, this county, and on the *Mountain Echo* in Johnstown, on January 31, 1867, launched the *Cambria Freeman* on the precarious sea of journalism as the organ of the Democratic party at the county seat. John S. Rhey, Esq., a writer of much force, perspicuity and ability, wrote the greater part of the editorials for the *Freeman* while it was under the control of Messrs. Johnston and McPike, the latter becoming sole proprietor about the

year 1875, and continuing in that relation to the paper until, in the early part of 1884, he sold the "good will" of the paper and the appurtenances of the office to J. G. Hasson.

After leaving Ebensburg, Mr. McPike became one of the projectors and proprietors of the Altoona *Times*, but along in the early '90s disposed of his interest in that venture, and now lives in Washington City.

On July 1, 1903, Thomas A. Osborne and H. G. Andrews purchased the *Freeman*. On January 1, 1905, Mr. Andrews sold his interest to Mr. Osborne. It is a folio, eight columns to the page, and 22 inches in length, with a circulation of 1,672.

The *Democratic Courier* was published in Johnstown, No. 1, Vol. I, New Series, bearing date September 2, 1846. On the first page appears, "*The Democratic Courier and Tariff Advocate*—Not Bound to Swear According to the Dictates of Any Master." The paper was one of four pages, five columns to the page. In the first numbers the name of H. C. Devine appears as publisher, and later on that of Thomas A. Maguire as editor. What "New Series" means, unless the *Courier* was a revival of the *Democratic Journal* which had been also a tariff advocate, is not apparent. On March 16, 1847, the arrangement between Maguire and Devine having expired by limitation, the patrons of the paper were called upon to settle up, and that was the last of the *Courier*.

The *Cambria Transcript* was the successor of the *Democratic Courier*. H. C. Devine was the publisher and John B. Onslow, a brother of James Onslow, of Pittsburg, was its editor and proprietor, as may be seen from a card published by him in the *Mountain Echo and Cambria Transcript*, the successor of the *Transcript* in No. 3, of Vol. 1, of which paper bears date August 20, 1849, he says that, having disposed of the *Transcript* to Captain G. Nelson Smith, all persons indebted to him are authorized to pay the same to Captain Smith.

Under various modifications of its name, and often under adverse circumstances, the *Mountain Echo* had a desultory existence, at different periods extending over a space of more than twenty years. Captain George Nelson Smith was for the greater part of the time its editor.

Smith had fought in the Texan War of Independence, being present at the battle of San Jacinto, where Texan in-

dependence was won. He was an able writer, and advocated the principles in which he believed in a rational and generally decorous manner, in striking contrast with the generality of the newspaper men of his time. He had in 1844 and for some time subsequently edited the *Democratic Sentinel*. He bought the *Cambria Transcript* from John B. Onslow, and changed the name to the *Mountain Echo and Cambria Transcript*. The third copy of this paper, bearing date August 29, 1849, noticed that Queen Victoria had at last paid her long-promised visit to Ireland.

Volume II, No. 3, of the paper, under the heading the *Mountain Echo*, bearing date Friday, February 14, 1851, is a four-page, six-column paper. Much of its space was given to editorial matter, correspondence and news. The issue of May 11, 1853, under the flaming head of the *Mountain Echo and Johnstown Commercial Advertiser and Intelligencer*—"New Series, Vol. I, No. 2, Whole Number CVI," would seem to indicate that the *Echo* had been resurrected after a period of suspension. In this issue appears the name of Emanuel J. Pershing as associate editor, a position he held until May 31, 1854, when he severed his connection with the paper, and on August 21st of that year, accompanied by Messrs. A. J. Hite and Geo. T. Swank, then recently employes in the *Echo* office, went to Rock Island, Illinois, to establish the *Rock Islander*.

On August 26, 1853, in an editorial notice commenting on the salutatory of the *Alleghenian*, started the previous week in Ebensburg, the *Echo*—by that time the *Allegheny Mountain Echo, etc.*—says:

"FORTHCOMING—The Whig paper of this place is again to be resuscitated by James M. Swank, Esq. The first issue will appear about the first of December. It is now to be called the *Cambria Tribune*. Every time this paper is revived it comes out under a new name. This makes the sixth since it was first published in this place."

Mr. Swank, in the first issue of the *Cambria Tribune* (now the *Johnstown Tribune*), December 7, 1853, retorted as follows:

"The above courteous allusion to the resuscitation of 'the Whig paper of this place' is, we presume, by the senior of 'one of the neatest weeklies extant!' We do not deny that in a period of *thirteen years* the name of the Whig journal 'of this place' has undergone the changes referred to, but, without addition or subtraction, we claim to have discovered a striking coincidence in the history of the Locofoco paper 'of this place.' The only

defect in the coincidence arises from the fact that this Locofoco paper has had *six names* in about as many years, being in this respect a trifle more progressive than the 'Whig paper.' Let us look at the record: First, we have the *Democratic Courier and Tariff Advocate*; second, the *Cambria Transcript*; third, the *Mountain Echo and Cambria Transcript*; fourth, the *Mountain Echo*; fifth, the *Mountain Echo and Johnstown Commercial Advertiser and Intelligencer*, and sixth and last, though not least by half a dozen tri-syllables—the *Allegheny Mountain Echo and Johnstown Commercial Advertiser and Intelligencer*. There, now! Great snake country, this!"

In 1855 Mr. Smith, the Union candidate for the legislature in Cambria county, was elected. The Union ticket was nominated by Democrats and Old Line Whigs who would not join the Know-Nothing party.

On January 1, 1856, Cyrus L. Pershing, Esq., became editor of the *Echo*, during the absence of Mr. Smith at Harrisburg as a member of the legislature that winter. On May 1st following, Mr. Pershing, who throughout the winter had acceptably filled the editorial chair, published a graceful valedictory, and Mr. Smith once more assumed control as editor and proprietor.

In the issue of October 22, 1856, the result of the election was announced under flaming heads and large spread-eagle cut, underneath which was the legend: "Cambria County, the Banner County of the Keystone State."

On January 1, 1857, Editor Smith, having been a second time chosen Representative from this county, had consequently to temporarily relinquish the quill in the *Echo sanctum*, during which time Cyrus L. Pershing, Esq., for a second time became editor, but withdrew on the 28th of the same month "for many reasons not necessary to be stated," without however impairing any of the friendly relations existing between himself and Captain Smith. For a considerable time Smith's name appears as publisher and proprietor, where it once more appears as editor and proprietor. In 1858 the editor returned to the legislature a third time, and H. A. Boggs took his place.

On May 5, 1858, Henry A. McPike, who had formerly published the *Crusader* at Summit, and had for several years previous been foreman in the *Echo* office, became associate editor and partner with Mr. Smith. On November 7, 1860, the partnership between Messrs. Smith and McPike was dissolved, the former retaining control of the paper and the latter retiring.

The War of the Rebellion coming on shortly after this time, and the determination of the men of Johnstown, without regard to party lines, to save the Union at all hazards, and Captain Smith's determination to be at the seat of war in behalf of the Union, caused the *Echo* to be abandoned, to be replaced shortly afterward by the *Johnstown Democrat* as the organ of the Democratic party in the south of the county.

In the issue of the *Tribune* of April 26, 1861, appeared an item stating that the *Echo* had suspended publication that week for the reason that owing to the unsettled state of the country, Captain Smith had been publishing the paper at a heavy loss for some time, with no bright prospects for the future.

Colonel A. K. McClure, in his entertaining volumes of "Old Time Notes of Pennsylvania," relates an incident occurring in the legislature in the session of 1858, when George Nelson Smith saved the bill authorizing the construction of what is now the Philadelphia & Erie Railroad.

Governor Packer was intensely interested in the measure. The bill did not reach him until within a few days of the final adjournment, and upon careful examination of it the governor discovered a single sentence in it which would possibly nullify the project. He could not return it and have it passed over his veto; there was no time for the passage of a new bill; and it could not then be amended without a joint resolution. A joint resolution was required to lay over a day, and to suspend this rule would have required a two-thirds vote, which delay would be fatal.

Speaker Longenecker ruled, when interrogated, that a joint resolution could not be read and passed finally on the same day. The friends of the bill were in distress. George Nelson Smith, well versed in parliamentary law, was not inclined to be defeated where the merits overbalanced the objection. He was one of the most popular of all the members; he told a good story, sang a good song, and had been with Sam Houston at the battle of San Jacinto. Under these circumstances it was suggested to Speaker Longenecker that if he would permit Smith to preside the difficulty could be evaded and the amendment passed in time. He consented. Smith took the chair and the resolution was changed from the usual form of a joint resolution by stating: "Resolved, If the senate concurs," giving it the appearance of a house resolution requiring simply the concurrence of the senate. As soon as it was read the point was

raised that it was a joint resolution and must lie over for a day, but Smith faced the emergency with magnificent boldness, deciding that it was not a joint resolution, and directed a final vote to be called, which was duly taken, and the bill passed. The senate concurred and the bill was saved.

From one of a series of articles entitled "The Press in Ebensburg," published in the *Alleghenian* of that place in 1866, the following facts relating to the founding of that paper are gathered:

"August 23, 1853, the first number of a new paper called the *Alleghenian* made its appearance. It was Whig in politics and edited by Messrs. A. C. Mullin and Charles Albright. Its motto was, 'The free communication of thoughts and opinions is one of the invaluable rights of man.' The *Alleghenian* was edited with much talent and more vigor, yet all its days were numbered by the brief space of two years. During these two years it had for its editors, besides Messrs. Mullin and Albright, Joseph R. Durborrow, R. L. Johnston, and John M. Bowman. Upon the suspension of the paper in 1855, the establishment was bought by Dr. A. Rodrigue, who took the press, type and fixtures to Kansas. Arriving in that then turbulent Territory, the office was seized by a body of border ruffians, and thrown into the Missouri River. The stock was subsequently fished out, however, and was afterward used, first, to spread abroad the pestilential heresy of pro-Slaveryism, and next, as a countervailing good, to preach the doctrines of Abolitionism."

A notice from a paper called the *Union*, published at Junction City, Kan., in speaking of the old type of this paper, which the editor thereof was then about to throw into the "hell box," says that Dr. Rodrigue was the founder of the town of Leocompton. Messrs. Mullin and Albright, it appears, were in 1853 prosecuted for libel by Colonel John Piper, and mulcted in a small sum in the Blair County court.

On August 25, 1859, a paper called the *Alleghenian* and bearing at its head Bolsinger & Hutchinson, was started in Ebensburg to fill the long-felt want of a Republican paper at the county seat. About three months later Bolsinger dropped out, and the name of J. Todd Hutchinson alone appeared. After two years A. A. Barker appeared as editor and J. Todd Hutchinson as publisher.

The *Alleghenian* was a four-page, six-column paper, the columns twenty inches in length. The editorials were vigorous and uncompromising, the literary and historical selections, many of which bear unmistakable evidences of being the work

of Mr. Hutchinson, are as near perfection as it is possible for such things to be in a country printing office.

A few weeks before the close of the seventh volume, Mr. Barker announced that he would vacate the editorial chair at the end of that volume, and offered the paper for sale. On October 18, 1866, he published his valedictory, giving as the reason for retiring that his private business demanded his entire attention. No arrangement for the continuation of the paper having been entered into at that time, it suspended until January 24, 1867, when publication was resumed, with J. Todd Hutchinson as editor and William E. Hutchison as publisher.

William E. Hutchinson having died on December 19, 1867, from the effects of an illness occasioned, it is said, by over-exertion in a game of baseball three months previously, the name of his brother appeared as editor and publisher until the end of the eighth volume, on February 20, 1868, from which time until August 13, 1868, the commencement of the ninth volume, in the first number of which appear the names of J. Todd Hutchinson and E. James as editors, the paper was suspended. This new arrangement continued for a year, when Mr. James dropped out and Hutchinson was once more editor and publisher.

The *Crusader* was a Catholic paper published by Henry A. McPike at Summit, then the seat of the diocesan seminary, the first number appearing about the first of January, 1852. Revs. John Walsh, of Hollidaysburg; Joseph Gallagher, of Loretto; Thomas McCulloch, of Summit, and T. Mullen, of Johnstown, afterward Bishop of Erie, were its editors. Whether the paper had, like many secular papers of the county, its period of suspension, or whether the publisher forgot to change the Roman numeral at the head of the paper—a mistake he sometimes made—cannot positively be told, while inclining something to the former opinion, but Vol. I, No. 6, of a *Crusader* in the *Tribune* office bears date March 10, 1853. Some time in that year, however, it was merged with the *Alleghenian* and the seminary was about the same time moved to Pittsburg.

In September, 1871, Edmund James changed the name of *Alleghenian* to the *Cambria Herald*, which continued until 1881, when Festus Lloyd purchased it, and his name appeared as editor at the head of its columns until his appointment to the postmastership of Ebensburg in the early part of 1898, when he sold out to a syndicate of politicians. It was soon merged

with Walter R. Thompson's *Mountaineer*, the result of which amalgamation is the present *Mountaineer-Herald*.

During the agitation caused by the opposition of Stephen A. Douglas to the admission of Kansas as a state under the Lecompton constitution, which the administration of Buchanan espoused, the *Democrat and Sentinel* being an administration paper, the friends of Douglas in Ebensburg formed an association to start a Douglas paper. The result was the resurrection on February 4, 1858, of the *Mountaineer* (No. 2), with Philip S. Noon, Esq., editor and proprietor, and D. C. Zahm, publisher; but the new editor retired on the 22d of September of the same year, giving as his reason therefor that he preferred to give undivided attention to the legal profession. He was succeeded in the next issue of September 29th by his brother—James Chrysostom Noon—the name of Robert Litzinger appearing at the same time as publisher.

During the political campaign of 1860, on August 20th, Mr. Noon retired from the editorial chair, and the adherents of Douglas, anxious to continue the publication of the paper, induced John Lloyd to become its editor for one year, guaranteeing that he should not lose pecuniarily by his association with the paper. The defeat of Douglas at the general election in that year removed the motive for the continuation of the paper, and at the expiration of Mr. Lloyd's contract with the proprietors the paper ceased to exist.

On April 11, 1856, the *Beobachter*, the first German newspaper of Johnstown, was printed on a press and types that had previously belonged to the *Allegheny Republikaner*, a Whig paper that had been published in Somerset. Germanus Voegtly and William Hermann were the publishers and the latter was the editor. It was a four-page, five-column paper, sixteen ems wide to the column. On November 28, 1856, the name of the paper was changed. *Der Johnstown Demokrat* was the new name given, which, it was stated, was more significant than *Beobachter* (Observer), the politics of the paper being Democratic. The firm name was then changed to G. Voegtly & Co., and on April 24, 1857, to Voegtly & Young, Joseph Young then becoming the editor. On August 19, 1857, Richard White, of No. 4, bought out the interest of Voegtly, who it appears was sole owner, for the reason, the *Tribune* then asserted, that Young, while a good editor, had a leaning toward the Republican party, and was opposed to G. Nelson

Smith's legislative aspirations. White, who was quite a linguist, occupied the editorial chair until April 5, 1858, when he made Hermann associate editor, which arrangement lasted for some time. White and Hermann both joined the army, the latter in a New York regiment.

About the beginning of the civil war, Victor Voegtly bought *Der Demokrat* and conducted it for several years. A man named Lechner afterward became owner.

In 1871 the name of the paper was changed to the *Freie Presse* by Mr. Lechner, from whom C. T. Schubert bought the paper about the year 1877. He continued to conduct it until the great flood of 1889, in which he lost his life. His office being on the third story of the building now occupied by the Dollar Deposit bank, on the corner of Main and Franklin streets, escaped uninjured, and a couple of weeks later the paper was started anew by Mrs. Schubert, as publisher, and George A. Bauer, as editor. In 1900 William F. and F. J. Schubert became the proprietors, with the former as editor. The office is in the Fend building on Main street. It is an eight page paper, 17x24, and the only German paper in the county. It is Democratic, and has a weekly circulation of 1,700.

The *Johnstown Democrat*, the second paper of the name to be edited and published in the place, made its first appearance on March 5, 1863, with James F. Campbell, Sr., as editor, and James F. Campbell, Jr., as associate editor. The elder Campbell had previously edited a paper in Blairsville. He was a violent anti-war Democrat, as was apparent from the first issue of the paper, in its editorial notice of which the *Tribune* made this prediction, which was soon fulfilled:

"Altogether, if the initial number is to be taken as an index of the future, the *Johnstown Democrat* will soon earn for itself a precious load of odium in the estimation of Union men who are less loyal to 'the party' than to the government."

The journalistic career of the Messrs. Campbell in Johnstown was a most stormy one. So bitter was the feeling engendered, it was alleged that at the time of the return of the nine-month men, the editors, expecting violence at the hands of the exasperated volunteers, had an armed body of friends in the office of the paper ready to repel any attack. The friends of the defenders of the Union averred that such had never been contemplated. Once afterward there was a disturbance on one

of the streets, the responsibility for which the *Tribune* charged to the editors of the *Democrat*.

A vile caricature of the president, entitled "The Ebony King" was published in the paper, and the Hon. Cyrus L. Pershing, then member of the legislature, was charged with being an accessory, as he was reputed to be the owner of the paper at the time; but he disclaimed all responsibility therefor. In the fall of 1864 the paper was suspended for a short time, but was revived, as appears from the *Tribune* of December 2d of that year, and the terms of the paper raised to \$3 a year in advance, or \$3.50 if not so paid.

On December 23, 1864, the *Tribune* in an editorial notice said:

"The Johnstown *Democrat* has at last changed hands, Mr. James F. Campbell being succeeded as editor and publisher by H. D. and L. D. Woodruff—the father and son—late of New Bloomfield, Perry county. Personally we welcome these gentlemen to Johnstown; pecuniarily we hope they may meet with the most gratifying success; politically, we tell them frankly we do not like their first editorial about 'the reserved rights of the states,' nor do we admire the tone of the following sentences:

" 'We have just closed a presidential contest, and committed the destinies of this nation for years to the Abolitionists of the north and the Secessionists of the south, and we must await the development of the future. The election has been carried against us, with a less majority than there are officials whose tenure of office is dependent on the will of the president.' "

In 1870 the elder Woodruff was the Removal candidate for the legislature, for which position he was supported by the *Tribune* as well as the *Democrat*, and opposed by the *Cambria Freeman* and *Alleghenian* of Ebensburg. During this campaign the anti-Removalites started a paper in Johnstown in opposition to the *Democrat*, called the *Mountain Echo* with G. Nelson Smith as editor. He was succeeded in turn by Thomas E. Myers, Casper W. Easley, and D. W. Hite. W. Horace Rose, Esq., who was the candidate on the regular Democratic ticket that year, was elected by a majority of 222 votes.

In 1876 the senior editor retired, leaving his son, L. D. Woodruff, editor. For two terms, 1876-80, Mr. Woodruff was one of the representatives of this county in the legislature. He was also postmaster for Johnstown in Cleveland's second term and mayor of Johnstown from 1899 to 1902.

On Wednesday, August 22, 1888, began the publication of the *Daily Democrat*. The plant was damaged but little in the great flood of May 31, 1889, and publication was resumed in July of the same year. Mr. Woodruff edited and published the paper until February 1, 1893, since which time it has been conducted by Mr. Warren Worth Bailey, assisted by his brother—Edward Homer Bailey. On the night of March 4, 1896, the Hannan block on Franklin street, in which the office of the paper is located, was badly damaged by fire and the *Democrat* suffered severely, without, however, any serious interruption in its business or delay in its publication.

Warren Worth Bailey entered the office of the Kansas (Illinois) *Citizen* in 1868, when thirteen years of age, and held the position of "devil" for three years. He then became a telegraph operator on the Big Four Railroad, and was made station agent when he was eighteen. Two years thereafter he returned home to attend school, and again went into the office of the *Kansas News*, the successor of the *Citizen*, where he worked before and after school hours and on Saturdays. His brother, Edward Homer, was also employed on the *News* from '73 to '77, and was an apt apprentice in the art. Homer Bailey accepted a position on the Carlisle (Indiana) *Register* in the latter year, when he was nineteen. After working there a short time he was offered the plant in partial payment for wages due, which he accepted. He invited Warren to join him in its management, under the name of the *Democrat*. They found it a heart-breaking proposition for some time. The public never knew how close they were to "Starvation Hollow," but the proprietors were doing good work and kept up appearances in a businesslike manner. When returns suddenly began to come in, the paper leaped into prosperity. In 1879 the brothers bought the Vincennes (Indiana) *Reporter*, and consolidating it with the Carlisle *Democrat*, changed the name to the Vincennes *News*. This venture also was successful, and in 1887 they sold out, and both entered journalism in Chicago.

Warren Worth Bailey became attached to the reportorial and later to the editorial staff of the *Evening Mail*, and with a brief interruption was on the editorial staff of the Chicago *Daily News* until he came to Johnstown. In the meanwhile he did incidental work for the *Times*, the *Tribune*, the *Herald*, the *Globe* and the *Evening Post*. While on the *News* he exploited his radical views along economical, social and reform lines, con-

sisting of single tax, free trade and control of public utilities, or payment for the same, which he has continued as the policy of the *Democrat*.

Edward Homer Bailey engaged with the Blakeley Printing Company, a large job office in Chicago. He then became editor of the *Lake View Record*, in a suburban town, and later accepted a position on the editorial staff of the *News* in the city. In 1889 he was news editor on the *Railroad Age*. The next two years he was editor of the Bloomington (Illinois) *Daily Leader*, a Republican journal, relinquishing that to become a part owner of the Normal (Illinois) *Advocate*, where he remained until he came to Johnstown.

On February 1, 1893, the brothers purchased the *Daily and Weekly Democrat*; the former had a circulation of about 300, and the latter 900. The *Daily* was a seven-column folio, with twenty-inch columns. It was a morning two-cent paper, or \$5 a year subscription. In April, 1907, this daily edition has from twelve to sixteen pages, printed on a Webb perfecting press. The price was reduced to one cent on January 1, 1894, becoming the first penny paper in the county. In 1895 they introduced the Mergenthaler type-setting machines, and now have four. Its circulation on April 6 was 8,900, and on the opening of the baseball season it rose 700. The *Weekly* has about 1,100. A Sunday edition was published from October 4, 1903, to February 28, 1904, when it was discontinued. Warren Worth Bailey is the editor and publisher, and owns two-thirds of the plant, while Edward Homer Bailey, the associate editor, owns one-third. A cash offer of \$100,000 was made for it recently.

During the existence of Smith's *Mountain Echo* the paper, to use that gentleman's facetious expression, had been frequently threatened by the *Tribune* with the specter of an *Allegheny Mountain Voice*. This phantasm at last took shape in the founding of a paper by a number of persons to politically oppose the *Echo's* editor, of whom H. A. Boggs was one of the leading spirits. If we are to judge by an item in the *Tribune* of April 17, 1858, the "publishers, proprietors and editors" remained incog., but to a certain John McCormick, a school teacher by profession, was given the credit of writing the leading editorials.

The first issue of the *National Democrat* appeared in Johns-

town on September 21, 1857, in opposition to the *Echo*, which was an anti-Lecompton organ. A. J. Hite was the publisher. Joseph Young was the reputed editor of this publication and of the *Herald*, a German paper of the same proclivities that appeared about the same time. As Lecompton Democrats were not very plentiful in Johnstown, the paper did not long survive.

The Johnstown *Herald*, according to the *Echo* of that time, was a German sheet printed in Pittsburg in 1857 on the press of Victor Scriba, of the Pittsburg *Democrat*, at the instigation of National Democrats, headed by General Bowman, of Bedford, to fight the regular, or Administration, ticket in Cambria county. Joseph Young was the reputed editor.

Mountain Echo No. 2. In 1870, after Henry D. Woodruff had accepted the nomination for Assembly on the Removal ticket, the friends of Ebensburg started a paper (the *Mountain Echo* No. 2), in opposition to the *Democrat* and the *Tribune*, both of which favored the removal of the county seat, and George Nelson Smith was placed in control as editor. He was succeeded successively by Thomas E. Myers, Casper W. Easley and D. W. Hite.

The *Voice and Echo* was a weekly paper started in opposition to the *Tribune* a short time before the inauguration of the *Daily Voice*. James F. Campbell, Sr., was its editor. Its name was probably a compound of the *Allegheny Mountain Voice* and the *Mountain Echo*.

On July 2, 1872, J. B. Campbell, Jr., and brother started the *Daily Voice* in Johnstown. After an existence of two years this paper suspended. This was the first attempt at establishing a daily newspaper in Johnstown.

The *Sunday Times* was published in Johnstown for a short time in 1879-80. James F. Campbell, Sr., was the editor. The demand for a Sunday paper did not justify the expense of publication, hence it was discontinued. McPike in the *Freeman* facetiously alluded to the cause of its demise in the following:

"Dimes and dollars, dollars and dimes,
The want of money, the worst of crimes,
Was what was the matter with the *Sunday Times*."

The Ebensburg *Local News* was a Republican paper established by S. E. Humphreys in 1887. Its publication was suspended in 1890.

The South Fork *Courier* was ushered into existence by S. E. Humphreys after he had discontinued the publication of

the *Local News* in Ebensburg, and was by him conducted for several years, when he sold the press and good will of the paper to the proprietors of the *Record*.

The South Fork *Record* succeeded the *Courier* in 1894, with John L. Sechler as one of its first editors. On August 13, 1897, W. I. Stineman became the editor and proprietor, with Otis C. Lloyd as manager. On August 8, 1898, it was moved into its own building. H. C. Stineman is the present editor and publisher. It is a folio, twenty by twenty-six inches, issued on Thursday, and has always been a Republican journal.

The *U. B. Conference Journal* began publication in 1888, Rev. W. H. Mingle being its editor and Rev. L. W. Stahl publisher. It is a monthly journal devoted to religious intelligence, dated at Johnstown.

Thompson's Mountaineer was founded in Ebensburg in opposition to the *Cambria Herald* by W. R. Thompson and J. L. Sechler, June 18, 1891, but in October of the same year Mr. Sechler retired, leaving the paper in control of the senior editor, whose name continued at the head of its columns down to the merging of that paper with the *Herald*, and still appears at the head of the *Mountaineer-Herald*. The consolidation took place in April, 1898. The *Herald* had been an eight-column folio, but since the consolidation it has been one of six columns of eight pages, twenty inches in length. It is well equipped, having a Cottrell drum cylinder press and a Mergenthaler double-magazine linotype, which were introduced in that year. The machinery is run by electricity. Eighteen hundred copies are issued every Thursday. It is the only Republican paper in the county seat, and Mr. Thompson is editor and owner.

The *Teachers' Advocate* was an educational paper first issued in January, 1867, by J. Frank Condon and T. J. Chapman. Its subscription price was seventy-five cents per annum, with a circulation of about five hundred copies. In January, 1868, Mr. Chapman retired and was succeeded by A. C. Johnson. Four months later the proprietor sold to George W. Cope, who moved the paper to Ebensburg. In December, 1869, the *Advocate* again changed owners, George J. Akers and David W. Hite assuming control, with T. J. Chapman as editor. Johnstown again became the place of publication, and the *Advocate* took the shape of a pamphlet, but its publication was given up in the year 1870.

At the beginning of the year 1873 George W. Wagoner, now

a physician in Johnstown, started in this place a weekly paper called the *Literary Herald*, whose life went out at the end of a year. It was 13 by 26 inches in size. Dr. Wagoner, at the time of its publication, was but seventeen years of age, having previously worked a couple of years at the printing trade in the *Tribune* office.

The *Gallitzin News* was published for a short period prior to the founding of the *Vindicator*. J. I. Campbell was its editor, but he soon became convinced that the position of mail agent on the Pennsylvania railroad was more remunerative than that of editor of a paper on the mountain top.

About the beginning of 1887 Mr. James W. Kilduff, who in his youth had been a miner by occupation, and had taken a conspicuous part in the Greenback-Labor movement and in the United Mine Workers and Knights of Labor organizations, projected the *Gallitzin Vindicator and Industrial Liberator* as the official organ of the United Mine Workers of America of District No. 2 and of the Knights of Labor and other labor organizations of this county, and afterward of the Ancient Order of Hibernians. While the circulation was large, many of the subscribers did not pay, with the result that the paper had to succumb to the inevitable. The press and office fixtures were sold, and on them the *Gallitzin Times* was printed.

The *Gallitzin Times* was started in 1894 to succeed the *Vindicator*. W. S. Strickland was its editor and publisher. It suspended publication in the summer of 1906.

The *Gallitzin Item* was established in November, 1906. Charles Platt is the editor and proprietor. It is exclusively a paper for local events.

The *Carrolltown News* was established in 1879 by T. Scott Williams, who was succeeded by T. W. Letts and W. H. Waltz as publishers. It was afterward edited by J. S. Foley, when it had passed into the hands of Joseph A. Gray. It was for a time edited by Joseph E. Farabaugh, and then became the property of sons of Joseph A. Gray. It has always been Democratic in politics, and is a six-column, eight-page paper, issued on Friday, G. E. Hipps being the editor and publisher.

The *Johnstown Daily News* was a venture of John E. Strayer in 1888, a short time before the establishment of the *Daily Democrat*. It was for a time fairly successful, but lack of sufficient capital to carry on as expensive an undertaking

as the publishing of a daily paper caused its suspension. The first issue was on February 20.

Johnstown *Herald*, Weekly and Daily, was started in April, 1891. It was published by the Herald Publishing Company, Frank C. Hoerle being the editor. The daily was a four-page, seven-column paper, published at first for \$5 per year. A weekly paper was also published at \$1.50 per year, being established previous to the Daily. This was afterward, in January, 1894, changed to a semi-weekly at the same price, at which time the price of the Daily was reduced to one cent per copy. This effort to secure patronage, however, did not meet with success, and the result was the suspension of the paper.

The *Hastings Herald and Tribune* was started at Hastings with the assistance of General D. H. Hastings, who donated a lot on which to build an office for a paper for the then new town, the first number appearing February 7, 1889. The paper was ostensibly independent, with Republican proclivities. R. M. Huston was its editor. R. J. Kaylor purchased the plant August 1, 1890, and when appointed postmaster in 1893 leased the paper to G. A. Gill, who conducted it for one year, when he relinquished the paper to its owner, who thereafter, until the summer of 1898, continued its publication. In the latter year, believing there was an opening for a Democratic paper at the county seat, Mr. Kaylor endeavored to buy the *Freeman* in Ebensburg, but the owner—Mr. Hasson—being unwilling to sell, the plant of the *Hastings Tribune* was moved thither, and on June 1, 1898, with R. J. Kaylor and H. G. Kaylor, of Johnstown, as editors and publishers, the first issue was put out under the name of the *Cambria Tribune*. The *Tribune* was changed from a seven-column folio to a six-column, eight-page paper, columns eighteen inches. On June 1, 1903, Louis E. Kaylor purchased the plant. Since June 1, 1906, it has been a seven-column, eight-page paper, with a circulation of 1,800. R. J. and H. G. Kaylor then organized the Journal company in Johnstown.

Beulah had its *Sky* printed in Philadelphia, and Johnstown had its *Herald* printed in Pittsburg; so likewise Ebensburg had its *Democrat* printed in Patton on the press of the *Herald* in 1898. The first issue was also the last.

The Johnstown *Daily Times*, a four page, eight column daily paper, was started in December, 1895, by F. W. Clark. In conjunction with this paper Mr. Clark continued the publi-

cation of the Morrellville *Times*, which he had run as a weekly paper for several years previous to coming to Johnstown.

The Lilly *Signal* was started in December, 1896, by a stock company, the late James W. Kilduff being employed as editor, who was succeeded by James McCann. The original company was named the Signal Publishing Company, but Mr. McCann changed the name to the Lilly Publishing Company. It has now a subscription list of thirteen hundred, and circulates in every mining town in the county. It is a folio 17 by 24 inches. While not an official organ of the miners from choice it nevertheless publishes the official mining news of District No. 2, U. M. W. of A., and is considered an authority on mining matters in this region.

The Johnstown *Presbyterian* was a monthly paper, published, as the salutatory of the editor—the Rev. Dr. C. C. Hays—stated, to keep the somewhat scattered members of that denomination informed with regard to church services, works of benevolence, and so forth. Its first number made its appearance in February, 1894, when the congregation had two chapels. The publishing company was composed of Messrs. Campbell Rutledge, John P. Lloyd, Charles H. Alter, H. V. Smith, Charles W. Horrell, and William Boyes. The paper was well edited. It was printed on the *Theocrat* press, and the subscription was twenty-five cents per year. After five years, publication was suspended, the want which called the paper into existence having passed away when the members in the suburbs organized independent churches.

The *Aloysian* is the euphonious name of a quarterly publication edited by the pupils of Mt. Aloysius Academy, Cresson. It is devoted to college news, essays, poems, etc., the literary productions of the pupils, and was started about 1899.

The *Neue Welt* was the name given a German paper, or *New World*, in the English signification of the term. After a few months Otto Nickel bought out his partner Paul Schmidt. It suspended May, 1901. The *Neue Welt* was an eight-page, six-column paper.

After the *Neue Welt* had been established the company that had formerly published the paper for Mr. Nickel continued the publication of the *Neue Zeit* with Louis Golder as manager. This arrangement, however, was not of long duration and ceased in 1899.

The Patton *Courier* was established in 1893 by the Patton

Publishing Company. E. Will Greene was its editor. It is independent in politics, and is devoted principally to general and local news and literary selections. It is an eight page weekly, 15x22. R. E. Decker is the editor.

The Patton *Herald* was a Democratic paper started in Patton by R. A. Kinsloe, Jr., as editor and publisher in 1898. Its life was not of long duration.

The Johnstown *Theocrat* was a religious and temperance paper started by the Rev. M. L. Weaver. Barring temporary suspensions on account of adverse circumstances it was published weekly until it was discontinued in.

The Spangler *Sentinel* was a Republican paper established at Spangler in 1893. Milton Spencer was the editor and the Spangler Printing Company the publishers. About 1900 it was removed to Barnesboro and became the Barnesboro *Star*, published by the Star Publishing Company, as independent in politics. It contains 8 pages, 15x22, and is issued on Fridays. Mr. Spencer is the editor.

The Morrellville *Journal* was the first paper started in Morrellville, the first issue bearing date of January 4, 1895, and the last January 17, 1896. It was a neat four-page, five-column paper, and was devoted to local and general news. C. E. Hurrell was its editor.

The *Item* was a small paper published in Johnstown about 1891 by J. Morrell Goughnour. It came out Saturdays, and devoted its space to sporting and society news. It lived only through a few issues.

The Cresson *Record* was established in 1895 by Joseph E. Farabaugh, who bought the plant of the Cherrytree *Record* and moved it to Cresson. After a short time he sold out to Swope Brothers, A. H. Swope being the editor. At this time F. N. Harrington is the editor. It is Independent in politics, and has four pages, 17x24, published on Friday.

The Johnstown *Journal* is an Independent-Democratic daily, first issued December 5, 1903, from its office, corner Main and Clinton streets, by the Journal Publishing Company, which was incorporated September 27, 1903; H. M. Benshoff, president; Geo. Wild, vice-president; R. J. Kaylor, secretary, and H. G. Kaylor, treasurer. It is a seven-column, twelve-page morning paper. When the Wild building was destroyed by fire, March 28, 1906, the plant was moved to 221 Franklin street. On June 1, 1906, a new Hoe press was installed. At the

present time it is made up of from ten to sixteen pages, the columns being twenty-one inches in length. It has no weekly issue. R. J. Kaylor is the managing editor, and H. G. Kaylor business manager. Its circulation in February was 6,900. R. J. Kaylor is a practical printer, having learned the trade on the *Freeman*, the *Altoona Mirror* and the *Altoona Sunday Morning*. January 1, 1889, he became foreman of the *Carrolltown News*. In '90 he was engaged in the Times Printing Company job office in Philadelphia, owned by John Wanamaker.

The *Northern Cambria News* is published by the News Publishing Company, at Hastings, with H. E. Williams as editor. It was established in 1902, and now has eight pages, 13 by 20, and is issued on Friday.

The *Portage Press* was established in 1903, as an independent newspaper. F. W. Eicher was editor and publisher. It had eight pages, 13 by 20. It ceased to appear in the fall of 1906.

The *Conemaugh Valley Monthly* was a magazine published in Johnstown by the Conemaugh Valley Publishing Company, the first number appearing in August, 1906. Rufus Hatch Holbrook was the editor and Benjamin F. Watkins, business manager. It was a literary production and especially aimed to portray picturesque views in the valley; the illustrations were taken from very fine photographs. But four numbers of the monthly had been issued when on December 1, 1906, the *Saturday Night* appeared in its place. The latter, controlled by the same parties and published by the Conemaugh Publishing Company, was a twenty-page, 11 by 14, illustrated weekly, consisting of general literature, cartoons and portraits, and pictures of local scenery, which suspended publication in March, 1907.

CHAPTER XVIII.

CAMBRIA STEEL COMPANY—ORIGIN AND EARLY HISTORY OF THE PRESENT GREAT CORPORATION.

The Cambria Steel Company, formerly the Cambria Iron Company, the leading manufacturing industry in the city of Johnstown, and which has been such since 1853, is of so great importance, that its early history and a description of the manner in which it was originated, should be recorded.

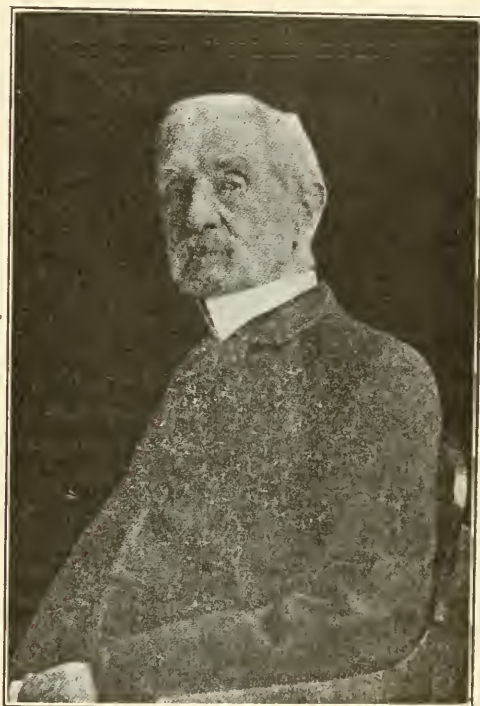
The Pennsylvania system of transportation, consisting in part of the canal from Johnstown to Pittsburg and the Old Portage railroad over the mountains from Johnstown to Hollidaysburg, was completed and ready for business in 1834. Its opening was a national event, and it seemed probable that business would center around Johnstown.

In 1833, George Shryock King, then in the twenty-fourth year of his age, was a merchant in Mercersburg, Franklin county, and his attention was drawn to Johnstown by the public works. In that year he came here, looked over the situation, and, concluding it was going to be a better place for business than Mercersburg, the following year transferred his stock of merchandise to Johnstown. He bought the lot on the northeast corner of Main and Franklin streets, which then extended up Main street so as to include the Hamilton lot, and erected a store building on the Hamilton portion, at the same time purchasing for a residence the lot later occupied by Dr. S. M. Swan, and several other lots from Abraham Morrison.

Mr. King opened his store and continued in business until 1840, when he sold out to John K. and William L. Shryock, with the intention of going to Pittsburg and engaging in the wholesale dry-goods trade but the effect of the panic of 1837 was so serious that it changed his course. This was the real beginning of the Cambria Iron Company. This panic was the same as all other business stagnations, bringing misery until revival came, and of course there was a scarcity of money as a medium of exchange. It is stated that there was actually no money here. Probably two thousand people dwelt in the community, and Mr. King came to the conclusion that if some

means were devised by which the natural products of the vicinity could be taken to Pittsburg, he could there exchange them for groceries, dry goods, and other articles, besides furnishing employment to a large number of men here. He believed there was sufficient iron ore in the hills around Johnstown to carry out his idea of an exchange in that direction.

A little before this time David Stewart and Samuel Kennedy were carrying on a foundry on the "Island," but, owing to the panic, the firm had dissolved. Mr. King made known



George Shryock King.

his views to Mr. Stewart, a practical foundryman, who favorably considered the proposition, and the two started prospecting for iron ore in all the hills around Johnstown. The search was continued for a long time before a vein of sufficient size was discovered to warrant the building of a furnace.

In 1840 a crop of ore was found on the John Seigh farm on the Laurel run, above the "Bucket" factory, now in West Taylor township, and to ascertain the thickness and quality of the ore, they sank a shaft thirty-seven feet, and found a fifteen-inch seam. Several tons of ore were taken out and hauled over

the Laurel Hill to the Ross Furnace, in Westmoreland county, to be made into pig metal, for the purpose of testing the quality. The metal was taken to a forge on the Juniata river, in Blair county, and proved very good bar iron, excepting that it was excessively hard or brittle. But the prospectors had confidence in the ore and purchased from Mr. Seigh the land on which their first find was located.

The terms for acquiring ore and limestone for Ben's Creek Furnace were as follows:

"We, the undersigned land owners in the Township of Conemaugh and County of Somerset on the Ben's Creek and its waters, do hereby covenant and agree that Geo. S. King of Johnstown, and such other persons as may join with him in Company, shall erect a Furnace on said Ben's Creek for the purpose of making Iron Castings, etc., that in such case, We, the undersigned do hereby grant to him and them the privilege of using any Iron ore and Limestone that can or may be found on the Land of all or any of the undersigned, and do hereby grant to him and them the privilege of making immediate examination and search for the same; and shall pay to the person or persons from whose land the ore shall be taken ten dollars a year in advance from the time they commence hauling the same for use, so long as they may continue to haul and use the same; provided always, nevertheless that whatever damage may accrue to the owners of the lands where said ore may be found in raising and hauling the same, by roads, lanes or other wise, the same shall be paid for to the owner of said land by the person or persons using said ore.

"Witness our hands this — March, 1841.

"William McCoy by his attorney in fact, Abraham Morrison, grants the above privilege on three tracts, including the forks of Ben's Creek for the names of John Clark, Stephen Clark and James Dalton. Garit Ream."

Mr. King and Mr. Stewart formed a partnership under the firm name of George S. King & Co., and built the Cambria Furnace, on the Seigh tract, which was finished and blown in in 1842, and was the first furnace in this county. They shipped the pig metal to Pittsburg, exchanging it for dry goods, etc., and continued the store formerly owned by Mr. King.

In 1843, Mr. King finding a better vein of ore in Benshoff's Hill, operated it, hauling the ore to the canal, transporting it to the Bucket factory, and then hauling it up to Cambria Furnace. The vein of ore on the upper and lower sides of Hinckston's run was the best in quantity and quality of all those about Johnstown, and was mined for some years after the Cambria

Iron Company, under the present organization, had control of it. The vein passed through the lands of Peter Levergood, David Prosser, and Judge John Murray, up to East Conemaugh.

The ore mines on the Millcreek were opened in 1843 or 1844. The Prosser Mine was opened by David Prosser, on Prospect Hill, about 1847, and was subsequently purchased by the Cambria Iron Company.

About 1843 Dr. Shoenberger, of Pittsburg, bought the interest of David Stewart in the Cambria Furnace and store for \$6,000, and on September 24, 1844, Dr. Peter Shoenberger, then of Bedford, George S. King, and John K. and William L. Shryock, of Johnstown, entered into a partnership, to operate the furnaces then erected; the first two partners to have one-third interest each, and the remaining third to be a joint Shryock interest. The firm then owned about 10,300 acres of land in Cambria and Somerset counties. On February 9, 1846, the Messrs. Shryock sold their interests therein to King and Shoenberger for \$9,000.

After selling to Shoenberger, Mr. Stewart built the Blacklick Furnace, situated on the Blacklick creek, in Indiana county, about three or four miles in a northeasterly direction from Armagh. Mr. Stewart built a road from his furnace to Armagh, and hauled his pig metal to Nineveh, the shipping point by canal. He was not successful at the Blacklick Furnace, and in 1847 King & Shoenberger bought it, and formed a new partnership with Michael Berry, for the purpose of operating it; Berry was to have a one-fourth interest and the remainder to be joint between Shoenberger and King.

In 1845-6 King & Shoenberger, with John Bell, of Indiana county, under the firm name of John Bell & Co., built the Millcreek Furnace. The same parties, under the firm name of George S. King & Co., built the Benscreek Furnace, which in a short time was operated under the name of King & Shoenberger. Mr. Bell was a general contractor and did not remain in the firm very long. Selling his interest therein to the other partners, he left Johnstown and went to California, becoming one of the "Forty-niners."

The firm was then operating four charcoal furnaces—Cambria, Benscreek, Millcreek, and Blacklick—in this vicinity, and a block coal furnace which they had built at Sharon, Mercer county.

On July 10, 1850, Mr. King sold his interest in the Benscreek furnace to Dr. Shoenberger, and on September 17, 1852, sold him his one-fourth interest in the Sharon furnace. These sales did not affect the other partnership property.

No coke was made here in those days, and it was necessary to use charcoal in the furnaces; consequently a large amount of timber land was required, which the firm owned to the extent of about twenty-five thousand acres.

The machinery for making a blast was very crude and to bank a furnace was a dangerous undertaking, in consequence of which it was kept going day and night to prevent a "chill." Subsequently improved appliances were introduced by which the matter could be safely controlled and operation suspended temporarily. A furnace in Blair county was the first to introduce the new machinery which permitted work to cease on Sundays, consequently to this day the place is called "Sabbath Rest."

On February 14, 1847, the partners in Mill Creek and Bens Creek furnaces were George S. King, P. Shoenberger and John Bell. They made the following list of lands belonging to these furnaces, located in Conemaugh townships of both Somerset and Cambria counties:

"2 tracts purchased of Oliver Woods and ..

George Gates	811 acres.
1 tract of David Shrock	150
3 tracts of David T. Storm.....	1,320
1 tract warranted in name of J. Bell.....	41
1 tract of Jonas Yodder	218½
2 tracts of William R. Thompson.....	819
1 tract of John Wertz	271
3 tracts of Jacob Miltenberger.....	1,038
1 tract of C. Hershberger	75
1 tract of John Alwine.....	100
1 tract of Garret Ream.....	282½
6 tracts of King & Shoenberger.....	2,500

7,626 acres."

Each of these furnaces had an output of from four to five tons of pig metal per day, the market value of which was from \$22 to \$25 per ton in Pittsburg. Sometimes it was sold as low as \$17 and at other times bringing \$30, but its value was always about twelve per cent less than other metals on account of its hardness, which will be referred to in detail hereafter.

At this time, King & Shoenberger were producing about one hundred and twenty-five tons of pig metal per week, of a market value of about \$3,000. They had an agent in Pittsburg and a metal yard, to which they shipped it by the Pennsylvania canal, but on account of its brittleness they had some difficulty in selling it or exchanging it for dry goods and groceries.

By itself it did not make good bar iron, but when mixed with Juniata or Hanging Rock pig, or other softer metals, in proportion of one-fourth Cambria, it made the best iron in the market, especially for nails; but the skill for making proper mixtures was not as perfect then as now, nor was it so scientifically looked after.

The local managers of the several furnaces in the order of their service, were: Cambria, John Galbreath, George Long and James Cooper; Benscreek, Samuel Bracken and William McCormick; Blacklick, John Mathiott and David F. Gordon; Millcreek, John Bell, Gordon Clifford, John Stewart and W. L. Shryock.

After an abandonment of about forty six years, the furnace at Millcreek was the only one that could be recognized as ever having been used. It stood about four miles from Johnstown, on the westerly side, and not far from the source of the Millcreek, a beautiful mountain rivulet.

The old stack was recently torn down. In construction it was thirty feet square at the base, and tapering to a height of forty-five feet, the inside was shaped something like an egg, with the slender part at the top. It rested on the bosh, so that the raw material would drop as it was consumed. Many of the stones were two feet square and four feet in length. Some of the fire-bricks which rested on the bosh had been taken out to a height of five feet, but from there to the top of the stack they seemed to be as perfect when torn down as when put in place. The inside of the bosh was about four feet square. The tuyere, where the engine was located, was on the northerly side of the stack, and the casting house, 30 by 40 feet, was on the easterly side. The arch on the easterly side was about twelve feet wide, while those on the northerly and southerly sides were about eight feet.

On the westerly side was the bridge house, and above it on the hillside were the charcoal beds. Charcoal as fuel for furnaces was abandoned for coke forty years ago, therefore a charcoal kiln is a matter of interest. These beds seem to have

been about twenty-five or thirty feet square. Logs of wood of almost any variety were placed end to end, like a V inverted, with a draft and a vent to permit combustion for a while, after which the air would be excluded by covering the wood with



Ritter Furnace, near Vintondale. Abandoned in 1857.

earth. After several hours' smouldering the covering would be removed, and the charcoal, when properly treated, would consist of carbon mixed with inorganic ash.

The Benscreek Furnace has been entirely obliterated, and nothing remains of it except the level ground on the hillside, to

mark where the stack stood. A small portion of the Cambria Furnace stack remains.

At the time the erection of the Cambria rolling mill was begun, the projectors also commenced to build four coke furnaces at a point below the mill, but they were completed by Wood, Morrell & Co.

"We give the product of two of the Cambria Iron Company's Furnaces last week, as follows:

"Furnace No. 2 made 188 tons, 800, and 2 quarters.

"Furnace No. 3 made 201 tons, 200.

"Now, that's what we call making iron by the wholesale. And they could have made more—at least No. 2 would have yielded as much as the other one, but she was with smaller sized tuyeres than No. 3, and so did not come up to her full capacity. We give this as a specimen of what the Cambria Company's furnaces have done, and we have the authority of Thomas M. Collins, the founder, to challenge any establishment in the State, or the world, of the same size, to equal it. When that is done, we will do better. Will our Hollidaysburg neighbors accept the banter?"—*Tribune*, April 22, 1857.

Messrs. King & Shoenberger had great confidence in their plant and had a large amount of money invested; their output was satisfactory; they had a large number of men employed; they believed the raw materials were ample for future operations; and, notwithstanding the partial embargo placed on the Cambria pig metal by the iron men of Pittsburg, they looked for another market. In after years their judgment was confirmed, and the stone which had been rejected became the pillar of the American iron rail market on account of its hardness. The rails made by the Cambria Iron Company led in an open market, and on one occasion J. Edgar Thomson, president of the Pennsylvania Railroad Company, said he always preferred them, especially where heavy hauls were made or on curves, as they were much harder and, more nearly than any other, approached the English steel rail, which was then selling at \$200 per ton.

In 1893 a gentleman of this city was traveling on the Queen and Crescent line, en route to Birmingham, Alabama, when, in passing over a particularly smooth piece of track, the conductor took care to inform him that they were running on iron rails made by the Cambria Iron Company in 1867.

About 1850 the opening up of the great West to civilization began, and from then to 1860 may be considered as the first

decade of railroad building in this country. During the earlier part of this period, also, there arose a considerable demand for iron kettles to be used in making sugar and molasses on the plantations of Louisiana. With these two different channels opening up for the disposal of their product, a question as to what was the best thing to do arose in the minds of Messrs. King and Shoenberger. Dr. Shoenberger advocated the erection of a foundry in Johnstown by which to turn their metal into iron kettles, while Mr. King had faith in it for railroad bars. The question required and received due consideration, and in February, 1852, they agreed to build a rail mill, and Mr. King at once started East to organize a company.

At Boston and New York he met parties who were interested in the iron business, and it was agreed between them that the Cambria Iron Company should be organized with a capital of \$1,000,000. Messrs. King and Shoenberger were to put in their twenty-five thousand acres of land and four furnaces, with all the tools, teams, tracks and appliances, at a valuation of \$300,000, and were to receive \$100,000 in stock and \$200,000 in cash. The Boston parties, who were Daniel Wild and John Hartshorn, were to provide the necessary cash in six months.

At the expiration of six months the Boston parties had failed to meet their obligations in the enterprise. A further extension of six months was given them, at the end of which, they and those interested in the project residing in New York, united and agreed to take \$300,000 as their portion of the stock. Simeon Draper became security for this payment. Thereupon a permanent organization was effected by electing Dr. Peter Shoenberger, president; Simeon Draper, treasurer; George W. Hodges, of New York, secretary, and George S. King, manager. At this organization King & Shoenberger changed their subscription to \$200,000 in stock and \$100,000 in cash.

The company issued \$500,000 in bonds, but they were not negotiated. There had been no investment of cash or its equivalent, except what King & Shoenberger had contributed in property.

The company was incorporated under the General Act of Assembly relating to manufacturing industries, and a supplement. When it became financially involved through the failure of the eastern parties to perform their part of the contract, the General Assembly passed the following act, which was approved by Governor Bigler February 27, 1854:

“AN ACT RELATIVE TO THE CAMBRIA STEEL COMPANY.

“WHEREAS, The Cambria Iron Company, incorporated under the laws of this Commonwealth, have been induced by large subscriptions to the capital stock of the Company to contract debts to mechanics, laborers and others, in the construction of their works, and which stock the Company have been obliged to take back; and

“WHEREAS, At a meeting of the stockholders of said Company it was resolved, in order to pay said debts and complete the works of said Company, to sell and dispose of said stock and to issue and sell five hundred thousand dollars of the bonds of said Company, secured by a first mortgage on the entire real estate of said Company, and convertible, at the option of the holders thereof, into the common stock of said Company; therefore

“*Be it enacted, etc.,* That the aforesaid acts and proceedings of said Company are hereby approved, and the Directors thereof are authorized to sell and transfer the stock and bonds of said Company on the best terms they can procure for the general interests of said Company, and that the sale of such bonds or stock at less than the par value of the same, or an agreement to pay a larger rate of interest than six per cent per annum shall not be deemed usurious, or in any manner invalidate any contract authorized to be made by this act.

“SECTION 2. That the holders of the bonds aforesaid, before and after their conversion into the common stock of said Company, be entitled, for every twelve dollars and one-half paid, to the same privileges of voting, according to the scale of votes, as the stockholders of said Company are now entitled by law.”

Notwithstanding the unfortunate financial complications, the erection of the rolling mill and the four coke furnaces was commenced in February, 1853, and just at that time a trust agent for the Ohio & Toledo railroad appeared in New York to purchase rails to finish the road. He had no money, but he had bonds of the company worth \$200,000, which he was willing to exchange for railroad bars. Mr. Draper agreed to take the bonds and deliver the rails at \$85 per ton, which terms were accepted. This was before the mill was completed. The bonds were sold and the order given to the Cambria Iron Company at \$55 per ton.

The market value of rails was about \$80, but the order was so large and the Cambria Iron Company so eager to get it that with this combination they furnished the rails, and it is a fact worthy of note that the profits of this order was the only money that went into the original rolling mill, as Simeon Draper, who had secured the subscription of \$300,000, had failed.

After the preliminary meeting Mr. King was authorized to procure a charter for the Cambria Iron Company. He proceeded about it in the usual manner, but it required a special act of Assembly to remove a restriction which prevented a corporation from holding more than five hundred acres of land. This limitation was repealed by an act passed in 1852. Mr. King procured the charter in blank and took it to Philadelphia, to have Francis W. Hughes, secretary of the commonwealth, sign it, but the secretary declined to do so until twenty-five per cent of the stock, or \$250,000, was actually paid in, or that much delivered to him in trust.

While they were discussing the subject, Jeremiah S. Black, who was then chief justice of the state, came in. He was well acquainted with Mr. King and interceded with the secretary in his behalf, but to no avail, and the result was that the evidence of the payment had to be produced. As it was then, as now, somewhat unusual to carry that much money, Mr. King went to New York, and Simeon Draper, an eminent broker and banker, gave him a certificate of deposit for \$250,000. With this he returned and presented it to the secretary, who promptly signed the charter; and the certificate, having served its purpose, was returned to Mr. Draper.

Mr. King then came back to Harrisburg to have Governor Bigler execute the document. Arriving at a late hour, he ascertained that the governor intended leaving the capital early in the morning, and time was an element of value. Accordingly he called at the residence of the governor, who had retired, and was conducted to his bed chamber. After apologizing for appearing in his night robe, the executive signed the charter, on June 29, 1852.

The preliminary agreement to organize the Cambria Iron Company was as follows:

“Articles of agreement made this 21st day of April, 1852, by and Between Daniel Wild and John Hartshorn of the City of Boston, Mass., of the first part, and Geo. S. King of Johnstown, Cambria County, Pennsylvania, of the second part, Witnesseth: That the parties of the first part together with such other persons as they may associate with them, not to exceed more than three persons, agree with said King to become joint owners in a company or companies for the purpose of mining and manufacturing at Johnstown, or near said town in Cambria, or adjoining counties, Pa.

“That it is hereby understood that they are to be joint

owners in the undertaking of getting up said Company. The stock of which is to be one million (or more) dollars, divided into eighty thousand shares, to purchase the property as per article of agreement entered into by said Wild and Hartshorn, with P. Shoenberger, dated April 21st, 1852. Eight thousand shares of which are to be given to said Shoenberger as part payment on said property. Thirty thousand shares to be disposed of for working capital. Twenty-five thousand shares to be used by said Wild and Hartshorn and to be equally divided between the said Wild, Hartshorn and King to do with as they shall jointly determine for getting up the company, paying expenses, etc., and to be the property of the aforesaid parties—Wild, Hartshorn and King—together with such other parties or persons they shall admit into the project.

“And it is further understood that any sales of said stock sold by any of the owners is to be for the mutual benefit of the whole. A correct account to be kept of the same in order that reference may be had thereto by the parties. No expense paid by either one of the parties can be called for only from the sale of the stock which is for the present to be held in common, and no part is allowed to come into this agreement without the consent of every one hereunto signing.

“Witness our hands and seals.

“Witness:	“DANIEL WILD,	SEAL.
“EUGENE HOMER HARTSHORN,	“JOHN HARTSHORN,	SEAL.
“HIRAM E. FELCH.”	“GEO. S. KING,	SEAL.

The subscriptions for stock were as follows:

“New York (January) 31, 1853.

“Memorandum of an agreement entered into by and between the undersigned for the subscription to the Cambria Iron Company stock, of two hundred and eighty thousand dollars.

“The said subscription is made by D. Wild, William A. Shepard, and George W. Hodges for themselves and others and has reference to two contracts entered into this day,—one for the purchase by them of 12,000 tons Iron rails at \$55 from the Cambria Iron Company; the other for the sale of 8,000 tons of rails by them at \$57½ to J. P. Resner: Now, therefore, it is agreed that the profits or losses that may arise from this subscription and from the above contracts shall be apportioned and borne in the following manner, namely:

“One Eighth part by and for William A. Shepard.

“One Eighth part by and for Daniel Wild.

“One Eighth part by and for Geo. W. Hodges.

“One Eighth part by and for Geo. S. King.

“One Fourth part by and for J. P. Resner.

“One Eighth part by and for Eugene Ledentu.

“One Eighth part by and for

and we hereby authorize and empower the said Daniel Wild,

William A. Shepard and Geo. W. Hodges to subscribe the said amount of \$280,000 to the Cambria Iron Company's stock for us in proportion to our respective interest as above.

"Witness:

"W. H. TAYLOR.

"DANIEL WILD, SEAL.

"GEO. W. HODGES, SEAL.

"EUGENE LEDENTU, SEAL.

"GEO. S. KING, SEAL.

"J. P. RESNER." SEAL.

The following shows the value of property February 15, 1853:

"It is hereby agreed by and between the undersigned, Geo. S. King and Dr. P. Shoenberger, that the sale made by them to the Cambria Iron Company is to be divided in the following way, to wit:

"For Cambria Furnace	\$ 80 000 00
"Ben's Creek Furnace	65 000 00
"Mill Creek Furnace	60 000 00
"Blacklick Furnace	55 000 00
"Horner tract of land	5 000 00
"King's tract of land	5 000 00
"Dr. P. S. other lands	20 000 00
	\$300 000 00

"And for all the Jackson lands in the schedule of property furnished three dollars per acre is to be allowed for to Cambria, or K. & S., the owners.

"Witness our hands and seals this 15th day of February, 1853."

The by-laws of the Cambria Iron Company read as follows:

"Articles of Association of the Cambria Iron Company, made in pursuance to an Act of Assembly, passed June 16, 1836, P. L., 799, and a supplementary Act passed June 29, 1852.

"Witness that the subscribers, citizens of the United States, whose names are hereto affixed have associated themselves under and pursuant to the acts aforesaid for the purpose of making and manufacturing iron from the raw material, with coke, mineral coke and charcoal, and mining the mineral and using the product of the land of the association, and do certify and declare the articles and conditions to be as follows:

"Article 1, The name and style and title of the Company shall be the Cambria Iron Company.

"Article 2, The lands to be purchased and held by the Com-

pany shall be in the counties of Cambria, Indiana, Somerset and Westmoreland.

“Article 3. The capital stock of the Company shall consist of one million dollars.

“Article 4. The said capital stock shall be divided into 80,000 shares of \$12.50 each. The subscribers have subscribed for the number of shares set opposite to their respective names and appointed Daniel Wild as Receiver to receive \$250,000, said sum being $\frac{1}{4}$ of the capital stock subscribed.

“Article 5. The Board of Directors shall consist of seven; one of whom shall be chosen President.

“Article 6. The company shall in all things be subject to and governed by the provisions of the acts of Assembly under which it is created, and shall have the same and no other or greater powers, privileges and franchises than are conferred on it by virtue of said Acts.”

Dated August 1, 1852.

The rolling mill, when completed in 1853, was a balloon frame structure, one hundred and fifty by six hundred feet, with two wings and four heating furnaces and thirty puddling furnaces.

During the financial embarrassments a syndicate of Philadelphia people, of whom Matthew Newkirk was the active member, came into the company, and Newkirk was elected president. Under this organization the company issued and disposed of \$500,000 in bonds, at from sixty to seventy per cent., in addition to the \$500,000 in bonds issued and held as collateral by the New York organization, and the balance of the stock, which was \$800,000. This was the first money that was ever realized from stock or bonds.

The New York organization did not operate the works for more than sixteen months, when the Newkirk organization took control Mr. King resigned as manager.

On September 20, 1853, Dr. Peter Shoenberger and Sarah K., his wife, executed a deed for the property to the Cambria Iron Company for a consideration of \$300,000, and on December 9, 1853, Mr. King and Eliza King, his wife, executed their deed for the half interest to Dr. Shoenberger.

The first rail was rolled on July 27, 1854, and the *Cambria Tribune* for Monday, July 31, 1854, had this item:

“On Thursday the Cambria Iron Company made a fair and, we are gratified to say, satisfactory trial of the entire machinery of the rolling mill. It worked admirably. Four large T rails were rolled and pronounced perfect by competent

judges. Thursday may be regarded as the commencement of an era in the history of the iron manufacture of Pennsylvania, worthy of special remembrance. On September 18, 1854, it also notes that the mill is making 'a hundred T Rails per diem.' "

For the week ending May 14, 1859, the output of iron rails was 722 tons, which broke the record and exceeded that of any other mill in the United States.

On occasion, pig metal was used as collateral security. Bell, Smith & Co. were bankers in Johnstown. Two months before the leasing of the works to Wood, Morrell & Co. on May 1, 1855, by the Newkirk organization of the Cambria Iron Company, the latter had secured a loan of \$1,000, and gave about sixty tons of pig metal as collateral. The details were: "Having sold to Bell, Smith & Co. a lot of Pig Metal now lying on the bank of the Canal in Johnstown, say about 60 tons, and delivered to said Bell, Smith & Co. said metal as collateral security for the payment of the Cambria Iron Co.'s note in favor of Geo. C. Ferree, agent, dated March 8, 1855, at 60 days for one thousand dollars." After authorizing the sale if the note be not paid at maturity, it provided "that said metal shall not be sold by said Bell, Smith & Co. until the expiration of five days after the maturity of said note." The instrument was dated at Johnstown, 30th day of March, 1855, by Cambria Iron Co., Per John Anderson, Agent.

The Cambria Iron Company, on May 21, 1855, by M. Newkirk, president, and John T. Kille, secretary, leased its property to Wood, Morrell & Co.—Charles S. Wood, Daniel J. Morrell, Edward Y. Townsend, Wyatt W. Miller, William H. Oliver and Thomas Conarroe. "To have and to hold unto the second party, their executors and administrators, for and during the full term of five years, one month and eleven days, from the date hereof, which term is to be fully completed and ended on 30th June, 1860." Then follows the description of the properties: The Cambria Furnace lands, about 8,570 acres; the Blacklick lands, 3,723 acres; the Ben's Creek lands, 5,930 acres; the Mill Creek lands, 5,044 acres; the lands along the river and railroad, and in Johnstown and vicinity, upon which were erected the rolling mill, etc., 2,577 acres. Total 25,844 acres.

The conditions were that the lessees could surrender the lease at any time, upon giving six months' written notice to that effect, or if the rent were in default, or the works ceased operation for a period of thirty days, unless caused by unavoidable

accidents, fire or flood, the company reserved the right to re-enter and take possession. The rents were fixed thus:

For the one month and eleven days, expiring,

June 30, 1855,	\$ 4,555.55
For the year expiring June 30, 1856,	40,000.
For the year expiring June 30, 1857,	60,000.
For the year expiring June 30, 1858,	70,000.
For the year expiring June 30, 1859,	80,000.

The lessees were authorized to make improvements to the value not exceeding thirty thousand dollars in any one year, and deduct the same from the rent.

The inventory of the personal property at Johnstown at the time Wood, Morrell & Co. leased the Cambria Iron Company, amounted to \$192,378.32. The schedule is complete in detail, and some of the items are important in view of values and quantities of materials and equipments, namely:

"Lumber	\$5,200.00
Red brick burnt and unburnt	1,500.
14 carts	450.
5 wagons	200.
21 head horses	1,890.
Tools, shovels and picks, etc.	600.
12 cars, at \$90	1,080.
6 cars, stone, at \$60	360.
Coal and ore cars	450.
Foundry tools and flasks	1,000.
Blacksmiths' tools, etc.	1,500.
Machine shop tools, etc.	5,000.
Ore raised	2,000.
Castings for puddling and blast	5,000.
Fire brick	5,000.
Rolls, etc.	2,000.
Bedplates, etc.	2,000.
Squeezers, etc.	2,000.

"AT FURNACES.

"About 1400 tons metal, part in town @ \$40	\$56,000.
Addition to charcoal at furnaces	16,000.
Tolls, teams, etc., at furnaces	32,239.03"

Messrs. Wood, Morrell, Townsend and Conarroe then resided in Philadelphia, Mr. Oliver in New York, and Mr. Miller at Safe Harbor, Lancaster county. They formed a partnership to operate the Cambria Iron Company, the purpose being set forth thus: "taking from the Cambria Iron Company a lease of all their estate, lands and works in Cambria and adjoining

counties, and purchasing the stock for carrying on the manufacture and sale of Iron in any form or any kind, Brick, Cement, Charcoal or any other article of merchandise that can be manufactured or produced out of or from the lands and property of the Cambria Iron Company."

They were to commence operations May 1, 1855, and to continue until July 1, 1860, unless the same should be sooner terminated by giving such notice as was agreed upon in the lease. Each of the partners contributed the sum of \$30,000. The active managers were Charles S. Wood and Daniel J. Morrell, each of whom was to receive \$5,000 per annum for his services.

On October 12, 1855, the term was extended until July 1, 1861, and in November, 1860, the firm extended its partnership agreement to February 1, 1862, unless the Cambria Iron Company should take possession and operate the works prior to that date.

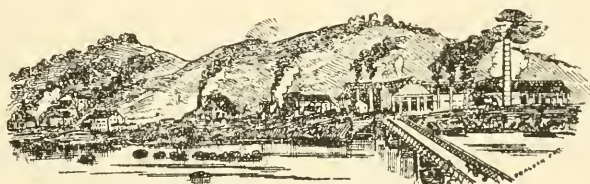
On January 31, 1856, Mr. Conarroe sold his interest to George Trotter. Notwithstanding the fact that Wood, Morrell & Co. were obliged to rebuild the frame mill and replace the machinery, which had been destroyed by fire in August, 1857, the firm was financially successful, but it became entangled by reason of the death of some of the partners, and by an assignment for the benefit of the creditors of other parties who inherited interests. On May 8, 1858, Mr. Oliver made a declaration of trust for the benefit of Mary Newkirk Oliver, his wife, George Heberton Newkirk, William Henry Newkirk and Matthew Newkirk, Jr., whereupon the latter assigned his interest to William Henry Smith, of Philadelphia, for the benefit of his creditors. Mr. Oliver appointed Thomas Marsh, of Philadelphia, to represent his interest in accordance with the terms of the declaration, and died May 8, 1858. Mrs. Mary Newkirk Oliver also died, and they not having issue, her father, Matthew Newkirk, Sr., inherited an interest in the firm, while he was insolvent. On March 29, 1862, he made an assignment for the benefit of creditors, naming William Henry Smith as the trustee. Marsh and Smith were making claims for the same, or parts of the same, interests of William Henry Oliver, which, of course, was very unsatisfactory to a successful firm. On July 5, 1862, Wood, Morrell & Co. paid Marsh \$10,000 on account of his claim.

The firm again became entangled by a new partner with-

out its consent, when George Heberton Newkirk died intestate, on September 22, 1861, leaving an infant daughter, Emma Newkirk, to inherit his estate.

The stockholders of the Cambria Iron Company met on December 10, 1861, and decided to take over the property and operate it as the Cambria Iron Company, and to pay Wood, Morrell & Co. the sum of \$51,099.35 for its equity in the property. This transfer took effect on January 1, 1862.

In 1862 the bonds were due, and instead of foreclosing, Wood, Morrell & Co., who held them, proposed to buy all the outstanding stock at ten per cent, and to pay King & Shoenberger the sum of \$100,000, which the New York and Boston parties had agreed to give at the time of the New York organization. The proposition was accepted, and King & Shoenberger secured something like \$160,000 for their interests, thus canceling the bonded indebtedness.



Cambria Iron Works, about 1864.

In 1862 the Cambria Iron Company was reorganized by electing Charles S. Wood president, E. Y. Townsend vice-president, John T. Kille, secretary, and Daniel J. Morrell general superintendent.

The firm of Wood, Morrell & Co., so far as it applied to the lease of the works, was abandoned, and the property was reconveyed by deed, etc., to the Cambria Iron Company, about September 1, 1862.

Mr. Hite, in describing the Cambria Iron Company in 1856, states its works consists of a "rolling mill, 650 feet by 350 feet, with fifty-six puddling furnaces and five steam engines; a machine shop, two stories high, with a blacksmith shop attached; a foundry, with a pattern shop upstairs; a pig metal house, for storing the metal previous to puddling; a covered brick-yard, of ample dimensions, in which a small engine furnishes power to grind the clay for two brick making machines; four furnaces, of double the usual capacity, two of which only are yet in operation; besides wagon making shops, carpenter shops,

stables, etc. Two hundred dwelling houses are erected for the operatives, besides a boarding house of three stories, offices, storehouses, etc. About 1,500 men and 300 horses and mules are employed directly, exclusive of those engaged at the four other furnaces in connection with them."

Also the "Johnstown furnace, owned by Rhey, Matthews & Co., employs over a hundred men and thirty mules. The yield of metal per month is near 150 tons."

In 1865, Thomas J. Chapman published a "History of The Conemaugh," and referring to the Cambria Iron Company, in describing the new brick building completed after the fire of August 1, 1857, adds: "In 1863, another mill, 300 feet long by 100 feet wide, was built. It stands parallel with the old mill, and not more than thirty or forty feet distant. * * * Another mill is now in the course of erection. It is attached to the northern end of the transverse portion of the old mill. It will cover over an acre of ground. * * * There are now in operation twenty-two heating furnaces and thirty double puddling furnaces, a train of rail-rolls, squeezers, * * * three vertical steam engines, and the fly wheels are immense castings, weighing forty tons, and make as high as seventy-five to eighty revolutions per minute." He describes the process of making an iron rail thus: "The ore is taken from the mines near the works, and after being put through the roasting process, which requires some time, it is thrown into the blast furnace, of which there are four in number, capable of running 190 tons per week; thence the metal is transferred to the puddling furnaces, and after undergoing the process of puddling, it goes thence through the squeezers, and thence through the puddle rolls, when it is ready for the heating furnaces. After being heated in the latter, it is prepared for its final rolling into bars. These works employ 2,700 men and from 300 to 400 head of horses and mules." The output of finished rails was 40,000 tons in 1864, and adds, that when the new building is in operation it would have a capacity of from 60,000 to 70,000 tons. That there are over thirty-five engines used in the works. * * * "The amount of business transacted by this establishment may be judged from the fact that the internal revenue tax alone, paid by this company for the year 1865, will be over \$200,000, or more than one-half of the total collected in the district during the year."

THE HILL WHERE THE ORE WAS FOUND.

Prospect Hill is a part of the Laurel Hill range, and extends along the northern side of the city of Johnstown, from the upper end of Woodvale (now the Eleventh ward) to Hineckston's Run, in the Fourteenth ward. More properly speaking, it includes the Twelfth and portions of the Thirteenth and Fourteenth wards lying above the river bottom. The Ebensburg road divides the Twelfth and Thirteenth wards. Prospect Hill runs partially in a line parallel with Yoder Hill, on the southern boundary line, up to Green Hill, which it then parallels up the Conemaugh river.

Prospect Hill is not as high as either Yoder or Green Hill. The greatest elevation in the Twelfth ward is nearly opposite the Woodvale bridge, where the altitude is 451 feet above the curb line at Main and Franklin streets, and the highest point in the Thirteenth ward is at the reservoir, where the altitude is 411 feet from the same place. The distance in an air line, from the Thirteenth ward schoolhouse just below the reservoir, to the postoffice is 1,800 feet, yet to travel by the most direct road and streets, it is 4,560 feet, or two and a-half times as far by the circuitous route taken in order to overcome the abrupt height.

Prospect Hill is divided into what are locally known as Upper and Lower Prospect. The first bench of the hill is on Lower Prospect and the second on Upper. Thus it will be observed that Johnstown lies between Yoder Hill and Prospect Hill up to Green Hill, where that prominence divides the city. Yoder Hill and Green Hill form the Stonycreek valley, and Green Hill and Prospect Hill, the Conemaugh valley. The Little Conemaugh river flows at the base of Prospect Hill and the Stonycreek river along Yoder Hill to The Point, where thereafter it is the Conemaugh river. Between the two rivers and in the business part of the city, the distance from river to river, at Franklin street, is 2,250 feet; at Market street, 3,800 feet; at Walnut, 2,065 feet, and at Union street, 1,375 feet.

From about 1846, when Rhey's Furnace was built at the foot of Prospect Hill, within two hundred feet of the present location of the passenger station of the Pennsylvania railroad and nearly opposite thereto, until 1868, when the Bessemer steel process revolutionized the iron and steel industries, Prospect Hill was a valuable factor in creating the prosperity of Johnstown. The ore deposits, the abundance of coal in this hill, and

the transportation facilities afforded by the Pennsylvania canal, were the primary causes of locating Rhey's Furnace there; and when the canal was abandoned and was succeeded by the Pennsylvania railroad, the Cambria Iron Works were located at the base of Prospect Hill for the reason that a superior quality of ore, in great abundance, was to be had in this hill. The ore therein mined ceased to be a factor, however, when the Bessemer process was introduced, as it did not possess the qualities necessary to make good steel. But it did make the best iron that was offered in the market.

The railroad rails made of iron by the Cambria Iron Company always had an advantage over all others in open competition, owing to their superior quality. They possessed an element of flexibility that other manufacturers could not obtain in their products, for which the ore in Prospect Hill was largely responsible.

Before the introduction of steel rails the great danger to the railroad traveler during the winter season was an accident caused by broken rails, which were, at that time, made of iron. Daniel J. Morrell frequently related, with profound satisfaction, an incident which occurred on a Western road, where the foundation of a small culvert was washed away by a flood and the tracks were suspended across it by the Cambria rails, over which an engine and train passed safely. This, he thought, was a sufficient recommendation for the Cambria rail.

The mineral right to all the ore, coal, and other deposits in the Thomas Affin survey, which included the lower end of Prospect Hill, was sold by Eli Benshoff to George S. King & Company, on September 26, 1845. Benshoff had purchased the whole tract, consisting of $390\frac{3}{4}$ acres, from Mark Graham, on the 18th of May, 1837.

Shortly after the purchase by King & Company four iron ore drifts were opened in Prospect Hill, on the easterly side of Hinckston's Run, and the ore was used in the Rhey & Mathews furnace, by King & Company and the Cambria Iron Company. Other ore mines were worked along the slope of the hill from that portion of Prospect Hill eastward to a point above the Woodvale factory.

Probably the richest piece of real estate ever known in this vicinity was the "Round Mound," as it was called, where the reservoir now stands. It is said that its yield of wealth was equal to that of any piece of land of similar size in the gold

fields of California. The vein of iron ore in the hill was from one to four feet in thickness, and under the "Round Mound," it was mostly from three to four feet. It was common wages for the ore miners to make \$5 and \$6 a day, and sometimes \$8 to \$10 when the four-foot lodgment was struck, as they were paid \$2.70 per ton.

It is said the "Round Mound" was purchased for \$800 and that the company declined \$80,000 for it. This was the top vein above the cokeyard seam of coal. Under the coal was another vein of ore known as the "Kidney" seam, but it was not so valuable, nor was it worked to any great extent.

There are very few people who know that there is a tunnel from the lower end of Ihmsen avenue, through old Prospect Borough up to Woodvale, but such is a fact, although it has probably fallen in and would be difficult to find. It was made by the ore miners, and was used as a roadway for hauling the ore from the crop above Woodvale to the furnaces. The ore mines were worked to some extent until 1871.

In 1854 a stone quarry near the top of the hill, above the old blast furnaces of the Cambria Iron Company was operated, from which an inclined plane extended to the works.

At that time a spring of water was flowing from the hillside a short distance east of the stone quarry, and about midway up the hill, but it has long since ceased to flow as it did fifty years ago.

The ore beds are yet discernible in the opening made along the ridge of Prospect Hill above the Pennsylvania railroad, running through the Eleventh and Twelfth wards and the abandoned mines in the hill on the east side of Hinckston's Run, in the Fourteenth ward. Drifts were also made near the Ebensburg road, but not to a great extent. The coal in Prospect Hill that was convenient and could be economically mined was taken out many years ago, but, farther back, some yet remains in its natural seams.

The old slope mine of the Cambria Iron Works operated by an incline near where the old blast furnaces are, brought the coal from the "B," or Miller, vein to the mills and to the coke yard, which at that time, so it was considered by furnace men, had to be on a level with the mouth of the furnace. It was abandoned in 1879. By the modern process the coke is made in the Connellsville district, and in the by-product plant at Franklin.

The older citizens will remember the popular Murray's

Grove, in Woodvale, at the foot of Prospect Hill, on the north side of the Pennsylvania railroad, where picnics were held until 1871, when it was abandoned because of the progress of industries and the destruction of a portion of the trees therein. These picnics were popular resorts for the public, and much frequented by candidates for office and their friends.

Prospect Hill has lost all its foliage, therefore its beauty had been marred by the smoke and gas from the mills and furnaces at its base, but it has been one of the works of Nature most valuable to the prosperity of Johnstown.

THE CAMBRIA BRIDGE.

On April 2, 1860, P. L. 702, an Act of Assembly, was approved authorizing Wood, Morrell & Co. to construct a lateral railroad from the Cambria Iron Works across the Cone-maugh river to connect with the Pennsylvania railroad, and furthermore, to connect with the abutments and piers of the Cambria Bridge Company, if it was deemed expedient. The Cambria Bridge Company was incorporated by an Act of Assembly dated April 18, 1853, P. L. 540, and its capital was not to exceed \$10,000.

On July 20, 1863, Wood, Morrell & Co. purchased from Watson, Dennison & Co., of Hollidaysburg, three furnaces known as the "Chimney Rock," "Gaysport" and "Frankstown" furnaces, and formed the Blair Coal and Iron Company.

John Fritz came to Johnstown when Wood, Morrell & Company leased the works, and was the chief engineer until July 5, 1860, when he took his departure for Bethlehem, where he assumed the management of what is now known as the Bethlehem Steel Company. There he has made an international reputation as a steel expert and engineer. While in charge of the Cambria works he invented the three high roll mill, and received a patent for it dated October 5, 1858. It was a great success. On the two roll mill the rail bars could only be passed through the one way, but by placing a third roll above the two the bar could be passed back, which almost doubled the output, and it also prevented the bars from lapping around the rolls. In six days in May, '59, he rolled 722 tons of rails, which exceeded that of any other mill in the Union.

His pre-eminence has been recognized for many years, but to establish it the more firmly, and to perpetuate the memory of his achievements in industrial progress, at a banquet given by



E. Y. Townsend.



George Fritz.



John Fritz.

six hundred of his associates, in the Waldorf-Astoria, New York, October 31, 1902, in honor of his eightieth birthday, there was founded the "John Fritz Gold Medal" award. The rules governing the awards are substantially as follows: 1. The medal shall be awarded for notable scientific or industrial achievement. There shall be no restriction on account of nationality or sex. 2. The medal shall be gold and shall be accompanied by an engraved certificate which shall recite the origin of the medal and the specific achievement for which it was made. 3. It may be awarded annually, but not oftener. 4. The awards shall be made by a board of sixteen members composed of an equal number from each of the four national societies of engineers, namely: The American Society of Civil Engineers, the American Institute of Mining Engineers, the American Society of Mechanical Engineers, and the American Institute of Electrical Engineers. It was a pleasure to the leading steel engineers and manufacturers to acknowledge his pre-eminence. Irving M. Scott, the builder of the "Oregon," wired his congratulations, in which he said: "All hail, Unser Fritz, father of us all." Andrew Carnegie said: "All honor to John Fritz, rolling mill pioneer, friend and counsellor of us all." Charles M. Schwab admitted "that he has done more for the steel industry than any man living, and we all acknowledge him as our master and prize him as our friend." Carl Lueg Schroedter cabled from Dusseldorf: "Happy salutation to the well-deserved chief of iron masters." Robert Hadfield, the inventor of manganese steel, also cabled from England: "Sheffield's heartiest greetings to John Fritz."

Mr. Fritz gives his experience in building his new train of rolls: "I now prepared to suggest building a three-high mill, which I did, and the suggestion was met with a rebuff, which was not unexpected. * * * The officials called a meeting, and after consultation with some practical iron men, decided to put up a geared two-high mill, and, by greatly increasing the speed of the rolls, the rail would be finished in much less time, and consequently at a higher heat, which would prevent the serious trouble of rough and torn flanges. I was ordered to build a new mill, two-high, geared. * * * I most emphatically said I would not do it, as two of the most objectionable features of the present system would still be retained. * * * I consequently concluded that I would do as I had been compelled to do before and many times since—assume authority and go ahead, which

I did, and commenced work on the patterns. The drawings had already been practically completed. After the pattern for the housing was well advanced Mr. E. Y. Townsend, the vice-president, came out to the works, and I informed him of what I was doing. * * * In about a week he came to the works again. This time he was armed with a legal document opposing the spending of the money in the way it was being done. He handed me the document to read, which I did. * * * After some friendly talk on the condition and the importance of the change proposed he said: 'Go ahead and build the mill as you want it.' 'Do you say that officially?' To which he replied: 'I will make it official.' And he did so.

"When I look back to that talk, which took place on a Sunday morning long years ago, and recall to mind Mr. Townsend and myself, with evidences of failure on all sides, and surrounded by the gloom of future uncertainties, I cannot but feel it was a critical period in my own history as well as that of the Cambria Iron Company. To Mr. E. Y. Townsend belongs the credit not only of the introduction of the three-high rolls but also for a large share of the subsequent marvelous prosperity of the Cambria Iron Company which followed the introduction of the three-high mill and its many accompanying improvements. * *

"At length the mill was completed, and on the third day of July, 1857, the old mill was shut down for the last time. * * * The starting of the mill was the crucial period. There were no invitations sent out. As the heaters to a man were opposed to the new kind of a mill we did not want them about at the start. We, however, secured one of the most reasonable of them to heat the piles for a trial. We had kept the furnace hot for several days as a blind. Everything being ready we charged six piles. About ten o'clock in the morning the first pile was drawn out of the furnace and went through the rolls without a hitch, making a perfect rail. You can judge what my feelings were as I looked upon that perfect and first rail ever made on a three-high train. * * *

"Everything worked well up to noon on Saturday, it being our custom to stop rolling at that time. About six o'clock in the evening Mr. Hamilton and myself left the mill, and on our way home congratulated ourselves on the fact that our long line of troubles and disappointments was now over. About an hour later I heard the fire-alarm whistle blow, and rushing back to the mill found it a mass of flames from one end to the other. In less than one hour's time the whole building was burned to the ground, and a story was started that the new mill was a failure and that we had burned the mill to hide our blundering mistakes. The situation of affairs on that Saturday night was such as might appall the stoutest heart. * * * The next day being Sunday it was devoted to rest and to thinking over the matter. On Monday morning we commenced to clear up

the wreck, all the workmen giving a full day towards it, and to begin the work of rebuilding.

“In four weeks from that time the mill was running and made 30,000 tons of rails without a hitch or break of any kind, thus making the Cambria Iron Company a great financial success, and giving them a rail plant far in advance of any other plant in the world. This position they held, unquestioned, for both quality and quantity, until the revolutionary invention of Sir Henry Bessemer came into general use.”

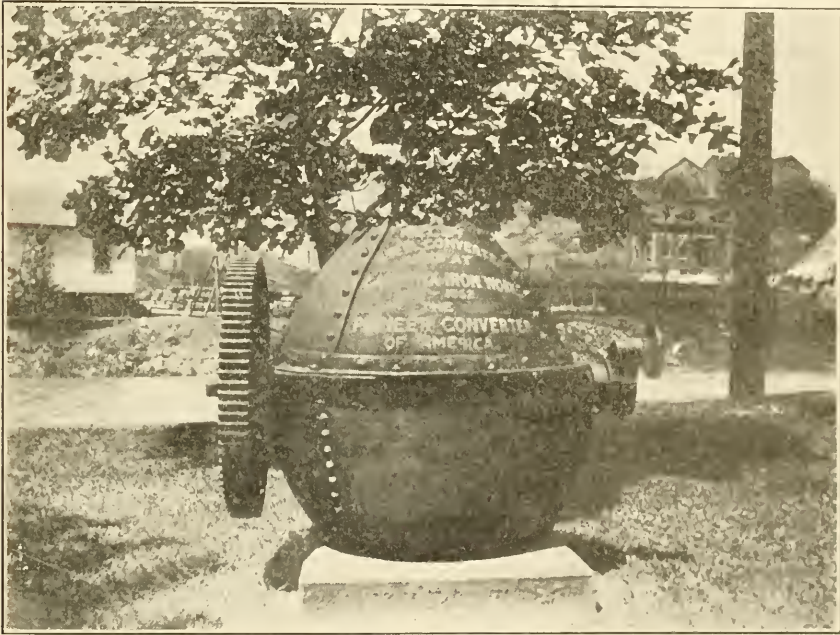
THE BESSEMER STEEL PROCESS.

There was a conflict between Sir Henry Bessemer, of England, and William Kelly, of Eddyville, Kentucky, as to the priority of this valuable invention. Mr. Kelly obtained the American patent for it, but Sir Henry is the general accredited inventor. He successfully completed it in 1858.

The Cambria Iron Company took a prominent part in establishing the new process in the United States. Mr. Kelly came to Johnstown in 1857 and 1858, and made experiments at the Cambria works. On his first visit he made his tests in a furnace having a hearth similar to a puddling furnace. The iron was melted in the foundry and carried in ladles to be poured into the furnace and then fired with a blast until it was supposed to be steel, but it was not. It could neither be drawn nor forged like steel, and yet it was harder in texture than cast iron. In 1858 he came back and made new tests in a different manner. James H. Geer who was then in the pattern shop, and now superintendent of construction for the company, with Evan G. Lewis, Isaac Jones and Valentine Ripple, made his patterns for the trunnions and other castings. It was at this time that Mr. Kelly made the converter which was the first one used in America. When the hot metal was poured into the converter and the blast turned on for the first time it was too strong and blew the charge out. On its second attempt he was more successful as the metal he produced could be drawn out on the anvil or in forge and in appearance was more like wrought iron than either steel or cast iron. It is understood that all of Mr. Kelly's tests were made at the Cambria works. The converter referred to is the one which was on exhibition at the Columbian Exposition, in 1893, and is now at Johnstown, in the Cambria Steel Company's yard at the southern end of the Walnut street bridge.

Daniel J. Morrell and his associates secured control of the Kelly patent, while John F. Winslow of Troy, New York, and

his associates, obtained the right to use the Bessemer process in America. However, when it came to operate the machinery of the respective patents it was found there was an interference not only between Bessemer and Kelly, but in an improvement on the Bessemer process which was patented by Robert F. Mushet, of England. To make the process entirely successful a combination of these three patents was made in 1866, whereby Mr. Winslow and John A. Griswold were the owners of seven-tenths of the right, and Daniel J. Morrell, in trust, for the Kelly interest held the other three-tenths.



Kelly Steel Converter, 1858.

The first Bessemer steel made in America was produced by William F. Durfee, at Wyandotte, Michigan, in September 1864, and the first steel rail was rolled at the North Chicago mill, May 24, 1865. Mr. George Fritz of Johnstown was present on the latter occasion. However, the first lot of steel rails rolled to fill an order were made at the Cambria works in August, 1867.

The Open Hearth process was introduced in Cambria, and the first output was in October, 1879. Mr. Geer without the use of technical terms concisely defines the distinction thus: In Bessemer steel the carbon in the pig metal is eliminated by

forcing a blast of cold air through the hot metal in the converter, but as some carbon is necessary, it is resupplied in proper proportions by adding manganiferous pig metal, or ferro-manganese while it is in a state of fusion. Open Hearth steel is a product of pig metal containing any percentage of carbon that may be desired. It is obtained by melting the metal on the hearth of the furnace by means of the flame passing over the bath, thereby eliminating the carbon, which is then re-carbonized as may be desired. It requires much more time to make the latter, but it is of a finer quality. It is a competitor of wrought iron and other kinds of steel, and is used in the construction of ships, buildings and all kinds of tools. The latter process was made successful in 1864, by Dr. Charles William and Frederick Siemens, natives of Hanover, but citizens of England, in conjunction with Emile and Pierre Martin of the Sireuil works in France. In March, 1907, Cambria has four 20-ton and fifteen 50-ton capacity open hearth furnaces in operation, with two additional 50-ton furnaces in course of construction.

The ingots for the first steel rails rolled at Cambria works were made at Harrisburg. They were hammered into blooms under a five ton hammer. George Fritz, the chief mechanical engineer, became convinced that was not the proper method to treat steel, and devised a set of blooming rolls which he placed in a 21-inch rail train. It was a great advance in the primary days of the introduction of Bessemer steel. In conjunction with the train of rolls, he invented the driving rollers in the tables and the hydraulic pusher for turning over and moving the ingots. These two features constitute the Fritz Blooming Mill patent, which was instantly adopted in all the Bessemer works in this country and is now used. Mr. Fritz also constructed the converting mill according to his own ideas for the manufacture of steel. He built vertical disconnected blowing engines, and arranged the converting building under one roof, without any dividing wall between the melting and casting houses.

The first steel blow was made at Cambria on July 10, 1871, when Robert W. Hunt had charge of the Bessemer plant. George Fritz died August 5, 1873, in the prime of his successful life. In the following September Mr. Hunt left Cambria and became engaged at Troy, New York. John E. Fry succeeded Mr. Hunt, and Daniel N. Jones was made chief mechanical engineer, vice Fritz. Captain William R. Jones then became connected with the Edgar Thomson works at Braddock, where

he has made a brilliant record in the manufacture of steel, and especially in his invention of the "mixer," in order to use the hot metal as it came from the blast furnaces to the steel works.

On the death of George Fritz the "London Engineering" said:

"It is not much to say that Mr. George Fritz, and his brother, Mr. John Fritz, have created the American rail mill, and established the success of the manufacturer, chiefly in their radically new system of arranging and working three-high rolls, but largely, also, in every detail of plant—in heating apparatus, in adaptation of power in finishing machinery and in general arrangement; they have put their mark on every feature, not only of the rail mill, but of the American rolling mills at large." * * * One of his remarkable talents was "his novelties always worked well at the *first trial*."

Great rivalry existed between the Cambria and the Edgar Thomson works in the seventies. The record breaker for the output in Cambria Bessemer plant on March 21, 1876, was 297 gross tons in twenty-four hours; 1475 in a week and 6051 tons in a month. About the same time the latter had an output of 265 in a day and 5403 gross tons in a month.

Mr. Hunt and Mr. Fry were the joint patentees of the principle of filling an ingot mould from the bottom, the steel being poured into the top of an adjoining mould.

There was also intense rivalry in the output of the blast furnaces. The largest daily output in those days was 750 tons from one furnace, but such records are not entirely satisfactory, as better results can be obtained by a continued and settled output of 550 tons daily.

The miners' strike in the panic of 1873 was the most serious labor dispute that ever occurred at the Cambria works. The distress throughout the country was severe, but there was little discontent here until the spring of '74. On March 17 the miners met in their hall in the Fronheiser building, on the corner of Clinton and Railroad streets, and decided to cease work, as their wages were too low. Their demand was for a sliding scale, to receive one cent for each dollar on the market price for rails; this meant an increase of one mill. In 1873 iron rails had sold for \$83 per ton, but at the time of the strike the price had fallen to \$60.

On the 26th, John Siney, president of the Miners' Union for

the state, arrived in the city, and upon consultation appointed a committee to call upon Mr. Morrell. The latter declined to treat with the committee in its collective capacity, but agreed to do so as individuals, and with all of the employees. A large meeting was held, Mr. Siney spoke and advised a settlement, but if the strike was forced he would be the last one to say quit. On April 6 Mr. Morrell issued a circular to the employees stating the financial situation, as well as the depression in the iron and steel trade; that the company would continue to operate its mills if it had the co-operation of its employees, and all those who were satisfied to work should report at once, and those declining to accept the situation would be regarded as withdrawing from the service. The steel works were started that day, but on the morning of the 7th work was suspended owing to a large number of the employees in the blooming mill, who belonged to various unions, leaving their work. However, their places were soon filled, but the majority of the miners took their tools from the mines.

On April 21 the mill was in fair operation, having sixteen puddling and eight heating furnaces active. This caused serious difficulty between the workmen and the strikers. On the 21st Michael Smith, who was subsequently convicted of the murder of John Minnahan, but escaped a few days before the day of his execution, went to the mill while he was under the influence of liquor, and became very abusive. Being requested to leave, he drew a dirk, which he threatened to use, but withdrew. On the 22d William Walton, a roller from the Pennsylvania Steel Works at Harrisburg, came here to work, and while sitting on the porch in front of the Merchants' Hotel about 9:15 p. m. was struck by a large stone thrown from the street, which fractured his skull. On the next day Mr. Morrell offered a reward of one thousand dollars for information leading to the arrest and conviction of the person who threw it, but he was not discovered.

On May 8 Mr. Siney, at a meeting in the Union hall, recommended the miners to go to work in a body if they considered they were defeated. This proposition was submitted to Mr. Morrell, who directed that all who desired work should apply to James Morley, the superintendent, who would assign them to such places as were vacant, at the old rate of wages. These conditions were not satisfactory to a large portion of those who were discontented. The places of the absentees were being

filled, and on June 1 notice was posted that the rate of pay would be increased to ten mills, instead of nine mills under the old scale.

A serious disturbance took place on June 3 on Washington street, near Park Place. Revolvers were fired, but no one was severely injured.

Public and private interests were becoming demoralized throughout the town. Under these conditions, and in face of great distress in the country, George T. Swank, editor of the *Tribune*, advised the discontented men of the impropriety of their actions, and recommended that they return to their employment. This was unpopular, of course, and brought the question into politics. On June 12 a meeting was held on "The Point" to consider financial and political affairs. A large assembly had gathered, and upon the organization resolutions were adopted principally upon financial affairs, except the sixth paragraph, which was as follows: "Resolved, That in the appointment of George T. Swank as postmaster, the wishes of the people have been disregarded and violated, and that while their votes are solicited for certain candidates they cannot be heard in matters of great interest to themselves; therefore, we will repudiate at the polls the political aspirations of those who were instrumental in procuring so obnoxious an appointment." Mr. Swank was appointed and served for twelve years.

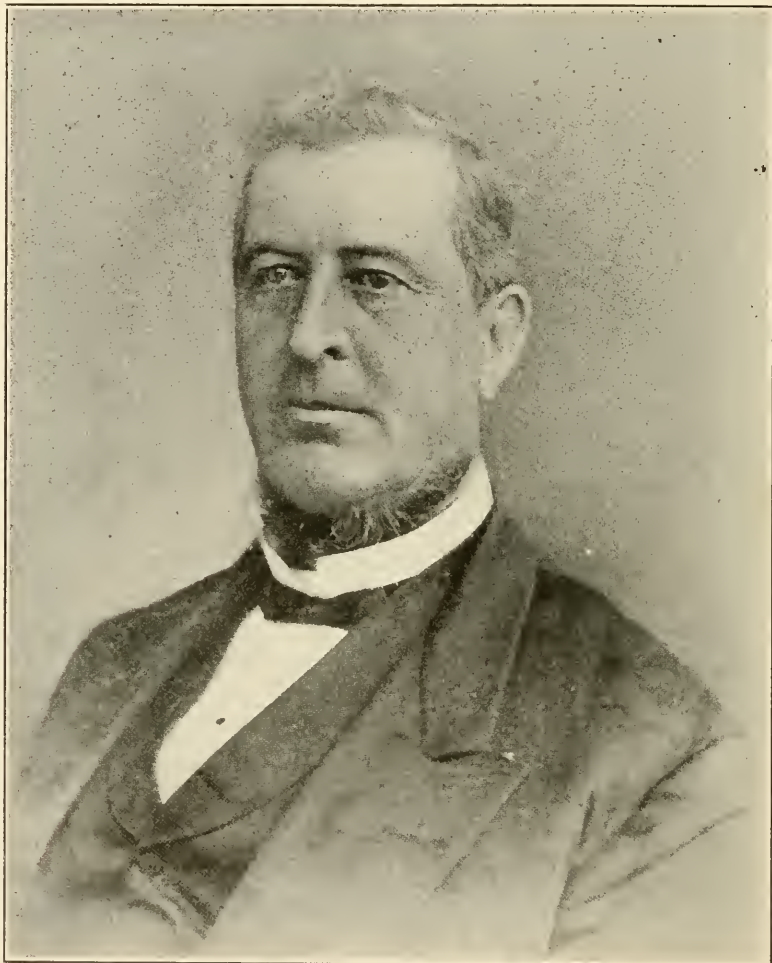
The situation continued to be serious. On June 20 two large cinders were thrown through the window of a dwelling on Union street, one of them striking the wife of the occupier. On the 25th the Mill mine was entered, the cars were wrecked and the miners' tools broken. On July 18 the Miners' Union announced the disbanding of the local union, and soon thereafter the rollers, the puddlers and other trade unions also disbanded. Since that date there has been no substantial effort to reorganize these unions, nor has the policy of the company changed in reference thereto as provided by the rules of the company adopted in 1862.

THE GAUTIER STEEL COMPANY, LIMITED.

The Gantier Department of the Cambria Steel Company occupied the ground bounded by the Conemaugh river and Center street, on the east by the Woodvale bridge, and on the west by the Cambria railroad bridge, near the Pennsylvania R. R. station.

It was the successor of a plant for the manufacture of steel

products, conducted by Josiah H. Gautier and associates in Jersey City, New Jersey, transferred to Johnstown in 1878. For the first three years it was a distinct subsidiary institution of the Cambria Iron Company, and was organized under the law applicable to limited partnerships with the above title. The firm began its legal existence May 1, 1878, and was to continue for twenty



Daniel Johnson Morrell.

years, unless sooner dissolved. At that time the capital was \$300,000. Its object was to manufacture "wire rods, wire spring steel, wagon tires, steel carriage springs, hay rake teeth, mowing machine fingers, bars and other shapes and articles of iron and steel."

In May, 1879, the capital was increased to a total of \$500,-

000, with these members of the firm and distribution: Daniel J. Morrell, \$249,800; George Webb, \$100; Daniel N. Jones, \$100; Josiah H. Gautier, \$200,000; Thomas B. Gautier, \$25,000; Dudley G. Gautier, \$25,000.

In July, 1881, it was decided to dissolve the limited partnership, whereupon, Daniel J. Morrell, Powell Stackhouse and W. S. Robinson were delegated liquidating trustees, who proceeded to close the current accounts and on December 12, 1881, the firm was legally dissolved. Thereafter it became the property and a department of the Cambria Iron Company.

The Gautier Department was entirely destroyed in the great flood of May 31, 1889, when the lower mill and steel works were greatly damaged. On February 23, 1890, the Cambria Iron Company leased a mill in Cumberland, Maryland, and operated it until the Gautier mills were rebuilt.

Hon. Daniel J. Morrell died at his home in Johnstown, Pennsylvania, on Thursday morning, August 20, 1885, at the age of sixty-four years and twelve days. His career was thus told by James M. Swank:

“Daniel Johnson Morrell was a descendant of one of three brothers, who in early colonial days emigrated from Old England to New England. From these three brothers there probably descended all the Morrells and Morrills in the United States today. David Morrell, grandfather of Daniel J. Morrell, made his home in Maine considerably over a century ago, and here, in a settlement of Friends, or Quakers, in the town, or township, of Berwick, and county of York, was born, one hundred and two years ago, on the farm on which he died eleven years ago, Thaddeus Morrell. When about twenty-three years old he married a neighbor's daughter, Susannah Ayres. They were married on February 17, 1806, and were buried on the same day, June 10, 1874. Ten children were given to this Quaker couple, of whom eight grew to manhood and womanhood. Daniel was the seventh child. He was born on the farm on August 8, 1821.

“The childhood and youth of Mr. Morrell were attended by such vicissitudes as are experienced by most boys whose lot has been cast in pioneer homes. His immediate ancestors were true pioneers, whose scanty fortunes had been carved from primeval forests and gleaned from the virgin soil amid many hardships and at the risk of life itself. His father's family wore homespun, woven from threads of flax and wool which had made acquaintance with the family spinning-wheel. When old enough Daniel was taught to assist in the labors of the farm, and when the winter school was in session he was a regular attend-

ant. But the entire time spent by him in the school-room did not exceed two years. The education thus acquired was, of course, limited to the most elementary studies. The only additional 'schooling' he ever received was obtained in a course of study at a commercial college after his entrance upon a business life. His religious training was such as prevails among the Friends.

"Those citizens of York county who were not engaged in farming sixty-odd years ago found profitable and needed employment in some form of manufacturing industry. If they did not make iron the first settlers of York county did make it. During the Revolution the colonists had great difficulty in procuring iron, and extraordinary efforts were made to supply the want. Many Catalan forges were erected, by means of which malleable iron was obtained directly from the ore by a single fusion. One of these forges stood two miles from the farm of David Morrell, and from the farm itself was taken the ore from which the iron was made. The grandmother of the boy Daniel used to delight to tell him how the iron was made by the Catalan process in the forge that had long been abandoned. Years afterward, in a distant state, he successfully embarked in the manufacture of iron and steel on the largest scale and by the most improved modern processes.

"In 1837, when in his sixteenth year, Mr. Morrell left home and went to Philadelphia, to which city his older brother David had preceded him. David was engaged in the wholesale dry-goods trade as a member of the firm of Trotter, Morrell & Co., which occupied the building now designated as No. 32 North Fourth street. With this firm Mr. Morrell was employed as a clerk for five years, until 1842, when the firm dissolved, and he embarked in the same business for himself, in the same building, his brother David being associated with him. The business of this firm was conducted with energy, but with some eccentricity on the part of David, the elder brother, which finally led to its dissolution. In 1845 Mr. Morrell joined Oliver Martin, a dealer in fancy dry goods, at No. 28 North Fourth street, first as clerk and afterwards as a partner, the firm name being Martin, Morrell & Co. In 1854 Mr. Martin died and Mr. Morrell became executor of his estate. Notwithstanding the death of Mr. Martin the business of the firm continued, and Mr. Morrell's duties kept him constantly engaged until 1855, when his mercantile career ended. He retired with a small capital, to assume the management of the Cambria Iron Works, at Johnstown, which had been established in 1853 for the manufacture of iron rails, and which in 1855 passed into the hands of Wood, Morrell & Co., as lessees. This position he retained for nearly twenty-nine years, until January, 1884, when failing health obliged him to retire from all active business.

"Down to 1871 the production of the Cambria Iron Works

was iron rails solely, in the manufacture of which they had acquired an excellent reputation; but long prior to this year the time had arrived when it became apparent that rails made of steel by the pneumatic process must ultimately displace those made of iron, on account of their greater durability. Mr. Morrell early perceived the coming revolution, and it was largely through his efforts and persistence that the directors of his company were among the first in this country to enter upon the business of manufacturing Bessemer rails. The company commenced their manufacture in 1871.

“During the early part of his mercantile career he frequently visited the Western and Southern states as collector, and in this way he obtained a knowledge of the extent and resources of the country which he could not otherwise have acquired. He was a regular attendant for several years upon the lectures of the Franklin Institute, and the time thus spent in a scientific atmosphere was most profitably employed. Attaching himself to the Whig party he became an ardent admirer of its great leader, Henry Clay, and from his speeches he obtained a knowledge of the policy of governmental protection to American industry, of which policy he subsequently became one of the most prominent exponents in the country.

“Since 1855 Mr. Morrell has resided continuously in Johnstown and taken an active interest in its growth and prosperity. He might have kept himself aloof from its people and manifested no interest in their welfare, but he chose to regard himself as one of its number and to throw his influence in the scale in behalf of local improvements and an enlarged public spirit. During the Rebellion he greatly aided the cause of the country by encouraging the enlistment of volunteers. Almost every able-bodied employe at the Works was at some period of the war an enlisted Union soldier. When the war closed his great ability, his patriotism, his intelligent and influential advocacy of the Protective policy, and his many sterling qualities of head and heart were recognized by the people of the congressional district in which he resided, who twice elected him their representative in congress—first in 1866, by a majority of 1,219, and again in 1868, by a majority of 1,094. In 1870 he was a candidate for re-election, but was beaten by eleven votes through the defection of a faction of the Republican party in Huntingdon county.

“In his first speech in congress Mr. Morrell uttered the following noble plea for labor: ‘The American workingman must live in a house, not a hut; he must wear decent clothes and eat wholesome and nourishing food. He is an integral part of the municipality, the state, and the nation; subject to no fetters of class or caste; neither pauper, nor peasant, nor serf, but a free American citizen. He has the ballot, and if it were possible it would be dangerous to degrade him. The country

stands pledged to give him education, political power, and a higher form of life than foreign nations accord their laborers, and he must be sustained by higher rates of wages than those of Europe. Our industries operated by American citizens must be freed from foreign interference and organized into a distinct American system, which will exact some temporary sacrifices, but result in general prosperity and true national independence. In maintaining diversified industries we utilize every talent, provide a field for every capacity, and bind together the whole people in mutual dependence and support, assuring the strength and security of our Republic.' No better definition of the Protective policy of this country was ever written.

"Upon the organization of the first Congress to which Mr. Morrell was elected, the Fortieth, he was made Chairman of the Standing Committee on Manufactures and a member of the Standing Committee on Freedmen's Affairs. He retained his Chairmanship of the Committee on Manufactures during the Forty-first Congress, and was also a member of the Standing Committee of the Pacific Railroad and of the Select Committee on the Decline of American Commerce. The feature, however, of his Congressional career with which his name will longest be associated is his introduction on the 9th of March, 1870, of a bill to provide for the celebration at Philadelphia of the hundredth anniversary of American Independence. This bill became a law mainly through his persistent advocacy of its propriety and justice, and through the happy effect produced on Congress and the country by his admirably-conceived speech of the 14th of December, 1870, in favor of its passage. Upon the organization of the Centennial Commission, provided for in this act of Congress, the services of Mr. Morrell in securing its creation, and his superior business and executive qualifications, were recognized by his selection as Chairman of the Executive Committee of the Commission.

"In January, 1878, Mr. Morrell was appointed a Commissioner to the Paris Exposition. On Tuesday evening, May 7, 1878, he was tendered a farewell dinner at the Continental Hotel in Philadelphia by leading citizens of the State, including Hon. J. F. Hartranft, Hon. William S. Stokley, Hon. Morton McMichael, Gen. Robert Patterson, Thomas A. Scott, Henry C. Carey, A. J. Drexel, A. E. Borie, and many others almost equally distinguished. Over one hundred gentlemen sat down to the dinner, which was tendered him 'as a complimentary testimonial on the eve of his departure to Europe as a Commissioner from the United States to the International Industrial Exposition at Paris, and in recognition of the services rendered by him to the Centennial Exhibition while he was a member of Congress, and afterwards while filling the arduous and responsible position of Chairman of the Executive Committee of the Centennial Commission during the whole period of its existence.' Gov-

ernor Hartranft presided at the dinner. On May 9, 1878, Mr. Morrell sailed for Europe, returning on the 14th of October, 1878.

"On the 6th of March, 1879, Mr. Morrell was elected President of the American Iron and Steel Association. He resigned the office on December 15, 1884, his resignation being accepted and his successor chosen on January 6, 1885. His official retirement from the management of the Cambria Iron Works took place on January 15, 1884.

"In 1845 Mr. Morrell married Susan L., daughter of Powell Stackhouse, a member of the Society of Friends. His wife and a daughter survive him. The latter is the wife of Mr. Philip E. Chapin, the General Manager of the Cambria Iron Works. He was never blessed with any other children.

"The funeral of Mr. Morrell took place on Monday, August 24th, and was attended by an immense concourse of his old neighbors and employes. Many friends from a distance were also present. He was buried at Johnstown, amid the scenes of his industrial triumphs and among a people who loved him and will miss him. Peace to his ashes!"

George A. Bates, son-in-law of Mr. Morrell, was his assistant for a few years prior to his death, which occurred in September, 1877. When Mr. Morrell withdrew from the active management of the works, on January 15, 1884, Philip E. Chapin, also his son-in-law, succeeded him as general manager.

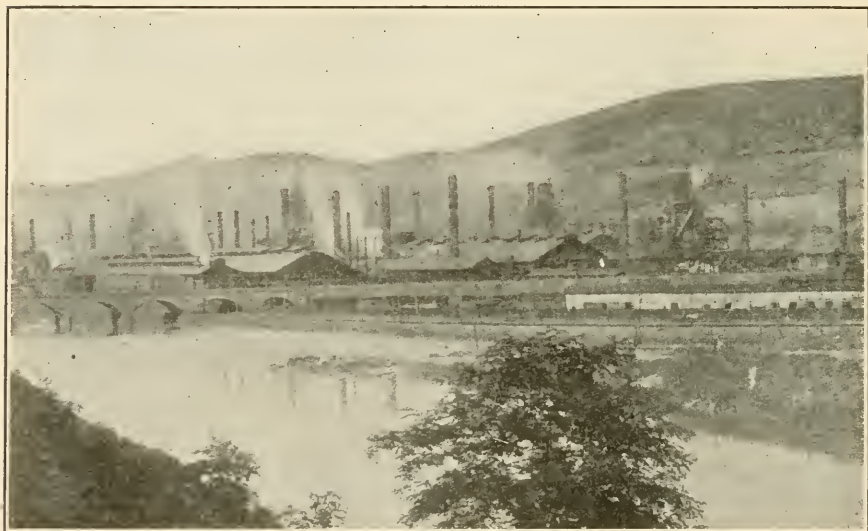
THE CAMBRIA STEEL COMPANY.

The capital of the Cambria Iron Company at the time it leased its property to the Cambria Steel Company was \$8,468,000, the par value of each share being fifty dollars. On November 14, 1898, the Cambria Steel Company was incorporated under the laws of Pennsylvania, with a capital of \$16,000,000. Upon its organization it leased the property of the Cambria Iron Company, consisting of ore mines, coal lands and the works, for a term of 999 years, with a fixed guaranty of four per cent per annum on its capital stock. This organization continued for almost three years, when the increased business demanded more capital. On July 1, 1901, the Conemaugh Steel Company was chartered under the laws of this State, with a capital of \$45,000,000. These two companies merged and formed the present Cambria Steel Company, which was incorporated at Harrisburg on August 14, 1901, with a capital of \$50,000,000, of which \$5,000,000 has not been issued. A cash payment of

\$22.50 was made on each share, the remainder being made up with the property of the company.

We follow with a concise and complete directory of the organization of the Cambria Iron Company from its earliest inception as a chartered company; the several periods of the different administrations, the officials, and the character and kind of departments of the entire works as it was on March 1, 1907:

The distinct periods of the several administrations were: Cambria Iron Company, from September 13, 1852, to May 1, 1855; Wood, Morrell & Company, lessees, from May 1, 1855, to September 1, 1862; Cambria Iron Company, from September 1, 1862, to November 14, 1898; Cambria Steel Company and the



Cambria Steel Company. Bessemer Works and Rail Mill, 1906.

Conemaugh Steel Company merged; Cambria Steel Company from August 14, 1901.

The executive staff at Johnstown:

Charles S. Price.....	General Manager.
H. H. Weaver.....	Assistant to General Manager.
H. C. Wolle.....	Mills Assistant to General Manager.
Joseph Morgan.....	Consulting Engineer.
J. H. Geer.....	Superintendent of Construction.
John W. Gocher.....	Chief Engineer.
John C. Ogden.....	Superintendent Mechanical Department.
H. S. Endsley.....	Solicitor.
John C. Davies.....	Assistant Solicitor.
M. G. Moore.....	Mining Engineer. In charge of all mines, ovens and quarries.

F. E. Thompson.....Superintendent Bessemer Department.
D. M. Stackhouse.....Superintendent Franklin Open-Hearth
Department.
John I. Souther.....Superintendent Blast Furnace Depart-
ment.
W. S. Weaver:.....Superintendent Steel Car & Structural
Department.
V. S. Doebler.....Superintendent Transportation Depart-
ment.
George E. Thackray...Structural Engineer.
R. V. Sage.....Chief Draftsman and Steel Car Engi-
neer.
J. L. Replogle.....Superintendent Order Department.
William Kelley.....Superintendent Lake Superior Ore
Mines.
Joseph MastersSuperintendent Lands and Dwellings.
A. B. Cooper.....Superintendent Teams and Farms.
William E. McHenry..Auditor.

CORPORATE OFFICIALS AND MANAGERS.

Presidents:	From	To	
Daniel M. Wilson,	Sept. 13, 1852—Jan.	31, 1853.	Resigned.
J. G. Miner.	Jan. 31, 1853—Oct.	24, 1853.	Resigned.
Peter Shoenberger,	Oct. 24, 1853—Jan.	25, 1854.	
Matthew Newkirk,	Jan. 25, 1854—Jan.	22, 1862.	
Charles S. Wood,	Jan. 22, 1862—May	27, 1873.	Deceased.
Edward Y. Townsend,	Nov. 5, 1873—Nov.	5, 1891.	Deceased.
Powell Stackhouse,	Jan. 19, 1892—		
Vice-Presidents:			
James Henderson,	May 17, 1853—July	25, 1853.	Resigned.
J. G. Miner,	Oct. 24, 1853—Feb.	4, 1854.	
J. P. Reznor.	Feb. 4, 1854—Aug.	31, 1854.	Resigned.
George Trotter,	Sept. 26, 1854—Jan.	15, 1856.	
David Reeves,	Jan. 15, 1856—Jan.	18, 1859.	
Samuel J. Reeves,	Jan. 18, 1859—Jan.	22, 1862.	
Edward Y. Townsend,	Jan. 22, 1862—Nov.	5, 1873.	
Chas. Stewart Wurts,	Nov. 5, 1873—Jan.	16, 1883.	
Powell Stackhouse,	Jan. 24, 1884—Jan.	19, 1892.	
John W. Townsend,	Jan. 19, 1892—		
Assistant to President:			
John W. Townsend,	Feb. 21, 1882—Jan.	15, 1889.	
Second Vice-Presidents:			
John W. Townsend	Jan. 15, 1889—Jan.	19, 1892.	
John Lowber Welsh,	Jan. 19, 1892—Jan.	17, 1899.	
Treasurers:			
S. Draper (pro tem),	Oct. 23, 1852—Jan.	25, 1854.	
Henry M. Watts,	Jan. 25, 1854—Feb.	3, 1855.	
John T. Kille,	Feb. 3, 1855—Jan.	15, 1889.	Resigned.
William S. Robinson,	Jan. 15, 1889—Apr.	15, 1903.	Resigned.
Alex P. Robinson,	Apr. 15, 1903—		
Assistant Treasurers:			
Harvey Ellis,	June 20, 1882—Nov.	1, 1893.	Resigned.
Alex P. Robinson,	Jan. 16, 1894—Apr.	15, 1903.	
Edward T. Stuart,	Apr. 15, 1903—		
Assistant Treasurers at Works:			
Clifford J. Ellis,	Jan. 21, 1890—June	17, 1890.	Resigned.
David J. Jones,	June 17, 1890—Jan.	17, 1899.	
Secretaries:			
William A. Shepard			
(pro tem),	Sept. 13, 1852—Oct.	23, 1852.	

George W. Hodges, (pro tem),	Oct. 23, 1852—Jan. 25, 1854.	
Henry M. Watts,	Jan. 25, 1854—Feb. 3, 1855.	
John T. Kille,	Feb. 3, 1855—Sept. 16, 1879.	Resigned.
William S. Robinson,	Sept. 16, 1879—Apr. 15, 1903.	Resigned.
Alex P. Robinson,	Apr. 15, 1903—	

Assistant Secretaries:

Alex P. Robinson,	Jan. 29, 1889—Apr. 15, 1903.	
Edward T. Stuart,	Apr. 15, 1903—Mar. 16, 1904.	
D. Brewer Gehly,	Mar. 16, 1904—	

General Superintendents:

Jas. Henderson,	May 1, 1853—July 25, 1853.	Resigned.
Peter Shoenberger,	Nov. 17, 1853—Feb. 4, 1854.	
J. P. Reznor,	Feb. 4, 1854—Aug. 31, 1854.	Resigned.
John Anderson,	Nov. 29, 1854—Mar. 9, 1855.	Resigned.
James L. James,	Mar. 9, 1855—	
Daniel J. Morrell,	May 1, 1855—Jan. 20, 1874.	

General Managers:

Daniel J. Morrell,	Jan. 20, 1874—Jan. 15, 1884.	
Philip E. Chapin,	Jan. 15, 1884—Dec. 31, 1887.	Resigned.
John Fulton,	Jan. 1, 1888—Mar. 1, 1892.	Resigned.
Charles S. Price,	Mar. 1, 1892—Jan. 17, 1899.	

General Agent:

Charles S. Price,	Jan. 17, 1899—	
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Assistant Superintendent:

Powell Stackhouse,	Jan. 21, 1868—Jan. 21, 1879.	
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Assistant General Manager:

Powell Stackhouse,	Jan. 21, 1879—Apr. 20, 1880.	
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Comptroller:

Powell Stackhouse,	Apr. 20, 1880—Jan. 15, 1884.	
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Agent:

George S. King,	Feb. 5, 1853—Feb. 4, 1854.	Resigned.
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Solicitors:

Cyrus Elder,	Apr. 30, 1873—Jan. 15, 1901.	
H. S. Endsley,	Jan. 15, 1901—	

Cyrus Elder was employed as associate counsel with James Potts and Abraham Kopelin about August, 1862, by Mr. Morrell. Thereafter he was the regular Solicitor of the Company and in '73 the position was made a corporate appointment. Col. John P. Linton was the local associate of Mr. Elder until his death.)

Finance Committee:

P. Shoenberger,	} Nov. 17, 1853.	
J. P. Reznor,		
W. A. Shepard,		
J. G. King,		
G. W. Hodges,		
J. G. Miner,		

Auditing Committee:

Josiah M. Bacon,	} Jan. 19, 1892—Jan. 16, 1900.	
Robert F. Kennedy,		
R. Francis Wood,		

Executive Committee:

Daniel M. Wilson,	} Oct. 23, 1852—Jan. 31, 1853.	
Edward F. Grant,		
George S. King,		
J. G. Miner,	Jan. 31, 1853—May 17, 1853.	Dispensed with.
George S. King,	Jan. 31, 1853—Jan. 24, 1854.	
George W. Hodges,	Jan. 31, 1853—Jan. 24, 1854.	
William A. Shepard,	Feb. 5, 1853—Jan. 24, 1854.	
James Henderson,	May 17, 1853—July 25, 1853.	Resigned.

(Last named committee not re-elected Jan. 24, 1854.)

John Lowber Welsh,

Chairman,	Nov. 17, 1891—Jan. 21, 1902.	
Robert F. Kennedy,	Nov. 17, 1891—Feb. 22, 1901.	Deceased.
Josiah M. Bacon,	Nov. 17, 1891—Feb. 10, 1901.	Deceased.
Effingham B. Morris,	Feb. 20, 1901—Jan. 21, 1905.	(Vice J. M. Bacon, deceased.)

Directors:

Peter Shoenberger,	Sept. 13, 1852—Jan. 24, 1854.	
Daniel M. Wilson,	Sept. 13, 1852—Jan. 31, 1853.	Resigned.

Samuel H. Jones,	Sept. 13, 1852—Jan. 31, 1853.	Resigned.
John Hartshorn,	Sept. 13, 1852—Apr. 16, 1853.	Resigned.
Edward F. Grant,	Sept. 13, 1852—May 17, 1853.	Resigned.
George S. King,	Sept. 13, 1852—Jan. 24, 1854.	
William A. Shepard,	Sept. 13, 1852—Jan. 24, 1854.	
George W. Hodges,	Jan. 31, 1853—May 3, 1854.	Resigned. (Vice S. H. Jones.)
J. G. Miner,	Jan. 31, 1853—Jan. 24, 1854.	(Vice D. M. Wilson.)
James Henderson,	Apr. 16, 1853—July 25, 1853.	Resigned. (Vice J. Hartshorn.)
Charles Illius,	May 17, 1853—Oct. 13, 1853.	Resigned. (Vice E. F. Grant.)
J. P. Reznor,	Oct. 13, 1853—Aug. 31, 1854.	Resigned. (Vice Chas. Illius.)
Richard D. Wood,	Nov. 17, 1853—Jan. 17, 1855.	
Matthew Newkirk,	Jan. 24, 1854—Jan. 21, 1862.	
David Reeves,	Jan. 24, 1854—Jan. 18, 1859.	
George Trotter,	Jan. 24, 1854—Jan. 15, 1856.	
John H. Shoenberger,	Jan. 24, 1854—Jan. 16, 1855.	
G. Heeberton Newkirk,	May 3, 1854—Jan. 16, 1855.	(Vice G. W. Hodges.)
Caleb Jones,	Sept. 7, 1854—Jan. 16, 1855.	(Vice J. P. Reznor.)
Henry M. Watts,	Jan. 16, 1855—Apr. 18, 1855.	Resigned.
John Brock,	Jan. 16, 1855—Jan. 21, 1862.	
George H. Newkirk,	Jan. 16, 1855—June 4, 1860.	Resigned.
Horatio C. Wood,	Jan. 15, 1856—Jan. 21, 1862.	
Henry Musselman,	Jan. 15, 1856—Jan. 21, 1862.	
Samuel J. Reeves,	Jan. 18, 1859—Jan. 21, 1862.	
George R. Justice,	June 4, 1860—Jan. 21, 1862.	(Vice G. H. Newkirk.)
Charles S. Wood,	Jan. 21, 1862—May 27, 1873.	Deceased.
George Trotter,	Jan. 21, 1862—Dec. 15, 1877.	Deceased.
John M. Kennedy,	Jan. 21, 1862—Mar. 15, 1887.	Resigned.
Edward Y. Townsend,	Jan. 21, 1862—Nov. 5, 1891.	Deceased.
Wyatt W. Miller,	Jan. 21, 1862—Jan. 15, 1867.	
James Moore,	Jan. 21, 1862—Jan. 15, 1867.	
George L. Oliver,	Jan. 17, 1865—June 3, 1886.	Deceased.
Richard D. Wood,	Jan. 15, 1867—Apr. 3, 1869.	Deceased.
Samuel J. Reeves,	Jan. 15, 1867—Dec. 15, 1878.	Deceased.
Samuel Welsh,	Apr. 9, 1869—Mar. 19, 1889.	Resigned. (Vice R. D. Wood.)
George R. Wood,	July 18, 1873—Oct. 16, 1873.	Resigned. (Vice C. S. Wood.)
Daniel J. Morrell,	Oct. 16, 1873—Jan. 24, 1884.	Resigned. (Vice G. R. Wood.)
Chas. Stewart Wurts,	Jan. 20, 1874—Feb. 15, 1887.	Resigned.
Henry Lewis,	Jan. 20, 1874—Nov. 16, 1886.	Deceased.
I. V. Williamson,	Jan. 15, 1878—Mar. 19, 1889.	Deceased.
David Reeves,	Jan. 21, 1879—	
James McMillen,	Jan. 20, 1885—Nov. 3, 1896.	Deceased.
Josiah M. Bacon,	Nov. 16, 1886—Feb. 10, 1901.	Deceased. (Vice Geo. L. Oliver.)
Henry Lewis,	Nov. 16, 1886—Feb. 17, 1891.	Resigned. (Vice H. Lewis.)
R. Francis Wood,	Feb. 15, 1887—	(Vice C. S. Wurts.)
Robert F. Kennedy,	Mar. 15, 1887—Feb. 22, 1901.	Deceased. (Vice J. M. Kennedy.)
Powell Stackhouse,	Mar. 19, 1889—	(Vice I. V. Williamson.)
A. J. Drexel, Jr.,	Mar. 19, 1889—Jan. 21, 1896.	(Vice Sam'l Welsh.)
John Lowber Welsh,	Mar. 17, 1891—Sept. 21, 1904.	Deceased. (Vice Henry Lewis.)
John W. Townsend,	Nov. 17, 1891—	(Vice E. Y. Townsend.)
Edw. T. Stotesbury,	Jan. 21, 1896—	
Charles S. Price,	Jan. 19, 1897—	
Effingham B. Morris,	Feb. 20, 1901—	(Vice J. M. Bacon.)
George F. Baer,	Mar. 20, 1901—	(Vice R. F. Kennedy.)
Edward L. Welsh,	Sept. 21, 1904—	(J. L. Welsh.)

Consulting Directors:

D. J. Morrell,	Jan. 24, 1884—	
James McMillen,	Jan. 20, 1885—Nov. 3, 1896.	Deceased.

Officers Prior to the Merging:

President:

John Lowber Welsh,	Nov. 18, 1898—Nov. 18, 1898.	Resigned.
Powell Stackhouse,	Nov. 18, 1898—Aug. 14, 1901.	

Vice-President:

John W. Townsend,	Nov. 18, 1898—Aug. 14, 1901.	
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Second Vice-President:

John Lowber Welsh,	Nov. 18, 1898—Aug. 14, 1901.	
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Treasurer:

William S. Robinson,	Nov. 18, 1898—Aug. 14, 1901.	
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Assistant Treasurer:

Alex P. Robinson, Nov. 18, 1898—Aug. 14, 1901.

Assistant Treasurer at Works:

David J. Jones, Nov. 18, 1898—Aug. 14, 1901.

Secretary:

Robert F. Kennedy, Nov. 18, 1898—Nov. 18, 1898. Resigned.

William S. Robinson Nov. 18, 1898—Aug. 14, 1901.

Assistant Secretary:

Alex P. Robinson. Nov. 18, 1898—Aug. 14, 1901.

General Manager:

C. S. Price, Nov. 18, 1898—Aug. 14, 1901.

Solicitor and General Agent:

Cyrus Elder, Nov. 18, 1898—Jan. 15, 1901. Resigned.

H. S. Endsley, Jan. 15, 1901—Aug. 14, 1901.

Directors:

Josiah M. Bacon, Nov. 18, 1898—Feb. 10, 1901. Deceased.

David Reeves, Nov. 18, 1898—Aug. 14, 1901.

Robert F. Kennedy, Nov. 18, 1898—Feb. 22, 1901. Deceased.

Powell Stackhouse, Nov. 18, 1898—Aug. 14, 1901.

R. Francis Wood, Nov. 18, 1898—Aug. 14, 1901.

Charles S. Price, Nov. 18, 1898—Aug. 14, 1901.

John Lowber Welsh, Nov. 18, 1898—Aug. 14, 1901.

Edw. T. Stotesbury, Nov. 18, 1898—Aug. 14, 1901.

John W. Townsend, Nov. 18, 1898—Aug. 14, 1901.

Effingham B. Morris, Feb. 20, 1901—Aug. 14, 1901. (Vice J. M. Bacon.)

George F. Baer, Mar. 20, 1901—Aug. 14, 1901. (Vice R. F. Kennedy.)

Executive Committee:

John Lowber Welsh, Nov. 18, 1898—Aug. 14, 1901.

Josiah M. Bacon, Nov. 18, 1898—Feb. 10, 1901. Deceased.

Robert F. Kennedy, Nov. 18, 1898—Feb. 22, 1901. Deceased.

Effingham B. Morris, Feb. 20, 1901—Aug. 14, 1901. (Vice J. M. Bacon.)

Auditing Committee:

Josiah M. Bacon, Nov. 18, 1898—Feb. 10, 1901. Deceased.

Robert F. Kennedy, Nov. 18, 1898—Feb. 20, 1901.

R. Francis Wood, Nov. 18, 1898—Feb. 20, 1901.

This committee was discontinued on Feb. 20, 1901.

Officers After the Merging:

President:

Powell Stackhouse, Aug. 15, 1901—

Vice President:

John W. Townsend, Aug. 15, 1901—Apr. 16, 1907. Resigned.

Charles S. Price, Apr. 16, 1907—

Second Vice President:

John Lowber Welsh, Aug. 15, 1901—Oct. 16, 1901. Resigned.

Alex P. Robinson, Apl. 16, 1907—

Treasurers:

W. S. Robinson, Aug. 15, 1901—Mar. 11, 1903. Resigned.

Alex P. Robinson, Mar. 17, 1903—Apl. 16, 1907. Resigned.

Edward T. Stuart, Apl. 16, 1907—

Asst. Treasurers:

Alex P. Robinson, Aug. 15, 1901—Mar. 17, 1903.

Edward T. Stuart, Mar. 17, 1903—Apr. 16, 1907. Resigned.

L. T. Crouse, April 16, 1907—

Asst. Treasurer at Works:

D. J. Jones, Aug. 15, 1901—

Secretaries:

W. S. Robinson, Aug. 15, 1901—Mar. 1, 1904. Resigned.

D. Brewer Gehly, Mar. 16, 1904—

Asst. Secretary:

Alex P. Robinson, Aug. 15, 1901—

General Manager:

Charles S. Price, Aug. 15, 1901—

General Manager of Sales:

Fred Krebs, Apl. 16, 1907—

Solicitor and General Agent:

H. S. Endsley, Aug. 15, 1901—

Directors:

Theodore N. Ely,	Aug.	15, 1901—	
Effingham B. Morris,	Aug.	15, 1901—	
Frank J. Firth,	Aug.	15, 1901—	
Leonard C. Hanna,	Aug.	15, 1901—	
John Lowber Welsh,	Aug.	15, 1901—Oct.	16, 1901. Resigned.
George Baer,	Aug.	15, 1901—	
Edward T. Stotesbury,	Aug.	15, 1901—	
John W. Townsend,	Aug.	15, 1901—April	16, 1907. Resigned.
Powell Stackhouse,	Aug.	15, 1901—	
R. Francis Wood,	Jan.	15, 1902—	
Charles S. Price,	Apl.	16, 1907—	

Executive Committee:

John Lowber Welsh,	Aug.	15, 1901—Oct.	16, 1901. Resigned.
Effingham B. Morris,	Aug.	15, 1901—	
Theodore N. Ely,	Sept.	18, 1901—	
Frank J. Firth,	Oct.	16, 1901—	
Leonard C. Hanna,	Nov.	20, 1901—	

DIRECTORY OF THE WORKS, MARCH 1, 1907.

Cambria Steel Company, P. O. drawer 1573, Central Post Office, Philadelphia; general offices, Arcade Building, southeast corner Fifteenth and Market streets, Philadelphia.

Sales Offices: Arcade Building, Philadelphia; 71 Broadway, New York; Paddock Building, Boston; Ellicott Square, Buffalo; 403 Center st., Baltimore; Park Building, Pittsburg; Citizens Building, Cleveland; Union Trust Building, Cincinnati; Century Building, Atlanta; Hennen Building, New Orleans; Western Union Building, Chicago; Chemical Building, St. Louis; 140 Kansas st., San Francisco; and 1501 Pacific ave., Tacoma, Washington.

Capital stock, \$50,000,000; par value, \$50 per share; issued and full paid, 900,000 shares, aggregating \$45,000,000. The Cambria Steel Company operates the following works, which were leased from the Cambria Iron Company in 1898:

BLAST FURNACES—7 COMPLETED AND 1 BUILDING.

Cambria Steel Company, Johnstown, Pa. Cambria Plant, six completed stacks at Johnstown; Franklin Plant, one completed and one building stack at Franklin, a suburb of Johnstown.

Cambria Plant: Six completed stacks: Nos. 1, 2, 3, and 4 were built in 1853 and 1854; No. 1, 97 x 17½, was rebuilt in 1883, 1895, 1899, and 1901; No. 2, 98 x 21, was rebuilt in 1883, 1891, 1896, and 1901; No. 3, 95¾ x 20½, was rebuilt in 1886, 1894, and 1900; No. 4, 97 x 18, was rebuilt in 1886, 1892, and 1902; No. 5, 96 x 21, was built in 1873-6, blown in December 22, 1876, and rebuilt in 1890, 1896-7, and 1902; and No. 6, 87 x 22, was first blown in July 20, 1879, and rebuilt in 1893, 1896, 1900, and 1903; total annual capacity, 650,000 tons. The furnaces are equipped with twenty-four Cowper-Kennedy stoves and with 3 pig-iron casting machines.—*All active in 1906.*

Franklin Plant: One completed stack and one stack building: Completed stack, known as No. 7, 85 x 22, built in 1903-6 and

blown in January 17, 1906; four Kennedy stoves, each 24 x 100; annual capacity, 150,000 tons. Equipped with 2 pig-iron casting machines. The stack will be known as No. 8 and will have an annual capacity of about 150,000 tons.—*No. 7 active in 1906.*

Fuel, Connellsville and Otto-Hoffmann coke; ores, Lake Superior hematite and native and foreign manganiferous; product, Bessemer and basic open-hearth pig iron and spiegeleisen and ferromanganese; total annual capacity of the completed furnaces, 800,000 tons; of the building furnace, 150,000 tons; total, 950,000 tons.

Cambria Steel Company, Johnstown. Three plants: Cambria Plant at Johnstown, Gautier Plant at Johnstown, and Franklin Plant at Franklin, a suburb of Johnstown.

Cambria Plant: Built as an iron rail mill in 1853; since greatly enlarged; first iron rail rolled July 27, 1854, and first steel rail rolled in 1871; now equipped with 7 Siemens ingot and 7 Siemens heating furnaces, 5 continuous furnaces, 19 reverberatory furnaces, and 11 trains of rolls (one 2-high 48-inch blooming mill, one set; one 2-high 40-inch blooming mill, one set; one 3-high 30-inch billet, slab, and shape mill, four sets; one 3-high 28-inch rail mill; three 3-high 22-inch mills; one 2-high 22-inch mill; one 2-high 16-inch mill; one 3-high 13-inch mill; and one 3-high 9-inch mill.)

Cambria Plant: Bessemer Steel Works; Completed in 1871; first blow made July 10, 1871; rebuilt and enlarged in 1889 and 1891 and remodeled in 1900; four 12½-gross-ton converters; annual capacity, 700,000 tons of ingots.

Cambria Plant: Open Hearth Plant No. 1; built originally in 1878-9; now contains two 20-gross-ton furnaces, (one acid and one basic,) one built in 1895 and one in 1896, and two 20-gross-ton basic Wellman furnaces built in 1897; annual capacity, 11,000 tons of acid ingots and 34,000 tons of basic ingots.

Gautier Plant: Built in 1878; 4 continuous heating furnaces, (3 recuperative and one reverberatory,) 10 reverberatory furnaces, 8 trains of hot rolls, (one 3-high 8-inch, one 3-high 9-inch, one 3-high 10-inch, one 3-high 12-inch, one 3-high 14-inch, one 2-high 20-inch, one 2-high 24-inch, and one 3-high 24-inch universal,) and one train of cold rolls. The universal mill was added in 1906 and can roll universal plates from 8 to 24 inches wide. By removing the vertical rolls plates 50 inches wide can be rolled. A cold-drawing plant, with full equipment of furnaces, shears, hammers, and special machinery, is connected with the plant.

Franklin Plant: Open Hearth Plant No. 2; built in 1900-1; fifteen 50-gross-ton stationary furnaces (14 basic and one acid); first open hearth steel made April 20, 1901; one 2-high 40-inch blooming mill, one set, and one 2-high 34-inch slabbing mill, one set, added in 1901-2, and one 134-inch plate mill added in

1902; annual capacity, 470,000 tons of basic and 30,000 tons of acid ingots.

Products, steel T rails from 8 pounds to 100 pounds per yard, angles and plain splice bars, standard and special track bolts and nuts; also beams, girders, columns, roof trusses and other fitted structural work, including finished steel work for buildings; steel axles for passenger and freight cars, street and mine cars, tender trucks, engine trucks, etc.; crank pins and piston rods; machine bolts, nuts, rivets, and pipe or tank bands with rolled threads; car and other steel forgings of carbon steel or nickel steel; tire, toe-calk, carriage spring, and other bar steel; finger bars, knife backs, rake teeth, spring harrow teeth, and other agricultural steel and shapes; bar and slab plow steel, flat and finished plow shapes, etc.; rounds, squares, hexagons, flats, shafting, and other cold-rolled steel; steel discs with rolled bevel from 10 inches to 20 inches in diameter for harrows, drills, cultivators, etc., and steel discs with rolled bevel from 23 inches to 28 $\frac{1}{4}$ inches in diameter for plows; pressed steel seats for agricultural implements; and all kinds of steel freight cars.

Fuel used in all departments, coal and producer gas.

Total annual capacity of the 3 rolling mills and steel works: 700,000 gross tons of Bessemer steel ingots, 545,000 tons of open-hearth steel ingots, 300,000 tons of steel rails, and 500,000 tons of structural shapes, universal and other plates, twisted and other bars for concrete work, plow steel, and steel for tire, spring, toe-calk, machinery, harrow discs, rake teeth, etc.

CAR-AXLES AND OTHER FORGINGS.

Cambria Plant: Car Axle Department. Product, forged open-hearth steel car and locomotive axles, crank pins, piston rods, and miscellaneous forgings toughened by the Coffin process or oil tempered and annealed; annual capacity, about 30,000 tons.

STEEL CARBUILDING AND BOLT, NUT AND RIVET WORKS.

Franklin Plant: Steel Carbuilding Department. Product, gondola, hopper gondola, hopper, flat and other steel freight cars; also composite cars with steel underframes; annual capacity, 9,000 cars. All cars are built of rolled shapes. This department is equipped with a 1,000-ton hydraulic press, with all the latest improvements. The entire product of the press is used by the car shops of the company.

Franklin Plant: Bolt, Nut and Rivet Department. Product, iron and steel bolts, nuts and rivets; annual capacity 9,000 tons.

COLD-ROLLED AND COLD-DRAWN SHAFTING.

Gautier Plant: Cold Rolling and Cold Drawing Departments. Product, cold-rolled, drawn and turned steel shafting, piston rods and car axles; cold-rolled and drawn screw rods, hexa-

gons, key steel, flats and squares; also finger bars, knife backs, angles, zeos, tees and other special shapes. Sizes: rounds, $\frac{3}{16}$ of an inch to 7 inches; squares, $\frac{3}{8}$ of an inch to 3 inches; flats, all sizes of merchant bars; and hexagons, $\frac{1}{4}$ of an inch to 2 inches. Annual capacity, 18,000 tons. Does not cold-roll or cold-draw iron shapes.

COAL LANDS, COKE OVENS, IRON-ORE MINES, ETC.

The Cambria Steel Company operates extensive coal mines in Cambria county; also 260 Otto-Hoffmann coke ovens at its Franklin Plant. In addition it is building 112 new Otto-Hoffmann coke ovens at its Franklin Plant, which will be completed and ready for operations in 1907.

It also owns all the stock of the Penn Iron Mining Company, operating iron-ore mines in the Menominee Range in Michigan; over 99 per cent. of the stock of the Republic Iron Company, which operates the Republic mine, at Republic, Michigan; and one-half the stock of the Mahoning Ore and Steel Company, which operates the Mahoning mine in the Mesabi Range in Minnesota.

It also owns a controlling interest in the Juniata Limestone Company, Limited, which operates limestone quarries at Carlin. Blair county, Pa., and owns and operates the Naginney limestone quarries in Mifflin county, Pa.

The company has over eighteen thousand employes, of whom 16,500 are in Johnstown, one thousand in the ore fields in Michigan and Minnesota, and five hundred at the coke ovens and limestone quarries. There are several who have been in the service for more than fifty years. The oldest employe is Joseph Masters, who began in August, 1852, under Shoenberger and King. Evan G. Lewis, Isaac Jones, Peter Beemish, Irwin Horrell, John Herdman and Thomas Potts entered the service in 1853; George Banfield, John D. Murphy, Michael Ryan, Henry Brown, Henry Block and John Colbert in 1854; Daniel Beemish, Casper Hertzberger, William Hoover, Isaac Berringer and Thomas Leadbeater in 1855; Powell Stackhouse and John Leadbeater in 1856; James H. Geer, Fidell Knobelspeice, John Stork, and John James in 1857; James White, Bernard C. Riley, John H. Hamilton, William Tremellon, Patrick Fardy, Manges Hipp and John W. Price in 1858.

During the year 1906 the works consumed about 1,600,000 tons of coal, and 1,237,724 tons of ore, and used a daily average of 71,000,000 gallons of water. Its net profit was \$4,964,003.15.

The average price for charcoal pig metal between 1840 and 1849 inclusive, was \$29.22 per ton of 2,240 pounds. The

highest was in 1840 at \$32.75. It was not made for general use after '49.

Foundry pig metal was on the market in 1850 for the first time at \$20.88. The average price for that decade was \$26.47. Its highest value was in 1854 at \$36.88. From 1860 to 1870 it was \$37.83; its highest was in 1864, when it sold at \$59.25. In 1880 it was \$28.50; in 1890, \$18.40; in 1900, it was \$19.98, and in March, 1907, \$26.

Iron rails were first on the market in 1847 at \$69.00; in 1848, \$62.25, and in 1849 at \$53.38. In the decade beginning 1850 the average was \$59.01, the highest being in 1854, at \$80.13. The next decade was \$75.96, with the highest price in 1864, at \$126.00. In 1870 it was \$72.25; in 1880, \$49.25; and in 1882, \$45.50. This is the last year iron rails are quoted, those of steel having taken their place.

Steel rails were sold in 1867 at \$166; in 1868 at \$158.50, and 1869 at \$132.25. In 1870 they were \$106.75; in 1875 sold at \$68.75; in 1880, at \$67.50; in 1882, the year they supplanted iron, at \$48.50; in 1885 at \$28.50; in 1890 at \$31.75; in 1895 at \$24.33; in 1900 at \$32.29; in March, 1907, at \$28.

CHAPTER XIX.

FALL OF THE PENNSYLVANIA RAILROAD PLATFORM.

The first great disaster in Johnstown occurred in the fall of the portion of the platform over the Cambria Steel Company's railroad at the station of the Pennsylvania railroad, on Friday, September 14, 1866. There were three persons killed, three who died within a few days, and 387 injured. In fact there were few families who did not have one or more members or a relative included. The accident happened on the occasion of the visit of President Andrew Johnson and his most distinguished company in his "swing around the circle."

An interminable conflict existed between the president and congress on the policy of reconstruction after the Civil war. The president vetoed every bill passed by congress, which promptly passed it over his objections; the country was in accord with the views as expressed by congress. The congressional elections for that year were to take place in October and November, and the president undertook the trip through the north and west to endeavor to change the membership of the next congress to his views. The crisis came when Mr. Johnson tried to remove Edwin M. Stanton, who was Lincoln's secretary of war. This was followed on February 24, 1868, by the impeachment of the president for high crimes and misdemeanors. He was acquitted, however, by a vote of 35 to 19 nays, lacking one vote of the constitutional two-thirds vote.

The company of persons traveling with the president was composed of the most eminent men of the time: Lieutenant General Ulysses S. Grant; Admiral David G. Farragut, William H. Seward, secretary of state; Gideon Welles, secretary of the navy; Senator Edgar Cowan; Major General George A. Custer; and John Covode, of Lockport, the leader of congress.

An immense crowd had gathered to meet the distinguished persons when the special train arrived about 11 o'clock in the morning. It stopped opposite the station, but in order to procure more room for the people it was moved up to the crossing when the multitude passed to the east end of the platform. Mr. Covode introduced the President, who bowed and stepped back.

When General Grant appeared on the rear platform of the car in his full uniform of General of the Army, Mr. Covode had only said, "Ulysses S. Grant," the enthusiasm of the people could no longer be restrained, and like one voice rose a continued cheer, the air white with handkerchiefs. The crowd swayed in effort to reach him when he retired, and in his place appeared the surpassing figure of Admiral Farragut, also in full naval uniform with yellow decoration, as his last promotion had been just confirmed by the Senate. Tall, erect, light of step, his sixty-five years had but slightly faded his light hair, falling in waves on his neck. At his name the enthusiasm doubled; what had been cheers became a triumphal roar of welcome; hats were tossed, with shouts for "Farragut! Farragut!" Veterans tried to force a passage to the front; those on the bridge leapt to the vacated space on the platform; then, with a grinding sway, the entire structure gave way, and two thousand persons sank from sight as though the earth had opened.

Such a scene, can it be depicted? The train moved some distance above the crossing. The President and his company alighted, and from the edge of the abyss, gazed down the sheer distance where the victims writhed, covered with blood, before they could be rescued. Captain John P. Suter had charge of the presidential train from Pittsburg to Altoona, and was met at the station by Mrs. Suter. They were standing by General Grant and when women and little children were laid on a strip of green sod they heard him say: "It was sadder than a battle-field." General Custer, who had faced death many times, stood abashed in grief.

The President sent a letter and five hundred dollars to Mr. Morrell from Altoona, as below:

"Sir: I am requested by Andrew Johnson (who deeply sympathizes with the families who have suffered by the terrible accident at Johnstown today) to request that the enclosed amount be applied to the relief of the most needy of the bereaved and wounded.

"I am, sir, very respectfully yours,

"WILLIAM G. MOORE, Assistant Adjutant-General."

On the next day Major-General John W. Geary wrote to Mr. Morrell, thus: "While on my way from Pittsburg to Harrisburg this morning, I was shocked and grieved at the intelligence of the terrible accident of yesterday. I find among the killed and wounded many of my personal friends and neighbors, and I

beg that you will extend to the latter and to the relations of the former my heartfelt sympathies. I enclose my draft, * * *."

The Relief Committee was quickly organized, consisting of H. A. Boggs, chairman; H. D. Woodruff, secretary, and Howard J. Roberts, treasurer. The members from the wards were: First ward—James Morley, Irvin Rutledge, Frank W. Hay, Mrs. J. M. Campbell, Mrs. Evan Roberts, and Mrs. Abraham Kopelin. Second ward—H. A. Boggs, General James Potts, Rev. J. B. Uber, Mrs. W. C. Lewis, Mrs. Alexander Hamilton, Mrs. H. A. Boggs. Third ward—Robert P. Linton, D. C. Morris, Lewis Plitt, John Flanagan, Mrs. Emil Young, Mrs. Charles Zimmerman. Fourth ward—William Dysart, George Carroll, Wesley J. Rose, Mrs. John Lowman, Mrs. William Masterton and George Engelbach. Fifth ward—Leonard Dill, Mrs. John Benton, Mrs. R. A. Fink, Captain J. K. Hite, Mrs. John Parks, William H. Rose. Conemaugh Borough, First ward—Captain H. D. Woodruff, Mary Griffin, Margaret Davis, Jane Wilson, Margaret Hesselbine, John Devlin, Nicholas Freidhoff and Thomas J. Chapman. Second ward—Rev. Patrick Garvey, Mrs. Heslop, Mrs. Nolen, Mrs. Slater and Mr. Braddock. Millville Borough—Evan G. Lewis, Lewis R. Jones, Jonathan Lewis, David M. Davis, Joseph Masters, A. M. Gregg, Mrs. George Stuzman, Mrs. Daniel M. Davis. Cambria Borough—William A. Krise, Mrs. John Ryan, Mrs. Owen McCaffrey, Mrs. Adam Tawney, John Ryan and Daniel McDonald. Prospect Borough—John White, Mrs. John Smith, Mrs. Gardner, Mrs. John Cavenaugh, Robert Dimond and Hugh McMonigal. Taylor township—James Cooper.

Those killed in the disaster were: Catherine Quirk, wife of John Quirk, of Prospect; Nathaniel Duncan and David Metzgar. Those who were injured and died within a few days were: Mrs. Bridget Downey, Mary Jane Quinn and Mrs. Sarah Walsh. The injured were:

Rev. B. L. Agnew, ankle; Henry Alde, both limbs broken; Benjamin Andrews, hand.

F. Bader, serious; William Baker, head and side; Lowman Barelay, slight; Mrs. Charles Barnes, slight; James Barnes, slight; Solomon Beadman, leg; Andrew Beck, ankle; Louis Beemer, slight; Philip Beiter (Wilmore), slight; Frank Benford, severe; R. E. C. Bennett, slight; Richard Bennett, slight; Daniel Berkey, leg broken; John Berkey, leg broken; Christian Biffinger, back; William Bledsoe's daughter, serious; Michael

Boland, contusions; Michael Bolan, slight; Lewis Bomer, slight; Captain W. B. Bonacker, collar bone broken; Ellen Bowers, bruised; William Bowers, back; Alice Bowman, bruised; Frederick Bowman, bruised; James Boyle, slight; Pius Braddock, nose and leg; Edward Brady, serious; John Brady, leg broken; Edward Breever, feet; Kate Bridges, arm broken; Robert Bridges, leg broken, cut seriously; John Brown, arm; Rev. Brown, ankle broken; John S. Buchanan, slight; ex-Sheriff John Buck, bruised severely; James Burtnett, slight; Joseph Bush, arm; Elijah Butler, leg, and Thomas Butler, thigh.

W. H. Campbell, slight; Letitia Canan, serious; Robert H. Canan, slight; William H. Canan, internally; Charles Caney, Conemaugh, bruised; James Caney, slight; Nicholas Cannan, shoulder and knee; Dennis Canon, leg and face, serious; A. Carpenter, head, serious; Edward Cartwright, serious; David Clark, severe; Peter Clarkins, shoulder and thigh broken; Mrs. Sarah Clawson, slight; Christian Colburn, nose broken; Casper Collins, leg and back; Stephen Connelly, bruised; Ahlum Cope, slight; Geo. W. Cope, slight; Alexander Cover, slight; B. F. Cover, slight; John Cox, Esq., leg, serious; Emma Coy, slight; D. Cramer, slight; James Craver, slight; Mrs. David Creed, slight; Joseph Crouse, slight; J. P. Culbertson, arm and leg; and Isaac Culin, slight.

Margaret Daily, thigh; Mrs. Daly, widow, leg and arm; D. L. Davis, slight; Mary Ann Davis, severe; Mary M. Davis, slight; Miriam Davis, wrist; Louis Diner, slight; Frank Dibert, leg broken; John Dickey, thigh broken; James Dimond, slight; Patrick Dimond, eye put out and leg injured; John Donnelly, slight; William Doubt, side; Samuel Milton Douglass, ankle; Mrs. James Downey, serious; Samuel Dumfee, severe; William Dumfee, severe, and Michael D. Duncan, slight.

Casper Easley, severe; James Eldridge, leg and wrist; George Engelbach, back; August Erb, ankle; Hannan Etzel, shoulder and leg; Rev. Evans, slight, and Stephen Evans, slight.

Bridget Fehely, slight; Jacob Fend, nose broken; Tillie Fend Gageby, collar bone broken; William Fennell, slight; Dennis Finnerty, serious; Peter Fisher, Conemaugh, back; Edgar O. Fisher, slight; John H. Fisher, serious; Judge John Flanagan, slight; Michael Flattery, leg crushed; Theodore Fockler, slight; Josiah Folsom, leg broken and internal; Ellen Fredericks, ankle; Mrs. Henry Fritz, slight, and Mrs. Fromald, internal.

James Gall, side; Joseph Garver, leg broken; Barbara Geis-Foster, slight; Rose Geis-Quinn, serious; William R. Geis, leg bruised; Sarah Gibson, both legs broken; David Gillis, head and leg; Christian Good, Jr., bruised; Fanny Gordon, slight; Thomas Gore, slight; D. W. Goughnour, ribs broken; Jonas F. Goughnour, leg broken; Mrs. Bridget Graham, slight; Margaret Graham, shoulder broken; Wesley Green, leg broken; Andrew Greenwood, slight; Amanda Grist, serious, and Charles Grist, slight.

Joseph Hafner, slight; Christian Hager, slight; George A. Hager, head, serious; Jacob Hamilton, shoulder, serious; Jessie Hamilton, slight; Mary Hamilton, slight; Mrs. Haney, serious; John Harker, Jr., head; Elizabeth Harris, both shoulders broken; Mrs. Harris, internal; Christian Harrison, slight; N. B. Hartzell, ankle; Louisa Hawker, severe; John B. Hay, arm broken; Henry Headrick, serious; William Hess, leg, severe; Frank Higgins, leg bruised; David Hite, slight; Jacob Hoffman, slight; Elizabeth Hohman, leg; Rev. Nathaniel Horne, slight; Peter Hornick, head and leg; Henry Howard, face; James Howard, head cut; John Howlett, breast and ankle; Nicholas Huebner, thigh; Jennie Hunt, shoulder; Timothy L. Hunt, serious; Samuel Hutchinson, slight.

Miss Jelly, serious; Richard Jelly, serious; Morgan Jenkins, slight; Mrs. Jenkins, both arms broken; Rev. Thomas Jenkins, serious; J. M. Johnston, internal and serious; J. Johnston (Westmoreland), bruised; Mrs. Ann Jones, slight; Daniel Jones, nose and knee; David Jones, slight; Elizabeth Jones, slight; Mrs. Maria Jones, severe; Reese Jones, slight; Thomas Jones, back and legs, and Frank A. Joy, leg.

Margaret Kenly-McMillen, slight; Thomas Kenny, slight; Thomas M. Kernan, shoulder; Adam Kettering, Jr., leg broken; George Kettering, thigh broken; Casper Killion, serious; Ida King-Kirkbride, wrist; ——— King (Scalp Level), severe; John Kinney, foot; George Klucker, slight; George Klug, serious; Pius Klug, leg broken; Baltzer Kohler, leg; George Kohler, leg broken; Christian Kolp, nose and back; Emma Kookan, slight; William Kookan, slight; Joseph Kuntz, leg; Mrs. Kopes, slight; John Kraft, bruised, severe; Albert Krauss, ankle and breast; Cecilia Kuhn, slight, and Christian Kunkel, side.

Thomas Lane, slight; William Layton's child, serious; Francis Leckey, slight; Nancy Leitenberger, leg and neck; Samuel Lenhart, Jr., leg, severe; Lucy Levergood, arm broken;

Henry M. Lewis, leg, slight; J. Lewis, slight; Thomas Lewis, slight; Mrs. Thomas Lewis, slight; Charlotte List, arm broken; Mary Livingstone, serious; Elizabeth Lloyd, slight; Charles Lowny, head and face; George B. Lucas, ankle, serious; L. Horner Luther, bruised; Mary E. Luther, bruised, and E. F. Lyte, Ebensburg, serious.

Mrs. Sarah H. Maclay, bruised; Ellen Magee, severe; Benjamin Marsh, slight; Mrs. Matilda Mansell, slight; Samuel Mansell, slight; Michael McCabe, ankle; Owen McCabe, both legs broken, serious; McCann, Catherine, severe; John McClellan, slight; W. D. McClelland, slight; James B. McCreight; nose and internal; Mrs. McDonald and two children, slight; Thomas McGough, ankle; Daniel McKenna, both ankles dislocated; Daniel McLaughlin, Esq., slight; Michael McNealy, slight; J. McNulty, slight; Daniel McPike, leg broken; Frank McPike, slight; Mrs. Mary Meldren, slight; C. Menstill, serious; James Merty, serious; Mary Michaels, severe; Mrs. Charles Miller, ribs; Daniel H. Miller, bruised; William Miller, serious; Denny Mitchell, slight; Mary Morgan, bruised; Richard Morgan, serious; Mary Morris, leg broken; Mrs. Moses, back, serious; Elizabeth Moyer, back and legs; John Mullen, hips, serious; James Murphy, ankle; Eddie Myers, stomach, and Joseph W. Myers, slight.

Jacob Needs, arm broken; ——— Nensteil, severe; Patrick Nevin, severe, and John Nowe, serious.

Daniel O'Connell, slight; Hannah O'Connell, slight; Patrick O'Connell, slight; William Owen, mouth and shoulder; Benjamin F. Orr, bruised, severe; William Orr, slight; Henry Owen, arms and back; James Owens, arm broken and chest bruised, and Patrick Owens, leg broken.

John Palmer, slight; William Palmer, Sr., slight; William Palmer, Jr., slight; John Parfitt, serious; Miss Parry, internal; Robert Parsons, serious; Mrs. Parsons, back; Miss Parsons, slight; ex-Sheriff Jesse Patterson, slight; William P. Patton, slight; Harry S. Peelor, slight; Thomas J. Petrikin, chest; John Pfarr, ribs and back, serious; ——— Palmer, Mill Creek, slight; John Power, ribs broken; Susan Pringle, slight, and Robert Pritchard, leg broken.

John Quinn, slight and Mrs. Thomas Quinn, internal and serious.

Edward Ralph, knee and breast; Charles Randolph, slight; Captain John H. Reed, slight; Martin Rist, shoulder and side;

David D. Reese, leg broken; Mary Ann Rees, arm; Morgan Rees, contusions; Mrs. Morgan Rees, contusions; Charles Reilly, ribs broken; Jacob Repogle, slight; J. C. Riddle, bruised; John D. Roberts, slight; ex-Sheriff John Roberts, slight; William Roberts, severe; Robert P. Robinson, leg broken; George Robinson, colored, slight; William Roland, head; Martha Rosensteel-Adams, seriously, and Mrs. Alexander Royer, arm, side and head.

Henry Scher, slight; Philip Schultheis, slight; Mrs. Jacob Schultz, arm broken; John Seese, rib broken; Henry Shearer, back; Miss J. Sheehan, slight; Dr. Campbell Sheridan, serious; Elizabeth Sherman, leg; C. Sherman, serious; Catherine Sheets, arm broken; John Sheets, slight; Mary Shepard-Whitehill, slight; Joseph Shoemaker, slight; Daniel Shoupe, severe; John Slick, severe; Anthony Sloan, slight; Isaac Snell, slight; Caroline Snyder, side; Jacob Snyder, slight; Matilda Snyder and son, slight; Otho Steiner, leg broken; Elias Stevens, severe; William M. Stevens, severe; Peter Stormer, leg broken; John Stroup, arm broken; Annie Suppes-Hay, left wrist and head, and Libbie Swank, slight.

Charles Taylor, hip dislocated; Henry Theis, arm broken; Edward Thomas, serious; ——— Thomas, Woodvale, shoulder; Cyrus Tittle, severe; James Tittle, severe; John S. Tittle, back, serious; Mrs. John Tittle, bruised; C. H. Trabert, head and side; Mary Trabert, serious; George Turner, severe, and Mr. and Mrs. Tyler, slight.

Daniel Unversaght, thigh broken; Elizabeth Unversaght, severe; William Updegrave, sprains and bruises, and William Upton, slight.

Mrs. John Vogle, severe and Miss Vowinkle, slight.

Dr. George Wagoner, leg broken; Mrs. Walsh, head and back; Henry Walters, leg and arm broken; Henry Walters, Summerhill, breast, serious; William H. Watkins, ankle; Phineas Watkins, paralyzed, slightly; John Weakland, leg broken; Samuel Weaver, child, serious; ——— Weaver, two children from the Island, injured; William Walsh, contusions; Emery West, side; Mrs. Jeanette Whannell, severe; John White, Jr., slight; Charles Whittle, severe; Mrs. Susannah Wild, head; Anna Williams, leg broken; Mrs. Eliza Williams, slight; Hannah Williams, slight; James Williams, serious; Jared Williams, slight; Mary Williams, ankle and back; William Wilson, ribs broken; William Wilson, St. Yestown, slight; Henry Wiseman,

arm broken; Charles Wolstoff, back and Mrs. Wunderly, back and arm, serious.

Emanuel Young internal, serious; Horace F. Young, elbow dislocated, and William Young, ribs and arm.

Richard Zachariah, slight; August Zerbe, head; Charles Zimmerman, Sr., serious; Emma Zimmerman, bruised, and Jacob Zimmerman, Esq., slight.

Coroner William Flattery summoned a jury consisting of Robert P. Linton, George Engelbach, John F. Barnes, John Flanagan, Jacob Horner, and Joshua F. Carpenter to inquire when, where, how and after what manner David Metzgar came to his death. On the 19th the jury filed its finding that the platform was defective, and that the death was caused by the negligence of the Pennsylvania Railroad Company.

The election for governor and congress was to take place on the second Tuesday of October, and meetings were advertised by both parties for October 6, but, owing to the grief prevailing, W. Horace Rose, chairman of the Democratic county committee, and Robert W. Hunt, of the Union executive, cancelled them.

The case of David Gillis vs. The Pennsylvania Railroad Company, for damages growing out of the great disaster, is one of the famous law actions of the county. The plaintiff came from Gallitzin to see the presidential party, and was seriously injured. There were about two hundred cases pending, when it was agreed among the complainants that the Gillis case, being the best cause of action, should be taken, and the others would abide by the result. The plaintiff was represented by Robert L. Johnston, Abraham Kopelin and Daniel McLaughlin, and the defendant by Cyrus L. Pershing and John Scott.

The plaintiff contended: First, that the Company was liable for not having a safe platform at its station, and had advertised the expected arrival of the train. Second, that it carried the presidential party for hire, and that the platform was a part of the Company's right of way. Third, that the plaintiff was a passenger, and had got off the train on the platform which broke. Fourth, that plaintiff went to the station at the instance of defendant; that the train had not stopped at its usual place, but about two hundred feet beyond, without notifying the multitude, which compelled the movement of the people to get a better view.

The defense denied the averments; contending that it was

a special train furnished without compensation; that the schedule was made and five minute stops arranged on the special request of President Johnson; that the newspapers had publishing the schedule without authority of the Company; that the defendant gave no notice of the arrival of the special and that the train had stopped at the usual place, but President Johnson being on the rear platform, in order to accommodate more people it was moved eastward a short distance.

The cause was tried before Judge Taylor, at December term, 1867. At the conclusion of the plaintiff's case the defendant submitted two points to sustain a compulsory nonsuit, and the plaintiff presented twenty-seven points in opposing it.

After a very exhaustive argument, Judge Taylor sustained the motion for a nonsuit. He said: "We were present and witnessed this sad disaster, and we trust in God we may never witness another scene like it. We are free to say that for the sufferers, we have the most profound sympathy. At the same time, the question is here, as a legal question, whether the defendant is responsible for it."

The plaintiff entered an appeal to the supreme court, and on July 2, 1868, 59 Pa., 129, Mr. Justice Sharswood delivered the opinion which sustained Judge Taylor. In substance it was: 1. A platform at a railroad station is in no sense a public highway. 2. It is for the accommodation of passengers, and other persons have no legal right of walking over it. 3. The owner of a house is bound to have the approach to it sufficient for all visitors on business or otherwise, but if a crowd gathers on it to witness a passing parade, etc., and it breaks down, though not sufficient even for ordinary use, he is not liable to one of the crowd who might be injured.

CHAPTER XX.

THE GREAT FLOOD OF MAY 31, 1889.

The veterans of 1861 had reverently placed their tributes on the graves of their comrades that beautiful Memorial Day of 1889, a wise Providence withholding from them visions of the awful carnage which was to take place on the morrow.

The rain began to fall early that Thursday evening, and before midnight was coming down in blinding sheets, continuing with more or less severity until Friday morning. The incessant downpour had not been confined to the western slope of the Allegheny mountains, but had extended throughout western Pennsylvania, and in the rail-belt leading to the Conemaugh and Stonycreek rivers, a heavier storm had never been known. Both rivers rose eighteen inches per hour, and at 8 A. M., May 31, each channel was almost full to the top of its banks. Within a half hour the overflow from the dam had covered that portion of the town below Market street, and rising rapidly the water soon extended as far up as Jackson street.

The South Fork dam, originally an old reservoir, was a beautiful little lake nestled in the hills sixteen miles above Johnstown, having a basin of thirty-two acres, being about three miles in extreme length, from one-fourth to a mile in width, and seventy-two feet high at the breast. It was fed by the South Fork of the Little Conemaugh which drains the Cedar Swamp, and the little mountain rivulets. Completely encircling it, beneath rows of grand old forest trees, was a delightful driveway, and overlooking it was a commodious club house and about eighteen quaint cottages, whither the members of the South Fork Fishing Club, who owned it, took their families for the summer months.

The mills had closed early in the morning, and the stores, shops and street cars had shortly after followed their example, consequently most men were at home. About eleven o'clock the Poplar street bridge was carried off its piers and seemed to float intact until it reached the new Franklin street bridge, when it went to pieces. An hour later the Cambria City bridge left its moorings.

At one o'clock in the afternoon all the people in the town were completely housed with the exception of an occasional Venetian who visited his neighbor on a rudely constructed raft. At half-past one the water was seven feet above the level of Walnut street at the Welsh church between Lincoln and Vine, and by four o'clock it had risen another foot. Dr. J. K. Lee, who resided at the corner of Main street and Cherry alley, telephoned at a quarter after two that he was then standing in thirty-four inches of water on the first floor of his home, and that he would not come down again until the water subsided.

At two-thirty o'clock it was estimated that the flow of the current in front of the *Tribune* office was twelve inches, going from the Stonycreek towards Main street at the rate of six miles per hour.

At 3:15 o'clock the Central telephone office was informed by Frank S. Deckert, agent of the Pennsylvania railroad, "that the South Fork reservoir was getting worse all the time, and that the danger of its breaking was increasing momentarily."

In commenting on this startling news the *Tribune* expressed this opinion, "It is idle to speculate what would be the result if this tremendous body of water—three miles long, a mile wide in places, and sixty feet (ninety feet) deep at the breast at its normal stage—should be thrown into the already submerged Valley of the Conemaugh." At the moment the terrible force was passing through the break in the dam, and commencing its wild rush down the narrow valley, the declivity of which was 53 feet to the mile, at the rate of fifteen miles per hour.

This is the substance of the warning received by the few people who had telephones. It was only a fear, not a certainty, that the long predicted break had occurred. In a few minutes telegrams were received along the line of the Pennsylvania railroad stating that the dam had broken, and the information quickly passed to those within reach, permitted a few to escape to the hills. Even had it been possible to warn all, nine-tenths of the people could not have escaped at that hour, with the water from two to ten feet deep everywhere.

It was probably at 3:50 P. M. that the first wave of the flood struck the Stone bridge, being twice held in check on its downward course—first at the Viaduct and next at Bridge No. 6 of the Pennsylvania railroad at the deep cut. In both in-

stances the water ran over the tracks and through the cuts before the obstructions gave way.

At 4:10 P. M. the great moving mass of water weighing 18,000,000 tons, reached the main portion of the town, and transformed into a seething lake, the little valley which had been so green and fair twenty-four hours previously. Was it to be wondered at that bridges, Gautier mill stacks, business blocks and houses toppled over as silently and quickly as straws, at the touch of this mighty current, which is estimated to have been moving at a rate of from twenty to thirty miles per hour at that time?

The current of the wave known as the 4:10, seemed to keep in a reasonably straight line with the Little Conemaugh river until it touched Westmont Hill at the Stone bridge, when, instead of following the channel, it turned up the Stonycreek. This turn of the water caused the great weight behind it to make another break and open a channel from the Little Conemaugh to the Stonycreek, which on Main street extended from the Presbyterian Church to the residence of Frank W. Hay. This break was not sufficient to relieve the great force, and another channel was made between these rivers, which, with Main street as the point of measurement, reached from the Louthier and Green building on the corner of Main and Clinton streets, to Jackson street. The effects were as terrible in these new-made channels as they were in the Little Conemaugh.

At 4:15 P. M., houses, planing mills, and rinks were floating around the buildings. At Walnut street the great force seemed to have spent its fury for another onslaught on the people below the Stone bridge. Observers on the roofs of the few houses that remained standing, and those huddled together in the eddy between Walnut and Union, south of Main, could see men, women and children being carried towards the Stone bridge and Westmont Hill.

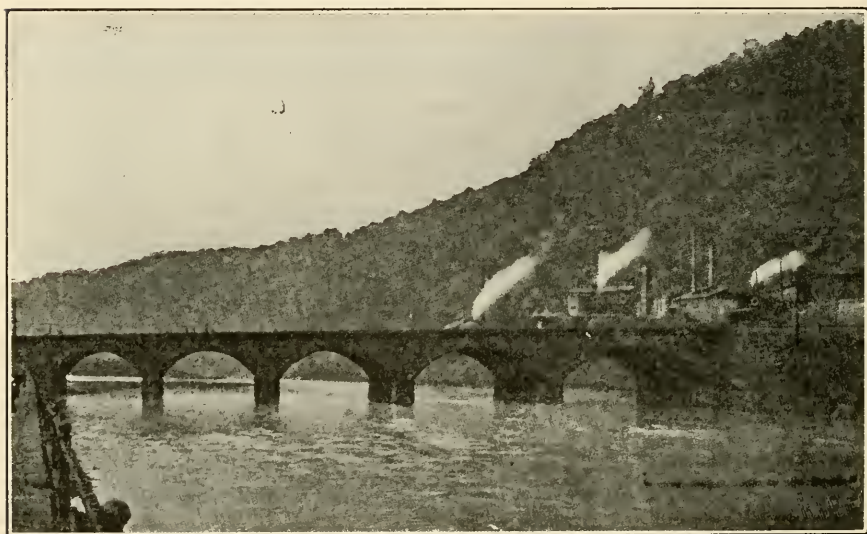
With the giving away of the embankment of the Pennsylvania railroad from the Stone bridge almost to the passenger station, the angry waters made a new rush for victims below. House after house passed through the break, carrying people on their roofs to an almost certain death down the river. Some lives were even lost as they passed through the breach before the rails were torn asunder, it being wellnigh impossible for houses to be carried under without toppling over.

Within three minutes after the first mighty rush, these

same arches were solidly filled with wreckage, which extended about four hundred and fifty yards up the Stonycreek to Main street. Many other buildings were carried up the creek almost to Grubbtown (Eighth ward) and back again, probably within twenty minutes, only to add to the congestion in the end.

It is asserted by those who were at the Stone bridge that but one person, Mrs. Andrew Baker of Woodvale, passed through the arches of the bridge. She was taken from her home on the first wave, carried under the arch with terrible velocity, and rescued at Coopersdale.

Although many succeeded in escaping over the wreckage



Pennsylvania R. R. Stone Bridge at Johnstown, 1888.

to the hillsides, the bridge or the railroad, many lives were lost in the heroic attempt to save others or themselves. Those rescued in that portion of the town between the Presbyterian church and Clinton street, generally congregated at the Alma Hall, the John Thomas building or Dr. S. M. Swan's residence. From the aggregation of houses below Walnut street they gathered in the Morrell House and the residence of General Campbell, or remained on the roofs or in the third floors of their homes until the morning.

Others carried over to the South Side generally succeeded in climbing over the debris to the Dibert street school house, the residences of S. Dean Canan and Benjamin F. Horner, and elsewhere. One little boy living in Woodvale, swept away on

the debris, floated towards the home of Rev. R. A. Fink, at the corner of Somerset and Willow streets. In passing the window on the second floor he succeeded in catching hold there. Looking into the room and seeing Miss Columbia A. Horne, he asked in an entreating voice, "Missus, Can I come in?"

To these people and to those who had reached the hillsides all danger was passed by half past five o'clock, or as soon as the great body of water had moved through the break in the embankment, but to those in the mass of wreckage at the Stone bridge a greater horror was approaching.

Clouds had hung heavy over the town all the afternoon; night dropped early, and darkness, the dreary companion of the miserable and distressed, revealed to the already frenzied people that another danger threatened them. The origin of the fire which broke out near the east end of the Stone bridge has never been fully determined.

The fire may have been caused by the combustion of a car of lime or an upset stove in a dwelling. Efforts made to stop it in its incipency were futile, as utensils in which to carry water were unobtainable. Very soon it became a raging fire that continued to burn until Sunday evening, June 2d, when it was extinguished by the Pittsburg Fire Department, which brought its apparatus for that purpose. At ten o'clock Friday evening the reflection from it was so bright that the print of a newspaper could be read in the part of town below Clinton street.

It is not known nor is it generally believed that any living person perished in the flames, but more than seventy charred bodies were found there afterward.

All through the night the town clock in the belfry of the First English Lutheran Church mournfully tolled the hours, and to the members of the family separated, it seemed as if the day would never dawn when search could be instituted for their missing ones whom they hardly dared to hope were not lost.

But with its return the most horrible sights met their eyes in the chaos which existed around them. Little babes, alone or locked in their mothers' arms, were wedged in the wreckage; men, women and children who had been strong in life but twelve hours before, were now cold in death. Many veterans of the Civil war who had passed through that terrible struggle from Bull Run to Appomattox, and had fought in the Bloody Angle at Gettysburg, in front of Marye's Heights at Fredericksburg,

and in the terrible slaughter of the Wilderness, were simply appalled. No such scene of human sacrifice as presented itself on that fair morning of the first day of June had ever come to their knowledge.

A family consisting of father, mother and six children were found in one little room, where all had died together, probably within a period of sixty to one hundred and twenty seconds. The strong, muscular father had been as helpless as the little child.

This condition of affairs extended from the upper end of the Tenth ward to the Twentieth, while down the river as far even as Blairsville bodies were washed ashore among the debris, and a few even were found in the Ohio river below Pittsburgh.

That morning 2,205 lifeless bodies were lying buried in sand or wreckage at Johnstown and its immediate vicinity, ninety-nine hundredths of whom had yielded their lives within a space of five minutes.

Standing on any hillside, the oldest resident could scarcely have traced the slightest resemblance to his native town in the scene that lay before him that next morning. Water, water everywhere—buildings intact or partially wrecked stood like solitary sentinels, or little groups of them rose above the acres of wreckage which stretched in all directions. In that part of town below Franklin street, lying between the rivers, the eddy formed by the current caused the debris to settle between Main and Stonycreek streets. This debris consisted of logs, portions of buildings, freight cars, parts of locomotives, engines from East Conemaugh, lumber, the contents of dwellings, mills, shops and liverys, dead and living animals, all piled to the height of twenty feet.

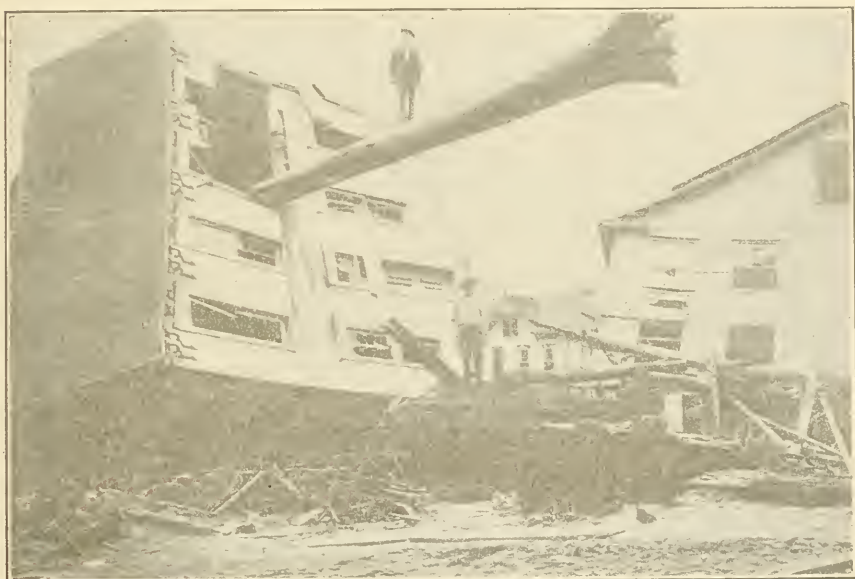
From Walnut street to the Presbyterian Church, between Main street and the Stonycreek, was the new-made channel, entirely clear of everything with the exception of the homes of F. W. Hay and General J. M. Campbell.

From the Presbyterian Church to Levergood street in the Fourth ward, between Main street and the Stonycreek, the destruction was only partial. The buildings from the Christian Church to the Jordan and Hinchman store, inclusive, were standing, but were, of course, more or less damaged. Those on Franklin, Lincoln and Vine streets had suffered to the same extent and were surrounded with wreckage fifteen feet high.

One particular incident worthy of note occurred at the

First National Bank. Dwight Roberts, the cashier, was in the teller's room on the first floor when the flood reached that building. Before escaping up the stairs, he saw the waters rapidly rise to a point above the lower sash, while there was still not a drop on the floor of the bank. This fact illustrates the swiftness of the destroyer, the water rising to a height of nine feet above the pavement in so short a space of time that not a drop had crept in through the inside cellarway or around the doors and windows.

The Second ward was swept almost clean of the hundred and odd houses in it, the only ones saved from total destruction



House of John Schultz.

being Dr. John Lowman's, Jacob Fend's, Isaac E. Chandler's, James McMillen's, and the double dwelling of C. T. Frazer and S. P. S. Ellis, the Club House, now the Capital Hotel, the office of the Cambria Iron Company, and the building of the Wood, Morrell & Co., subsequently that of the Penn Traffic Company, destroyed by fire recently. Very little debris lodged here, as it was in the direct channel of the current, which, however, almost leveled the vacant cellars with sand.

With a few exceptions, all the buildings in the Third ward on the north side of Main street from Franklin to Clinton streets, back to Locust, were greatly damaged, but not destroyed. North of Locust to the Little Conemaugh every house

was swept away, save a few on the former street and two on the lower side of Clinton street.

Above Clinton to Jackson not a house was left except one corner of the Convent of the Sisters of Mercy, lying directly in the path of the second cut from the Little Conemaugh to the Stonycreek. It seems almost miraculous that it should have been saved, and not a human life lost in the building.

The portion of the town above Levergood street to the Baltimore and Ohio Railroad was entirely destroyed, and but little wreckage left thereon. Owing to the high elevation at Adams and Bedford streets the buildings were left intact. At this point were located the headquarters of A. J. Moxham, J. B. Scott and others who came to our assistance. The Carroll lot on the corner of Bedford and Baumer streets was used as a commissary, and the Adams street school house served as the principal morgue.

Nearly all the homes in the Fifth ward were washed away excepting a few on Franklin street, between those of Joseph Morgan and S. Dean Canan, some between Haynes and Dibert on the northerly side of Napoleon street, and an occasional one on Napoleon below Haynes. Southwest of Napoleon street the loss was total and all the ground was covered with wreckage ten or fifteen feet high.

While the Sixth ward suffered the complete destruction of many houses, the majority were damaged more by the water and floating debris.

In the Seventh ward the conditions were about the same, and Sandyvale Cemetery lay beneath a new pall. The back-water from the Stone bridge reached its level in Grubbtown, below the corner of Franklin street and the Valley Pike, although the water ran into the houses on the upper side of Franklin street.

With one or two exceptions, all the dwellings and shops north of Railroad street in the Ninth ward were totally destroyed, and even some on the upper side of the street did not escape. Lying on high ground, the major portion of the Tenth ward suffered little damage outside of the destruction of the Gautier mills and the buildings north of Railroad street, which included the public school house and the Conemaugh Fire Company house and apparatus. At that time Center street was not in existence, an irregular highway running by sufferance over the old canal basin, taking its place.

A relative comparison shows that more human lives were sacrificed and more property lost in Woodvale than in any other district of the valley. It had been a thickly populated residential borough, with Maple avenue, its principal thoroughfare, one of the most beautiful in this vicinity. After the water passed through there was not the slightest trace of a single dwelling, shop or mill between the hill and the river, except a wall of the old flouring mill. This solitary sentinel was all that remained of the once flourishing and prosperous borough, where had been the Johnstown works of the Johnstown Street Steel Railway Company, now the Lorain Steel Company.

The Twelfth ward, situated on Prospect Hill, wholly escaped, and through it, over the Ebensburg road, assistance came from the east and west until the railroads were reopened.

Every building in the Thirteenth ward below the Pennsylvania Railroad street, except the school house, was totally destroyed. It was here that the embankment between the Stone bridge and the station broke and let the pent-up waters flow onward.

The Cambria Iron Works are principally located in the Fourteenth ward, and they, with many other buildings along the Conemaugh river, were greatly damaged, but not annihilated, as the force of the water had been much lessened by its temporary abeyance at the Stone bridge.

The Fifteenth and Sixteenth wards, comprising the borough of Cambria, suffered severely in the loss of life and property. Lying as it did in the curve of the Conemaugh river, when the embankment at the bridge gave way the water naturally made a channel directly through the borough, sacrificing so many lives and leaving but few houses between Broad street and the river.

The Seventeenth ward suffered no damage except that caused by a slight amount of backwater. This district belonged to Stonycreek township at the time of the flood, and became a part of Johnstown borough in the fall of 1889. It was not the Seventeenth ward of the city of Johnstown until 1891, there being but sixteen wards at the organization of the city in 1890.

The portion of the borough of South Fork lying between the hills, about three miles below the dam, was, of course, washed away. Several lives were lost and much property destroyed, including the bridge of the Pennsylvania railroad, and a large part of the tracks to the viaduct. This bridge of the

Pennsylvania railroad over the Little Conemaugh was a beautiful piece of workmanship. It was a single-span stone arch, seventy-eight and one-half feet in height, erected by the state of Pennsylvania in 1832 for the old Portage railroad, and was in use to the day of the flood, intact and as magnificent as ever.

The natural channel of the Little Conemaugh gave it a peculiar location. At this point the river is divided by a ridge about a hundred yards in width, and the channel carries the water around the ridge and down to the viaduct for the distance of almost a mile. The mass of logs and lumber blocked the single span, which checked the water and raised it 14 feet above the level of the bridge. Flowing from the upper side of the ridge, the water found its level, rushed through the cut in the rocks where the tracks of the Pennsylvania road were laid, and fell like a cataract over the splendid viaduct. The water was making a fall of ninety feet over the lower side of the structure, before it gave way. When it did, the second impetus was given.

The little village of Mineral Point, lying between the northerly side of the Little Conemaugh river and the high hill, was a half-mile below the viaduct. The flood rushed on it with such rapidity that, although within few feet of high ground, many persons were drowned, and every house within reach of the water and the township bridge were swept away.

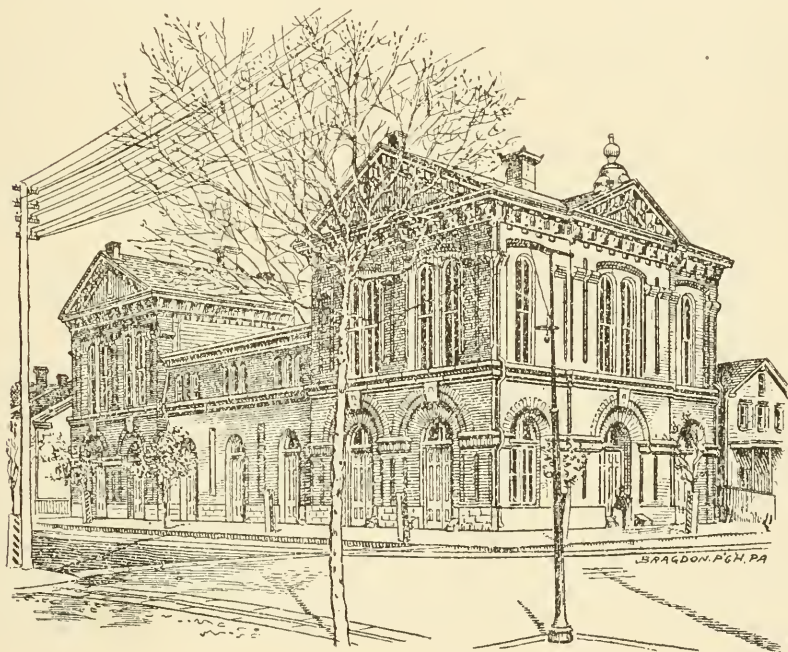
No. 6 Bridge was situated where the curved stone arch crossing for the Pennsylvania railroad is now located, at the deep cut four miles above Johnstown. The channel of the river here is somewhat similar to that at the viaduct, the ridge only being longer and the river curving at greater length. This channel was also blocked by the logs and the water forced to come through the cut, before that iron structure with heavy stone piers was washed away.

Of the old Portage roadbed, used as a driveway from the foot of Plane No. 1 almost to Franklin borough, not a vestige remained to locate what had been at one time the beautiful drive, except one or two pieces of stone cribbing found here and there at the foot of the high hill.

The four main tracks of the Pennsylvania road from a point three-fourths of a mile above Conemaugh, to and opposite the Gautier works, with all the sidings, the roundhouse containing several engines, the station and coal tippie were completely torn out.

The log cribbing filled with stones in the Little Conemaugh above Conemaugh station was built after the flood and used for several months to protect the trestle whereon the tracks of the road were laid. This cribbing will probably remain there for a long period.

All the houses from Front street to Greeve, in the eastern part of the borough of East Conemaugh, and those back beyond Chestnut in the lower part, were carried away. Prior to the flood the principal business street of the village was Front street, facing the railroad, with its center of trade where the



City Hall, Destroyed in the Flood.

stone pier of the overhead bridge is now located. But since that time Greeve has become the principal business street and the lower portion of the town has only recently been rebuilt. The ill-fated day express was standing just above the overhead bridge when the water struck it, snuffing out the lives of many of its passengers. After the flood the Pennsylvania railroad purchased one hundred feet or more on the southerly side of the river, and moving the channel of the river south, widened its right of way to that extent.

Engineer John C. Hess, residing at Conemaugh, was on his engine a few miles above that place when he saw the flood ap-

proaching. With the whistle opened to its full limit, he started immediately for Conemaugh as fast as skill and steam could carry him. Stopping the engine in front of his home he barely succeeded in getting his family away before both home and engine had disappeared. Although many lives were lost in this village, Engineer Hess's alarm was the means of saving many others both here and at Franklin.

The borough of Franklin lies on the southerly side of the Little Conemaugh, and all that thickly inhabited portion of it, between the old Portage roadway and the river was entirely destroyed, together with a large number of its residents. The earth was simply scooped out many feet deep, and a well eighteen feet in depth was washed to the bottom. A small portion of this locality was refilled eight years after the flood, that is the land now owned by the Cambria Steel Company, formerly the property of the old Highland Agricultural Grounds. Passing through Franklin, the channel entered the Eleventh ward, or Woodvale, to which we have already referred.

The boroughs of Morrellville and Coopersdale, now the Eighteenth, Nineteenth, Twentieth and Twenty-first wards of the city of Johnstown, were divided by the Conemaugh river, therefore those sections lying close to the banks were slightly damaged. From this point onward in its course, to Blairsville Intersection, the water carried the wrecked buildings with their human freight, strewing the debris and the bodies all along the shores of the river, and especially at Dornock Point and Roger's Mills were so many found that a temporary cemetery was located at the bend in the river below Nineveh. Subsequently these were reinterred in Grandview Cemetery and elsewhere.

By reason of the watchfulness of the people of Bolivar, many people floating down the stream were rescued by means of ropes thrown over the side of the West Penn railroad bridge, which had not been demolished.

FIRST ORGANIZATION FOR RELIEF.

The only means of access to the main part of town from the south side was by way of the Moxham bridge, and this fact together with the six feet of water which at this time was flowing through the channel between the Presbyterian church and the residence of F. W. Hay, made it very difficult to ascertain who was living and who could help.

However, a sufficient number of citizens agreed to meet at the Adam Street school house at three o'clock in the afternoon of Saturday, June 1st, to organize relief committees, and at the appointed hour the meeting was called to order and Arthur J. Moxham elected chairman. After some discussion as to the best way of giving prompt relief, it was decided that Mr. Moxham should remain in general charge, and the following committees were appointed:

On Local Distribution of Supplies: John Thomas, Father Tahaney, Louis von Lunen, Charles B. Cover, Charles Shields, and D. J. Duncan.

On Finance: James McMillen, George T. Swank, W. C. Lewis, John D. Roberts, Dwight Roberts, and Cyrus Elder.

On Teams and Messengers: James A. McMillan, John H. Waters, and B. W. Welch.

On Information and Transportation: Robert S. Murphy, and Cyrus Brown.

On Commissary: Captain H. H. Kuhn, John Masterton, and William Boyd.

On Removing Dead Animals: Charles Zimmerman, Jr.

On Morgues: Rev. D. J. Beale and Rev. H. L. Chapman.

On Removal of Debris; Tom L. Johnson.

On Time-keeping and Books: John S. Tittle.

On Removal of Dangerous Buildings: John Coffin, Richard Eyre, George Gocher, and William F. Carpenter.

On Police: Captain James H. Gageby and Alexander N. Hart, the latter of whom was made chief of police.

On Fire Department: William Ossenbergh, who was made chief, with headquarters on Main street.

On Employment: Howard C. Evans.

On Sanitary Affairs: Dr. W. B. Lowman, Dr. W. E. Matthews, and Dr. Benjamin E. Lee.

On Registration: Dr. McConaughy and Dr. McCann.

The same day the Committee on Information located in the building on the southwest corner of Adam and Main streets, and all persons were requested to make a report of those who were known to be living, and those who had been lost.

It will be observed that the organization covered every essential point for prompt relief. Within twenty-four hours the survivors had organized to help their fellow-citizens, while the munificent aid coming in from the outside was taxing all man's ingenuity to get it across the rivers to those in such distress.

The citizens had appointed a committee to remove the debris. Even the thought was pluck, but it would have taken years to accomplish it without the help which the world gave. Thousands of workmen came on Sunday, Monday and Tuesday, many with picks and shovels, promising to remain for one week and help the living bury the dead and clean the town.

On Saturday a rope bridge was constructed from the Stone bridge to a point near the Steel Works, and thereafter until Sunday evening all supplies, coffins, workmen and helpers crossed here. At the company office a wire was stretched across the Little Conemaugh, and with a small skiff a ferry was the means of gaining access to the town. Wednesday following the flood, Redfield Proctor, secretary of war, located two pontoon bridges across the Stonycreek, one near Poplar street, and the other at the Beulah fording, near Franklin street. These rendered excellent service until June 27th, when temporary trestle bridges were constructed at these points, and the pontoons taken to Washington City.

Postmaster Herman Baumer immediately began to place the people in communication with the outside world, and on Sunday, with some store boxes, equipped a temporary post-office in the brick building on the northwest corner of Main and Adams street. His only supplies were a few envelopes he had picked up here and there, blank leaves of books which sufficed for letter paper, and a few postals and glueless stamps rescued from the old postoffice which had occupied the lower floor of the Tribune building. For the first few days all mail—incoming and out going—passed over the Baltimore & Ohio road, after which time postal agents carried the pouches between Johnstown and Sang Hollow, and eastern mail was hauled to Ebensburg to be from there forwarded over the Pennsylvania Railroad.

Early on Saturday morning the representatives of the great daily newspapers began to arrive. The Western Union lines were broken in several places both east and west of the town, but the Pittsburgh office succeeded in getting a wire through to the Stone bridge early on Sunday. An office was established in one of the A. J. Haws buildings at the cement works, which remained the headquarters for the newspaper men until it was moved up to the freight warehouse. Very soon quarters were procured for them in town. Many of the dailies kept their men

here until October, and rendered, as they always do, an invaluable service to those in distress.

Robert Pitcairn, general agent of the Pennsylvania Railroad, with some of his assistants, happened to be along the line of that road near Johnstown the day of the disaster. Not being able to get any nearer than Sang Hollow on Saturday morning, he immediately returned to Pittsburg, interviewed some members of the board of commerce, and informed them of the situation. A meeting was held that afternoon, and the subject of relief considered. Owing to the destruction of the telegraph wires, full information of the appalling event was not known by the general public.

Committees were appointed to make inquiry of the first needs, and to report at a special meeting to be held on Sunday. At this time Mr. Pitcairn entered the chamber, and said: "Gentlemen, it is not to-morrow you want to act, but to-day; thousands of lives were lost in a moment, and the living need immediate relief." This was sufficient. Thousands of dollars were handed in so rapidly that there was a delay in keeping an account of it. Baskets and other receptacles, marked for the "Johnstown Sufferers," were placed on the highways. Dollar after dollar was thrown in.

The newspapers printed hourly editions containing the latest news; the Pennsylvania road ran train after train down Liberty street, where merchants and commission men, owners and workmen, quickly filled the cars with provisions and clothing. During the first week, the cars not being able to come further than the Stone bridge, all provisions, coffins, etc., that came by the Pennsylvania for use on the south side, were unloaded at Morrellville and hauled by wagons over Yoder Hill to South street.

The Baltimore and Ohio Railroad was more greatly impaired along its main line than at Johnstown and on Sunday morning succeeded in getting a car of provisions through from Somerset, which was soon followed by train after train bearing markers, "For the Johnstown Sufferers." That same day the tents belonging to the Ohio militia, which Governor Foraker sent, arrived.

Mr. J. V. Patton, superintendent at Pittsburg, came here and rendered great service, by bringing help to the people and furnishing transportation to all persons among the survivors who wished to leave the town.

Miss Clara Barton, president of the Red Cross Society, left Washington City the night of Sunday, June 2d, and came to Johnstown on the first through train which passed over the Baltimore and Ohio Road, arriving here on Wednesday morning. She established headquarters near the Poplar street bridge, and soon had her assistants out searching for the sick, the wounded, the poor and the needy. The emblem of the red cross on the arm was sufficient authority to go unheeded, as the wearer was on a mission of mercy and charity. Subsequently Miss Barton changed her headquarters to Walnut street, where she remained until late in the fall. During this time she provided without limit, food, clothing, house utensils and homes to those who were worthy.

The relief organization of Saturday, June 1st, continued in force until Wednesday, June 5th, when Mr. Moxham stated to the committee that he deemed it best that some other person should be elected to take charge. With one accord, James B. Scott, of Pittsburg, was appointed, with absolute power and no appeal thereto, except reason. Mr. Scott was a faithful friend to Johnstown, and, engaging thousands of workmen of Booth & Flynn, a contracting firm of Pittsburg, he began the herculean task of cleaning the town. This organization continued for one week.

At this meeting some changes were made in the committees, as follows: On Transportation, Fred J. Heinz and Irvin Rutledge; on Time-keeping, etc., John S. Tittle and Richard Eyre; on Information, H. A. French.

At a conference held the second Sunday after the disaster, between Governor Beaver, Captain William R. Jones, James B. Scott, Adjutant General Hastings and other prominent citizens of the state and town, it was unanimously decided that the undertaking entered into by the people of the country to clean the town and prevent an epidemic was too great for unorganized relief; that some better plan should be adopted.

The laws were carefully consulted and it was determined that the sanitary provisions of the commonwealth were ample for the state to assume control of the situation. There being no sufficient appropriation to meet this crisis, William H. Kemble, of Philadelphia, placed a half million dollars in the hands of Governor Beaver to carry on the work for the state. In the session of the Assembly for 1891, the money was refunded to Mr. Kemble.

In pursuance of the above conference, on the 12th of June, the James B. Scott organization was succeeded by that of General Daniel H. Hastings, who represented Governor Beaver.

Booth & Flynn had been making great progress and were paying their men two dollars per day, but when the state assumed control, the wages were fixed at \$1.50. This reduction caused some discontent among the workmen, and on the 17th when they were all paid, most of them left town. But General Hastings had immediately gathered together a force of two thousand men whom he had removing the wreckage at the Stone bridge, and on the 17th twenty-seven hundred men and two hundred teams were at work. Two days later the road under the Stone bridge was opened to travel.

Col. Norman M. Smith with the 18th Regiment of the National Guards of Pittsburg, Captain Lohr's company from Mt. Pleasant and other companies of the 10th Regiment with almost all the Staff Officers from the different parts of the state were brought to Johnstown within the first week and rendered efficient service for more than two months.

When General Hastings assumed control the town was practically under martial law for several weeks, and a card like the following was issued to responsible persons:

JOHNSTOWN SUFFERERS.

Guards and Police will admit
within the limits of Johnstown for the purpose of work-
ing for the benefit of sufferers.

JAMES B. SCOTT,
Director.

Countersigned,
D. H. Hastings.

THE MILITARY ORGANIZATION.

On June 27th the organized method for relief and protection was as follows:

Chief of Operations: General D. H. Hastings, Colonel Thomas J. Hudson, Lieutenant-Colonel William J. Elliott.

Department of Public Safety: General J. A. Wiley, Major Samuel Hazlett, Major W. W. Greenland, Major Frank K. Patterson, Major Wilson T. Braden, Captain George C. Hamilton, Captain James D. Murdock.

Quartermaster's Department: Colonel S. W. Hill, Lieutenant-Colonel Thomas Potter, Jr.

Commissary Department: Colonel J. Granville Leach,

Lieutenant-Colonel J. L. Spangler, Captain J. A. Loehr, Lieutenant W. H. Bean, Lieutenant J. P. Albro, Lieutenant Chas. E. Brown.

Receiving Depot, Commissary No. 1, Pennsylvania Railroad Station: Major William J. Horn. No. 2, Baltimore and Ohio Station: Major J. S. Singer.

Surgeon General's Department: Major J. E. Silliman.

Accounting Department: Colonel J. H. Gray.

Bureau of Information: Colonel John I. Rodgers.

Distributing Department, Johnstown: Lieutenant J. M. Baker and Lieutenant G. M. Burnett. South Side and Grubbtown: Major Austin Curtin. Conemaugh Borough: Lieutenant S. H. Williams.

The work of clearing the debris was carried on by divisions, with an engineer and a contractor for each. The general engineer was Colonel H. T. Douglass, of Baltimore, whose headquarters were in a car on the Baltimore and Ohio Road.

The first and second districts included all the territory below and about the Stone bridge. Contractor, James McKnight; engineer, Major William M. Phillips.

Third district, the section between the rivers east to Franklin street. Contractor, J. W. Coburn; engineer, G. T. Keenan.

Fourth district, the territory above Franklin street. Contractors, McLain & Co.; engineer, H. F. Lafland.

Fifth district, South Side, upper section: Contractor, James McKnight; lower Section, Patrick Ridge; engineer, Eugene Cunningham.

WORLD-WIDE RELIEF.

Money for relief poured into the state from all parts of the world and was principally held in Pittsburg, Philadelphia and New York. The contributions were so munificent that a system had to be created to take care of it. Therefore Governor Beaver appointed the following committee to distribute it: Mayor Edwin H. Fitler, Thomas Dolan, John Y. Huber, Robert C. Ogden, and Francis B. Reeves, of Philadelphia; James B. Scott, Reuben Miller and S. S. Marvin, of Pittsburg; John Fulton, of Johnstown, and Judge H. H. Cummin, of Williamsport. Mr. Fulton declined to serve, and at a meeting of the citizens held June 14th Colonel John P. Linton was selected as his successor.

TEN DOLLAR HEAD MONEY.

On June 25th, the finance committee, through its chairman, issued the following circular and also advertised in the papers:

RELIEF.

"The Finance Committee of Johnstown for the relief of sufferers in the Conemaugh Valley by the late flood, desires to distribute money to all of them, and for that purpose competent persons have been selected in each district to register such persons and make report.

"All sufferers are requested to appear before the Register in their proper district. The office for registering will be opened from 8 a. m. until 8 p. m. on Thursday and Friday, June 27th and 28th.

"Any person absent from the city can register the same as if present by sending the following information to H. W. Storey, Chairman Finance Sub-Committee, at room No. 10, Alma Hall, Johnstown: Giving the district in which he resided, and place of residence by street and number, the name of each surviving member of the family, and present postoffice address.

"Also the names of those lost. Each sufferer, or head of the family if the same, must register in the District in which he or she resided at the time of the flood."

Then followed the districts and places for registering between South Fork and Morrellville.

Friday, June 28th, the chairman of the committee reported the result of the two days' registration as follows:

	Heads of Families.	Survivors.	Lost.
South Fork and Viaduct..	43	190	4
Mineral Point	30	126	15
East Conemaugh	111	341	9
Franklin	45	174	10
Woodvale	253	835	197
Conemaugh—			
First ward	172	696	25
Second ward	281	1,032	88
Johnstown—			
First ward	640	2,031	121
Second ward	318	916	214
Third ward	259	782	153
Fourth ward	158	438	31
Fifth ward	381	1,455	25
Sixth ward	276	1,204	9
Seventh ward	212	926	7
Millville—			
First ward	206	689	94
Second ward	78	308	1

	Heads of Families.	Survivors.	Lost.
Cambria—			
First ward	194	670	116
Second ward	356	1,478	67
Coopersdale	114	641	2
Morrellville	33	171	
Grubbtown	57	244	
Upper Yoder	4	25	1
Stonycreek township.....	4	20	3
Moxham	11	46	2
Nineveh	1	6	
West Taylor township....	3	11	
Totals	4,240	15,455	1,194

This inquiry, made almost a month after the flood, was the first systematic effort made to ascertain the number of lives lost, which at that time was reported to be 1,194, but subsequent investigation disclosed the fact that at least 2,205 people had been drowned. The absence of many families from the scene of horror and the total annihilation of others left no one to report their loss.

It was ordered that ten dollars be given to the head of the family for each surviving member, and the first money distributed was given under this registration on the 5th of July.

The problem of housing the people that summer was a perplexing one; homes which had withstood the flood were overcrowded, many built for a family of five were sheltering twenty persons. On the 20th of June a sub-committee of the local finance committee consisting of Messrs. H. W. Storey, B. F. Speedy and Thomas Matthews, was appointed to arrange for the location and construction of the Chicago portable houses known as the "Oklahoma." These were one-story dwellings of two sizes, sixteen by twenty-four feet, and ten by twenty feet, painted inside and out, and fully equipped with household furniture and utensils. The price of the larger was \$180 each, and the smaller \$75, or \$250 for both, which cost was deducted from the amount of relief granted.

At four o'clock on the following day two hundred applications for "Oklahomas" had been made, and S. S. Marvin, of Pittsburgh, informed the finance committee that twenty-four of them would arrive on Sunday.

But the situation was still unsolved until Miss Clara Barton constructed on the Episcopal Church lot on Locust street a

Red Cross apartment house, which was finished about the last of July. The building was two stories in height, one hundred feet in length and fifty in width, and contained thirty-five bedrooms, a dining-hall, laundry and two bath-rooms.

The "Oklahomas" being so small made them quite unsatisfactory, therefore Hoover, Hughes & Company, of Bellefonte, offered to erect two-story, four-room houses, balloon frames and without cellar walls, for \$260 each. The proposition was accepted, and the first order for two hundred was completed on the 14th of August, with two hundred more in process of construction.

At a meeting of the State Commission held in Harrisburg, on June 27th, the following declaration was made to the public:

"That the donors of the funds in the hands of the Flood Relief Commission may know how their generous gifts are to be disposed of, and that the expectant recipients of the same may not, from erroneous views of, foster improper expectations for the same, it is now officially declared and announced that the following principles shall govern the distribution of relief:

"1. That the said fund is in the nature of a charity to the needy, and not as a general indemnity for losses sustained.

"2. That a distribution per capita would be manifestly unjust, as it would go alike to the rich and the poor and alike to all sufferers, no matter what their needs or the extent of their suffering.

"3. That a distribution by percentage on the amount of losses would be manifestly unjust, as it would result in giving the largest sum to the person having lost the most, without regard to the value of the remaining estate of such person.

"4. That this fund cannot be used for the benefit of any private or public corporation.

"5. That the fund must go only to the most needy sufferers from the flood in accordance with the spirit of the trust imposed upon it by the donors."

On July 5, 1889, after Judge Cummin had investigated the situation in and around Johnstown, he said:

"Finding that we cannot use the relief fund for any other purpose than to relieve the distress of individual sufferers by the flood, and finding, also, that the Governor has no power to use the public money except insofar as it might relate to the health of the public, under such circumstances as require immediate relief, beyond what the municipality may be able to do in time—the question arises: How shall our municipalities, as such, be helped?

"As has been said, no relief funds can be applied to them, and no State aid can be given them under our new constitution;

therefore, we must look to the General Government for such relief.

"In many places in Pennsylvania the expense of repairing the highways and reconstructing the bridges is far beyond the taxing power of the municipality. There are townships in the state where miles of not only the road, but the roadbed, together with a large number of bridges, have been totally destroyed. If in such places they had the authority and could borrow the money to restore the highways, the townships would be loaded with a debt that could not be paid by the tax payers in a lifetime. In the Borough of Johnstown and the other Boroughs in the vicinity, the repairing of the highways and the rebuilding of the bridges will burden the people beyond endurance.

"The General Government has unlimited power to help us. They have heretofore made appropriations of like character; for instance the earthquake at Charleston, help to the sufferers by yellow fever, and other like subjects, and, while these visitations were terrible indeed, they were in no sense as overwhelming as the one that has prostrated this community. For these reasons, and for others that might be mentioned, the people here are perfectly justified in expecting, and should not hesitate in asking, relief from the National Government."

However, in reply to this request, Redfield Proctor, Secretary of War, addressed a letter to Mr. E. Y. Townsend, enclosing one from R. MacFeely, Acting Secretary of War, to Governor Beaver, in which he said: "The method pursued under the law for the improvement of rivers contemplates the aid and benefit of navigation, and only those examinations and surveys of rivers have been undertaken that have been ordered by Act of Congress. Under these circumstances it is not seen how the Secretary of War can direct the formation of a project for preventing the Conemaugh from overflowing its banks, with a view to presenting this project to Congress for adoption, as suggested by Governor Beaver."

On July 6th Colonel Henry T. Douglass, chief engineer in charge of the forces clearing the rivers and town of the wreckage, issued the following order to the contractors: "You will relieve all your forces on Saturday, July 6th, on which date your contract with General D. H. Hastings, acting for the State of Pennsylvania, will terminate. You will return, on forms furnished you, a statement of the time of your forces from June 28th to July 6th, both inclusive, and your money will be paid on Monday, July 8th."

Colonel Douglass retired after thirty-six days of faithful work for the people of Johnstown, and was succeeded by Cap-

tain Hamilton, of Warren, Pennsylvania. Colonel Douglass returned to his home in Baltimore that evening, but before taking his departure he gave a resume of the work that had been done, the condition of affairs at that time, and the course to be pursued in the future. He said:

“In the district of Johnstown, south of Franklin street and east of Stonycreek, the thoroughfares have been generally cleared of both mud and debris, and in a large portion of this district the cellars have been cleaned, and such buildings as remain standing have been removed from the streets, and where it has not been practicable to restore them to the lots from which the flood removed them, they have been torn down and the material either moved away for the construction of other buildings or destroyed. So this district may be considered as practically cleaned of all material which the Board of Health has considered necessary to be removed.

“In the district of Kernville or the South Side, the streets have been entirely cleaned, and the majority of cellars cleaned, and there remain only a few broken buildings, and those that have been left in the street by the flood, which are few in number, to be removed. The debris has been burned where it could not be used for construction hereafter. Now, little remains to be done in Kernville to put it in good condition.

“In Cambria the streets have been cleaned, and a majority of the cellars have been cleaned out, so that little remains to be done at this point.

“In the Conemaugh and Stonycreek the raft which obstructed these streams has been removed, and either taken out and burned or passed down the river to points below. There still remain some logs and other materials in the Stonycreek and Conemaugh rivers to be removed. They will be cut up and dragged out where it is practicable, and where not practicable, they will be destroyed by the use of explosives.

“In the district west of Main and north of Franklin there remains some work yet to be done in the clearing of the streets, and quite a large amount of work in the removing of broken houses and other debris from the streets and lots. To do this work in the future a contract has been made with Messrs. McLain & Co., of Philadelphia, who have been among the best contractors we have had at Johnstown, to continue to remove all the material which the Board of Health may consider necessary. This firm will employ a force of from five to six hundred men, and such a number of teams as may be found necessary. I do not think it will take more than two weeks to complete this work.

“Bridges have been built across the Stonycreek at Poplar street, and a bridge is under construction at Franklin street. These are of course trestle bridges of a temporary character,

but unless carried away by some extraordinary freshet, may be relied upon to last for a considerable length of time. A temporary bridge has been constructed across the Conemaugh at the junction of Walnut and Washington streets, which will be replaced, of course, by a permanent structure. A bridge has been ordered to be constructed across the Conemaugh at Woodvale, and another has been very nearly completed across the river at Cambria City.

"Captain Hamilton, who will assume charge of the work in Johnstown, has also been directed to construct a levee so as to deflect the water into the channel of the Conemaugh, at the eastern limits of Woodvale, and prevent the overflow which a rise of from two to three feet would cause with the ground remaining in its present condition.

"This work will be constructed at once, and will tend to very much relieve the Conemaugh Valley and Woodvale of the effects of floods.

"The amount of work that has been done in Johnstown can scarcely be estimated from its present condition, from the fact that much of the material has been removed away and destroyed which obstructed every avenue in the city. The contractors have labored with zeal and energy in the discharge of their duties; and I think that the citizens of Johnstown may congratulate themselves upon the result thus far obtained.

"My duties require me to return to Baltimore, and the work will hereafter be conducted by Captain Hamilton, of General Wiley's staff. General Hastings will leave Johnstown, temporarily, next week, as he is obliged to visit the encampment of the National Guards, but he will return as frequently as possible.

"It is proposed to continue the use of the troops for the present at least.

"The cost of all the work done since the 13th of June to the 16th of July, inclusive, under the direction of General Hastings and myself, will amount to not quite \$100,000.

"In relieving the contractors there will be discharged only about four hundred men, and but very few teams."

At Cresson, on July 9, 1889, at the conference of Governor Beaver with the several members of the commission, finance committee, and board of inquiry, Colonel Hill, quartermaster-general, made a report of the money expended to July:

Disbursements for Relief.

Commissary Department	\$29,397.98 .
Bureau of Information	637.86
Adjutant General's Office	262.00
Medical Department	1,038.67
Department of Public Safety	6,166.80

Quarter Master's Department	36,133.24
Department of Valuables	537.30

Total\$74,173.85

Disbursements for Work in Reopening Rivers and Streets.

Quarter Master's Department	\$155,525.39
Adjutant General's Office	2,518.02
Accounting Department	1,219.55
Department of Public Safety	178.50
State Board of Health	7,220.70
Medical Department	5,607.18

Total\$172,269.34

Amount Received by Each Contractor.

R. O'Donnell	\$ 1,475.64
McLane & Co.	34,667.10
Patrick Ridge	9,388.47
Coburn & Co	25,745.43
James McKnight	41,911.49
Chas. H. Suppes	2,067.23
J. H. Benford	242.10

On June 12th, Cyrus Elder presided over a meeting of the citizens held in Waters' plumbing shop in the Alma Hall, to formulate plans to ascertain the names of those who were lost, and the amount of property of each individual destroyed.

The Committee selected on this occasion was Tom L. Johnson, Henry H. Kuhn, John H. Brown, Samuel Masters, John Hannan, and Rev. E. W. Trautwein. This committee was approved by the Finance Committee, General Hastings, and the State Flood Commission. It was the recognized authority in the distribution of the fund held by the state commission of which Judge Cummin of Williamsport, was the first official representative. He came here July 3d, and died within a few weeks and was succeeded by Mr. J. B. Kremer of Carlisle.

All the members of the Board of Inquiry, excepting John H. Brown, John Hannan and Samuel Masters, declined to participate, and the committee was really composed of, and the work performed by these three gentlemen, whose services were not concluded until January, 1890.

The principle upon which the Board of Inquiry acted was as follows: A day was fixed upon which the board should visit each district, and before whom in conjunction with three citizens of the district, each resident should then present his cause.

On Monday, July 8th, the board had completed their in-

vestigations in the several districts and presented their report to the State Commission, which met at Cresson. On July 9th, the grand total of property loss, as disclosed by that committee, was \$8,655,114. The report was as follows:

“The Board of Inquiry consists of a Chairman, Tom L. Johnson, of Cleveland, Ohio, and five members, representative citizens of Johnstown and neighboring boroughs. The Board appointed and advertised eighteen meetings, which so far have been well attended. At each meeting a local committee of citizens, consisting of three or five was selected by the Board from a number of persons chosen by the meeting.

“This Committee examined carefully the statements of loss prepared by the clerks of the Board in the presence of the person claiming to have lost friends, relatives, or property; each statement being made in the name of the head of the family. The estimate of the loss of property made was modified and changed as in the judgment of the local committee it became necessary. The Committee’s estimate is the estimate of record. The present condition of each applicant was considered, and finally the best judgment of the Board was exercised in recommending the family for assistance in the various classes, on the basis of its present needs, rather than upon the extent of its loss.

“Class I. Is the class to which the committee assigned the most needy; generally, a woman who had lost her husband or son and was left with a large family to support and scarcely any property saved. A few men whose physical condition was such that they were unable to earn a living, and who had a large family and no property, were assigned to this class.

“Class II. Is that class to which the committee assigned the next most needy families; following the same general rules as above; being people who had lost some of their family, but having more property whose physical condition in the judgment of the committee was somewhat better.

“Class III. Is the class to which the committee assigned the next most needy after class two; generally families who had recovered something from the flood, but to whom a small amount of money was a great present need.

“Class IV. Is the class to which the committee assigned families generally small in number having some member of the family able to work, and either had very little or no property saved from the flood. In some cases the parties owned a lot which had no present value, but on which they could possibly borrow some money to help them erect a building. This together with any assistance received would put them in a shape to become self-supporting very soon.

“Class V. Is the class to which were assigned those requiring assistance promptly but of smaller amounts; generally

men, who having a small family dependent upon them, had lost heavily, but to whom a small amount of money would result in great present good in providing the family with some of the necessities of life

“Class VI. Is the class to which were assigned all other cases, no matter how severe their losses, but in whom the Board considered the present value of property such that the persons were not objects of immediate charity. This class contains a great many who should be considered and assisted after the first five classes have been taken care of and provided for. In other words, this class, it is considered, can wait, while all the others are cases of great pressing need.

“The foregoing are the rules established by the Board of Inquiry and which have been fairly well carried out by local Committees, always acting with the assistance of at least one member and sometimes two or three members of the Board of Inquiry.

“Respectfully submitted,

“TOM L. JOHNSON,

“Chairman Board of Inquiry.”

A supplemental report was also made at the same time giving the figures and estimates of the board, as follows:

“Hon. H. H. Cummin,

Cresson, Pa.

“Dear Sir:—

“As per your request I send you at this earliest opportunity a recapitulation of our first report, which shows:

205 cases in class 1, at \$1,000.	\$ 205,000
237 cases in class 2, at 600.	142,200
372 cases in class 3, at 400.	148,800
1,168 cases in class 4, at 300.	350,400
1,698 cases in class 5, at 200.	339,600

3,680

\$1,186,000

“The amount recommended in each class has been carefully considered, both by the Board of Inquiry and the Finance Committee of Johnstown, and in view of the classification of the cases a statement of which I gave you—the amounts above stated are considered to be as near right as can be got.

“If the above recommendations meet with your approval, it is the desire of the Board of Inquiry and the Finance Committee that steps be taken at once to make the payments to the first three classes, viz.: 1, 2, and 3, amounting to \$496,000, and that provision be made immediately thereafter by which classes 4 and 5, aggregating \$690,000, be paid under any system of payment that the Commission may suggest, so that it may be done quickly.

“The payments to classes 1, 2, and 3, are considered as

final payments, while many cases in classes 4 and 5 should receive additional sums. Class 6, which represents the heaviest losers, has as yet been recommended for no amount.

"The Board is making a further classification of classes 4, 5, and 6, and will be prepared shortly to make a recommendation as to what would be done in those cases.

"The aggregate loss of \$8,655,114 as classified, amounted in classes 1, 2, 3, 4, and 5 to \$4,791,747; the total number of these cases being 3,364, the average loss to each family therefore was \$1,424.

"The total loss in class 6 was \$1,112,192."

Governor Beaver, State Commissioner Edwin H. Fitler, Robert C. Ogden, Samuel H. Reeves, H. H. Cummin, Reuben Miller, James B. Scott, S. S. Marvin, W. Horace Rose, with General Hastings and his staff as advisory members; James McMillen, president of the finance committee; Cyrus Elder, secretary; W. C. Lewis, treasurer; John D. Roberts, assistant treasurer; A. J. Moxham, member of the committee, and Tom L. Johnson, chairman of the board of inquiry, were present at the conference at Cresson on Tuesday, July 9th. The report of the board of inquiry as presented and considered, was practically approved, and furnished the basis for the distribution of the entire fund.

A half million dollars was appropriated to be paid on account to the first five classes. Judge Cummin prepared a blank for relief, of which the commission approved and directed that a copy be furnished each sufferer, who should be required to fill out the same before payment would be made. The blank was as follows:

Made by a sufferer by the floods of May 31 and June 1, 1889, in the Conemaugh Valley, State of Pennsylvania,
County of Cambria, ss.

Before me, personally appeared the undersigned who being duly sworn according to law, made the following statement:

First. My name is, age years; at the time of the flood I resided in Cambria County, Pa., at No. Street. I have lived in Cambria County, Pa., for the past years. My occupation or business is At the time of the flood I was employed by as; my monthly earnings averaged \$. Present condition of my health is

Second. I own no real estate, except as follows:

....., worth before the flood, \$..... My real estate within the flooded district was injured in the following manner,

Third. At the time of the flood I owned household goods, moneys, debts due from solvent creditors, and other personal property, as follows: \$..... worth before the flood, \$..... which was injured by the flood in the following manner,

Fourth. At the time of the flood the stock in my store consisting of was worth, at cost prices, \$....., which was injured by the flood in the following manner,

Fifth. My family dependent upon me consists of aged years.

Sixth. Members of family lost by flood

Seventh. My property has been injured or destroyed by the flood as follows:

Real Estate to the amount of	.....
Household goods to the amount of	.....
Tools, etc., to the amount of	.....
Stock of goods in my store to the amount of	.....
Total,	.....

Eighth. I have received no aid since the flood except as follows:

Sworn to and subscribed
before, the day of
July, 1889.

In pursuance of the Cresson meeting, on Monday, July 15th, the Board granted orders to residents of the Seventh ward, thus: Four at \$400; five at \$200; forty-eight at \$125; and one hundred and twenty-three at \$80 each; making a total of \$18,000. The \$500,000 was quickly awarded.

Thursday, July 18th, W. R. Thompson, treasurer of the Pittsburg fund, came to Johnstown with a half million dollars in money, and opened a bank in the temporary building on the northwest corner of Market Square, where he paid the orders issued.

Saturday, July 13th, Governor Beaver announced that \$1,595,000 had been expended at Johnstown. His estimates were: Out of the governor's fund and the fund for the abatement of nuisances, \$905,000; by the Pittsburg committee, \$250,000; by the Philadelphia committee, \$200,000; Johnstown fund distributed by the local committee, \$250,000; contracts for the construction of houses, \$150,000; transportation expenses, \$100,000; military expenses, \$31,000; Chicago houses, \$14,000.

On the 17th of July an estimate was made public of the

probable amount held in trust, as follows: Governor Beaver, \$250,000; Pittsburg committee, \$522,000; due Pittsburg committee from the State for tools, etc., \$127,000; State Commission, \$150,000; Judge Cummin's fund, \$500,000; Philadelphia committee, \$150,000; Chicago committee, \$66,000; New York committee, \$300,000; Boston committee, \$300,000; other cities, \$200,000. Total, \$2,665,000.

On Wednesday, the last day of July, Governor Beaver, James B. Scott, Reuben Miller, S. S. Marvin, Robert C. Ogden and Francis B. Reeves, members of the State Commission, held an open meeting in the office of Dick & Murphy. An invitation was extended to the public to present any matter deemed proper for their consideration.

At three o'clock in the afternoon an executive session was held in a tent at Camp Hamilton, in Peelerville, when Secretary J. B. Kremer announced that the amount of money received by the Commission, and expected to be received, was \$2,394,415.47; that it had expended \$840,396.60 in Johnstown, and \$157,226.27 in other parts of the State, principally at Williamsport; that it had ordered two hundred more Hughes houses at \$260 each, and, with other liabilities, there remained a balance of \$1,342,801.82, which would be distributed on the basis decided upon at the Cresson meeting.

On Thursday, August 15, Francis B. Reeves and Robert C. Ogden, members of the State Commission, and Secretary J. B. Kremer, met the members of the local Finance Committee and Board of Inquiry, in the rooms of the Finance Committee in the Public Square.

It was agreed that the first three classes should be paid in full—i. e., \$1,000, \$900 and \$500, respectively; in class 4, thirty per cent of the losses; class 5, twenty-two per cent, and class 6, fifteen per cent, which made an estimated sum of \$1,149,614. But on September 2d the State Commission reconsidered the apportionment, and appointed a committee to make another investigation and report.

On Friday, September 1st, the Commission met at Harrisburg and decided to distribute the remainder of the fund, amounting to \$1,600,000. Messrs. John H. Brown and John Hannan, members of the Board of Inquiry, were present and presented their report, which noted that the losses ranged from \$5 to \$165,000, and that one hundred and ninety persons had suffered a loss of \$10,000 each. In pursuance thereof, J. B.

Kremer, secretary, announced that the Commission had received \$2,605,114.22, having in cash on that day \$1,666,456.50, and that the remainder should be distributed on the following basis:

“Resolved, That the sum of \$125,000 be and is hereby appropriated to the payment of classes 1, 2 and 3. Class 1 to consist of widows and orphans, made so by the flood, and who have no property or other means of support.

“Class 2, to consist of widows and orphans not made so by the flood, and aged and infirm persons, who have no property or other means of support.

“Class 3, to consist of same character of persons as in classes 1 and 2, but who are not entirely without property.

“Resolved, That the sum of \$1,200,000 be and is hereby appropriated to the payment of class 4, the sum of \$10,000 to be the maximum paid to any single claimant; class 4 to consist of persons other than those in classes 1, 2 and 3, whose losses have been practically total.

“Resolved, That the sum of \$275,000 be and is hereby appropriated to the payment of class 5, the sum of \$5,000 to be the maximum paid to any single claimant. Class 5 to consist of persons who have sustained partial losses, whose circumstances are such that they are not wholly dependent upon this charity for a fresh start in life, but who are unable to make such a start without assistance.

“Resolved, That class 6, composed mainly of such persons possessed of such ample means that they are not to be regarded as in need of relief, shall be omitted from the distribution list, except that all whose losses are not in excess of \$1,000, shall be transferred to class 5.”

The final payments were made by checks drawn on the First National Bank, which on October 10 opened an additional paying teller's window in the old room formerly occupied by John Dibert & Co., and the whole fund, with the exception of a few cases held under consideration, was paid out by December 10, 1889.

The Commission decided that the funds due the orphans should be invested in annuities, payable yearly until the ward should become sixteen years of age, fifty dollars per year being allowed to each. This system was carried into effect, and the payments were regularly made on the first of November each year until 1905, when all the wards had arrived at the age determined upon. The largest sum paid to one family for the use of orphans was \$3,375, together with \$1,150 to the mother, making a total of \$4,525.

The balance of the fund the Finance Committee decided to appropriate toward the rebuilding of the Franklin street and Walnut street bridges, and the purchase of four new steam engines for the volunteer fire companies.

In the distribution, in the first, second and third classes, property losses were not considered, and awards were made on the needs of the people. In the three other classes, it was based on property loss, as follows:

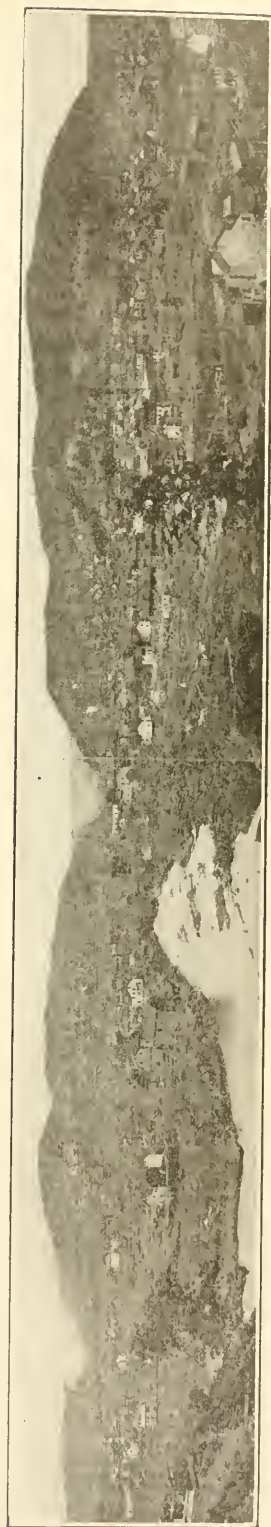
In the fourth class, on losses less than \$500, the average amount awarded the claimant was, on the committee's estimate, 85 per cent, and on the claimant's estimate, 66 per cent; on losses of over \$500 and under \$1,000, on the first, 72 per cent, and on the latter 56 per cent; on losses over \$1,000 and under \$2,000, 55 per cent of the former, and 47 per cent of the latter.

In the fifth class, on \$500 or less, 69 per cent, and 50 per cent on losses over \$500 and under \$1,000, 52 and 50 per cent; on losses over \$1,000 and under \$2,000, 55 and 47 per cent.

In awarding the amounts to the persons in the fourth and fifth classes, many questions were considered: age, health, ability for work, and number in family. The largest amount received by any individual in either of these two classes was \$5,000, which was given to but two.

There being but few store rooms available for business purposes, and both merchant and consumer being anxious to have business resumed as quickly as possible, General Hastings was informed of the situation, and on Thursday, June 20th, he made arrangements with W. V. Hughes, of the firm of Hoover, Hughes & Co., of Bellefonte, to erect a row of temporary store rooms and offices on the four sides of the Public Square.

One week later the merchants held a meeting in the Moses building, when it was reported that nine members of the Merchants' Association had been drowned. Of the twenty-three present each had been planning to open as soon as a room could be procured. Therefore the applications to Judge Masters, chairman of the committee, for places in the buildings on the Public Square were numerous. On Thursday, July 4th, under the supervision of Colonel John P. Linton, the allotments of names and numbers of rooms were drawn from a box by a boy. The following were the persons who occupied the buildings at first. Beginning at the corner of Main and Franklin streets, on Main, they were: Kredel & Farrell, druggists; J. W. Owens, grocer; Mrs. M. S. Maloy, groceries and shoes; Seth E. Phillips, dry



The Principal Part of Johnstown After the Flood.

goods; J. M. Fockler, millinery; George Keiper, dry goods; E. T. Schoff, dry goods; Emil C. Roth, dry goods; Mrs. A. Danges, millinery; E. C. Lorentz & Co., shoes; and H. T. de France, druggist.

Park Place: W. A. Kraft, jewelry; J. A. Larkin & Co., jewelry; J. W. Stevenson, jewelry; Mrs. Susan Young, jewelry; A. Luckhardt, jewelry; Irvin Rutledge, stationery.

Locust Street: R. H. Pike, tinware; George K. Shryock, tinware; Herald Printing Company, printers; J. D. Edwards, shoes; T. E. Morgan, music; Singer Sewing Machine Company; W. W. Porch, organs; J. P. Daily, groceries; R. P. Miller, groceries; Simon Young, butcher; W. B. Tice, druggist.

Franklin Street to Main: G. A. Zimmerman, druggist; T. D. Davis, grocer; Charles Brown, grocer; J. M. Young, grocer; Chas. B. Cover, grocer; Louis Baumer, grocer; C. Kingan, grocer; J. B. Statler, druggist.

On the second tier fronting on Main street, at the corner of Franklin, was Dr. W. F. Hanna, dentist; William Rauch, M. D.; J. M. Murdock, lumber; J. M. Goughnour, office; I. E. Roberts, insurance; Joseph Booser, tailor; Dr. J. C. Duncan, dentist; D. G. Reese, tailor; W. H. Fentiman, umbrellas; Alex. L. Black, tailor; F. J. Overdorf, M. D.; M. W. Keim, real estate; E. T. Felt, insurance; G. M. Greene, photographer; H. W. Storey, law office; the Finance Committee; Alfred Heslop, painter, and John Stenger.

On Park Place: Dr. H. C. Hinchman, dentist.

Locust Street: H. F. Tomb, M. D.; Robert Parsons, tailor; Joseph Marchl, tailor; Thomas Edwards and D. W. Smith, barbers.

Franklin Street: Farrell & Co., safes; E. L. Miller, M. D.; W. H. Gordon, M. D.; Miss Spitzgart, dressmaker; Miss Hettie Lininger, dressmaker; C. H. Suppes, ice; John von Alt, barber; W. A. Moses, tailor.

The buildings on the northwest corner of Main and Market were reserved for municipal offices, and those on the southwest corner were occupied by S. L. Stuver, milk dealer; William Stremel, confectioner; George Kurtz, butcher, and S. C. Bailey, plumber.

An immense quantity of lumber having been donated from many parts of the country, on June 28th the following committee was appointed to distribute it to those who desired to

rebuild a dwelling or store-room: Messrs. Joseph Masters, Herman Baumer, Colonel John P. Linton, Alexander Kennedy and John Thomas. This committee then transferred the lumber to the sub-finance committee, in charge of D. H. Kinkead, who had succeeded B. F. Speedy when the latter became ill.

THE COMMISSARIES.

The water having effected no serious damage on Napoleon street above South, the Committee on Safety there swore in the policemen and issued passes to residents and strangers to enter the line of danger. Here, too, were located the morgue and Commissary for the South Side, the latter in charge of the Americus Club of Pittsburg until June 12, when General Hastings assumed control.

The system for providing food and clothing to the sufferers was very interesting. The rich were on an equality with the poor; money was of no use, because there was nothing to buy. Men, women and children were required to form a line and pass in front of the Commissary building, where food or clothing was given them by kind and sympathetic hands.

On the 27th of June, Colonel J. L. Spangler, in obedience to the order of the Department, began reducing the number of Commissaries. The one at Morrellville was abandoned and consolidated with Cambria City. Those at Brownstown, Minersville, Rosedale and Coopersdale were attached to the Commissaries in Cambria and Prospect. Those at East Conemaugh and Woodvale were consolidated with and continued in Franklin borough. Those at Walnut Grove, Grubbtown and Moxham were supplied from Johnstown and Kernville. Conemaugh borough was continued, there being no falling off in its work.

On Monday, July 2, the Commissary Department was transferred to Captain H. H. Kuhn, and Colonel Spangler and his principal aides retired, whereupon a sword and belt was presented to Colonel Spangler for his efficient services.

The following table shows the location of the Commissaries, the number of cards out, one being given to each family to be presented when desiring food or clothing; the number of people supplied at the first report soon after the flood, and those on June 26, 1889:

Stations	Cards out, 1st report.....	Cards out June 26.....	People supplied, 1st report.....	People supplied, June 26.....
Morrellville	504	209	2,694	1,046
Cambria	500	345	2,461	1,674
Prospect	432	427	3,068	1,484
Woodvale	179	159	861	750
East Conemaugh....	228	19	324	56
Franklin	155	50	667	212
Minersville	300	200	1,425	1,000
Rosedale	90		407	50
Johnstown	1,500	536	4,340	3,522
Kernville	660	291	3,969	1,800
Conemaugh	654	700	4,500	5,131
Total	5,202	2,936	24,716	16,725

On July 22 all the Commissaries for the supply of food, clothing and furniture were closed, except the one at the Pennsylvania railroad station. At this date the number of persons receiving assistance was 1,321, which in five days was reduced to 800. But on October 5th, this, too, ended its work, although 464 beneficiaries were still on the list.

Subsequently all people desiring household goods were notified to apply to the Conemaugh Valley Relief Association, and upon the approval of the ladies of that association, Clara Barton, president of the Red Cross, or Captain H. H. Kuhn, chief of the Commissary, furnished the same.

On Saturday, October 13, Cyrus Elder presided over the meeting held at the Red Cross building on Walnut street, at which time the Union Benevolent Association of the Conemaugh Valley was organized, to continue the work of the Red Cross, which was then preparing to leave. On the following Tuesday the association was in active operation.

Thursday evening of the same week, a public reception was held in the Morrell Institute in honor of Miss Clara Barton, who had done such noble work for the sufferers. On behalf of the Woman's Branch of the Union Benevolent Association, the president, Mrs. Arthur J. Moxham, presented Miss Barton with a gold pin and locket, set with diamonds and amethysts, as a testimonial from those who had been with her while in Johnstown.

THE STATE BOARD OF HEALTH.

The moving power in clearing the flooded district were the laws of the state relating to the public health, which were carried into execution by Governor Beaver and Dr. Benjamin Lee, secretary of the board.

The state board was in annual convention at Pittsburg on the day of the flood, when Dr. Lee and Dr. George G. Groff immediately came here to take charge of the situation. The first official act of Dr. Lee was to send the following message to the sheriffs of Indiana, Westmoreland, Allegheny and Armstrong counties:

“Nineveh, June, 1889.

“The State Board of Health hereby directs and empowers you to immediately summon a posse to patrol the Conemaugh river, tear down the drift heaps and remove the dead bodies, both human beings and of domestic animals.

“This is absolutely necessary to protect your county from pestilence.”

Dr. Lee, on his arrival at Johnstown, made a thorough investigation of the situation, established hospitals, and ordered disinfectants. The disaster was so much greater than the organization then was that he returned to Pittsburg to make further arrangements to prosecute the work, in order to prevent impending diseases, here and elsewhere along the Conemaugh, Allegheny and Ohio rivers.

One of the first acts was a request to Governor Beaver to have four thousand men to clear the blockade at the Stone bridge, as it was impracticable to break up the drift by fire, and it would necessarily require removal. The Governor acquiesced in the request, and gave Dr. Lee authority to borrow all the money necessary to continue the work of the board. They did continue the work of clearing the rivers of all decomposed matter and wreckage, as well as the highways and cellars, and on October 12th they officially declared the nuisance abated.

The federal government gave all its assistance to the people of Johnstown. The following telegram was sent to Dr. Lee:

“Washington, D. C., June 5, 1889.

“Have shipped copperas and bichloride of mercury; all available in town today and send more from Baltimore this afternoon. It is suggested by the President who is much inter-

ested in the matter that the temporary depopulation of Johnstown be encouraged as much as possible.

“JOHN B. HAMILTON,
“Surgeon General.”

By reason of the following order, the officers of the Board of Health had authority to appropriate any article or thing needed by them in aiding the work:

“Johnstown, June 5, 1889.

“The bearer is hereby authorized to enter any hardware or furnishing store and select such articles as may be useful for handling and transporting disinfectants, and for the work of disinfection. All articles thus appropriated will be noted and paid for.”

On June 7, in his detailed report to Governor Beaver, Dr. Lee said: “After a careful personal inspection of the entire situation, by virtue of the authority conferred upon the State Board of Health, by the Act of June 3, 1885, and delegated to me as its executive officer in regulation, I declare the conditions existing at Johnstown and neighboring boroughs, and especially those of the drift heaps above described, and of the waters of the Conemaugh and Kiskiminitas to consitute a nuisance dangerous to the public health, and, inasmuch as the extent of this nuisance is so great that the local authorities cannot abate it, I call upon your Excellency, as the chief executive of the Commonwealth, to at once employ such force as may be necessary to remove and abate the same.”

The early organization of the board was as follows: Benjamin Lee, M. D., secretary and executive officer; George G. Groff, M. D., member of board; chief deputy inspector, Dr. W. E. Mathews; deputy inspectors—Dr. J. C. Sheridan, southern part of Johnstown; Dr. W. B. Lowman, northern part and Hornerstown; Dr. George W. Wagoner, Grubbtown and Kernville; Dr. H. F. Tomb, Woodvale, Nineveh and Sang Hollow; Dr. W. N. Pringle, South Fork, Franklin, East Conemaugh and Mineral Point; Dr. D. G. B. Porch, Cambria City; Dr. B. E. Tomb, Morrellville and Sheridan; Dr. F. Schill, Walnut Grove and Moxham; Dr. E. L. Miller, Peelerville, Millville and Minersville, and Dr. J. M. Cooper, Coopersdale and Ten Acre. Deputy inspector of camps, Dr. Campbell Sheridan; clerk, F. D. Jolly. (See chapter, “Medical Profession.”)

On June 10th, Dr. P. M. Carrington, P. A. Surgeon United States Marine Hospital, Pittsburg, and Dr. C. O. Probst, sec-

retary of the Ohio State Board of Health, made an examination of the reservoirs, etc., of all the water supplies, and concluded a detailed report thus: "This report covers the territory surveyed today, and we are convinced the water supply is as pure as before the flood. We would add, that our inquiries in these districts showed that but little sickness and no cases of contagious diseases were to be found."

In the same report a memoranda was made thus: "A messenger for the Water Company says that the supply is gaining during the past three days, and their Mill creek reservoir is running over. The company are supplying all parts of town at present, except in the lower portion of Main street, and on the Point. * * * they request that all pipes be hammered shut to stop the outflow."

The following correspondence is worthy of reproduction, as very few know what was done, and how removal of debris and the care of the public health were accomplished during the early days.

"Washington, D. C., June 9, 1889.

"Dr. Benjamin Lee.

"A free contribution of twenty-five hundred dollars' worth of Quibell's disinfectant from Newark, England, for Johnstown, will be admitted free of duty if you want it. You must also name some United States Officer to whom it can be assigned. Answer.

"WYMAN, Surgeon."

"Johnstown, Pa., July 6, 1889.

"Messrs. Quibell Brothers,

"Newark, England.

"Gentlemen: In the name of the burgess and citizens of this stricken town, and of the State Board of Health of the Commonwealth of Pennsylvania, allow me to thank you most sincerely for your very acceptable gift. No one firm in this country has made so liberal a contribution in either money or material. As an expression of sympathy from brethren in a distant land its value is greatly enhanced. It has arrived at a fortunate time. After a month's incessant labor, often by night as well as day, resting only on the Lord's day, we have just succeeded in clearing the streets of that portion of the town which was not swept away, of the tangled mass of debris consisting of houses, passenger coaches, freight cars, locomotives, furniture, trees, bridges, corpses and carcasses—which encumbered them up to the very roofs of the houses, and once more converting them into thoroughfares. We shall be able therefore to use a street sprinkler to great advantage and your dis-

infectant will come into play very acceptably in that way. Fortunately we have been able up to the present time to maintain a very fair condition of public health, but the fervid heats are yet to come and it will require unremitting care to prevent some serious outbreak of disease. Should we succeed you will have the satisfaction of knowing that you have contributed materially to this happy result. Allow me to add my personal thanks for your generosity and for your kindly expressed sympathy.

“Yours very respectfully,

“BENJAMIN LEE,

“Secretary of State Board of Health.”

On June 16, the second Sunday after the flood, Mr. E. T. Elder made this report:

“This being Sunday, the matter of work was left entirely with the men: and it was intended to give them a general day of rest. In view of being away from home and having no place to go to, a number volunteered to work. One gang was sent out to Sandyvale cemetery and vicinity, under Mr. West.

“One gang, under Mr. Bainbridge, went to Camp McKnight and removed a dead horse, and entirely consumed the carcass, which was partly consumed before.

“From there to the Merchants hotel, where he represents he would have burned a dead horse but the force was too small. So he reports, he completely destroyed a horse in rear of Swanks’ Hollow.

“At headquarters, two car loads of lime were unloaded—137 bbls. One car load of rosin, contents, 80 bbls. * * * .”

Dr. Lee sent the following letter to President Harrison, showing the reasons for asking federal aid:

“Johnstown, July 27, 1889.

“To His Excellency, Benjamin Harrison, President of the United States.

“Dear Sir: The extreme urgency of official duties in connection with the disaster which has befallen this town, has prevented my earlier acknowledgment of your kindly expressed interest in my efforts to prevent an epidemic, as a result of the flood. Your suggestion of temporary deportation of women and children was most timely, and was acted upon as far as possible. I take the liberty of enclosing my health bulletins up to the present time, which will show that the efforts of our Board have not been unsuccessful. A problem now confronts me of grave importance, which, owing to the provisions of the State constitution, I am powerless to meet. The Conemaugh and Stonycreek rivers have been so filled with sand and debris, and at the same time, their banks have been destroyed to such an extent, that the whole plateau on which Woodvale and Johns-

town stood, is in danger of inundation from a very moderate rainfall. The temporary structures which the homeless survivors are erecting, may at any moment be washed away. Congress will be applied to, and I presume successfully, to dredge and dyke the streams. But, in the mean time, immediate protection is needed. It occurred to me that you might perhaps see your way clear to assign me a portion of the contingent fund placed at your disposal, to be used in emergencies affecting the public health in the several States, to be used for this purpose. This would enable me to tide over the danger, until such time as more permanent improvements can be made.

"I have the honor to be,

"Your Excellency's most obedient servant,

"BENJ. LEE,

"Secretary."

To this letter President Harrison replied thus:

"Deer Park, Md., July 30.

"Dr. Benjamin Lee.

"My dear Sir: The President directs me to acknowledge the receipt of your letter of the 27th instant, with the inclosures, which has had his attention. The fund to which you allude is expended under the suggestion of the Surgeon General, Dr. Hamilton, to whom your letter will be referred. The President, however, is of the opinion that no fund would be available under the special appropriation, for the purpose you indicate. He is much obliged to you for your kindly interest.

"Yours truly,

"E. W. HALFORD."

The subject matter was referred to Dr. Hamilton, who decided that the fund could not be used for the purpose named, inasmuch as the law only authorized the President to use it, "in case of a threatened or actual epidemic" * * * to aid, "in preventing and suppressing the spread of the same."

"Official Health Bulletins.

"State Board of Health.

"Johnstown, Pa., June 9, 1889.

"The general condition of health in Johnstown and vicinity is excellent. No epidemic disease of any kind prevails, nor is it expected that any will arise. * * *."

Owing to the fund under Governor Beaver's control becoming limited, however, on Saturday, September 28, the state forces were ordered withdrawn. While the sanitary condition of the city was fairly good, many places had not been thoroughly examined for bodies yet missing; therefore, on the following Monday, a deputation of citizens called on the governor to pre-

sent the situation in reference to the search for bodies and the condition of the rivers. In pursuance thereof Dr. Lee was directed to continue the work, and four hundred men were again put to work in the streams, and on October 8th four bodies were found in the Stonycreek.

Saturday, October 13, the state forces were withdrawn, although many places in which bodies were believed to be buried, had not been thoroughly examined. Therefore the citizens took the work upon themselves and within a few days \$12,233 was collected for that purpose. Every nook and corner which had not been satisfactorily looked into was again tested, and between Johnstown and Nineveh, twenty-six bodies were recovered, eleven of which were identified.

During the first week after the flood it had been difficult to obtain enough coffins to bury the dead, and at that period it was impossible to estimate the number that would be needed thereafter, consequently a large number were sent, and on July 15th there were at the Millville morgue one thousand coffins of all sizes and kinds. Two weeks later this morgue, which had been opened June 1st in the Iron street school building, was closed. The records kept by Mr. W. S. Reed showed that 426 bodies had been taken there, of which 177 had been identified. The last record was that of an infant found near the blow-house of the Cambria works on the preceding Saturday. Thereafter all bodies found were interred by John Henderson, from his Main street office and morgue.

On Wednesday, September 4, while search was being made for a hydrant on the premises occupied by William Given on Iron street, the body of a woman was found beneath a foot of earth. The following description illustrates the care with which all bodies were noted, to aid if possible in their identification: Female; weight, 120; height, 5 feet 5; brown hair; blue calico basque, figured in half-moon and stars; pearl buttons; wine colored underskirt; black dress skirt; brown knit hose, button shoes; one band ring, engraved; one plated ring, initials either I. P. or J. P.; also ear-rings."

For months the finding of bodies were almost daily events, in cellars, sand piles, and even on thoroughfares where paths were made by continual passing to and fro. The contractors for the stone bridge of the Pennsylvania railroad west of New Florence as late as August, 1906, found bodies which could not be identified.

A few days after the flood Coroner D. W. Evans empanelled a jury, which, after a thorough investigation, including a visit to the reservoir, rendered this verdict:

“We, the undersigned jury empanelled to investigate the cause of the death of Ellen Hite, on the day of May 31st, after hearing the testimony, find that Ellen Hite came to her death from drowning, and that the drowning was caused by the breaking of the South Fork Dam.

“We further find from the testimony and what we saw on the ground, that there was not sufficient waste weir, nor was the dam constructed sufficiently strong, nor of proper material to withstand the overflow, and hence we find that the owners of said dam were culpable in not making it as secure as it should have been, especially in view of the fact that a population of many thousands were in the valley below, and we hold that the owners are responsible for the fearful loss of life and property resulting from the breaking of the dam.

“Witness our hands and seals July 6, 1889.

“JOHN COHO.

“ABRAHAM FERNER.

“H. B. BLAIR.

“JOHN H. DEVINE.

“JOHN A. WISSINGER.

“F. W. COHICK.”

A number of citizens consulted Colonel John P. Linton and W. Horace Rose in reference to the liability of the stockholders of the South Fork Fishing Club for the loss of life and property. These gentlemen gave the subject much consideration, and, while their opinion has never been made public, it was practically admitted that the stockholders were not liable. This opinion has been verified in the case of Tarbell vs. Pennsylvania Railroad, which was tried in Pittsburg before a jury. The issue was definite—to fix the responsibility for the death of plaintiff's wife and children. Able lawyers were engaged on both sides, and the jury rendered a verdict for the defendant on the principle that the disaster resulted from an act of God, for which mankind could not be held responsible.

Another point of law which the disaster revived was that relative to the descent of property in cases similar to that of Christian Kimpel and his wife, who were drowned without leaving issue. By his will Mr. Kimpel had given to his wife all the personal property absolutely, and the use of the real estate during her life. The value of the real and personal property was placed at \$9,000 each, and to this estate the heirs of each

decedent laid claim. If Mrs. Kimpel died first, her estate would have become vested in her husband, and would descend to his heirs; if Mr. Kimpel died first, the heirs of the wife would have inherited that part of the estate which by will had been given to her. However, there was no obtainable proof of the priority of death and the heirs made an amicable settlement of the estate.

Humorous and tragic events relieved the monotony and increased the strain of life to those who were doing their utmost to help Johnstown rise above its ruins that summer.

Lieutenant Richardson, who had charge of the Commissary at the Pennsylvania depot, slipped into General Hasting's tent one day, leading a six-year-old boy, whose clothes were ragged and whose face, hands and feet very much needed soap and water. The lieutenant had found the boy in a box-car, and the lad had told a pitiful tale of being without home or friends, his father and mother having been lost. The general cross-examined the young Arab, and believing his story, said, "I'll take that poor little fellow home with me." That night the adopted Hastings slept in the tent of his foster father, and the next morning was bathed and clothed in a brand new suit, which made him a young prince among the National Guard. One of the officers was taking him through the camp, when suddenly a woman rushed out upon them, snatched the boy, saying, "Where on earth have you been? I've been looking for you for a week." Thus unceremoniously ended the military life of General Hastings' waif.

It is a rare occurrence, east of the mining camps in the far West, that a man who kills a human being is acquitted with honor by a coroner's jury and nothing more heard of it.

Such was the condition of affairs in Johnstown during the days of reconstruction after the dreadful catastrophe that action of that character was deemed proper. Many bad people had come into the town, and for several days prior to Monday, August 5, a stranger had been loitering around saloons and the camp occupied by the carpenters of Hoover, Hughes & Company, north of the Baltimore and Ohio depot. He was notified to keep away from the camp, and for this reason harbored a grudge against Harry Moyer, of Norristown, who was in charge.

About nine o'clock that night, with two companions, the stranger entered Moyer's tent, holding a revolver in his hand

and threatening to kill him. The men began to beat Moyer, and in the struggle the light was put out. By some means Moyer got hold of a revolver and fired. One of the intruders, crying out "I am shot!" died almost instantly. Moyer gave himself to the police, who locked him up.

The following day Coroner Evans empanelled a jury consisting of James J. Milligan, William Strauss, McClelland Liggett, Isaac Harris, Herman Oyler and Charles E. Lout, who heard the testimony of the defendant and all the witnesses to the affair. The jury, satisfied that Moyer had acted in self-defense, promptly acquitted him; he was then and there discharged, and no further proceedings were ever taken. The stranger was a large man, called by some James McCormick, but the name of M. Nolan was tattooed on one of his arms.

The influx of workmen that summer gave opportunities for imposters to prey upon the sympathy of the people.

The greatest attempt to defraud the several committees was made by one known as Abram G. West, who went to Pittsburg on August 6th and there told a very pathetic story of the loss of his wife and children, and property to the value of \$16,200, besides other financial losses.

Before James Bryan, a notary public of Pittsburg, he swore to the truth of the following statement, every material fact of which was false. It read: "My name is Abram G. West, 31 years of age; I resided at No. 44 Wilson street, Conemaugh, at the time of the flood; I lived in Johnstown and Conemaugh for eighteen years; my occupation was upholstery, carpets and furniture; my monthly earnings were from \$125.00 to \$250.00; at the time of the flood I owned personal property to the amount of \$16,200, which was lost. My property consisted of carpets, furniture and materials. At cost price was worth \$6,000, which was swept away. The members of my family lost in the flood were my wife, Caroline, my son, William, aged nine years; my daughter, Mary, aged four; and Adeline, aged two years. My property injured was household, \$4,000, piano and household goods, \$1,700 tools, etc., \$500, stock of goods, \$6,000, cash owed by John Dupont, \$3,750, small debts, \$250. I have received no aid except some clothing from Red Cross Hospital, one dollar in cash for ticket to Pittsburg."

West was treated royally by the Pittsburg committee, and money, clothing and transportation to his friends furnished him that he might recover his shattered health. The truth was that

he and his brother had come here in June or July after the flood and secured work, but both being detected in swindling had been discharged.

But it is not strange that a few should seek to take advantage of the heroism and self-sacrificing spirit of the many who gave of themselves, their time and their means to assist in bringing order out of chaos those few summer months. To these the gratitude of the people of this valley can never be fully expressed.

To openly manifest their gratitude to one who had so courageously and successfully burdened himself with their distresses, the people of Johnstown tendered a public reception to General D. H. Hastings and Mrs. Hastings, at the residence of Mrs. Mary Campbell, Saturday evening, February 8, 1890. Three thousand persons called to pay their respects to the General, and at the conclusion of the reception he and the invited guests and the newspapers representatives were banqueted at the Windsor Hotel.

Although the losses to corporations had been great, they immediately set about to repair what could not have been avoided, and about the first of July the Cambria Iron Company succeeded in getting a portion of their mills in operation. Saturday, July 13th, marked its first pay-day, when \$40,000 was distributed, whereas its usual pay roll had been \$800,000. Two weeks later the entire works were in running order, temporary sheds having been erected on the site of the Gautier mills for the purpose of making rake teeth, tires, rods, billets, etc.

The Pennsylvania railroad had suffered very heavily in the damage to its road bed, the tracks having been washed away from some distance above Conemaugh to the lower end of Woodvale. Although work was commenced as soon as possible, the repairs were not completed until about March 1, 1890, the Philadelphia express east, February 27th, being the first train to pass over the new viaduct. The company's loss was about \$2,000,000.

The aggregate loss to the various life insurance companies by reason of the flood was something over \$250,000.00, apportioned as follows: Providence Life and Trust, \$7,000; Fidelity Mutual, \$3,000; New York Life, \$42,000; Home Life, \$2,000; American Life, \$10,000; N. B. Mutual Aid, \$6,000; Aetna Life, \$9,000; Travelers', \$4,000; United States Life, \$18,500; Equitable, \$25,000; Mutual Life, \$33,000; New England, \$2,000; Penn

Mutual, \$11,000; Washington Life, \$8,000; Pacific Mutual, \$3,000; Standard Accident, \$5,000; United States Mutual Accident, \$7,500; Peoples' Accident, \$15,000; and various assessment associations, \$20,000. A remarkable instance was that of one company which having over one thousand policies in force in the valley had only three losses.

Summary.

Loss of claimants by sworn statements	\$9,674,105
Estimate of losses to borough property	164,630
Estimate of losses to school property	48,607
Estimate of losses to fire companies	37,151
Estimate of losses to churches	215,450
Estimate losses to Street Railway	44,142
Estimate losses to Penn. R. R.	2,000,000
Estimate losses to industries,	287,520
That of the Cambria Iron Company not included ..	

\$12,471,605

Contributions.

Sent to Governor Beaver	1,172,133.35
By the Philadelphia Committee	666,671
By the Pittsburg Committee	831,295.62
By the New York Committee	505,634.76
Sent to the State Commission	427,853.25
Sent to the Johnstown Finance Committee	357,092.64
	\$3,960,680.62

On Washington street, from Clinton to Walnut streets, in a space of less than three squares, the greatest havoc was wrought, the number of deaths being 138. At the home of ex-Sheriff John Ryan, at the corner of Washington and Park Place (as it is now called), twenty-one people were drowned, among whom were Gottfried Hoffman, his wife and nine children.

The Hulbert House, a hotel conducted by F. A. Benford, was situated on the easterly side of Clinton street, north of Main. Being on high ground many families had been taken there for safety during the day, and of the sixty persons therein at the time the waters came down, death claimed forty-eight as his toll, four of whom were the mother, brother and two sisters of the proprietor.

THE FATE OF SOME FAMILIES.

Squire John H. Fisher, residing on Main street, near Market, had cheerfully conversed with his neighbors from the up-

stairs windows until a few minutes before the fatal moment. With him were Mrs. Margaret Fisher, his wife; his daughters, Emma K., aged twenty-three; Minnie, twenty-one; Ida, nineteen; Madge, ten; and his sons George, twelve, and Frank, the baby of nine months. They were not seen afterward, and on Sunday afternoon the bodies of all were found in the Stonycreek, near the foot of Water street and the Millcreek road. It is believed that they had all gone into the bath room, which was a frame addition to the brick house, hoping to find safety there. Two children, Edward O. and Luella, who were not at home that day, were the only members of the family left to mourn this terrible loss.

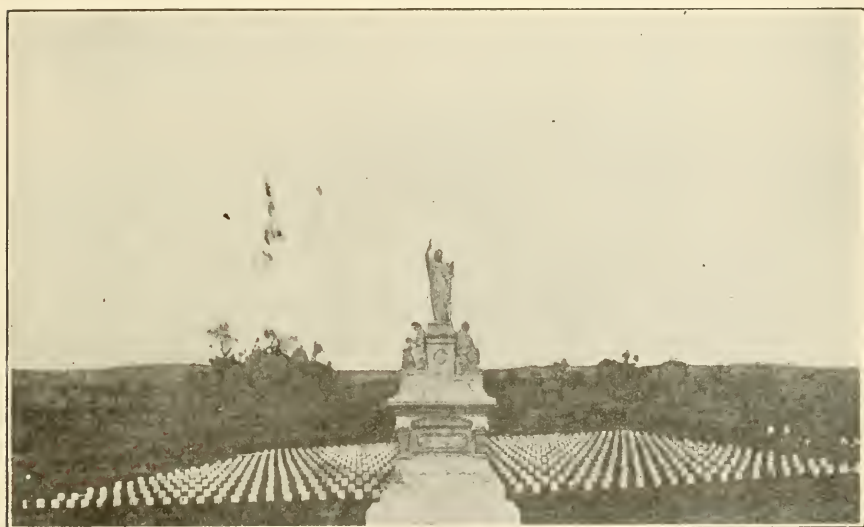
John Fenn, a tin and stove dealer, in business on Washington street, resided on Locust street. His wife and seven children—John Fulton, aged twelve years; Daisy, ten; Genevieve, nine; George Washington, eight; Virginia, five; Bismarck S., three; and Esther, eighteen months; were at home. Mr. Fenn tried to reach them by way of Franklin street, but, finding the water too high, he returned to Washington and attempted to get home by Clinton street. Within two hundred feet of his residence, the first wave caught him and carried him away. All his family perished except his wife, who was carried through the channel below the Presbyterian church, and then up the Stonycreek to a point near the Franklin street bridge, where she was rescued.

Mrs. Agnes Parke, the widow of John Parke, with her son William, and her daughter Mrs. William Rainey and child, were in their brick residence at the corner of Bedford and Levergood streets. The building was destroyed, and their bodies were recovered near Fisher's Slaughtery on Water street, on June 11th.

James M. Shumaker resided on Locust street, and his family consisted of his wife, Mrs. Lena Shumaker; John S., aged eleven; Edith M., seven; Irene G., five; Walter S., two; and his father-in-law, John Stream, sixty-three years old. When the flood came Mr. Shumaker was preparing a raft to take his family away to a place of safety. Observing the approach of the great wave he bade his family run up-stairs. While he was endeavoring to lock the door, some obstacle struck the house, which was a brick structure. It was immediately crushed and Mr. Shumaker was forced through the shattered ceiling to a top floor. When he regained consciousness he was floating on

wreckage near Franklin street, then passing through the break below the Presbyterian church he was carried up the Stonycreek. On Saturday he was found on Somerset street, his flesh badly torn, almost blinded by sand and lime and otherwise seriously injured. By reason of rings and jewelry found in the morgue it is certain that Mrs. Shumaker's body was recovered, but it is not known where it was buried. Although every body in the unknown plot was disinterred, none proved to be hers.

Mrs. Levergood, relict of Jacob Levergood, Sr., aged seventy-eight years, her daughter Lucy, and Mrs. Buck, a lady over seventy years of age, were in the Levergood brick residence at the corner of Bedford and Vine streets, in the direct



Unknown Dead.

channel of the second break from the Little Conemaugh to the Stonycreek. The house crumbled in an instant and all were carried away. Mrs. Levergood's body was found in Sandyvale cemetery, sitting in the same chair in which she had been at the moment the flood reached her; Mrs. Buck's was also found at Sandyvale, lodged in a tree; while Miss Lucy's body had been recovered and taken to Prospect Hill, where it was identified. In the case of these three bodies from the same house, two were found up the Stonycreek and the third near the Stone bridge.

During the first four or five days it was impossible to estimate the number of people lost by the flood, although the daily papers had rated it as high as 15,000 souls. The first ef-

fort to establish a system to ascertain this fact was made by the Moxham committee on Saturday forenoon, when they opened an office on Adam street and requested every person to report those saved and lost. Other methods were soon improvised to facilitate the undertaking, and within a week it was generally admitted that the loss would not exceed 5,000 people. The committee on inquiry, the committee on \$10 a head distribution, and the department under General Hastings made other canvasses, and by July decided that the loss would not exceed 2,500, although the bureau of information organized by Colonel John I. Rodgers, of Philadelphia, closed its work on the 24th of July, reporting that 6,111 people were unaccounted for of whom at least 6,000 had perished. This statement, made almost two months after the flood, as the result of careful, intelligent and earnest work, was far from being correct.

It is a fact that the exact number of lives lost will never be known, for the reason that some families, especially of the foreign element who were not well acquainted, were entirely wiped out, and the number reported in the same, although procured from the best sources, was at the best guesswork. There were also strangers and visitors here unaccounted for.

But there are two statements which are believed to be as near correct as it is possible to make it. The first one was prepared by J. B. Kremer, secretary of Governor Beaver's Flood Commission, which is as follows:

MORTUARY REPORT OF THE FLOOD AT JOHNSTOWN, MAY 31, 1889.

	Lost.	Found and identified.	Found and not identified.	Missing.
Males	923	498	252	173
Females	1,219	617	340	262
Sex unknown			44	Less 44
Total	2,142	1,115	636	391

THE LOSS BY DISTRICTS.

Johnstown	1,114	Franklin borough	17
Cambria City	360	East Conemaugh	13
Woodvale	272	Hotel guests, visitors,}	
Conemaugh borough	167	etc., railroad pas- }	63
Millville	115	sengers..... }	
South Fork	5		
Mineral Point	16	Total	2,142

AGES.

	Males.	Females.	Total.
Under 1	20	29	49
From 1 to 5.....	75	61	136
From 5 to 10.....	102	109	211
From 10 to 20.....	141	202	343
From 20 to 30.....	98	215	313
From 30 to 40.....	83	126	209
From 40 to 50.....	72	101	173
From 50 to 60.....	71	64	135
From 60 to 70.....	44	58	102
From 70 to 80.....	17	19	36
From 80 to 90.....	1	5	6
Over 90.....	1	3	4

Ages known	725	992	1,717
Ages not known	198	227	425

923 1,219 2,142

Widows by the flood.....	124
Widowers by the flood.....	198

Half orphans, under 21 years, lost father.....	311
Half orphans, under 21 years, lost mother.....	156
Orphans, lost both parents.....	98

Total 565

Whole families lost	99
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BURIED IN THE PUBLIC PLOT OF THE COMMISSION AT GRAND VIEW
CEMETERY.

Unknown.		Known.	
Males	249	Males	53
Females	342	Females	60
Sex unknown	46		

Total unknown 637 Total known 113

After Mr. Kremer's report had been made other names were found to be among the missing, when the *Tribune* undertook to make another canvass of those lost on the principle of procuring the name of every one who had been lost. Under this system there were 2,205 names of persons who had lost their lives, but many of them were not found, and many of them were found but were not identified. The result of this inquiry is as below:

Those buried in family lots in Grandview Cemetery.....	441
Those buried in family lots in Sandyvale Cemetery.....	78
Those buried in family lots in the old Catholic graveyard..	23
Those buried in family lots in Lower Yoder Cemetery....	128
Those buried in family lots in St. Mary's Cemetery.....	71
Those buried in family lots in the German Catholic Cemetery	47
Those in the Unknown Plot, but were identified.....	114
Those in the Unknown Plot not identified.....	663
Total in the Unknown Plot.....	777
Those who have no cemetery record.....	206
Those buried elsewhere than at Johnstown.....	95
Those lost on the Day Express.....	38
Those not known to have been found.....	301
	2,205

CHAPTER XXI.

THE MEDICAL PROFESSION.

It seems paradoxical that a physician should locate in this county while it was still a wilderness with very few people. However, such was the case, for Dr. Francis came to Ebensburg in 1796, although it is uncertain how long he remained there. He and his wife walked from Philadelphia in company with George Roberts and his little colony, who were about two months on the journey.

In the year 1800 it is evident there was none in the Indian village of Conemaugh, or Johnstown, as we find from the book of original entry of John Horner that he paid Jacob Good fifteen shillings in state currency "for going to Greensburg to the Dockter." From his time until 1820 is the dark age in the profession, as there is no evidence of a resident practitioner unless it be Dr. Francis, of Ebensburg. In that year Dr. Robert Young began to practice in Ebensburg, having studied medicine with Dr. Stewart, of Indiana. Dr. Young married Charlotte Henderson, a sister of Mrs. Moses Canan, about 1824, while living there and they had two children—Samuel, who died in California, and Mary, who died in Oregon. Dr. Young removed to Wyota, Wisconsin, in 1841, dying there about 1850.

The next was Dr. Armand Aristide Rodrigue, who located in Ebensburg in 1839, only to remain there until 1847, when he moved to Hollidaysburg. He was born in Philadelphia, August 10, 1810, and married Ann Caroline Bellas, of Sunbury. Being the attendant physician to Rev. Dr. Gallitzin in his last illness, the dying man gave him a Greek cross, which is represented as made from the wood of the true cross and had an authenticated history in the eyes of the Gallitzin family. The cross is now in possession of Hugh Bellas Rodrigue, of Pittsburgh. In 1855 Dr. Rodrigue moved to Lecompton, Kansas, as a Free State advocate and there was an aide to John Brown. He died in Kansas, June 11, 1857.

Ebensburg had two other physicians about this time: Dr. David Lewis, who was there until about 1862, died subsequently in Pittsburgh; and Dr. William A. Smith, who was there in the forties.

Dr. Robert Devereux, graduated from the Jefferson Medical College in the class of 1867, and has practiced continually at the Summit and Cresson.

Dr. Charles G. Phythian, who came to Johnstown in 1829, was probably the first physician to locate there permanently, as Dr. David T. Storm, who had come there in 1825, only practiced his profession for ten or eleven years. Dr. Storm was born in York county in 1796, and educated at Emmitsburg College. He married Maria Jane Agnew, of Ebensburg, a cousin of Maj. John Linton and Mrs. Phythian. He also resided at and doctored the people of Stoyestown about the same time he was practicing in Johnstown, probably having an office at each place. Physicians in those days worked under difficulties, as the long distances were to be covered either on horseback or in sleighs. Dr. Swan was the first physician in the county to possess a buggy, and that not until 1867. Dr. Storm was appointed prothonotary of the county by Gov. Ritner, and after his term of office expired he entered the mercantile trade and opened several stores in different parts of the county. About 1854 he removed to a farm near Portage, and died in 1869.

The next doctor in Johnstown was Michael Hay, a son of Col. George and Seaba Fahnestock Hay. He was born March 21, 1795, at York, Pennsylvania, and died at the scene of his labors on the same date in 1861. He was paymaster in the Fifth Division of Pennsylvania Militia in 1816-17, and studied medicine with Dr. Thomas Jameson, of York. In 1820-21 he attended the University of Pennsylvania, and practiced in Blockley Hospital, Philadelphia. Graduating January 22, 1822, he returned to York, and on May 23 of the following year married Margaret Worley, of that place. In 1829 he removed to Armagh, and in 1836 located in Johnstown, which was then a town of about 1,100 or 1,200 people, with one other doctor only, C. G. Phythian, and one lawyer, Moses C. Canan. It is stated that a doctor by the name of Keiffer was in Johnstown about 1840. In 1846 Dr. John Lowman came to Johnstown, and ten years later he and Dr. Hay had five medical brethren in the town—W. W. Walters, Henry and Andrew Yeagley, and Charles Koehler. Dr. William A. Vickroy, a brother of Edwin A. Vickroy, died at Wilmore about that time. Three years later the medical force of Johnstown had been increased to nine by the appearance of Dr. F. Bingel, of Zanesville, Ohio, and Dr. H. W. Marbourg.

In 1864 Dr. Benjamin Yeagley graduated with honors at

the Eclectic College in Cincinnati, and established himself in Johnstown, soon after which his brother Henry removed to Lawrence, Kansas, whereupon the brothers, Andrew and Benjamin, continued the partnership until the death of the former in 1889. Dr. Andrew Yeagley was elected county treasurer in 1878. Dr. Benjamin Yeagley was president of the State Eclectic Medical Association in 1888-89, and president of the National Eclectic Medical Association in 1892-93. He died January 14, 1895.

Dr. Francis Schill who came to Johnstown in August, 1865, is the oldest practicing physician residing in the county.

The first homoeopathic physician and surgeon to engage in the work in Cambria county was Dr. J. K. Lee, who located in Johnstown, April 1, 1869, and lost his life in the great disaster of May 31, 1889. A few years previous Dr. Maximilian Werder and Dr. Lewis, who were also of the Hahnemann school, had been there for a short time, but the school of homoeopathy was successfully established by John Kidd Lee. He was a son of William K. and Jane Horner Lee, both natives of England. The father died at Tarentum, in 1869, and the mother at Aetna, Pennsylvania, in 1882. Dr. Lee was born in Freeport, Pennsylvania, August 14, 1841, and graduated from the Hahnemann College of Philadelphia in 1869. He enlisted in Company H, First Maryland Cavalry, August 19, 1861, and was discharged December 5, 1863; re-enlisted in Company M, same regiment, December 24, and was discharged August 8, 1865. While a prisoner he was confined in Andersonville prison. On November 21, 1871, he and Emily M. Swank, of Johnstown, were married. Dr. Lee was a member of the Masonic fraternity, and was one of the leading citizens of the town and served several years in the borough council.

There are at present five homoeopathic physicians in Johnstown: Horace E. Kistler, William Wallace, A. M. Wesner, H. H. Sanderson, and P. L. Bolsinger.

Dr. Lawrence Francis Flick, a native of Carrolltown, this county, is a distinguished physician of Philadelphia. He is a son of John and Elizabeth Sharabaugh Flick, born there August 10, 1856. He is a graduate of the Jefferson Medical College of the class of '79. He has given special study to the dreaded disease, consumption, and apparently has mastered it. He has been the president and controlling physician of the hospital at the White Haven Sanitarium for the free treatment of that dis-

case, with marked success. It attracted the attention of Henry Phipps, of Pittsburg, who founded and endowed the Phipps Institute of Philadelphia, for the study and prevention of tuberculosis. The Institute is in its conception and establishment an embodiment of a new idea—namely, concentrated effort upon a single disease for its extermination. Dr. Flick is the founder and guiding spirit of the scientific work of the Institute, which was organized in 1903. Mr. Phipps chose him for his skill and ability, and approved of his advanced and common-sense ideas of its treatment.

The first regular drug store in the county was established by C. T. Frazer in April, 1856, at the corner of Main and Franklin streets. Prior to that time drugs were kept in connection with such commodities as books, stationery and groceries. In those days the physicians kept their own drugs, and for some time after Colonel Frazer began the prescription trade was limited. It is also true that when he started the exclusive drug store on the corner of Main and Franklin streets it was out of the business district, the center of trade being on Clinton. He tried to get a room there, but it was out of the question, and he was forced to go to the other corner at an annual rental of \$125. It is now the business center of a district of 100,000 people.

The profession was again honored by the prompt and efficient services of Doctors George W. Wagoner, B. E. Longwell, H. F. Tomb, Charles E. Hannan, C. B. Millhoff, F. B. Statler, J. S. Taylor, J. B. Woodruff, Emlyn Jones and John B. Lowman, and Dr. Updegraff of Bolivar, who went into the coal mine at the time of the dreadful explosion, to rescue the exhausted and injured men. Marshall G. Moore, the mining engineer who was with them, in an article in the *Franklin Institute Journal* states that "by a liberal use of oxygen, quick trips to the hospital and faithful work on the part of the physicians and nurses, a number were resuscitated. Others were too far gone." A further reference is made to this disaster in the chapter on Coal.

THE MEDICAL SOCIETY OF CAMBRIA COUNTY.

The earliest record obtainable of a Medical Society of Cambria county is that it came into existence in 1852—Drs. Hay, Vickroy, John Lowman, C. Sheridan, and Levinus Marbourg, of Johnstown, being among the members—and the final meeting

was held at Cresson in about 1856, at which Dr. Lowman and Dr. Marbourg were present.

The Society seems to have gone so completely out of existence, and the local physicians were so discouraged about it that there was no determined effort made at reorganization until 1868. Dr. John Lowman was the first president, and was followed by Drs. C. Sheridan, Walters, Swan, and W. B. Lowman. After a somewhat uneventful career, during which time there were frequent strenuous attempts made to keep up interest, it became evident that the organization must go down. It was one of the rules of the Society that meetings were to be held monthly at the offices of the members, and to this fact, more than to any other, is attributed the want of success of the organization. There now came another long period of inaction, for it was not until the spring of 1882 that another reorganization was effected. The initial meeting was held in the Hulbert House parlors, Dr. W. W. Walters presiding, and Dr. John Lowman was elected president for the first year.

Unlike its predecessors, the Society grew in interest, a regular place of meeting was agreed upon, new members were constantly being added, and an enduring organization was the result. Meetings were held in a pleasant room in the Alma Hall until the time of the Great Flood, when all effects and records were lost. Without losing a meeting, however, the Society came together regularly, first in one place, then in another, until in January, 1891, a permanent place of meeting with comfortable and well furnished apartments was secured.

After the flood the Society was publicly recognized as a permanent institution; indeed, so much confidence was replaced in it as to warrant the turning over to the Society all property and supplies of a field hospital sent here and maintained for months by the Philadelphia Branch of the Red Cross Society, of which Prof. Pancoast was then president, and the staff of the hospital was made up thereafter of members of the Medical Society of Cambria county exclusively. The necessity for incorporating the Society becoming evident, application for articles of incorporation was made and the charter was granted in March, 1892. Prior to this a donation to the Society of valuable books and pictures was made by Dr. J. M. Toner, of Washington, D. C., which necessitated the formation of a library association to be under the control of our Society and to be known as the "Toner Li-

brary Association." Dr. Toner died at Cresson, July 30, 1896, at the age of 71 years.

A short history of the Society can scarcely be said to be given complete without some detailed reference to those gentlemen who as the most prominent physicians in the county have from time to time acted as presidents and to whom its success was largely due.

John Lowman, son of Andrew Lowman, was born in Greencastle, Franklin county, Pennsylvania, on February 13, 1817, died in Johnstown, June 16, 1893. He moved with his father to Brushvalley township, Indiana county, when about fourteen, his mother having died the year before. They walked part of the way over the mountain. The father having remarried, John left home at seventeen, and went to Indiana town, where he engaged as apprentice with a carpenter named Sloan, and finished the trade; becoming convinced, however, that he was not intended for a mechanic, he determined to give up carpentering, and with the throwing down of these tools he may be said to have taken up the surgeon's knife, for it was not many years ere he was known as one of the best operators upon the human anatomy in the state. He now entered Indiana Academy, where he took the general course; but receiving some money at this time from his mother's estate, he went into the mercantile business, but soon failed, after which he began the study of medicine with Dr. James M. Stewart, of Indiana, and in 1845 he attended his first course of lectures at Jefferson Medical College, Philadelphia, and returned to Indiana penniless. The following year—1846—he borrowed \$26 of a friend to bring him to Johnstown, where he opened an office, and succeeded from the start, having fallen into the greater part of the practice of Dr. Charles Phythian. The only other physicians here at that time were Dr. Michael Hay and Dr. Vickroy, the latter afterward moving to Wilmore, Pennsylvania. In 1851 he returned to Jefferson Medical College and graduated in the spring of 1852, returning to Johnstown soon after.

He associated with himself in practice for awhile Dr. C. Sheridan, who had been his first student. Other students whom he instructed were James M. Toner, George Storm, Abner Linton, Thomas Roberts, Lemon Shannon, Levinus Marbourg, Hezekiah Marbourg, Samuel M. Horton, Webster B. Lowman, Joshua M. Cooper, and Gustave A. Zimmerman. He was, as we have seen from the first, interested in Society work, having

been president of the original Society, and becoming the first president on both occasions of reorganization of the Medical Society of Cambria county, and he was also a member of the American Medical Association. He was a thoroughly public-spirited man, having been the real proposer of the project of the Johnstown Water and Gas Company, of which he was until his death a director. In 1840 he married Miss Margaret Ann Bodine, who died in 1842, and they had one son—Dr. W. B. Lowman. His second wife was Mary Jane Moore-Heyer.

Campbell Sheridan was born in Butler, on June 30, 1819, died in Johnstown, October 19, 1904. His father, John Sheridan, was of Irish descent, and his mother, Mary Campbell, of Scotch. At the age of twelve he began clerking in the store of Steele & Smith in Blairsville, remaining in their employ four years. The next two years were spent working for Hugh Dugan, who kept a general supply store in Jefferson, now Wilmore.

In 1839 he, with Cyrus L. Pershing, subsequently Judge Pershing, and George N. Smith, a former political leader in this county, and who is now dead, were appointed clerks in the collector's office in Johnstown—James Potts, afterward Judge Potts, being collector. He remained in that position for six years, or until there was a political change in the state government, and this office being a part of "the spoils," the entire force were requested to step down and out. But, as navigation on the canal was suspended during winter, he and C. L. Pershing devoted this time of enforced inactivity to pursuing a collegiate course in Jefferson College, Canonsburg, Pennsylvania. At this institution they "bached" together, and aver that they lived on the fat of the land at a cost of about sixty cents each per week, as provisions of every kind could be obtained for a trifling sum.

His next adventure was on the canal. He and George Nelson Smith invested in a section boat which made the trip from Pittsburg to Philadelphia and return. Mr. Smith as first "ran" the boat but soon sold out to Sheridan, who was both captain and cook. Financially the venture was not a success, and Sheridan sold the boat to other parties, and engaged in teaching school in Johnstown. At the close of his first term he was offered a position in the office of Henry Kratzer, agent for the Union Transportation Company, then owned principally by the Graffs. He remained with Mr. Kratzer for two years, and then entered as a student of medicine under his former Indiana classmate,

Dr. John Lowman, in whose office Dr. Toner was also a student. In the spring of 1849 he graduated from Jefferson Medical College, Philadelphia, and on his return to Johnstown entered into a partnership with his former preceptor, Dr. Lowman, and was soon one of our most successful practitioners. In 1854, however, he was seized with the "Western fever," and sold his house and grounds, being the place now occupied with the handsome residences of the late James McMillan and W. Horace Rose, and moved to Illinois, where he spent his substance, *not* in "riotous living," but in an attempt at farming. Four years spent in this attempt convinced him that as a farmer he was not a success, so he returned to Johnstown and again took up dispensing pills and potions. At the close of the Civil war his practice had grown to such proportions that he invited Dr. S. M. Swan, who had just returned from the army where he had served as surgeon, to assist him. The partnership thus formed lasted for ten years without a single discordant note.

About this time he decided to go West to establish his sons in business, and moved to Earlville, Illinois, in which place he bought a drug store and placed his sons—John C. and Harry K.—in charge while he did some practice in his profession, but not relishing a practice in the West, he sold his drug store to his son John C. and Dr. Vosburg, and returning to Johnstown resumed his profession. His son John C., having in the meantime relinquished the drug business, studied medicine and graduated from the Rush Medical College, Chicago, and coming back to Johnstown, his father took him into partnership, which relation continued until 1892.

Drs. Sheridan, Lowman, Hay and Vickroy, of Johnstown, Lemmon, Smith and Bunn, of Ebensburg, were all original members of the Medical Society of Cambria county, of which body Dr. Sheridan was three times president—the last time being in 1883.

Walter Winston Walters was born in the town of Brecon, South Wales, on January 11, 1824, and died in Johnstown, July 23, 1896. His father—Rev. John Walters—was a minister of the Welsh Calvinistic Methodist Church.

He came to this country in 1843, and located at Catasauqua, Pennsylvania, where he was employed at the blast furnaces of the Crane Iron Works, under the direction of the famous David Thomas, the great ironmaster. He graduated in the class of

1853 of the Medical Department of Pennsylvania College at Philadelphia.

After graduating he began practice in Catasauqua, and remained there for two years. The successful operation of the Cambria Iron Works, at Johnstown, commencing about 1854, induced quite a number of the ironworkers of Catasauqua to remove thither, and Dr. Walters followed in 1855, since which time, with the exception of two years—1859-60—passed in Ebensburg, he was a citizen of Johnstown. He took an active interest in the Medical Society, and was present at its first reorganization in 1868 and again in 1882, at which meeting he presided, and became president in 1886.

In the great Flood of 1889 Dr. Walters' home was badly wrecked and was entirely destroyed by the fire of June following, together with an extensive library and mineralogical collection. The day after the Flood he attached himself to the temporary hospital, established in the old "Hansmann" Hall, on Bedford street, and was one of the members of the first board of managers of the Conemaugh Valley Memorial Hospital. He found time to take an active interest in public affairs; and his early struggles for an education gave him a peculiar interest in the public schools. He served as a school director of Johnstown borough from 1866 to 1881, fifteen years, nearly all of which time he acted as secretary of the board. The establishment of the high school was one of the first results of his work in this connection, and his interest in the public school system never flagged. In politics Dr. Walters was an ardent Republican, having been an original Abolitionist. He was present at the organization of the Republican party of Cambria county, and was named as a candidate for coroner on the first ticket nominated.

Samuel Moorhead Swan, son of Samuel Swan, D. D., was born March 10, 1833, near Ligonier, Westmoreland county, and died in Johnstown, July 23, 1898. When he was ten years old his parents moved to Johnstown, where he attended public school for three or four years. At the age of fourteen he was sent to Elders' Ridge Academy and in the fall of 1849 he entered the junior class of Jefferson College, at Canonsburg, Pennsylvania, remaining there until he took his degree of A. B. in 1851. The same year he began the study of medicine with Dr. Campbell Sheridan, followed by two courses of lectures at Jefferson Medical College, from which he graduated in the spring of 1854.

He spent the summer of that year in the town of Indiana, Pennsylvania, practicing with Dr. Thomas St. Clair, but the next year travelled in the Western States prospecting, and for a few months had charge of a drug store in Iowa City, Iowa, but finally located in DeKalb county, Illinois, where he remained five years, engaged in the practice of medicine and in farming.

At the breaking out of the Civil war Dr. Swan entered the army as assistant surgeon of the 12th Illinois Infantry. In March, 1864, he was promoted to the surgeoncy of the 111th Illinois Infantry; he was in the siege and capture of Atlanta, marched with Sherman to the sea and through the Carolinas, participated in the grand review at Washington, and was mustered out at Springfield, Illinois, in June, 1865.

The same year he returned to Johnstown and entered into partnership with his preceptor—Dr. Campbell Sheridan—which arrangement continued until 1874, when it was terminated by Dr. Sheridan's removal to the West.

He helped to reorganize the Medical Society of Cambria county both times and was president three different times—first in 1871, then in 1884 and 1887—and he was a member of the American Medical Association, to which he was sent as delegate once at Washington and again at Philadelphia, and to the State Society.

Owing to the privations and sufferings at the time of the Great Flood, the Doctor's health began to fail, and he was compelled to call to his assistance Dr. L. H. Mayer, with whom he was associated until the spring of 1892, at which time, on account of the total failure of his health, he was compelled to abandon entirely the practice of his profession, and until his death lived in comparative retirement. He was married in 1869 to Miss Elizabeth Collins and they had one son—Collins M. Swan, born December 1, 1874, and died March 17, 1900, after a few day's illness. He was a graduate of the Johnstown high school, and was the president of his class of 1897. At the time of his death, he was a registered student of the law in the office of H. W. Storey.

Webster Bodine Lowman, son of the late Dr. John and Mrs. Margaret Ann (Bodine) Lowman, was born March 25, 1841, at Indiana, Pennsylvania, and died in Johnstown, December 5, 1904. His preparatory education was obtained at Burlington College, N. J., of the senior class of which he was a member when the war broke out, and would have graduated in six

months. He commenced the study of medicine in 1865, at Johnstown, under the direction of his father, attended two courses of lectures at Jefferson Medical College, Philadelphia, graduating in 1867, and was ever after actively engaged in practice. He was early identified with the Society, having been present at its first reorganization in 1868, was its Secretary for several years and president one year; and again in 1882, becoming president again in 1893; was a member of the Medical Society of the State of Pennsylvania, and one of its vice-presidents in 1886, and a member of the American Medical Association.

A companion of the Pennsylvania Commandery of the Military Order of the Loyal Legion of the United States, he served as private 3d Pennsylvania Infantry, April 19, 1861; discharged for disability May 4, 1861, private 136th Pennsylvania Infantry, August 20, 1862; first sergeant, August 27, 1862; discharged for promotion February 18, 1863; second lieutenant same regiment February 19, 1863; captain April 21, 1863; honorably mustered out May 29, 1863; captain 5th Pennsylvania Heavy Artillery, September 10, 1864; honorably mustered out June 30, 1865. His military service began with the outbreak of the Civil war, leaving college to go to the front, under the first call for troops. He enlisted in the three months' service, but was discharged on surgeon's certificate. Pending the call for nine months' volunteers, he contributed largely to the organization of what became Company K, 136th Pennsylvania Infantry, of which he was the original first or orderly sergeant. As such he participated in Burnside's attack on Fredericksburg, and was a part of the column that assaulted Marye's Heights. In the absence of the commissioned officers of his company, he gallantly commanded the same through the battle, and was shortly thereafter promoted to the captaincy of the company, as a reward for his skill and gallantry. After his muster out in 1863 he remained at home, pursuing his medical studies until 1864, when he organized Battery D, Fifth Heavy Artillery (204th Pennsylvania), of which he was commissioned captain, and served with his command until June 30, 1865, when he was mustered out. He also commanded his company in the Chancellorsville battle, under Hooker.

Daniel William Evans, son of William Evans, was born on a farm in Cambria township, four miles south of Ebensburg, January 21, 1827, and died in Johnstown, May 26, 1895. In early life he attended school near Ebensburg during the winter

and assisted his father on the farm during the summer months. When seventeen or eighteen years of age he began to teach in the schools in his neighborhood and afterward in Ebensburg, and later entered Hiram College, in Ohio—of which the late President Garfield was president—to prepare himself for the ministry, but on account of a lack of oratorical ability he abandoned this ambition and decided to study medicine. In 1859 he went to East Liberty, Pennsylvania, to complete the study of medicine with Dr. David Lewis, formerly of Ebensburg, returning to Ebensburg to practice. At the time of Lee's invasion at Gettysburg, in 1863, he went out as a private, but was soon after taken sick with typhoid fever and was sent home. He remained in Ebensburg until about 1882, when he came to Johnstown and opened an office on Main street, opposite the park, where he remained four years, removing therefrom to the Fifth Ward. He was one of the incorporators of the Memorial Hospital and for two years a member of the board of managers, and was a member of the medical staff at the time of his death.

Thomas Sherman Troxell was born at Cresson, Pennsylvania, March 11, 1858, and died of apoplexy, at Gallitzin, December 16, 1904. Early in life he attended the public schools, and subsequently was employed as clerk in his father's general store, followed by the usual course of study at St. Francis College, Loretto. On September 26, 1876, he began the study of medicine under the preceptorship of Dr. Robert Devereaux, at Summit, Pennsylvania, and in 1877 matriculated as a student at Jefferson Medical College, Philadelphia, taking three courses, and graduating in the spring of 1880. After spending three months very profitably at Jefferson Hospital he returned to his mountain home, locating at Gallitzin, and began practical life as a physician. He became a member of the Society in 1886, and was its president in 1894. He served many terms as a school director.

Francis Schill, son of Francis Joseph Schill, a cooper, was born in the Granddukedom of Baden, Germany, September 20, 1831. He attended the schools of his native place until about fifteen years of age, when he entered the Gymnasium or Lyceum of Freiburg. After remaining the required length of time and passing the examination he was promoted to the University of the same place, where he entered as a medical student. He afterward twice visited the University of Heidelberg, without, however, matriculating. After passing the state examinations

—which were different from those in vogue at the present time—he came to this country at the solicitation of a medical friend located in America, February, 1864. By recommendation and after presenting his papers and passing an examination (in German) at Columbus, Ohio, he was appointed assistant surgeon of the 107th Regiment Ohio Volunteer Infantry, which was composed largely of Germans. When he joined the regiment—May, 1864,—the latter was encamped at Jacksonville, Florida, at which place he was stationed for several months. From there he was transferred as post surgeon to Fernandina, Florida, where he remained almost a year. July 3, 1865, he was ordered to Charleston, South Carolina, where his regiment was quartered, and he remained there several weeks, having had plenty of work and very little pleasure. The regiment was soon ordered home to Cleveland, Ohio, where barracks were occupied for two weeks, and the Doctor was mustered out of service with the rest. In the latter part of August, 1865, he came to Johnstown to practice medicine, where he has since remained. He was a U. S. examining surgeon, and for five years a member of the board of health of the city of Johnstown; one of the incorporators of the Memorial Hospital, and a member of the board of managers and of the medical staff of the same. He was one of the organizers of the Society in 1868 and also in 1882, and for many years has been and is its treasurer. He is a member of the State Society and of the American Medical Association. In May, 1875, he married Miss Anna Lorentz, and they have one son—Francis Schill, Jr.,—a graduate of Jefferson Medical College, Philadelphia, in the class of 1897, and now practicing his profession in Johnstown. He is also a member of the board of school controllers.

Joshua Morrell Cooper, son of James Cooper, was born April 29, 1844, near Jennerville, Somerset county. At the age of seven years he removed with his parents to the vicinity of Johnstown, where his primary education was secured in the public schools. At the age of eighteen he entered upon a course at Allegheny College, Meadville, receiving subsequently from that institution the degree of A. M. In 1865 he began the study of medicine under the tutorage of the late Dr. John Lowman, and the next year began a two-year course at Jefferson Medical College, Philadelphia, graduating in 1868. Soon thereafter he took up his residence in Erie, Pennsylvania. The next ten years was a resident of the home of his youth, having acquired a

comfortable practice soon after his removal to Johnstown. He was one of the reorganizers of the Society in 1882 and its president in 1885, and a member of the State Society, American Medical Association, and International Medical Congress. Since 1886 he has been censor of the Medico-Chirurgical Medical College of Philadelphia. After the flood of '89 he removed to Meadville.

Alfred Newlon Wakefield, son of Samuel Wakefield, D. D., LL. D., was born on his father's farm, near Mt. Pleasant, Westmoreland county, December 7, 1842. At the age of six he removed with his parents to Pittsburg, where they resided two years, during which time he attended the public school in an old two-story frame building on Marbury street, now Duquesne Way. They returned to the farm, near Mt. Pleasant, but soon sold it and bought another in Rostraver township, near West Newton, same county, to which he was taken at ten years of age. Here he attended the public schools during winter and worked on the farm at other times, until about seventeen, when he allowed his ever-present dislike for farm work to conquer, and he entered the West Newton Academy, where he pursued the usual course of study for three years, and in 1861 began the study of medicine under the direction of Dr. David Porter, an old and distinguished practitioner of that neighborhood; after two years' continuous reading in his office he was compelled to change preceptors, by the retirement of Dr. Porter to private life and his removal from the county. He finished the prescribed four years' course of reading with Dr. H. S. Lindley, in Ligonier, after which, in 1865, he went to Philadelphia and took a course in anatomy under Prof. Forbes, whose kindness and attention at that time he still cherishes in his memory. In the fall of 1866 he matriculated at the Western Reserve University, Medical Department, Cleveland, Ohio, taking two courses, and graduated March 4, 1868.

Returning to his native county he immediately began practice by purchasing the property and good will of Dr. D. W. McConaughy, in Madison, remaining there four years, when he sold out and removed to Johnstown in the fall of 1872, locating on the South Side. Thus he was the pioneer physician of that section, he being for several years the only one on that side of the river. In the Great Flood his residence with all his household and office furniture were ruined or washed away, he and his family fortunately escaping the following day to the hill,

where he immediately began the work of relief to the sick and injured, and the same day secured a private house and established what proved to be the first dispensary opened and the last to be closed of that memorable period.

The Doctor became a member of the Medical Society a few months after its last reorganization and was its president the year of the flood. By direction of the Society he received and disbursed to twenty-seven physicians relief money to the amount of \$6,967.60; he is one of the directors of the Conemaugh Valley Memorial Hospital, and a member of the surgical staff; a permanent member of the State Society, and a member of the American Medical Association. On July 1, 1894, the board of trustees of the Medico-Chirurgical College of Philadelphia elected him a censor of that institution, with all the privileges belonging thereto; he was for several years physician to the out-door poor of this vicinity; U. S. examining surgeon for four years, and the first president of the Johnstown Board of Health.

George Washington Wagoner, son of George and Mary L. (Henrie) Wagoner, grandson of George Wagoner, was born February 22, 1856, at Pittsburg. He was educated in the common and public high schools of Johnstown. At the age of seventeen he published for one year—1873—*The Literary Herald*, an amateur weekly newspaper, size 13x26, and did a general job printing business, having a plant worth about one thousand dollars. In 1875 he began to read medicine under Dr. A. N. Wakefield, at Johnstown; attended two courses of lectures at the Western Reserve University, Medical Department, Cleveland, Ohio, graduating in March, 1878, being the valedictorian of his class, and at once located in the practice of medicine at Johnstown.

Dr. Wagoner became a member of the Medical Society soon after its final reorganization, was secretary in 1887-89, and president in 1890-91; of the Medical Society of the State of Pennsylvania, of which he has been treasurer since 1903; of the American Medical Association; was secretary of the U. S. Pension Examining Board, 1884-89; deputy medical inspector for the Pennsylvania State Board of Health after the Great Flood of 1889, having charge of the sanitary operations in the Fifth and Sixth wards.

John Campbell Sheridan, son of Campbell Sheridan, M. D., was born in Johnstown, December 8, 1853, where he spent his boyhood days; attended the public schools for eight or ten

years, after which he went to Glade Run Academy, and finally finished his general education at the State Normal School at Edinboro, Pennsylvania, after which he taught two terms near Johnstown. In 1873 he went to Illinois and engaged in the drug business, in which he continued for five years, after which he matriculated as a student in Rush Medical College, Chicago, took two courses, and graduated in 1879.

Returning to his old home in Pennsylvania soon after to begin the practice of medicine, he has proved himself unusually successful. He was among the original number who reorganized the Medical Society in 1882, and became its president in 1891. He is a member of the State Society and also of the American Medical Association; also a member of the Ninth International Medical Congress. He is a member of the National Association of Railroad Surgeons, of the Baltimore & Ohio Association of Railroad Surgeons and Surgeon at Johnstown for that Company. He was U. S. Examining Surgeon from 1890 to 1894, and is an incorporator and a manager, as well as a member of the surgical staff of the Memorial Hospital. At the time of the flood he, with the rest of the physicians, took a conspicuous part in the work of relief and reconstruction.

Joseph Campbell Wakefield was born in Indiana county, in 1853, spending his early life on the farm, and attended the school in his neighborhood every winter and at academies in Homer City and Mechanicsburg, Indiana county. He thus early acquired a studious habit which has persistently remained with him. Beginning the study of medicine in 1875 under the guidance of Dr. B. F. Tomb, now of Morrellville, in the fall of 1876 he entered the Western Reserve University, Medical Department, at Cleveland, Ohio, took two courses, and graduated in March, 1878, Dr. George W. Wagoner, of Johnstown, being a classmate. He located at Vinco, Cambria county, Pennsylvania, the next year, soon built up a lucrative practice, and, excepting for a short period, has lived there since. He was one of the original members of this Society as reorganized in 1882. was secretary one year, and became its president in 1892. While president the Doctor removed from the county, resigning both as president and member, returning, however, to Vinco soon after.

John Wesley Hamer, president in 1894-95, was born 1855; graduate of Columbus Medical College, Ohio, class of 1882. He was secretary of the Society in 1890.

Louis H. Mayer, president in 1896-97, was born in Johnstown, 1862; graduated in the class of 1887 from the Jefferson Medical College of Philadelphia. He is a member of the American Medical Association and of the Medical Society of the State of Pennsylvania. Dr. Charles E. Hannan was the secretary. Both practice in Johnstown.

Frank U. Ferguson, president in 1898, was born in 1864, and graduated in the class of 1890 from Medico-Chirurgical College of Philadelphia. He is also a member of the American Medical Association and of the Medical Society of Pennsylvania. Resides at Gallitzin. Dr. F. B. Statler was secretary.

Henson F. Tomb, of Johnstown, president in 1899, was born 1860; graduate of the Jefferson Medical College of Philadelphia of 1887; he is also a member of the American Medical Association and of the Medical Society of Pennsylvania. Dr. Francis Schill, Jr., was the secretary.

Frank B. Statler, of Johnstown; born 1864; graduate of Jefferson Medical College of Philadelphia, class of 1889; he is a member of the Medical Society of the State of Pennsylvania, and was president of the Cambria Society in 1900. Dr. Schill, Jr., secretary.

Francis Schill, Sr., of Johnstown; president in 1901; born in 1831; he is a graduate of the University of Freiburg, Germany, class of 1863. He is a member of the American Medical Association and of the Medical Society of Pennsylvania. Dr. Schill, Jr., secretary.

William D. Haight, president in 1902; born 1859; graduate of Rush Medical College of Chicago, in 1883. He is also a member of the American Medical Association and of the State of Pennsylvania. He resides in Johnstown. Dr. Schill, Jr., secretary.

Harry Somerville, resides at Chest Springs; born 1867; he is a graduate of the Cleveland Homeopathic Medical College, 1888, and was president of the Society in 1903; also a member of the American Medical Association and of the State of Pennsylvania.

Dr. Eloise Meek, who was the secretary, is a graduate of the Woman's Medical College of Pennsylvania, at Philadelphia, class of 1899; she is a member of the American Medical Association and of the Medical Society of Pennsylvania; she resides in Johnstown; her parents live at Bellefonte, Pennsylvania.

John B. Lowman, of Johnstown, born 1874; president in

1904, as was his grandfather and father on several occasions. He is a graduate of the Jefferson Medical College of Philadelphia of 1895; also a member of the American Medical Association and of the Medical Society of Pennsylvania. Dr. Longwell was secretary.

James A. Lynch, of Cresson; born in 1871; president in 1905; a graduate of the Medico-Chirurgical College of Philadelphia, class of 1896; he is also a member of the American Medical Association and of the State of Pennsylvania. Dr. Longwell, secretary.

John B. Woodruff, of Johnstown; born 1859; president in 1906; a graduate of Jefferson Medical College of Philadelphia, of 1896; he is also a member of the American Medical Association, and of the Medical Society of Pennsylvania. Dr. Longwell, secretary.

William A. Wheeling, of Spangler; born 1872; president in 1907; he is a graduate of Jefferson Medical College of Philadelphia; also a member of the American Medical Association and of the Medical Society of Pennsylvania. Dr. Henry J. Cartin, of Johnstown, is secretary.

CAMBRIA COUNTY MEDICAL SOCIETY.

Organized in 1852. Reorganized in 1868 and 1882. Officers and members, March, 1907; President, William S. Wheeling, Spangler; Vice-President, Clarence B. Millhoff, Johnstown; Vice-President, Arthur F. Stotts, Ehrenfeld; Secretary, Henry J. Cartin, Johnstown; Treasurer, Francis Schill, Sr., Johnstown; Reporter, Henry J. Cartin, Johnstown. Members 70, as follows:

Akers, Andrew Franklin, Gallitzin.	Harris, Clarence M., Johnstown.
Anderson, Guy R., Barnesboro.	Hawes, John W., Windber.
Barker, Olin G. A., Johnstown.	Hay, George, Johnstown.
Barr, John W., Nanty-Glo.	Helfrick, T. Orlando, Spangler.
Blaisdell, Irving C., Wilmore.	Horowitz, Max, Johnstown.
Born, Charles E., Johnstown.	Jefferson, James, Johnstown.
Burkhart, Ephraim J., Johnstown.	Jones, Emlyn, Johnstown.
Carlisle, Henry Lorain, Windber.	Jones, Fremont C., Ebensburg.
Cartin, Henry J., Johnstown.	Jones, Leighton Wherry, Johnstown.
Comerer, James Alvin, Vintondale.	Koontz, James S., Johnstown.
Detrick, Frank A., Cresson.	Kress, Frederick C., Lilly.
Dowler, William I., Patton.	Kring, Sylvester S., Johnstown.
Dunmore, Albert F., Barnesboro.	Kaucher Clifford T., Reynoldsville.
Ferguson, Frank U., Gallitzin.	Longwell, Benton Elkins, Johnstown.
Fichtner, Albon S., Johnstown.	Lowman, John Bodine, Johnstown.
Fisher, Daniel E., Lilly.	Lubken, William Oscar, Johnstown.
Fitzgerald, Clyde A., South Fork.	Lynch, James A., Cresson.
Glass, Joseph H., South Fork.	McAneny, John B., Johnstown.
Griffith, Harvey M., East Conemaugh.	MacDonald, George F., Gallitzin.
Haight, William D., Johnstown.	Matthews, William E., Johnstown.
Hannan, Charles E., Johnstown.	Mayer, Louis H., Johnstown.

Meek, Eloise, Johnstown.
 Miller, Edward L., Johnstown.
 Miller, Joseph S., Barnesboro.
 Millhoff, Clarence B., Johnstown.
 Murray, Valesius A., Patton.
 Nickel, Harry G., Johnstown.
 Penrod, Harry H., Johnstown.
 Porch, George B., Johnstown.
 Pringle, William N., Johnstown.
 Reed, Marvin Warren, South Fork.
 Rice, Daniel S., Hastings.
 Sagerson, John Leo, Johnstown.
 Schill, Francis, Sr., Johnstown.
 Schill, Francis, Jr., Johnstown.
 Shank, Orlando J., Windber.

Sheridan, John Campbell, Johnstown.
 Shires, B. Frank, Patton.
 Sloan, Ira E., Johnstown.
 Sloan, George H., Carrolltown.
 Somerville, Harry, Chest Springs.
 Statler, Frank B., Johnstown.
 Stotts, Arthur F., Ehrenfeld.
 Tomb, Henson F., Johnstown.
 Van Wert, John Irving, Patton.
 Wagoner, George W., Johnstown.
 Wakefield, Alfred N., Johnstown.
 Watkins, Arthur O., St. Benedict.
 Wheeling, William S., Spangler.
 Woodruff, John B., Johnstown.

Physicians in Cambria other than members of the Medical Society of Cambria county are as follows:

Amsbry: Proctor S. Miller. Ashville: Geo. William Krumbine. Barnesboro: John C. McMillen. Blandsburg: William R. Patterson. Carrolltown: E. F. Arble. Joseph V. Maucher, J. L. Walters. Conemaugh: Stanley A. E. Brallier, George Martin, James Ross Reed, Peter L. Swank. Cresson: Robert Deveraux. Ebensburg: Thomas J. Davison, Samuel O. Thomas. Expedit: Wentworth D. Vedder. Frugality: Winter O. Keffer. Gallitzin: Edward T. Bradley, Thomas C. Twitmire. Glasgow: Geo. Bailey Goheen. Hastings: Francis J. Bennett, Frederick Rice. Johnstown: Laverne A. Barber, P. L. Bolsinger, Bertha T. Caldwell, Philip R. Cleaver, George E. Conrad, Geo. W. Conrad, William J. George, William W. Grove, L. M. Gurley, J. M. Heading, Horace E. Kistler, L. S. Livingstone, John F. Norris, Francis T. Overdorff, Kimmell E. Rauch, William Rauch, Harry H. Sanderson, M. B. Shultz, Joseph K. Tannehill, J. Swan Taylor, William M. Wallace, M. A. Wesner, J. W. Wirt, Henry F. Wemer, Allen L. Yoder, G. A. Zimmerman. Loretto: John H. Murphy. Mountandale: William S. Ruthrauff. Nanty-Glo: C. E. Belcher. Patton: Wallace A. Blair, John A. Murray, Samuel W. Worrell. Portage: Silas C. Gorman, Alfred J. Miller, J. F. Schofield. Scalp Level: Alfred W. Brinham, William L. Helsel, John A. Luther. South Fork: George P. Glass, Allison A. Pringle. Vinco: Joseph C. Wakefield. Total 62, making 133 physicians in the county.

We are under obligations to Dr. John C. Sheridan, Dr. George W. Wagoner and Dr. Louis H. Mayer for their very kind and valuable assistance. The events and experiences narrated of the physicians after the great flood is a just and proper recognition of a class of men who devoted their skill in relieving the sick and the injured for many months.

Appalling and overwhelming beyond human conception, the wreckage and debris heaped high and intermingled with thousands of human beings requiring medical and surgical aid, was the conditions that faced the physicians of Johnstown at the time of the memorable flood, but even while the flood was still raging, while the wreckage was being tossed about in fury like a great tidal wave surging from all directions, the actual work of relief had already begun. At various points throughout the flooded districts were physicians who had been carried along with the seething mass, and those who reached points of safety found immediate service in alleviating the distress of the sick and injured within their reach; those located in places of safety

on the outskirts also worked untiringly to afford relief to the survivors of this frightful tragedy. The amount of work done by the local physicians was tremendous. In the unsettled conditions following that awful night and the succeeding days it was impossible to keep any record, but we are convinced from all obtainable data that the work was carried on thoroughly and systematically and that not one case suffered for the lack of medical and surgical attention.

In Morrellville were located Dr. C. Sheridan, Dr. B. F. Tomb, Dr. E. L. W. Marbourg and Dr. A. S. Fichtner,—the latter being the only living member of the group, and from him the following facts were obtained. Several carloads of people needing medical attention were standing near the Haws' brick works; these were taken to Morrellville, and the first temporary hospital established over the livery stable of A. L. Young "Before sundown of the Friday of the Great Flood." Willing hands brought cots, bedclothing and everything that could be procured to make more comfortable the condition of the distressed. This hospital was continued for some time, numerous patients were treated, hundreds of prescriptions filled, and numbers cared for in the homes of residents of Morrellville.

Dr. George B. Porch, of Cambria City, rendered valuable service. Dr. E. L. Miller found himself at the P. R. R. station and for some time was the only physician on that side of the Stone Bridge and in the Twelfth Ward. He immediately began rendering temporary relief to all who required medical and surgical aid. Cambria Hospital opened its doors for the reception of patients and in a short time was fully occupied.

Dr. W. N. Pringle, at Conemaugh, found many persons there and along the hill above Woodvale who required his constant attention; Dr. H. F. Tomb was in Conemaugh borough, now the Ninth and Tenth Wards; Dr. J. W. Hamer on Bedford street; Dr. George on Horner street. On the South Side were Dr. A. N. Wakefield, Dr. George W. Wagoner, Dr. George E. Conrad, Dr. D. W. Evans and Dr. F. T. Overdorff, who afforded temporary relief in that portion of the city.

In the midst of the wreckage were Drs. John and W. B. Lowman at their residence; Dr. F. Schill, Sr., at the residence of Mrs. Amelia Kress; Drs. S. M. Swan and J. C. Sheridan at the residence of the former, and Dr. W. W. Walters at his residence; Dr. L. H. Mayer in the Union Street School House, and Dr. W. E. Matthews at Alma Hall.

Early the following day the Bedford Street Hospital was organized and put in operation by some of the local physicians. No hospital equipment being at hand, it was found necessary to send a messenger on horseback to Stoyestown, the nearest telegraph station, with a message to the Pittsburg Relief Committee asking for a supply of cots, mattresses, medicines, instruments and other necessities to make it possible to carry on the work. The most prompt response was received from the committee, and early the next morning a full and complete equipment was received. By this time, however, every available space was taken up with sick and injured. At the same time volunteer physicians from Pittsburg, Altoona, Philadelphia and other towns came in. These gentlemen immediately went to work to assist the local physicians in perfecting more complete arrangements. Dr. J. A. Oldshue was placed at the head of this institution, where he served for about ten days, with Charles Griffith as pharmacist, who was later relieved by Charles Young. Dr. Oldshue was succeeded by Dr. Joseph S. Dickson and Dr. Thomas T. McCann, who were in turn succeeded by Dr. J. C. Sheridan, who continued in charge as long as this institution was in existence. This hospital was the central point from which all work was directed, the out-door work being assigned to physicians in routine order. Field dispensaries were located throughout the flooded district. They were equipped with medicines and supplies and placed in charge of a corps of physicians. Each day a fully equipped hospital car was placed at the disposal of the medical men in charge through the courtesy of the management of the Baltimore & Ohio railroad, and patients transported free of cost to the hospitals of Pittsburg, Cumberland and other points along their line. The Bedford Street Hospital was continued until all necessity for an emergency institution was passed. It was found that during its existence it admitted 175 patients, attended to 340 minor injuries, treated 1190 outdoor patients, and filled over 3,000 prescriptions.

Within a few days after the flood, the Cambria Hospital was placed under the management of the Philadelphia physicians, with Prof. W. S. Forbes as director in charge for about ten days, after which the relief work was directed by Dr. W. B. Lowman, who continued in this capacity until the emergency had ceased. Over 1000 outdoor patients were treated.

A free dispensary was also established at the corner of South and Napoleon streets, under the direction of Drs. Wake-

field and Wagoner, and medical treatment was furnished to hundreds of sick and injured. The Homeopathic College Hospital of Philadelphia established a free dispensary on Jackson street, with Dr. Horace E. Kistler in charge, which also furnished medical treatment to hundreds of people. There were other free dispensaries in different quarters of the city from which medicines were largely furnished. At the Military Hospital, Dr. William McC. Johnston, Dr. Silliman, and Dr. McCandless kindly furnished aid to all who applied.

Within a week after the flood Prof. W. H. Pancoast, president of the Philadelphia Branch of the Red Cross Society, established and maintained a field hospital in the Seventh Ward. It consisted originally of tents throughout; later a temporary structure built in a rough but convenient manner was erected. This building, known as the Seventh Ward Hospital, was in November, 1889, transferred to the management of the local physicians, and was kept in operation by funds furnished by the Philadelphia branch of the Red Cross Society until the time of the opening of the Memorial Hospital. Over 300 patients were treated.

The work done by these men, both local and visiting, was highly commendable—more so because it was done without compensation, as we have no knowledge of any of them accepting either fee or reward of any kind for their labors and we will always cherish and hold in loving remembrance the names of the following physicians who assisted us in our time of need:

Thomas H. White, of Connellsville; F. C. Jones, of Ebensburg.

Those from Pittsburg were: J. A. Oldshue, J. N. Dickson, James McCann, Thos. T. McCann, J. M. Duff, Stuart Patterson, M. A. Arnholdt, Chas. Emmerling, G. W. McNeil, J. Guy McCandless, Watt, Rossman, C. B. King, C. R. Seip, D. N. Burham, W. F. Barclay, A. Blumberg, J. W. Chaistler, C. V. Goulding, J. J. Buchanan, J. S. Dickson, C. S. Show, C. Cummings, J. M. Brockerhoff, Golden and W. W. Beech.

From Altoona: G. F. Arney, J. N. Blase, W. S. Bruner, M. J. Buck, C. H. Classon, D. W. Crosthwaite, H. J. Evans, A. L. Feltwell, W. M. Findley, H. Jacob, S. M. Ross, Wm. S. Ross, S. M. Sellers, Ike, Morrow, J. M. Sheedy, H. R. Smith, A. L. Spanogle.

Those from Philadelphia were: Prof. W. S. Forbes, Drs. A. Hewson, C. A. Cusin, M. H. Fussell, Philip Marvel, F. A. Packard, W. D. Green, Allen J. Smith, W. M. Sweet, J. B. Shober, W. J. Miller, Prof. W. H. Pancoast, Drs. Heinholzer, J. W.

Heustis, McCloud, Mattson, E. E. Riggs, A. Pettit, N. W. Brown, A. H. Babcock, M. R. Ward, J. M. Duff, J. C. Lange, Golden, W. W. Beech, E. B. Haworth, J. N. Ryall, J. J. Green, P. M. McGough, J. J. Stauffer, W. C. Ransom, A. L. Shoemaker, W. B. Donaldson, J. H. Williamson, R. Williams, T. R. Evans, Geo. Kelley, A. S. Daggett, Chas. Gangloff and C. Q. Jackson.

Allegheny City: Drs. R. W. Stewart, N. Rankin, J. R. Horner, Robt. McGrew, E. J. Small.

Other physicians were: Alice Bennett, from Norristown, Pa.; Hattie B. Jones, Weston, W. Va.; Clifford, Scottdale, Pa.; J. B. Wakefield, Grapeville, Pa.; J. R. Horner, Allegheny, Pa.; John D. Milligan, Madison, Pa.; Lewis Smith, Pleasant Unity, Pa.

To each of the above named the following memorial and resolutions were presented:

CAMBRIA COUNTY MEDICAL SOCIETY, Johnstown, Pa.

MEMORIAL OF THE AID RENDERED CITIZENS OF THE CONEMAUGH VALLEY BY MEDICAL VOLUNTEERS.

Whereas, on May 31st, 1889, a flood, unparalleled in the history of the civilized world, overwhelmed the prosperous citizens of the Conemaugh Valley, Cambria County, Pennsylvania, and swept thousands to a sudden and most horrible death. It destroyed millions of property and almost blotted out of existence the thriving city of Johnstown. It left thousands of people without homes, broken hearted at the loss of so many of their loved ones and filled with dismay at the great masses of debris covering the sites of their former homes, and in which were the ruins of their dearest possessions. This calamity touched the hearts of all the people. The appeals for help were answered by the most lavish offerings of money and supplies from all the nations of the earth. The immediate wants of the sufferers were promptly and completely satisfied by these contributions, which were received with hearts overflowing with thankfulness. But, not content with expressions of sympathy and the outpourings of a blessed charity, hundreds of noble men put aside their own affairs, hastened into the devastated region and labored with untiring zeal to aid and comfort the sorely stricken people.

Whereas, among this number of self-sacrificing volunteers was ———, who gave of his time and abilities to the cause of distressed humanity; therefore, be it resolved, that the Cambria County Medical Society hereby bears witness to the value of his services to the citizens of the Conemaugh Valley, and on their behalf, tenders him the sincere thanks of the Society, together with the assurance that his generous aid helped to relieve the distress and soothe the agonies of many sufferers.

Resolved, this Society shall cherish with affection and pride

the memories of those who by their presence and aid lightened the gloom of the many dark days which followed the swift and awful destruction in the Conemaugh Valley.

J. C. SHERIDAN, G. W. WAGONER, W. B. LOWMAN, Committee.
A. N. WAKEFIELD, President. L. H. MAYER, Secretary.

Dr. A. J. Graham, of Peoria, Illinois, came to this stricken community a short time after the flood and offered his services to the people. The sick and wounded were being cared for by those who had preceded him, but not being content to return home with nothing accomplished, he tendered his skillful attainments to the Board of Health. Dr. Graham remained during the hot season and assisted that department in preventing a probable pestilence.

There are four hospitals in the county: The Cambria Hospital, in Johnstown, for the employees of the Cambria Steel Company, private; Dr. John B. Lowman, physician. The Conemaugh Valley Memorial Hospital in Johnstown; public. The Johnstown City Hospital, in Johnstown, established in 1906; public. The Municipal Hospital, in Johnstown, established in 1902; public; forty beds; Margaret Waters, superintendent.

The Conemaugh Valley Memorial Hospital was founded to perpetuate the kind and merciful assistance given the stricken people of the Valley by the Red Cross Association.

Clara Barton, the representative of the Red Cross Association, with an ample staff of assistants, materials and supplies for relief, reached Johnstown within a few days after the flood. The assistants began their work at once by going from house to house, from tent to tent, or wherever a family might be, making inquiries of the needs of women and children, and giving prompt assistance. It was done quietly and most kindly. Miss Barton erected a hospital for contagious diseases in Hamilton's orchard, where many persons were carefully nursed back to health. She also erected another hospital of a general character which was known as the Seventh Ward Hospital and equipped it with modern appliances of the kind most suitable for a temporary home for the sick. The Seventh Ward Hospital was in full operation when the Red Cross Association was making preparation to leave in December, and when Miss Barton suggested that it be transferred to some persons residing there, who should continue the work, and of which she would bear the expense until such time as it would be able to care for itself. In

view of this, the grateful friends of the Red Cross Association founded the Memorial Hospital.

On November 2, 1889, the organization was perfected by electing James McMillen, president; Dr. George W. Wagoner, secretary; and Dr. W. B. Lowman, treasurer; and in the following month was duly incorporated as "The Conemaugh Valley Hospital Association."

The friends of the Memorial Hospital intended to erect buildings as quickly as they could do so; however, at the same time, the State Flood Commission, in closing its affairs, found there still remained several thousand dollars on hand for distribution, and upon due consideration the commission approved of such balance for the erection of the Memorial Hospital, and appointed James B. Scott, Reuben Miller and S. S. Marvin to represent it and construct the buildings, and appropriated \$65,000 for that purpose. The buildings were completed and equipped in the best manner possible on January 21, 1892, and on February 4th the formal transfer was made, and the Memorial Hospital dedicated to the public. Its usefulness is appreciated more and more as it grows older day by day.

In February, 1896, a Training School for Nurses was opened in connection with the hospital. The prescribed course requires three years of practical work, during which time lectures are delivered by the medical and surgical staffs. After due examination a diploma is given to those who deserve it.

Though the association of the Conemaugh Valley Memorial Hospital was organized and incorporated December 2, 1889, it was not until February 27, 1894, that the organization of "The Women's Memorial Hospital Association" was duly effected.

The first enrollment of thirty-one members elected as president, Mrs. Will McLain; first vice president, Mrs. Charles Griffith; second vice president, Mrs. W. B. Lowman; secretary, Mrs. J. C. Sheridan, and treasurer, Mrs. E. B. Entwisle, who has efficiently served in this office since that time.

The society was organized to assist in the promotion and extension of the charitable work of the hospital and to aid the managers in securing comfort for the sick and injured treated in its wards. The association is not able to accomplish all this by means of the annual assessments and donations of the members, but also by soliciting and by the proceeds of lawn fêtes, recitals, amateur theatricals and operas, colored people's balls,

New Year receptions in the Amicus Club rooms, and the donations of clubs and schools.

The association purchased the lot adjoining the hospital grounds on the north for \$3,000, and has also expended large sums of money to assist in defraying the general expenses of the hospital, in fitting up the alcoholic ward, providing shutters and screens for the windows, supplying beds and mattresses, bed and table linens, towels, clothing, kitchen utensils, furnishing artificial limbs for those unable to purchase for themselves, and, in all, doing a work worthy of much commendation. The enrollment of members at the present time is 270.

The Johnstown City Hospital was incorporated June 2, 1903, and opened April 25, 1906. The building stands on an elevated site above the Von Lunen road, off the extension of Murdock street, in Dale borough, and is a modernly equipped hospital, having thirty-five beds. The officers of the corporation when it opened were: Dr. J. Swan Taylor, president; Dr. Earl K. Conrad, secretary; and Dr. William Rauch, treasurer, and Margaret Wilt, matron.

To render to the Johnstown City Hospital the same assistance, ten ladies organized the Women's City Hospital Association, March 3, 1906. They elected the following officers: President, Mrs. Daniel A. Judy; first vice president, Mrs. William Rauch; second vice president, Mrs. J. P. Custer; secretary, Mrs. Kimmell Rauch; and treasurer, Mrs. J. P. Dailey, all of whom are at present filling their respective offices with the exception of the last named who was succeeded by Mrs. Moses Alwine. The general plan of their work is very largely carried on like that of the Memorial Association, and the membership has increased to 135.

CHAPTER XXII.

OLD FAMILIES IN THE COUNTY.

There are today within the county limits, many families whose ancestors were residents of it a hundred or even a hundred and thirty-seven years ago, in 1770, when it was necessary for them to go to Carlisle to transact legal business.

The history of nations is in reality the history of families. In the family record of Levi Roberts it is related that the deception of a white man caused the cruel murder of his father, Joseph Roberts, by the Indians, or in that of the Adams families, where Samuel fought to his death within three miles of Johnstown. Isaac Edward Roberts, of said city, and his sister, Mrs. Almira Jackson, are representatives of the oldest family in the county, as their great-grandmother was the widow of Samuel Adams. (See Adams-Proctor-Roberts families.)

The pilgrims who landed at Plymouth in 1620 probably did not suffer more in their pioneer life than did those at Loretto, Ebensburg and Beula. In search of independence and liberty, many of them crossed the seas and founded new homes in the wilderness—Morgan John Rhys at Beula, and Demetrius A. Gallitizin at Loretto—while others in advance of the tide of civilization came from the east as the McGuires, and George Roberts who with his wife and other companions walked from Philadelphia to establish a new home in Ebensburg. The story of the life of Joseph Johns and John Horner in Johnstown gives us an interesting account of the manner of living in those days.

Of these families who have been here for more than a hundred years there are probably one hundred and twenty-five, of whom the following seventy are among the number.

Adams, Samuel, Ann, Solomon and Rachel, (See Early Settlers; also Jesse Proctor).

Bender, John Jacob, born January 31, 1740, in Westphalia, Germany; located near Carrolltown about 1795, and died there December 6, 1828. (See family records).

Benshoff, Paul. He came to Cambria county prior to 1799, as his name appears on the books of John Horner for that

year; died in December, 1854. It is believed he came from Lancaster county. At first he located above what is now Franklin borough, but at the time of the pumpkin flood he was farming the lowland which is now the Fifteenth and Sixteenth wards. His wife's name was Barbara. They had nine children: 1. Elizabeth married Jacob Knable, and lived in West Taylor township. 2. Susan became the wife of Frederick Coughaugh. 3. John married Catherine Levergood and moved to Iowa. (See Peter Levergood). 4. Eli, born 1806; died in Minersville, 1855; he married Elizabeth Strayer. Two children grew to maturity: Benjamin, who married Catherine Snyder, Nov. 20, 1856, and celebrated their golden wedding last November; and Rachel who married John Teeter. The children of Benjamin are: Eli, married Elanora Blough; Mary, married Samuel L. Stuver; Barbara, married Frank Burkhart; Elizabeth, deceased; Rachel; Benjamin, Jr., married Ruth Hunt; Jennie, married Frank Goughnour; Christ; Martha, married John Lewis; Nannie; John; David, married Lucinda St. Clair; Lewis; married Bertha Eppley; and William Benshoff. 5. Paul, born 1808, married Rachel Strayer and removed to Iowa. 6. Lewis, born 1811, married Christina Hildebrand; they resided in West Taylor township. 7. Daniel, died in his youth. 8. Solomon, born 1818; died in 1894, in West Taylor township; his first wife was a Miss Hildebrand, and they had four children: Daniel, contracted disease in the Union army and came home and died; John J., married Sarah McCartney; Susan, married Abraham Riblett; Hannah, married Jonas F. Goughnour. His second wife was the widow Hildebrand; and his third was Susan Stuver; they had nine children: Paul, married Lilly Cartiff; Sarah, married William Lippincott; Emma, at home; Mary M., married Lewis Stutzman; Abbie B.; Barbara E.; Elizabeth M. and George are at home; Annie V., married Miles Hammers. 9. Martha, born September 6, 1820, married Capt. John Strayer in 1837; she died in Waterloo, Iowa, in March, 1907.

Burgoon, Robert. In 1799 he kept a road house on the old Galbraith road, now in Munster township, known as the "Storm" place. It was the oldest inn in the county, having been erected about 1790. In those days hotels were few and far between, and teamsters would often remain at his house two or three nights; when darkness approached they would unhitch and ride to the inn, and returning to their wagons in the morning they would travel until evening, again returning for the

night. Many of his descendants reside in the county, among whom are F. J. Burgoon, of Cresson; J. G. Brawley and Mrs. Thomas Borkey, of Portage; Jesse Dimond, of Summerhill township, whose mother, Catherine Burgoon, was born in the inn mentioned in 1807, and died in 1898.

Canan, Moses. The Canan family is one of the oldest families in this community and the adjoining county of Huntingdon. Moses Canan was born March 1, 1784, in a log cabin in Hartslog Valley, then Bedford county, but now Huntingdon; he died in Johnstown, September 29, 1863. His grandparents were Moses and Hannah Canan, of Ireland. John Canan, his father, was born in Ireland in 1746; his mother, Margery Dean, also born there, came to America before the Revolution, and they were married here. John Canan was second lieutenant in the 2d Pennsylvania Regiment in 1777. In 1786 and '87 he was a member of the general assembly from Bedford county. He was also a member of the supreme executive council from 1787 to 1790. Under the constitution of 1790 he was appointed an associate judge and he was again a member of the assembly from Huntingdon county from 1791 to '94, and senator from Huntingdon and Bedford from 1795 to 1799. He owned a large estate in land, and late in life entered the forge and furnace business, being unfortunate in his investment. He died in 1831, at the age of 85 years. Margery Dean Canan died in 1815, when she was 55 years old.

Moses Canan had three sisters and five brothers; Hannah, born July 5, 1778, married James Gray; Catherine, born August 1, 1781, married first Rev. Alexander McIlwain, second, Thomas Jackson; Sarah died when two years of age; James Canan, born July 25, 1786; Henry, born May 1, 1790; John, born August 25, 1792; Robert, born February 25, 1796; Samuel, born May 10, 1801. John died in Armagh, Indiana county, about 1836. In his early youth he attended school when there were but three books used: Dilworth's Speller and Arithmetic, and the Bible, but at the age of ten he began the study of Greek and Latin under the tutelage of Rev. John Johnston, of Huntingdon, entering Dickinson College at Carlisle in 1800. In 1804 he became a student of the law in the office of Jonathan Henderson, of Huntingdon, and finished his study with William Rawle, of Philadelphia. In January, 1806, he was admitted to the Huntingdon bar. September 8, 1807, he and Mary Henderson were married. She was a daughter of Major William

Henderson, who had been a captain in the Revolutionary war. She died in December, 1833, age 49 years. They had nine children: Margaret Wilkin, born June 16, 1808, died July 29, 1829; Mary Catherine, born June 30, 1810; John James, born April 24, 1813; William Henderson, born August 3, 1815; Margery Dean, born November 28, 1817, died March 31, 1820; Moses Andrew, born June 19, 1820, died October 6, 1845; Robert Henry, born October 31, 1822, died July 5, 1873; Charlotte Lucretia, born November 17, 1824, married Rev. Israel C. Pershing; and Samuel Dean Canan, born February 16, 1827, now residing in Johnstown.

In the spring of 1811 Moses Canan gave up the practice of law in Huntingdon and removed to Rockview Farm, six miles north of the town. In September, 1812, he commanded the Juniata Volunteers, and took them to Buffalo, where the Company was discharged December 31, 1812. His regiment was commanded by Col. Jeremiah Snider, and the brigade commander was Gen. Adamson Tannehill. Captain Canan also acted as brigade judge advocate. For services in that war he received two warrants for land from the federal government, one for 40 acres and the other for 120 acres. In May, 1818, he sold his farm to John Neff and moved to Ebensburg. He was the first lawyer to locate there and practiced until he moved to Johnstown in 1837. That same year he was united in marriage with Eliza Rudesill, a daughter of Frederick and Catherine Sharretts. In 1855 he was appointed an associate judge of the court of common pleas for Cambria county, and served for more than a year, after which he retired from active professional service.

Collins, Peter. On May 18, 1820, he and Sarah Meloy, then the widow of Charles Friel, were married by Father Galitzin. He died February 22, 1875. Mr. Collins located at Munster, where all his children were born, excepting Catherine, born at Freeport. There were seven sons and five daughters: 1. Philip, born April 1, 1821; died February 24, 1895; married Margaret Noon, June 17, 1854; his second marriage was with Mrs. Maude Kittell-Scanlan. 2. James, born October 10, 1822; died March 22, 1869. 3. Thomas, born March 8, 1824; died September 25, 1898; married Sarah Murray, September 16, 1856. 4. Elizabeth, born October 12, 1825, and died April 24, 1902. 5. Cornelius, born December 8, 1826, and died September 14, 1861. 6. Catherine, born December 8, 1826, and died September 30,

1858. 7. Mary, born February 20, 1831; married James Henry, January 22, 1850, and died April 10, 1851. 8. John, born September 8, 1833, died in infancy. 9. Peter, born May 10, 1834, and married Susan Shoales in 1867; they have four daughters; Mary, Susan, Anna and Bertha, and reside at St. David, a suburban village near Philadelphia. 10. Sarah, born July 12, 1836; resides in Bellefonte. 11. John, born 1837; died June 15, 1857. 12. Ellen, born January 29, 1839, and in May, 1860, married Edward Shoemaker; they had two children.

It is one of the old and strong families of the county. Philip, Thomas and Peter Collins were contractors, principally on railroads, and were successful in every undertaking, with the exception of the Brazilian expedition, which failed not through any neglect or fault of theirs however. Philip built the Ebensburg branch and completed it December 2, 1861. Thomas is the only one who held office; he was elected to the general assembly in 1852 and '53, and in 1894 he accepted the Democratic nomination for secretary of internal affairs, as a good party man should do,—just to fill in. A further reference to them appears in the chapter on the "Political Review" of the county. They were always modest and unassuming, yet they were always the leaders.

Philip and Thomas Collins were concerned in the ill-fated Brazilian expedition. They undertook to build the Madeira and Mamore railroad around the falls and rapids of the Madeira river, in Brazil. Peter Collins was not a partner, but was in charge of the work part of the time. The object of the enterprise was to establish a system of steam transportation from the interior of Bolivia. Bolivia had at that time a little sea coast which it has since lost. The eastern slope of the Andes is so rugged as to render impracticable if not impossible the extension of railways from the Pacific coast into northern and eastern Bolivia. The nineteen falls and rapids of the Madeira river are the only obstructions to steam navigation between Para, near the mouth of the Amazon river, and the heart of this vast and fertile field. The only method of transporting gold, silver and rubber from Bolivia is by pack-mules across the Andes mountains. The estimated length of the Madeira and Mamore railroad was 180 miles from San Antonio, the present head of steam navigation on the Madeira river, around the falls and rapids to Guajara-Merim, on the Mamore river. The largest of the falls are Salto do Ribeirao, which has a fall of

38.38 feet; Salto dos Bananeiras, 34.11 feet; Salto do Theotônio, 33.78 feet, and the Calderao do Inferno, which means the "Cauldron of Hades," has 26.57 feet and each being about a mile in width. The aggregate depth of all the falls is 282.74 feet, but this does not include the rapids. The road passed through tropical jungles inhabited only by a few adventurous rubber-gatherers, several tribes of Indian savages some of whom were cannibals, wild beasts, reptiles and countless varieties of man-tormenting insects which made life a burden. Para is on the equator. San Antonio is in South latitude $8^{\circ} 48', 14''$ and $63^{\circ} 55' 05''$ west longitude from Greenwich. The average temperature between May 1 and October was 76° Fahr.

On October 25, 1877, the Collins brothers entered into a contract to construct and equip the road for 5900 pounds sterling, per mile, for the roadway alone. The pact required that work on the grounds at San Antonio must be commenced within four months from date and the road completed within three years. They immediately made contracts for ships to carry their men and supplies to that point and pressed things with their usual energy. The first steamer, the "Mercedita," with three corps of engineers, supplies and materials sailed from Philadelphia on January 2, 1878, for San Antonio. Among the engineers were Camille S. d'Inwilliers, now of Cresson, George W. Creighton and Cecil A. Preston, of Altoona and Robert H. Bruce, of Blairsville. On January 30 the "Mercedita" arrived at Para, and on the following day started up the Amazon river, entering the Madeira river February 11. On the 19th the men disembarked at San Antonio, six days in advance of the time for beginning the work. Neville B. Craig, formerly of Pittsburgh, but now of Philadelphia, states San Antonio was so uninviting that a proverb was current to the effect that "it was the place where Satan left his boots," suggestive that his Majesty could not afford to waste time there.

The Collins brothers remained in Philadelphia and dispatched other steamers with 941 men in all, and materials and supplies, however, only 719 reached their work. One of the ships, the "Metropolis," was wrecked off Currituck Beach, North Carolina, January 31, with a loss of at least eighty souls, not all, however, belonging to the expedition. Philip Collins never went to Brazil, but remained in charge of the Philadelphia office. Thomas Collins and his wife, with a few other ladies, sailed on the "Richmond" on February 14, 1878,

and reached San Antonio on March 23rd. At first C. M. Bird was the chief engineer, but about July 1 following Mr. d'Invilliers succeeded him. The work was progressing satisfactorily and everything was being done to make the achievement memorable, when suddenly in the summer of 1878 the English Company which was financing the project and the bondholders became involved in litigation, which tied up all the funds intended to pay for the work. The Collins were not parties to this contention. It was caused by the perfidy of the Bolivian officials, who canceled the Bolivian concessions and failed to pay the interest on their bonds. At this time the Collins brothers had \$800,000 invested in the contract. On November 13, 1878, Thomas Collins sailed for Rio de Janeiro to confer with Dom Pedro, thence to London to procure relief, whither he was accompanied by Mr. d'Invilliers, the chief engineer. Peter Collins took charge in the absence of his brother and continued in that position until the final abandonment on August 19, 1879. The financial tangle was never straightened, nor did the Collins ever receive a farthing for their loss, which of course caused them to become bankrupts, with the good will of their men, however, which is an uncommon occurrence.

Among the engineers and workmen who spent from eight to eighteen months in that dense wilderness, where the flies had a stinger an inch in length, were C. S. d'Invilliers, now the constructing engineer for the Pennsylvania railroad; George W. Creighton, the general superintendent, and Cecil A. Preston, superintendent of the Middle Division of that road, located at Altoona, and Thomas Moran, of that city; Samuel Lemon and Samuel Rule, of Hollidaysburg; Robert H. Bruce, Robert B. Evans, A. C. Moorhead, Thomas Maher, James P. Maher, Freeman and Gilbert Wilkinson and John O'Hara, of Blairsville; James M. and Edward Stewart; J. P. Hildebrand, Harvey Leach, William Ellis, James Johnston, J. D. Ferguson, John Kerr, who died at Para, Jacob Hitner and James T. Young, from Indiana, the latter is now a resident of Johnstown; Harry B. Kimports, of Cherry Tree, and Martin Hassinger, of Indiana, who died at San Antonio, on Thanksgiving Day, 1878, and Clinton Kelly, of Shelocta. The loss by disease was almost one-tenth, and one man was killed by savages. While near San Antonio, Peter Collins was seriously wounded by the cannibals with two arrows, one of which penetrated his lungs. For a long time his condition was regarded as hopeless. The return of the com-

pany was lamentable, as there was no funds to procure food or transportation. Many attempted to reach the sea coast on rafts and canoes, never to be heard of again. Others sold their watches, jewelry, fire-arms and clothing to get means to return and to assist others more unfortunate. James T. Young worked his passage home on a three-masted schooner. At one time there were three hundred men stranded at Para, largely dependent upon charity for subsistence. Seventy-five Italians, without provisions, map or compass, attempted the impossible feat of going to Bolivia overland through the wilderness, where one could not see fifty feet, and all were lost.

The M. & M. road is feasible and practical to operate. It is stated at this time that another American contractor is going to undertake its construction; however, Mr. d'In villiers is of the opinion a canal would be preferable. Mr. Craig, who was one of the engineers, has now in press an exhaustive history of this ill-fated expedition.

Philip Collins was the principal founder of the *Philadelphia Times*. His associates were Governor Curtin, Charles A. Dana, of the *New York Sun*, Andrew H. Dill, Thomas A. Scott, John and Frank McLaughlin and A. K. McClure. The first issue was dated March 13, 1875, and in 1899 it was sold and subsequently merged with the *Ledger* of that city. Colonel McClure, who was its only editor, states in his "Old Time Notes" that "Philip Collins, without whom *The Times* probably never would have been started, was a man of few words, but he exhibited an unusual interest in the newspaper enterprise that was entirely outside of his business ideas and tastes."

When Philip Collins entered on the Brazilian enterprise he held his original stock of the Times Company, and needing all his available funds he offered it to the company at par and six per cent. interest, which was taken and placed in the treasury of the company. After he had lost his fortune his stock was still in the treasury and at that time was paying forty per cent. dividends. The company did an unusual thing by paying Collins, who had no claim for it, all the dividends it had earned, less the interest paid, and more than double the par value of the stock.

Cover, Adam, born in 1781, on a farm near Shiremanstown, Cumberland county, died on Cover's Hill, in 1858. He married Mary M. Basor, and, coming from Harrisburg to Johnstown in 1813, he purchased 150 acres from Christian Good, on

Cover's Hill, beside other real estate in Johnstown. (See Land Titles.) They had thirteen children, two of whom died in infancy. 1. Alexander Cover, born June 6, 1809, died Feb. 11, 1901; married Sarah Horner, a daughter of Justice Christian Horner; they had twelve children: Benjamin F., Silas, Mary Madalene, Jacob, John, who died young, Sarah, Catherine, Arabella, Ida May, Worthington, married Georgiana Snedden, Theodore, married Henrietta Miltenberger, and Jennie, intermarried with Benjamin Hinchman. 2. Sarah, born Jan. 20, 1811; intermarried with John Hildebrand. 3. Caroline, born April 19, 1813; married Jacob C. Horner. 4. Samuel Cover, born Dec. 3, 1814, died in his eighty-fifth year; married Frances Sheen, who died Aug. 5, 1901, aged 79 years, 10 months and 1 day. 5. William Cover, born Feb. 12, 1816, died Nov. 21, 1899, in Johnstown; on Dec. 24, 1844, he married Mary E. Saylor, a daughter of George and Margaret Reed Saylor, born July 2, 1828, and now living in Johnstown. They had six children: Charles B., William C. and Mary M., intermarried with Charles B. Hamm; and Emma Jane, George Edward and Alice, who died young. 6. Amos Cover, born Nov. 13, 1817; living in Walnut Grove. 7. Mary Cover, born Nov. 17, 1818, married Col. John B. Fite, who is dead; she is residing in Franklin borough. 8. Daniel Cover, born Aug. 28, 1822; died in 1893. 9. Jacob Cover, born June 28, 1822, died in 1885. 10. Elizabeth Cover, born May 8, 1827, died in Johnstown, Dec. 27, 1901. In 1846 she became the wife of John Sharp; they had four children: Emma, intermarried with L. A. Sible; Joseph, William H. and Elizabeth. 11. Lucinda Cover, born Nov. 24, 1830, died in 1906; her husband was Jonathan Horner. (See City of Johnstown.)

Croyle, Thomas. He acquired the Croyle mill property at Summerhill in 1801, and erected the mill and dam. The name of his wife was Barbara; they had seven children: Frederick, Samuel, Margaret, Sarah, Mary (see Jacob Stineman), Elizabeth and Esther, who married George Murray.

Delozier, Daniel, came to Loretto with the McGuire pioneer family; he died in December, 1818; his wife's name was Ann. They had twelve children: Daniel, Susanna Delozier-Barkley, Ruth Delozier-Glass, Clotilda Delozier-Weaver, Ignatius, Mary Delozier-Logan, Elizabeth, Daniel, Monica, Charity Delozier-McGrough, Annistatia Delozier-Burgoon, and Linney Delozier.

Dodson or Dolson, William. He was one of the early set-

tlers at Loretto, prior to the arrival of Father Gallitzin in 1799; he died in March, 1813. He had five children: Elizabeth Dodson-Deckert, Richard, born Dec. 18, 1800, died Sept. 24, 1845; married Eleanor Grove, born May 2, 1792, and died Dec. 19, 1867. William; Andrew, born Jan. 23, 1797; died Oct. 27, 1876; he married Ann Mageehan, born in 1800, and died Jan. 29, 1833. Ann Dodson.

Dougherty, Dennis. He was a son of Peter and Catherine Dowlan Dougherty, who came to Loretto prior to 1800; he died April 29, 1857; his wife was Margaret Logan, who died January 29, 1869; they had seven children: John, Dennis, Charles, Mary, who married Patrick McGuire; Hugh, Margaret and Cecilia Dougherty.

Good, Christian. He was born in 1772, and located on a farm in this county prior to 1800, and died in 1852, in what is now East Taylor township. His son, Jacob Good, was born in 1799, in Conemaugh township, and died in 1873. He married Elizabeth Gouchnour, a daughter of Christian Gouchnour. His son, John J. Good, was born in East Taylor, March 20, 1831; in November, 1852, he married Louisa Cobaugh, a daughter of Daniel Cobaugh, of the same place.

The families of Daniel, Christian and Peter Goughnour. Jacob and Mary Sheets Goughnour came to America from Switzerland prior to 1772 and located in the vicinity of New Jerusalem, or Funkstown, near Hagerstown, Maryland, where Jacob died in 1800. They had ten children: 1. Christian, married Catherine Shaffer, a daughter of "Hunting John Shaffer," of Allegheny township, Somerset county; he was a carpenter and died June 5, 1852. 2. Peter, born 1772, died January 1, 1855; married Elizabeth Shaffer, a sister of Catherine; he was a hackle-maker. Peter and Christian Goughnour were twins, born 1772. 3. Daniel, born in 1773, died January, 1846; married Mary Benshoff, a sister of Paul Benshoff. He was a wagon-maker. (See Paul Benshoff.) 4. Joseph, and Barbara Goughnour, his wife, located in Somerset county. 5. David and Ann, his wife, settled in Huntingdon county. 6. Mary Goughnour married Samuel Leighty, and made their home in Bedford county. 7. Isaac and Nancy Goughnour, his wife, went to London county, Virginia. 8. Jacob, moved to Augusta county, Virginia. 9. Abraham remained in Washington county, Maryland. 10. Elizabeth Goughnour married Samuel Sweitzer,

who also remained in Washington county, Maryland, for a while; then went west, dying either in Ohio or Kentucky.

Peter Goughnour came to Cambria county in 1798; his brother, Christian, the following year, and Daniel in 1800. The children of Jacob Goughnour selected Peter to settle the estate of their father, who died in 1800. The brothers located on the Coshon's hill, near the Frankstown road. Peter took up 187 acres near what is now Parkstown, two and a half miles south-east from Johnstown, on the south side of the Frankstown road. Christian acquired land just east of his brother Peter, which he sold to John Noon. Daniel located just west of Peter on what is known as the Coshun hill, and in 1818 acquired additional land on the top of Green hill. After living here for many years, they all sold their farms and moved across the Conemaugh river into what is now East and West Taylor townships, where they died, and where their many descendants reside.

Daniel Goughnour had five sons and four daughters: Christian, killed at Conemaugh, May 13, 1857; Samuel, Henry D., Daniel and Philip. The latter was drowned in the canal near the Weigh Lock, Johnstown, about 1850; he was riding a fractious horse and was thrown in the water. Nancy married Daniel Cobaugh; Esther married Joseph Burkhart; Elizabeth became the wife of Daniel Wissinger, and Susanna was the wife of Jacob Hildebrand. Henry D., the third son, married Barbara Dickey, who resided near Newry, Blair county; they resided on a farm above Conemaugh; he died Feb. 4, 1869, and his wife, June 11, 1885; they had three sons and four daughters: Alexander D., Isaac and David D., Caroline, Sarah Goughnour-Castner, Ann Goughnour-McClarren, and Hannah, who became the wife of Joseph Parkes of Tyrone.

The children of Christian Goughnour: David, died in Iowa. John C., Samuel D., Henry C. and another John C.; Elizabeth married Jacob Good, and Susannah was the wife of Jacob Strayer.

The children of Peter Goughnour were: Joseph, who died before his father, leaving Lavina, Lucinda and Sarah; Jacob S., Mary, John S., Eli, Ann Catherine, Abraham and Daniel S. Goughnour.

Griffith, Thomas, born October 20, 1818, three miles south of Ebensburg, died in that town, January 5, 1890. Griffith Griffith, his father, came to America with his parents, William and Jane G. Griffith, in 1805-06, when he was twelve years

old. They located on the Little Conemaugh, and established a carding and fulling mill. In 1816 Griffith Griffith married Ann Rees, who was the mother of Thomas, and his second wife was Hannah Reese, a daughter of one of the early Welsh families who had settled there. They had eight children. In 1818 the family moved within a half mile of the town, where Thomas lived until he moved to Ebensburg in 1876. In 1844 he married Mary Davis, a daughter of William Davis; they had four sons and a daughter, who grew to manhood and womanhood. William W. Griffith was born Aug. 15, 1845, and died in June, 1877; he married Jennie M. Marsh, who, with his daughter, Mary S., survived. The latter married Frederick Barker, a son of ex-Judge A. V. Barker. John T. was born June 19, 1853, and died June 30, 1892, leaving a wife and three children: William, Mary and Annie. In 1879 he married Elizabeth Evans; they had three children: Clarence, died in infancy; Margaret, born Nov. 14, 1890, and Elizabeth, born March 13, 1895, who with their mother survived their father. He died Dec. 17, 1896. Annie E. Griffith, born Dec. 3, 1858, married F. A. Lyte, of Lancaster, who became cashier of the First National Bank of Kane; he died June 24, 1896; they had three children, Ruth, Thomas and Dorothy, who with their mother survived the father. Webster Griffith, born June 5, 1860, resides in Ebensburg, and is now the sheriff of Cambria county; he and Alice Zahm, a daughter of George C. K. Zahm, of that place, were married November 28, 1894; they have two children, namely: George W., born December 12, 1894, and Thomas F., on June 22, 1902.

Thomas Griffith, on arriving at age, with a brother purchased their father's farm and mill, including a saw mill, and continued the business until the death of the latter, when he acquired the full control of the trade and farm. Early in the '40's he began to devote his entire attention to the lumber business, which he continued until his death. He was the largest hard wood dealer in the country. In 1873 he came within 28 votes of being elected county treasurer, although he ran over 1,100 votes ahead of his ticket. In 1879 he was elected sheriff of the county as the Republican candidate, as was his son, Webster, in 1906. Thomas Griffith was the first Republican sheriff elected in Cambria.

Horner, John, Sr. (For the Horner family see "Land Titles.") Mr. Horner kept a primitive grocery store and also gave credit to his patrons. We have taken the following names

from his book to show the persons who were his customers and who resided here at the periods mentioned: 1799: Paul Benshoff, Daniel Bonbrake, William Brumbaugh, Henry Brumbaugh, Christian Cochenower (Goughenour), David Cochenower, Peter Cochenower, John Fink, Michael Fink, John Fox, Peter Fox, Christian Good, Jacob Horner, Abraham Hildebrand, Jacob Leer, Sammel Matthews, Daniel Stouder, Joseph Stouder, John Wissinger and Ludwick Wissinger. 1800: Jacob Good, Jacob Reed and Jacob Snowberger. 1801: George Anderson, Jacob Brumbaugh, Daniel Cochenower, Eneas Edwards, Jacob Fite, Jache Fox, Peter Fox, Michael Fink, Daniel Grossnicker, Abraham Longanecker, David Martin, Daniel Maughner, David Poturf, Samuel Shepley, George Wimer, Juter Werner, Peter Werner (these names are probably Justus and Peter Varner), John Wissinger and Ludwick Wissinger. 1802: Jacob Boyer, James Connegham, Peter Erlinkiser, Peter Fox, John Geuger, Abraham Hildebrand, Martin Mixel, David Shepley, John Shayver and Jacob Weaver. 1803: Widow Beatty, Daniel Brumbaugh, Peter Fox, Jacob Good, William Hartley and Ludwick Wissinger. 1804: Conrad Brumbaugh, Frederick Koone, David Shepley and John Studebaker. 1805: Adam Anderson, George Anderson, David Brumbaugh, Jacob Fink, George Fox, Jacob Fox, John Geuger, Abraham Hildebrand, Jacob Leer, Sr., Jacob Leer, Jr., ——— McBride, David Martin, Peck Mathias, Peter Reehard, Nicholas Werner and John Wissinger. 1806: Jacob Anderson, Conrad Brumbaugh, ——— Burket, Jacob Cochenower, Daniel Hay, Adam Horner, David Shepley, Henry Smith and Jacob Stoneman. 1807: Jonathan Black, George Brocias, Conrad Cofman, Ludwig Dummer, John Fox, William Guasbourn, Daniel Grossnickel, John Horner, Jr., Henry Kurtz, John Mock, David Patton, Henry Roundabush, David Shepley, Jacob Shue, Joseph Stauter, James Tomson, Jacob Whitestone and George Wimer.

Johns, Joseph. (See "Early Settlers.")

Kaylor, Peter, a son of a Revolutionary soldier, born in Adams county, Pennsylvania, came to Cambria in 1800 and located at Loretto. He married Catherine McConnell, of the Loretto colony. They had several children, one of whom was James J. Kaylor, born on the farm near Loretto in 1825, and died June 14, 1894. He married Cecelia Burke, a daughter of John Burke, of Croyle township, and had four daughters and

five sons: Mark Burke, Cyrillis, Mary, Rose, Ida, Raymond J. and Harold G., twins; Irene and Lewis E. Kaylor.

Levergood, Peter, was born in Lancaster county in 1785, and died in Johnstown, July 26, 1860. His parents came from Germany and were known in Lancaster as "Pennsylvania Dutch." His wife, Susan Rodfong, whom he married in York county in 1807, died in Johnstown in 1840. They came to Johnstown in 1811, and, as is elsewhere noted, he acquired the residue of the Joseph Johns' plotted lots and lands. They had nine children, three of whom died in their youth. Their elder child was Catherine, who married John Benshoff, and removed to Iowa, where both died. 2. Jacob Levergood was born in Lancaster county, near York, October 7, 1807; died in Johnstown, February 1, 1885; he married Jane Louisa Hayes, who came to Johnstown in 1830, from Franklin county; she was born June, 1811, and died May 31, 1889, a victim of the great disaster. She was a daughter of Patrick and Nancy Hayes. They had nine children: 1. Susan, intermarried with William Caldwell. 2. Peter H. 3. Agnes, intermarried with John Parke. 4. Mary, intermarried with George Fockler. 5. Martin Luther. 6. Emma Cummins, intermarried with Virgil C. Elder. 7. Jacob Charles. 8. William H. 9. Lucinda, who with her mother was lost in the destruction of their home, on the corner of Bedford and Vine streets May 31, 1889. Peter Levergood died testate and appointed his son Jacob his executor, who conveyed odds and ends of his father's real estate. 3. Mary Levergood, married Harry Sutton, and moved to Iowa. 4. Phoebe Levergood, born in 1812, died in 1842; on Dec. 31, 1831, married Robert Parke Linton, who died March 8, 1879; they had four children: 1. John Parke Linton. 2. William. 3. Peter, and 4. Susan, intermarried with John H. Clark. 5. Lucinda, died in 1841; intermarried with Jacob Myers, who also moved to Iowa in 1856. 6. Peter Levergood, Jr., died in 1853, in his thirty-first year; he married Adelaide Saylor, a sister of Mrs. William Cover; they had two daughters: Margaret, intermarried with Thomas E. Watt, and Cora, intermarried with ——— Yeager; her second marriage was with Thomas Yeakle. Catherine Fite was the second wife of Peter Levergood, Sr., who died in 1851. His third wife was Louise Sharretts, the widow of the Rev. Sharretts, of Indiana, who survived her husband.

The name of Peter Levergood is closely associated with the progress made in Johnstown, as for almost fifty years he

was one of her leading citizens. In the Lutheran church, to which he belonged, his influence was strongly felt. He was originally a Federalist, and was in the ups and downs of the Whig party until its death, then followed the Republican party. He was a canal commissioner under Governor Ritner, a member of the assembly, burgess of the borough, school director and candidate for congress. In the chapters of the City of Johnstown, Land Titles and in the Political Review of the county, elsewhere in this work, will be found the history of Peter Levergood. In selling to Messrs. Brenizer and Burrell it was his intention to return to York and Lancaster counties, but finding he would have to repurchase the Johns lands he determined to make his home here, and established it on the southwest corner of Bedford and Levergood streets, the latter of which was named for him. The Levergood family graveyard, located on Vine street, was continued until 1892, when the bodies were removed and the ground sold to the Electric Light Company for its new plant.

Lloyd, Rees, the founder of Ebensburg (see article), came there in 1796; his wife was Rachel Rowland, who died about 1840. They had ten children: 1. John, born March 2, 1782, died in 1838; he married Jane Tibbot, a daughter of the Rev. William Tibbot (see Tibbot); they had five children: Margaret, married David Hughes; Jane, married Richard J. Evans; Rees, married Eveline Morrow; Abel, married Annie Garduer, and John, married Sarah Cannon, a daughter of Associate Judge Cannon, of Illinois, and on her death married Margaret Evans, a daughter of Evan J. Evans. 2. Fanny Lloyd, born January 21, 1784, in Wales; died 1832 at Paddy's Run; she married a Griffith. 3. Stephen, born April 9, 1785, in Wales; died 1870; his wife was Catherine Tibbot (see Tibbot) and had nine children: Eben, Margaret, who married Richard T. Evans; Rees, William, Stephen, Rachel, the wife of a Mr. Reynolds, of Kittanning; Catherine, married E. J. Mills, of Ebensburg; Jane, whose husband was the Rev. Dorsey, and Rose, who married Robert Evans. 4. David, born Feb. 18, 1787; died 1840. 5. Annie, died in infancy. 6. Annie, born Aug. 20, 1792, in Wales; deceased; she married Major David Evans, of Ebensburg, and they had nine children: Rachel, married —————; Jane was the wife of a Mr. Chidister; John, married in the west; Mary, the wife of John McCoy; ————, married Samuel Lloyd; Annie, married Benjamin Davis; Margaret was the wife

of Dr. David Tibbot: David married in Illinois; Harriet was the wife of Michael McCague, and had one child, Emma McCague. Her second husband was William Orr; the third husband, Stych. 7. Samuel, born Feb. 10, 1794, also in Wales, and died about 1845, single. 8. Ebenezer, born near Philadelphia, October 25, 1795, and died there. 9. Rachel, born March 27, 1798, at Ebensburg, infant. 10. Benjamin, born there Nov. 3, 1799, and died about 1860; married, and lived at Paddy's Run, Ohio.

Linton, John, born in County Derry, Ireland, in 1773, died in Johnstown, July 25, 1818. His father was William Linton, a Scotch-Irish farmer, who had three children, William, Mary and John. John Linton was well educated at the Magilligan College in his native county. While pursuing his studies in surveying he became involved in political troubles and was forced to leave the country. He came to America about 1795 and remained in Baltimore for a short time, going from there to Greencastle, Pennsylvania, where he became a merchant. About 1801 he married Ann Park, the daughter of Robert and Jane Bailey Park. They were natives of the north of Ireland, probably County Down.

Robert Park had four children: Elizabeth, Ann, John and Mary. Ann was born at Belfast, about 1780 or 1781, and died in Johnstown, April 2, 1835; John was born at Ballywalter, County Down. The family disembarked at Philadelphia in 1794, and there Robert Park, who was a teacher of mathematics, soon afterwards died. His widow married Colonel James Johnston, a surveyor and distinguished citizen of eastern Pennsylvania, from which state he served in the Revolutionary war. His home was near Greencastle, to which place the Park children were brought. There Elizabeth Park and John Agnew, and Ann Park and John Linton were married at the same time by the same minister. Elizabeth Agnew died in Pittsburg in 1825, and her daughter Maria married Dr. David T. Storm, a practicing physician of Johnstown. (See Medical Profession.) John Park married Mary Lang, the daughter of Rev. James Lang, a Presbyterian clergyman of Franklin county, and located in Indiana county in 1799. He erected the first log cabin in what is known as Marion, and died there in 1844 at the age of sixty-eight. His wife died there twenty years later. Their descendants are numerous in that county. Mary Park married Ninian Cochran, a surveyor of Cumberland, Maryland, and in

1827 returned to Johnstown, where her daughter Mary married Isaac Hildebrand and removed to the west, and Arabella, another daughter, married Selah Chamberlain.

About 1806 John Linton moved to Frankstown, where he and John Agnew opened a general store. The latter afterwards removed to Ebensburg and resided there for several years, being a justice of the peace during part of the time. Coming from Frankstown to Johnstown in 1810, John Linton practiced surveying and kept an inn. He was the first postmaster of Johnstown, only holding the office for a few months, however. In 1811 he was elected a county commissioner and continued in that office until his death, at which time he was living in an old log house on the northeast corner of Main and Franklin streets, now known as the Frazer-Griffith-Schrader drug store corner. A few years after his death Ann Linton purchased the easterly half of the square on the northwest corner of Main and Market streets, and resided there until her death in 1835. She and her husband were members of the Presbyterian church. The first bituminous coal used for domestic purposes in the village was burned in Mrs. Linton's grate about 1822.

Mr. and Mrs. Linton had six children, all of whom survived their mother. They were: 1. Mary, married John Matthews, and died in 1855 at Fairfield, Iowa. 2. Robert Park Linton, married Phoebe Levergood, daughter of Peter Levergood, December 31, 1831; she died in 1842, leaving to survive her four children: John Park, married Anna King; William, married Eliza Myers; Susan, married to John H. Clark, and Peter, married Elizabeth Hutchinson. Robert P. Linton's second marriage was with Ruth Buchanan, daughter of Matthew and Susan Moore Buchanan, of Blair county, born April 12, 1812, died April 21, 1882, at the old family homestead on Locust street, where the Elks' Hall is now located. To them were born three children: Charlotte and Clara, twins, born in 1850, the latter of whom died in 1852, and the former married to Charles B. Moore, of Ebensburg, who survives, was lost from her home in the disastrous flood of May 31, 1889; and Anna Augusta, born in Johnstown, and now assistant librarian in the Cambria Library. Robert P. Linton died March 8, 1879. 3. Jane, married Joseph Chamberlain, a civil engineer by profession, who had come here from Vermont, and who died at their home in Cleveland in 1846. While in Johnstown he was elected to the general assembly of Pennsylvania. 4. John Linton, the second, married Adelaide

Henrietta Lacock, youngest daughter of Gen. Abner Lacock, of Beaver county, Sept. 1, 1831. Gen. Lacock was a member of congress in 1811-13, and a United States senator 1813-1819, and died at Freedom, Pennsylvania, April 12, 1837. 5. Eliza, married Dr. Charles G. Phythian, who came to Johnstown in 1829. (See Medical Profession.) 6. Louisa married S. Moylan Fox, a native of Philadelphia and a graduate of West Point. He was a civil engineer on the Portage railroad at the time of their marriage, and died in New Orleans. Louisa died at the home of her sister, Mrs. Chamberlain, in Cleveland, in 1873.

John Linton, the second, became a clerk in the store of Silas Moore, in Ebensburg, when he was sixteen; at nineteen he opened a store on Main street, Johnstown, next to his mother's residence. He and Silas Moore formed a partnership and engaged in business on the southwest corner of Main and Franklin streets. In a short time he purchased Mr. Moore's interest and made a new partnership with Joseph Chamberlain, his brother-in-law. They removed their store to the northeast corner of Main and Clinton streets, where they erected the Wild building, which was destroyed in the flood of 1889. John Linton and Adelaide Lacock Linton had eight children, one of whom, Anna Park, married James Moore Swank.

Mr. Linton became captain of the Conemaugh Guards about 1840, and commanded it until he left Johnstown in 1853; he was also inspector of the brigade, which gave him the title of major. He was a Whig, and as such was elected to the general assembly in 1842 and '43. In 1845 he lost the prothonotaryship to Gen. Joseph McDonald. In 1850 he was again elected to the assembly, and in 1852 was a Scott presidential elector.

In 1845 John Linton gave up the mercantile business and entered into partnership with William Huber and Jacob Myers in the manufacture of pig iron. They built the Somerset furnace at Forwardstown and put it in blast in 1846. The next year he sold his interest there and purchased the share of Peter Levergood in the Mount Vernon Furnace at Johnstown, which was built in 1845-46, and was the first furnace erected within what is now the limits of Johnstown opposite the Pennsylvania railroad station. It was subsequently known as the Linton and Galbreath Furnace. John Linton, George Merriman and Col. Thomas J. Power built several sections of the Pennsylvania railroad at and above Johnstown, beginning near Swank's brick works and extending to Cambria City. He removed to Rochester in 1853

and died there in December, 1894. Adelaide Lacock Linton died in October, 1895.

Luther, Conrad. He was a member of the Hessian body of soldiers in the Revolutionary war, but joined the American army at Lancaster. Elizabeth Smith, who afterwards became his wife, assisted him to escape. They came to Cambria in 1796 and located in what is Carroll township, where he was one of the pioneer farmers. They had six sons and a daughter. John was born in 1800, and died April 22, 1862; he married Mary Ann Platt, a daughter of John Platt, then of Susquehanna township; they had ten children: Henry Luther, of Gallitzin; Demetrius A., born October 31, 1827; Sarah A., intermarried with Henry Bender; Elizabeth, married James Weakland; Lucinda, intermarried with Michael Snyder, of Houtzdale; Matilda, the wife of Anselm Weakland; Mary Ellen, married John Latternes; Victoria, married Joseph Lied, of Barr township; John W., deceased, and Chrysostom Luther, a farmer of Carrolltown. Demetrius A. Luther married Mary M., a daughter of Thomas Benden, and had fourteen children. Mr. Luther was elected sheriff in 1882. (See chapter on Political Review.)

McGough, Arthur. He was born in County Donegal, Ireland, and came to Loretto about 1788. The name of his wife was Susan, born in 1765, died Feb. 13, 1845, there. They had seven children: John, who was born in Donegal the year his parents came to America, and died in 1856; he married Sarah Glass; Thomas, Arthur, Jr., Peter, Mary, Bridget and Margaret McGough.

McMullen, Lawrence. He located at Loretto prior to 1800, and died about March, 1812. His children probably were Eneas and Nancy; the latter is mentioned as Nancy McDonald in his will.

McMullen, Samuel. He came to Loretto about the time of his brother Lawrence; his wife's name was Susannah Logan. They had four sons: John, Alexander, Hugh and James; and three daughters: Margaret, who probably married a Morris, as he had two grandchildren named Margaret and Samuel Morris; Jane, and Mary McMullen. Samuel McMullen was one of the first commissioners of Cambria county.

Mathews, Samuel. He located on the Von Lunen farm prior to 1800, and died about June, 1829. Both he and his wife, Jane, are buried on the place. There is one tombstone there bearing the date of 1804. Their children were: William, John,

Martha or Marthew, Sarah, Archibald and Jane, whose husband was a Mr. Lemmans.

Morgan, Peter. He is also known as Peter Magen, or Maken, but his will is signed Morgan. On April 4, 1798, he located on what is known as the Jacob Wertz farm, near Walnut Grove. He came from Hagerstown, Maryland; the name of his wife was Margaret. They had six children: Daniel, Elizabeth, married John Meneely; Hannah, married Jacob Hoffman; Mary, Susannah and Catherine Morgan. Mary Hoffman, a daughter of Jacob and Hannah, born May 18, 1818, died January 23, 1906, married Jacob Wertz in 1838. He was a son of John and Catherine Stayer, or Stair, born Aug. 31, 1815, and died in Marshall county, Indiana, on a visit, May 24, 1888. They had seven children: Hannah, married David Hildebrand; Catherine, married John M. Harshberger; Elizabeth, became the wife of Jacob Meneely; Susan, married Samuel Harrison; John A., the husband of Susan Strayer; George Munson, married Louise Glitch, and Jacob M., married Lena W. Glitch. (See Wertz.)

Myers, John, born Aug. 9, 1791, near Conewauga, a settlement on the Pennsylvania and Maryland line; married Ann Glass, May 11, 1817, at the Buckhorn, in Gallitzin township; they had twelve children: James Myers, Susan, born Dec. 5, 1819, died in Oct., 1902; her first husband was John Scanlan, and later Michael Hasson, Esq. Matilda, born Oct. 29, 1821, died Sept. 25, 1871, single; Mary, born May 26, 1823, married Joshua D. Parrish, living in Ebensburg (see Parrish); George, born July 6, 1825, died July 20, 1831; John, born May 6, 1827, died July 28, 1834; Henry, born May 21, 1829, died at Loretto; married Ann Addlesberger; Margaret, born Sept. 30, 1831, died at Reading; married John Anstead; Catherine, born Jan. 3, 1834, died at Altoona; married Joseph Ryan; William, born April 8, 1836, died at Hazleton; Martha, born Feb. 14, 1839, single, died in Altoona; Joseph Myers, born December 7, 1842, and residing in Freeland, Pennsylvania. James, the elder son, was born Feb. 20, 1818, and died July 10, 1896; he married Mary Josephine Murray (see David Todd), born Nov. 11, 1819, and died May 25, 1903, in Ebensburg. They had four children: Cyril R., died April 28, 1898, married Catherine Rist; Cornelia, became the wife of Captain John Porter, who had been a member of the general assembly of Pennsylvania; Gallitzin, single, and Herman H. Myers, single. James Myers was elected sheriff in 1858. (See Political Review.)

Nagle, Richard. He served under Gen. Washington in 1776 to 1783. He was one of the early settlers in the McGuire community at Loretto. In 1826 the state of Pennsylvania granted him an annuity of \$40 per year for his services at Valley Forge, Germantown, Long Island and elsewhere. He died in 1823, and his wife, Mary, survived him. He had several children, among them Jacob and Honor. Jacob Nagle died about 1857; the name of his wife was Mary Magdalene; they had eight children: Mary Ann, married to a Mr. Coulter; Richard, died leaving a son named William; John J., Nicholas, Margaret Nagle-DeLozier, George, Jacob and Michael James Nagle.

Noel, Nicholas, died in the summer of 1859 at his residence in Washington township. He had eight children: Mary, married Arthur Behe; John, Joseph, Elizabeth, the wife of Conrad Behe; Catherine, married Edward Burk; Margaret, whose husband was John Rainey; Teresa, married Joseph Crist; and Susan, whose husband was Daniel Skelly.

O'Hara, Daniel. He came to Loretto about 1791. He was born Feb. 9, 1761, and died at Loretto, Feb. 9, 1809; he married Rachel Friddle, born in 1770, and died in 1853; their children were: David, born March 6, 1796, died Jan. 21, 1864, he married Elizabeth Parrish (see Joshua Parrish); Henry, born in 1800, died Feb. 18, 1890, married Patience McGuire (see Michael McGuire). David O'Hara was a member of the first board of poor directors for Cambria county.

Parrish, Joshua. He was a native of England, and married Barbara Thimble. At the solicitation of Father Gallitzin he came to Loretto about 1800 and built what is known as the O'Hara mill. He died about September, 1840. They had eight children: Peter Benedict, Joseph, James, Thomas A., John, Elizabeth Parrish-O'Hara, Mary Parrish-Storm and George Parrish. George died before his father, leaving seven children: Joshua, Jr., Demetrius, Susannah, Barbara, George, Michael and Ann Elizabeth Parrish.

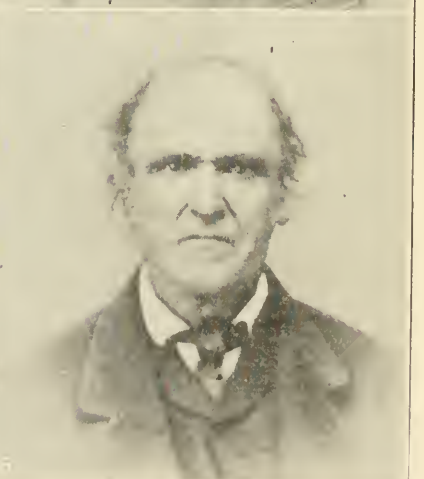
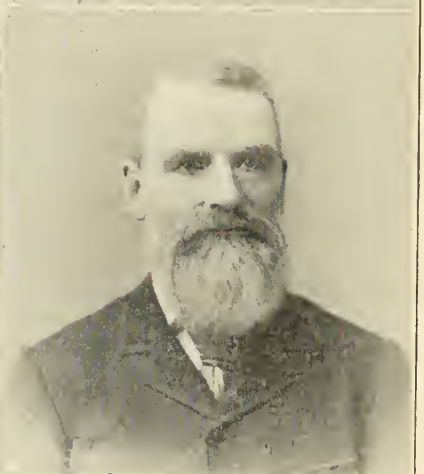
Thomas A. Parrish was born Feb. 20, 1804, and died Sept. 11, 1876. He married Mary Storm, a daughter of John Storm, of Loretto. Their son, Francis J. Parrish, of Gallitzin, was born July 24, 1832; he married Mary McConnell, a daughter of Hugh McConnell, of Allegheny township; she died April 26, 1878. They had four children: Louise, Frank P., James W. and Mary J. Parrish. His second wife was Mary Shaffer-Murphy,

and they have two children, Beatrice and Edmund. He has been a justice of the peace for thirty-five years. Joshua D. Parrish is a son of George Parrish, the latter born July 28, 1795, and died Aug. 25, 1837, and Catherine Storm, also a daughter of John Storm. He was born June 3, 1825, and is now residing in Ebensburg, being one of the two only surviving members of the Cambria Guards in the Mexican war. He married Mary Magdalene Myers, a daughter of John Myers.

Pringle, William, was born Aug. 14, 1797, on Pringle Hill, now in Croyle township, and died there March 20, 1895. He was a son of Philip Pringle, who came to that locality in 1795 with six sons and six daughters: William, Jacob, Martin, Samuel, Philip and John; Margaret, Christina, Susan, Mary, Elizabeth and Sarah Pringle. The elder son, William, married Elizabeth Bolewine, a daughter of Henry Bolewine, then of Somerset county, who moved to Pringle Hill. They had eleven children: Henry, who died when he was fifteen; John, died several years ago in Fremont, Ohio; Margaret, married David Lowman, of New Florence; Elizabeth, died in 1875; Alexander B., died in Conemaugh; William, Jr., died at Portage about 1882; Isaac and John, twins; the former died when four years of age; Christina, married Peter Fleck; Susan, and David W. Pringle, who was killed while in the Union army during the Civil war. Martin Pringle, a son of Martin Pringle, was also killed in the same war, and is interred in the United Brethren cemetery on Pringle Hill. Thomas M. Pringle, a son of William Pringle, Jr., of Portage, is said to be the best rifle shot in America.

Pringle, Martin. He was a brother of Philip (1795), and is the ancestor of another branch.

Proctor, Jesse. He lived in Bedford county and near the town prior to the Revolutionary war. He married Ann Adams, the widow of Samuel Adams, who was killed by the Indians in 1771. (See Early Settlers.) Their son Isaac married Elizabeth Proctor, a daughter of Col. John Proctor, who was a colonel in the War of 1812; they had three children: William, Lucinda H. and Anna Proctor. Anna was drowned in Johnstown in 1810, and Lucinda H. was drowned in the flood of May 31, 1889, at the age of eighty-two. Evan Roberts and Lucinda H. Proctor were married and had seven children: Catherine, married John S. Buchanan; both died May 31, 1889; Thomas Proctor, Almira, married Dr. A. J. Jackson; Virginia,



1. Isaac Proctor.
2. Charles B. Ellis.
3. Evan Roberts.

4. Wesley J. Rose.
5. George W. Kern.
6. Jacob Horner, Sr.

Lucinda, Elizabeth, married Powell Stackhouse; and I. E. Roberts. All are dead except Mrs. Jackson and I. E. Roberts. The latter was a member of Co. F, 198th Penna. Infantry, in the Civil war. (See George Roberts.)

Rhey, James, born in Dublin in 1792, died in Ebensburg in 1852. He married Susan Brookbanke, of Hagerstown, Maryland; she was born in 1800 and died in Ebensburg, November 24, 1897. They had ten children, all having been born in Ebensburg: Ann L. Rhey, born about 1817, and died in Paducah, Kentucky, in 1894; she married Lynn Boyd, a member of congress from the First District in Kentucky, in 1839, at Harrisburg. Lynn Boyd was speaker of the House in the XXXIId and XXXIIId Congress; he died at Paducah in 1859. John S., born 1819, married Ann McFeely, a daughter of Col. John McFeely, of Carlisle; he died in his eightieth year. Mary, born 1821, died in 1892; she married Peter B. McCord, of Harrisburg, a nephew of Simon Cameron. Jane, born 1823, married John C. O'Neill. James W., born 1825. Andrew Jackson, born 1828, and was married. Margaret, born September 6, 1830, is now residing in Ebensburg, the last one of the family. Harriet, born 1832, died in 1864. Rose, was born in 1836 and died in 1877, in Leavenworth, Kansas; she was the wife of Thomas P. Fenlon. Ernest, born in 1841, died in St. Paul, in 1904, single.

Roberts, George. He came to Ebensburg, November 19, 1796. The ancestry begins with Randle Roberts, born about 1670, in North Wales. His son Thomas, born September 29, 1700, and died 1779, married Mary Green, who died October 28, 1777, and his second wife was Elizabeth Matthews. George, the son of Thomas and Mary Green Roberts, was born at Bronnlon, Montgomeryshire, February 11, 1769, and died in Ebensburg in 1862. He and Janet Edwards were married at Llanerfel, same shire, May 20, 1795. Arrived in Philadelphia October 26, 1795. On September 20, 1796, they left for Ebensburg in company with Ezekiel Hughes, and a Mr. Bebb, who had married a sister of George Roberts, and who went to Ohio, where his son, William Bebb, became governor of that state. The others were Ruth Thomas, Owen Davis and wife, Dr. Francis and wife, Ann Roseland and Ann Evans. All walked from Philadelphia, and stopped for some time at a point about eighteen miles east of Blair's Mills, and arrived at their new home in the following month. They had six children, all being born there, who were: Evan, born January

S, 1802, and died March 15, 1871, in Johnstown; he married Lucinda H. Proctor. (See Jesse Proctor.) John E. Roberts, married Mary Hughes, a sister of Ezekiel Hughes of Ebensburg. Their children were: Thomas, Ann, Jane and George, who died in the Union army in the Civil war. George, born 1807; October 4, 1830, he married Ann Hughes, a sister of Mary Hughes; his second wife was Ann Janet Marven. His son John was killed in the Fredericksburg battle. Thomas, died about the time he left college. Edward Roberts, of Ebensburg, married Susan Owens; their children were: Ella, who married Dr. Edward Plank, Annetta J. and George Henry Roberts. Mary Roberts married George J. Rodgers of Ebensburg; Jane was their only child. (See Political Review, Churches, Judicial District and Postmasters for George and Evan Roberts.)

Roberts, Hugh, was born in Wales in 1754, and married Elizabeth Roderigue; they came to Ebensburg about 1784. They had six children: 1. Robert H., married Mary Thomas, a daughter of John Thomas, the gate keeper, and had four children: Milton; Jane, who married Robert Davis; Elizabeth, the wife of R. E. Emith; and Agnes, whose husband was Dr. George Robinson. 2. David H., married Margaret Evans, a daughter of John Evans; they had five children: Howard J., late of Johnstown; Newton I.; Chalmers T.; and Emily who married William Tate, Jr.; Dwight died in infancy. 3. Eliza, married Rowland Davis and had seven children: Thomas, who married a Miss Thomas; Harriet, married Messack Thomas; Rowland R., married Harriet Williams; Robert, married; Mary Ann, the wife of Thomas Williams; Jane, whose husband was Thomas D. Jones; and Elsie, who married a Mr. Williams, of Iowa. 4. Mary, married John Williams, of Ebensburg; had no children. 5. Prudence, married Associate Judge Richard Jones, of Ebensburg, and had five children: Priscilla; Clinton R., who married Emeline Nutter; Harriet, married Thomas J. Lloyd; Malinda, married John Fox; and Catherine, the wife of Mack Ritter. 6. Evan H., born 1810; died, 1851; married Margaret Hughes; they had six children: Elizabeth, married Henry P. Edwards, Iowa; Edwin, died in the Union army; John D., married Mary Kinter, of Johnstown; Mary, died, single; Margaret, married Thomas D. Davis, of Iowa; and Emily, married John R. Hughes, of Iowa.

Roberts, Rev. Levi. His grandfather, Richard Rob-

erts, was a native of Wales, and located in Virginia, where he married and had a large family. His son Joseph, born March 18, 1743, O. S., in Woodcock Valley, Huntingdon county, was massacred by the Indians. Joseph married Agnes Seabrooks, a daughter of William Seabrooks, of Maryland; born March 18, 1743, O. S.; died August 24, 1833, and interred in the Angus graveyard, now East Taylor township. They came to the Valley before the Revolutionary war, and five of their children grew to maturity, namely: Richard, Nancy, Jemima, Mary and Levi Roberts. Richard enlisted in the war, but was never heard of thereafter. Nancy married Jacob Sheets, and remained east of the mountains. Jemima, married Patrick Dimond, and Mary married John Shaffer, who are also buried in the Angus cemetery.

Levi Roberts was born February 9, 1779, and died December 6, 1860, and was buried by the side of his wife. When he was two years old his father, Joseph, with about a dozen of his neighbors led by Captain Phillips, while on a scouting expedition to discover the intention of the Indians, who were on the warpath, were attacked by the savages led by a white man. Phillips, against the protest of the little band, surrendered on the promise they all would be treated as prisoners of war, however, under a secret understanding, Phillips and his son were released, but all the others were cruelly put to death. Levi and his mother remained there until the end of the Indian war. On November 19, 1799, he married Elizabeth Gochmour, a daughter of David Gochmour, of Bedford county. (See Gochmour). In 1803 he and his mother, his two brothers-in-law,—Dimond and Shaffer—came to Cambria county and located on what is now known as the Angus farm, in East Taylor, which is about five miles north of Johnstown on the Ebensburg road. Levi Roberts purchased a tract of land known as the "Vineyard," which had been warranted in the name of Reuben Gregg, and patented by Reuben Haynes of Philadelphia. When Levi Roberts located here the forest abounded with wild animals, such as panthers, wolves, bears, deer, wild-cats, foxes and the like. There was but one family, who lived about a mile from his cabin, and another at what is now Conemaugh, nearer than Johnstown. The nearest grist mill was that of John Horner, in the latter place. He had several children, but only three sons and three daughters lived to full age. Three of his sons and one daughter survived their father. The six

children were: William, born Dec. 19, 1801, and removed to Blackhawk county, Iowa; Nancy, born Jan. 22, 1804, married Samuel Good, and she died in 1849 in Jefferson county, Iowa; Susannah, born Feb. 18, 1808, married Anthony Hunt and resided in Johnstown; Sarah, born June 11, 1809, married John Singer (of Jackson), and died in 1832; Jacob, born Feb. 1, 1813, died Oct. 8, 1842. John Roberts was born Jan. 17, 1818, and died in Franklin borough, Jan. 24, 1906. He married Susannah Singer (see David Singer), who died Nov. 4, 1873. They had seven children. John Roberts was elected sheriff of Cambria county in 1855, as a Democrat, but in the first Lincoln campaign he joined the Republican party and remained with it.

Levi Roberts sold his farm in 1839, and five years thereafter he went to Jefferson county, Iowa, and lived there with his children for several years, but returned to his old home before he died. About 1820 he joined the German Baptist church and was chosen to be one of their ministers, and as such traveled in the adjoining counties for many years.

Rose, Allen. His father, William Rose, was one of five brothers who came to America from England in the eighteenth century. William resided in Philadelphia for a while, then came to the vicinity of Bedford, and finally located near Jenner Crossroads, Somerset county, where he died in 1847. Allen was born in March, 1793, at Bobs creek, near Bedford, when the territory of Cambria county was a part of Bedford county. In 1826 he married Elizabeth Freame, a daughter of Moses Freame, who lived at or near Dibertsville, Somerset. Two years later he removed to Geistown, then known as "Slickville," and in the next year (1829) to Johnstown. Allen Rose was a carpenter and a manufacturer of bored log pumps. On August 14, 1851, at what is now Rosedale, which was named in his memory, he and his wife died at the same instant during an epidemic of cholera. Their children were: Wesley J., born near Dibertsville, April 17, 1826, died April 29, 1900; Eliza J., the wife of L. B. Cohick; Marshall, who died in California; John S., who was drowned in 1857; Lewis S., died in 1879; W. Horace Rose; George W., and Agnes F., married Evan Thomas, of Brady's Bend.

Wesley J. Rose married Martha Given, a daughter of Robert G. Given, who was a lieutenant in the Cambria Guards in the Mexican war; their children were: Elizabeth F., married Samuel E. Young; Emma J., married James S. Gallagher;

Margaret T., whose husband is Alfred P. Ellis; John M., Walter E., Harry G., who was killed in the flood of '89; Howard J., who died in infancy; Annie M., the wife of Robert L. Tawney; Robert G., and Frank Z. Rose. Martha Given Rose died in January, 1886.

Wesley J. Rose was one of the prominent citizens of Johnstown for fifty years or more. He was a lovable man and had all the admirable qualities of a good neighbor, a kind father and a most skilful mechanic. He had a remarkably retentive memory and was peculiarly interested in local events. In his seventy-one years' residence in Johnstown he witnessed all the important events in its march of progress, and was a part of many of its successes. The correctness of his statement, or the accuracy of its essentials were seldom, if ever, doubted. Very many of the important facts recorded in this work would have been lost without his accurate memory. He had a collection of 550 photographs of residents of Johnstown who were his friends.

Settlemyer, Godfrey, was a soldier in the Revolutionary war, and located in Summerhill township, near Wilmore, about 1800, and died there in 1842, and is interred in the Lutheran cemetery. He was a member of the first grand jury in Cambria county, which found a true bill against a woman for homicide, who served three years in the eastern penitentiary. He had seven children: Elizabeth S. Ketner, George; Polly, married Daniel Dimond; Jacob, Catherine, John and David Settlemyer. Among his descendants are the Rev. W. H. Settlemyer, of Baltimore; Mrs. Elizabeth Black, of Wilmore, and G. W. Settlemyer and his son, Clifton T., residing near Wilmore.

Shaffer, Henry, of Richland township. His father, George Shaffer, was a native of Germany, and coming to America before the Revolutionary war, served in the Continental army; he located in the Kishacoquillas valley, in the eastern part of the state. His son, Henry Shaffer, born 1792, enlisted in the War of 1812, and in the same year married a Miss Weaver, born 1794; they had three sons: Henry, Jacob and John P.; and six daughters: Mrs. Dunniva, Mrs. Gabriel Dunnire, Mrs. Henry Kring, Mrs. Levi Shaffer, Mrs. Dewees and Mrs. George Orris. Jacob Shaffer married Elizabeth Pringle, and their children were: John, Henry, George, Jacob, David, Christian, William, Catherine and Mary Shaffer.

Skelly, Philip. He was also known as Felix O'Skalley, but the name has been anglicised to Skelly. He was a soldier in the Revolutionary war. In 1778 he and a Mrs. Elder, a relative, were captured by the Indians in the Juniata valley. Skelly escaped and joined the Continental army and fought with it until the surrender. He married Margaret McAfee, and resided on his farm near Wilmore. He died July 3, 1835, and is buried in the Loretto cemetery. They had nine children: Daniel, Hugh, Michael, Margery, Eleanor, Catherine, Mary, Elizabeth and Ann Skelly.

Singer, David. He was born in York county, December 23, 1790, coming here when but a boy. The Goods, a daughter of whom afterwards became Mr. Singer's wife, had preceded him "to the west" a number of years, coming from Lancaster county. They had settled on what is now the Singer farm, in the spring of 1796—four years before Joseph Johns founded "the Town of Conemaugh," now the city of Johnstown.

Jacob Good purchased the farm from Jacob Stutzman who had bought it, together with what is now the Cover farm, four years before, from Benjamin Rittenhouse, the original patentee of the tract, which was quite a large one, including more than these two farms.

When Mr. Good settled here he brought with him his wife—Mary Bosley Good—their son, Christian, seventeen years of age, and a little daughter, Mary, then about six months old. Mr. Good, having purchased the farm mentioned above, set to work with his axe and built a little shanty of split timber. As the cold weather approached in the autumn a more suitable shelter had to be provided. This was a large house built of rough, round logs, chinked with mud, and with a fireplace in it, which "required as much stone to build as would build an ordinary house these days." This massive chimney had two places for fire, one on each side, and the fuel used was logs from the clearing. In the home thus founded Mr. and Mrs. Good lived until their deaths. That of the former occurred in October, 1813, and that of the latter, July 20, 1837.

About two years after the family came here, the son, Christian, who is the grandfather of Christian Good, the "Backwoods Philosopher," so well known on the streets of Johnstown, went back to the eastern part of the state and married Susannah Singer, a half-sister of David Singer. He brought

his bride here, and in 1808 he purchased from Abraham Longenecker the part of the Stutzman tract of land which was left after his father's purchase of what is now the Singer farm. This land he sold in 1814 to Adam Cover.

David Singer's father, John Singer, died in York county in 1792, when David was two years old, leaving him the youngest of a family of orphans. Of these Samuel and Susannah were children by his first wife, while Christiana, Barbara, John and David were full brothers and sisters by the second wife. Their mother afterwards married a Mr. Prowell, who belonged to a Philadelphia family.

Susannah and David were followed to Cambria county by two of the other children, Samuel and Christiana. Samuel was the founder of the Singer settlement in Jackson township. He is the grandfather of ex-Register and Recorder James M. Singer, of Jackson township.

Christiana married Joseph Dimond and settled with him in what is now East Taylor township, near the present Angus farm. They reared a family of three daughters, who are now living in the west. Two of them married men named Goughnour, from near the old homestead in Taylor township, and the third is now Mrs. Metz. They, with Miss Mary Singer, a daughter of the other brother, John, living in Harrisburg.

The other sister, Barbara Singer, married a man named Spence and spent her days near Harrisburg.

David Singer, after his father's death, lived with relatives in York county until he was fifteen years of age, when he made his way across the mountains to the then newly-formed county of Cambria, coming to the home of his half-sister, Susannah. Soon he bound himself out to learn the trade of a weaver under the Rev. John Mineeley, a gifted Irish gentleman, who was a well-known Dunkard preacher and a popular school teacher, as well as a weaver.

Mr. Singer seems to have given up this trade after some time, however, as we find him a few years later again working for Jacob Good on his farm at "Hillsborough," as it appears to have been called before the name "Cover Hill" was brought into use and in a few years became its owner. David Singer and Mary Good were married in 1815, the ceremony being performed, it is thought, by the Rev. Meneeley, as preachers were not numerous in those days.

The children of Mr. and Mrs. Singer recall many interest-

ing anecdotes concerning the lives of their parents, which they delight to relate. In the early days before the Old Portage railroad was built, and the Pennsylvania canal opened, when iron ore was transported from Hollidaysburg to Pittsburg by hauling it over the mountains on wagons and floating it down the river on flat boats, the wagon route down the side of the mountains coming into Johnstown by the Frankstown road, led past the Singer farm. Mrs. Singer used to lodge the teamsters over night, and frequently, it is said, as many as thirty of them were entertained in the old log house, to which an addition had been built.

David Singer was a very small man, being about five feet, six inches tall, but as active and as lithe as a cat. One cold winter's day as he was coming down the mountains with one of the ore-wagon teamsters, upon reaching the South Fork creek he found it frozen over and apparently impassable. Being anxious to get home before night, however, Mr. Singer undertook its passage, agreeing to ride the saddle horse and drive the team across. The ice was strong enough to bear the weight of a man, but the team broke through at every step, and in the middle of the river Mr. Singer's horse stumbled and went down, throwing him into the water under the ice. With surprising agility, the other driver related, he swam out, regained control of the team, and got the whole outfit safely across. Then in his water-soaked clothes he started to run up the hill to the home of Mrs. Smay, a woman noted for her great muscular strength and masculine feats, who used to feed the teamsters and their horses at that point. As he approached the house, Mr. Singer's progress began to be greatly impeded by his freezing clothes and his vitality was well nigh exhausted; but Mrs. Smay saw him, and, running out into the road, picked him up in her arms and carried him into the house, where he was thawed out.

Mr. Singer made one trip to Pittsburg by flatboat. At that time the ore was floated down the river in cheaply-built vessels, which were sold in the Smoky City for coal barges on the Ohio river, the boatmen making their way back to Johnstown on foot.

Mr. and Mrs. Singer were the parents of six sons and seven daughters, as follows: Christiana, born December 14, 1815; John, born February 3, 1817, died March 23, 1881; Mary, born August 28, 1818; Susannah, born February 1, 1820; Elizabeth,

born August 16, 1822; Barbara, born January 23, 1824, died in June, 1887; Jacob, born March 11, 1826, residing on the Singer farm in May, 1907; David, born November 5, 1827; Samuel, born March 8, 1829, died April 7, 1877; Aaron, born May 18, 1831; Sarah, born May 17, 1833; Catherine, born June 21, 1835, and Christian, born May 15, 1839.

Of these David, Catherine and Christian died in childhood. Mary passed away at the old homestead in 1844, while all the other children survived their parents. The eldest daughter, Christiana, was married in 1836 to Jonas B. Horner, who was killed on June 21, 1852, by the accidental discharge of a shotgun while he and his little son were shooting fish in the Stonycreek river. The son is David J. Horner, the well-known carpenter of the Von Lumen road. Mrs. Horner died in this city February 23, 1897.

Susannah became the wife of John Roberts, of Taylor township. (See Levi Roberts.)

Elizabeth, who was the wife of Morganza A. Brown, of Fairfield avenue, died on the South Side, October 4, 1891, leaving no children. Sarah married John Carroll, of Bedford county.

Aaron Singer was for many years a well-known blacksmith in this city. On Nov. 6, 1903, he died at his home at the corner of Somerset and Haynes streets, South Side. He was united in marriage with Miss Charlotte Augusta Smith, of Singer street, by the Rev. Kezie, then pastor of the United Brethren church in this city. Mr. and Mrs. Aaron Singer were the parents of eight children, four of whom are dead. At the time of the Johnstown Flood Mr. Singer was carried into the waters with his home on Somerset street and would probably have been drowned had he not been rescued by two ladies, the Misses Mollie and Ida Arthur, who lived next door to him. As a result of his experience in the water Mr. Singer was crippled.

Slick, William, Sr. His first wife was Rebecca Hemphill, who died in 1846, and by whom he had eight children, namely: Eliza, married William Makin; Nancy, wife of John Amsbaugh; Julia Ann, whose husband was Robert E. Rodgers; George R., Benjamin F., William Jr., Joseph and John. His second wife was Rachel Benson, who died in 1860.

Stineman, Jacob, Sr. The founder of this family in America was Christian Stineman, a native of Holland. At first he located in Schuylkill county, but later came to Bedford county. Jacob was born there, and removed to Conemaugh township,

Cambria county, in 1803, where he became a farmer and miller; he died Sept. 28, 1853. He married Elizabeth Ling, of Bedford, in 1805, and they had eleven children; the elder was John Stineman, Jacob, Jr., Daniel, Eli, Philip, Susan, married Alexander Wisel; Sarah, married Peter Klout; Elizabeth, married Adam Kobler; Margaret, first became the wife of Frederick Croyle, and her second marriage was with Valentine Belle; Laura, married Samuel Flenner; and Samuel Stineman. His second marriage was with a Mrs. Sell, but they had no children.

Jacob Stineman, Jr., married Mary Croyle, a daughter of Thomas Croyle, then of Summerhill township. (See Thomas Croyle.) He died in 1875; they had seven children: Elizabeth, married Jacob Seigh; Joseph P., Captain George B., married Martha Paul; Daniel T. Stineman, was a member of Co. F, 198th Pa. Inf., and was killed at Hatcher's Run, Va., Feb. 9, 1865; the Grand Army Post at South Fork is named to his memory; Senator Jacob C. Stineman married Ellen Varner, and Mary Ann married Joseph S. Stull.

Storm, John. He was among the first arrivals in the McGuire settlement, and built the Storm grist mill (see Rivers, Mills, etc.); he was born May 3, 1756, and died at Loretto, Feb. 14, 1816; he married Susan Wysong, born July 25, 1777, and died Nov. 11, 1837. Their children were: John, born Feb. 23, 1797, and died Sept. 27, 1847, married Rosanna McCoy, born in 1781 and died Jan. 11, 1859; Peter, born May 17, 1798, and died Jan. 17, 1849, married Ann McConnell, born Oct., 1801, and died Aug. 10, 1853; they had eight children and among them were: Mary, Ann, Susan, Elizabeth, Sarah and Francis Storm. Patrick, born Feb. 21, 1804, and died Nov. 7, 1885, married Mary Parrish, born May 18, 1810, and died March 10, 1883 (see Joshua Parrish); Louis Storm, born June 12, 1809, and died May 2, 1892, married Margaret Pfoff, born Aug. 23, 1815, and died Sept. 14, 1898; Joseph, born June 28, 1811, and died June 3, 1826.

Stutzman, Abram. He was a native of Germany, and about 1750 he located in Switzerland. His son Abram, born there, came to America and located on the Conococheague creek, in Franklin county, in a German settlement. His son, Jacob Stutzman, was born there in 1777, and died in Taylor township, this county, in 1859. He was a shoemaker, and came to Cambria county about 1792. He married Susanna Ullery (See Daniel Ullery), whose father owned a tract of land on the

east side of the Stonycreek river, near Moxham, and Jacob Stutzman owned 231 acres, which included the Osborne, Suppes and other farms, on the west side. They had ten children, namely: Daniel, Abraham, Jacob, John, David, Elizabeth, wife of Abraham Weaver; Hannah, who married George Knable; Susanna, intermarried with John Knable; Mary, who married Samuel Berkey, and subsequently Christian Good; Samuel and Stephen. Stephen Stutzman's first marriage was with Rachel Berkey, in March, 1849; their children were: Peter, Sarah, the wife of Aaron Strayer; Franklin, Jacob S., Mary Jane, intermarried with Slater W. Allen; Lovina and Elizabeth, who were twins; the former married Dr. L. S. Livingston, of Johnstown, and the latter Joseph D. Finley, of Glenford, Ohio; and William S. Stutzman, of Upper Yoder. His second marriage was with Mary Fyock, widow of Samuel Fyock, of Paint township, Somerset county.

Tibbot, William, was one of the colony first located at Ebensburg. He died about Christmas, 1827. His children were: Jabez, Festus, Katherine, married Stephen Lloyd; and Jane, the wife of John Lloyd (see Rees Lloyd); and Richard Tibbot.

Todd, David. He was born about 1766, in Colraine, County Antrim, Ireland. He was one of several children of David and Barbara Montgomery Todd. Barbara Todd was the only sister of General Richard Montgomery, who fell at Quebec. In 1779, when only thirteen years old, he was impressed on board of a British man-of-war. Later he came to America and located near Burlington, N. J. On Aug. 5, 1787, he married Mary Stevens. He and his wife, with six children, came to Ebensburg, Sept. 2, 1800. Mary Todd was the seventh child, and was born in Ebensburg. In January, 1819, she was married to Daniel Murray, by Father Gallitzin of Loretto; they had one child, Mary Josephine, who married James Myers. (See John Myers.) Mary Todd Murray's second husband was Obadiah Blair. They were the parents of John A. Blair. David Todd died in Ebensburg, May 1, 1841; they had eight children: John Todd, born Sept. 5, 1788, died in infancy; Thomas, born Oct. 16, 1790, married Sarah Davis; Abigail, born Oct. 2, 1793, and married William Mills; Sarah, born Oct. 17, 1795, married Anthony Lambaugh; William, born Oct. 7, 1797, married Ellen Wharton; David, born Oct. 6, 1799, married Mary McConnell; Mary, born June 9, 1802, married Daniel Murray (see John.

Myers); and Annie Todd, born May 24, 1809, and married Hugh Skelly.

Troxell, Jacob. He died in Summerhill township about May, 1833, and was a Catholic. His wife's name was Susannah; they had four children: Abraham, William, Henry and Samuel Troxell.

Ullery (or Ulrich), Daniel, located on a part of the Von Lunen farm, in the Seventh ward of Johnstown; he died about March, 1813; his wife was Susannah; they had ten children: Elizabeth, married Mr. Markley; Susan, was the wife of Jacob Stutzman (see Abraham Stutzman); Motelena Ulrich-Stutzman, Jacob, John, Christina, Esther, Mary, Hannah and Sarah Ulrich.

Varner, Justus and Peter (see John Horner).

Vickroy, Thomas. He was a son of Captain Hugh and Margaret Phillips Vickroy, natives of England. The captain sailed a vessel between Baltimore and Glasgow, and was lost at sea with his ship and crew. Joseph, a brother of Thomas, was killed in the battle of Germantown while a soldier in the Continental army.

Thomas was born at White Rock, Cecil county, Maryland, Oct. 18, 1756; died on the old homestead near Alum Bank, Bedford county, June 9, 1845; he located there in 1772. His first wife was Elizabeth Francis, a half-sister of the wife of General Alex. Ogle; they had five children. His second wife was Sarah Ann Atlee, a daughter of Judge William Augustus Atlee. Judge Atlee was chairman of the committee of safety at Philadelphia during the Revolution, and had charge of the British prisoners at Lancaster. He was associate judge of the supreme court in 1777 and again in 1784. Thomas had at least three brothers: Joseph, Nathan and Solomon Vickroy. He was a surveyor, and was with General George R. Clark, who commanded the forces marshaled against the Indians in the vicinity of Cincinnati, Ohio, in 1780. He and George Woods laid out the old part of Pittsburg.

Edwin Augustus Vickroy was a son of Thomas and Sarah Ann Vickroy, born March 8, 1801, died May 1, 1885, at Ferndale. He married Cornelia Harlan, a daughter of George Harlan, of Warren county, Ohio. Cornelia was born Aug. 8, 1806, and died Aug. 29, 1880, at Ferndale. In 1831 they came to their Ferndale farm, which Thomas Vickroy had acquired in 1798. They had eleven children: Angeline, married Cicero Mendell:

died at St. Louis, Dec. 19, 1872; they had five children. Louise married Dr. Samuel S. Boyd, and is living in Indiana. Helen married William W. Austin; they have one daughter, Kate. Thomas resides at Armourdale, Kansas. George H. died at Denver, June 16, 1882. Sara Atlee resides at Ferndale. Cornelia H. married E. E. Crueger; both dead; they had one son, Dr. Edward Adolph Crueger, now residing in Philadelphia. Emma married John P. Suter (see Suter families). Laura H. resides at Bryn Athyn, Pennsylvania. Mary married Johnston G. West and had four children; she resides at Ada, Ohio. Edwin Augustus, Jr., married Almira Osborne; they had four daughters: Florence, Cornelia, Julia and Ruth Vickroy.

Edwin Augustus, Jr., knew Archibald Adams, a son of Samuel Adams. Archibald died in what is now the Eighth ward of Johnstown, in 1859, and was frequently at the Vickroy home. He related that when he was five years old the Indians captured his father, mother and a little baby and himself. His father's arms were tied behind his back, and all were forced to walk. Archibald could not get along very well; the Indians would not let his father carry him; they wanted to kill him, but his mother carried him and the baby. Samuel made his escape, and the Indians followed him, when the remainder of the family secured protection.

Wharton, Stanislaus, was one of the pioneer farmers of Clearfield township. He died in 1873. He was a soldier in the War of 1812, and a county commissioner in 1825. He married Mary McConnell; their children were: Sarah Wharton, who married Michael Driscoll; Joseph, the husband of Catherine Bender, a daughter of Emericus Bender; Jane, the wife of John McMullen; John, who died young; William, of Clearfield township; Ellen, intermarried with Enos McMullen; Arthur, of Clearfield township, and Alice Wharton, the present postmistress at St. Augustine. Joseph and Catherine Bender Wharton had five children, namely: James A. Wharton, a member of Co. A, 55th Penna. Infantry, in the Civil war, married Marguerite McDermitt, October 22, 1867; they had eight children; his second marriage was with Mary Dodson, of Clearfield township, and they have five children. Charles, a merchant at Dysart, who was killed by lightning July 29, 1892; Mary, the wife of Silas McGough, of Altoona; Alice, who married James McGough, of Clearfield township, and Ellen, intermarried with Albert Ivory of Greensburg.

The Zephaniah Weakland Family. Zephaniah Weakland came from St. Mary's county, Maryland, and located on the Spruce creek, eight miles from Huntingdon, before the close of the Revolutionary war. John Weakland was born there in 1787. Zephaniah brought his family to Cambria county in 1808, and located near Munster, building a log cabin near the O'Hara's, east of Munster. In 1819 Zephaniah removed to Mahoning township, in Indiana county, but returned to Johnstown in 1832. Subsequently he made his home in Susquehanna township, and while there married for the third time when he was over seventy years old, and by this marriage had one or two children; he died in 1849.

John Weakland, his son, moved to Conemaugh township in 1831, and came to Johnstown in 1835; he married in 1818 and had two sons and a daughter. His wife died in 1858. At the age of seventy-three he married again and had three sons by this marriage. Michael Weakland and Ellen, his wife, an only brother, and two children lived in Susquehanna township. William Weakland, a brother of Zephaniah, died near Loretto in 1864, at the age of eighty-three years. Many of their descendants reside in the north of the county, especially in Carroll, Clearfield and Susquehanna townships. John Weakland was a private in Captain Richard McGuire's company in the War of 1812.

Wissinger, Ludwick. He was born in 1756, and served under Washington in the Revolution, and came to Cambria from Frederick, Maryland, 1793. He located on a tract of land near the Dunkard church above Walnut Grove, on the Bedford road. He died about March, 1842. He had thirteen children and probably fourteen, as there were two by the name of Susannah, but they had different marriage names. He made a bequest to Susannah, intermarried with Joseph Wissel, and also to Susannah, who had married a Morgan. The others were: John, Catherine Wissinger-Brumbaugh, Mary Wissinger-Anderson (see John Horner), Daniel, Esther Wissinger-Snyder, Lewis, Elizabeth Wissinger-Stutzman, David, Samuel, George, Isaac and Jacob Wissinger. Lewis Wissinger, his son, was born June 21, 1793, and died Sept. 21, 1895. About 1818 he married Barbara Strayer, who died about 1835; they had five children. Sarah married David Kauffman, of Croyle township; and Eli and John Wissinger. His second marriage

was with Margaret Lint, and they had six children: Harry, Esther, who died in her twenty-third year; Samuel, Barbara, married to Peter Keiper; Annie, married to Daniel Fyock; and Adam Wissinger.

CHAPTER XXIII.

COAL, COKE, RAILROADS AND LUMBER.

The earliest evidence of the discovery of coal or that a coal bank was open in the county appears on the endorsement for the warrant for the William Barr tract of land, which was the old farm owned by Louis Von Lunen, in Moxham, now a part of the city of Johnstown. The endorsements made by the deputy surveyor general are as follows: "Date of Warrant, April 3, 1769; name of warrantee, William Barr; number of acres, 300. Remarks: On the south side of Stone Creek (Stony-creek river), opposite to the Stone Cole bank. Returned, &c. 31st October, 1788." At that time there were several inhabitants in this vicinity, and within five years Joseph Johns acquired the Campbell tract of land and made a settlement upon it.

Mrs. Ann Linton used coal as a fuel for domestic purposes while living in Johnstown in 1822. Three years later Matthew and Michael Myers opened a coal bank west of Lilly, and operated it before the construction of the old Portage railroad. The coal was mined more especially for blacksmiths' use in the Juniata valley, and was carried across the mountains on pack horses. William Tiley opened a bank near it some years after. Prior to July 3, 1839, Charles Murray had a coal bank in operation on the land of Samuel Singer, near Vinco. It was on the public road leading from Johnstown to Ebensburg. The usual fuel for domestic purposes was wood until as late as 1860. It was the principal fuel for locomotives until after that date, but coal began to be common in the fifties. Coal banks along the railroad in Croyle township have been in operation for many years, yet until 1885 there was none near Lovett's station, which is a few miles south of South Fork. Prior to that date the coal for domestic purposes had to be hauled from the Heitingfelter bank, or the Erb bank, which were on the Solomon's Run, a distance of eight miles.

On April 3, 1843, the court of common pleas approved the proceedings of William Rodgers to condemn a strip of land leading from his coal mine, then on the land occupied by John Harren, to a point on the west side of the culvert on the Alle-

gheny Portage railroad, near the foot of Plane No. 4, now Lilly. The mine was about 300 yards from the road. The diagram accompanying the report shows that the coal road led up to the Portage railroad, evidently for the purpose of shipping coal by rail.

Samuel Lemon, the father of John and Samuel Lemon, of Hollidaysburg, opened a mine near the foot of Plane No. 5, west of the Summit, and shipped coal on that road at a very early date. The Lemon seam of coal was named for him, as he was the first person in this locality to work it.

In 1840 there were 41 coal miners in Cambria county, of whom 35 were in Washington township; three in Johnstown, and three in Conemaugh township.

The first coal operators at South Fork were Jacob C. and George B. Stineman, Samuel Paul, Joseph Croyle and Richard J. Hughes, who organized the South Fork Coal and Iron Company in 1869, and opened the first vein of coal for the purpose of mining and shipping. At this time, about one hundred large cars, averaging forty tons to the car, are being shipped daily from South Fork and its immediate vicinity, which includes the Elhrenfeld mines.

On January 1, 1862, it was noted in the newspapers that the Pennsylvania railroad had just added 200 eight-wheeled cars to its rolling stock for the increased trade of the Westmoreland Coal Company, whose mines were at Irwin and Shafton. Eight wheel cars at that time carried from nine to ten tons of coal.

The first official record of the bituminous coal mined was kept in 1820, when there were 3,000 tons mined in Maryland. Twelve years later the output had been increased to 12,000. The federal records show that it began in Pennsylvania, Missouri, Indiana, Alabama, Iowa, Arkansas, and North Carolina in 1840, when there were 464,826 tons mined in Pennsylvania, and three tons in North Carolina.

The coal in the northern part of the county began to be developed in 1882, when the late Judge Dean, who was then president judge of the Cambria courts, purchased coal along the Clearfield creek and built the "Cresson, Clearfield and New York Short Route R. R.," which was chartered December 19, 1882, to extend from Cresson to Irvona. It was thrown into service May 1, 1886, and was subsequently purchased by the Pennsylvania railroad, now forming a part of the Cambria & Clearfield division. The coal was bought for about five or

seven dollars per acre. The road known as the original Ebensburg branch between Cresson and Ebensburg was opened in 1861. Its charter was issued May 5, 1859, as the "Ebensburg and Cresson R. R."

In 1887 the late Governor Hastings, ex-Governor Beaver, J. L. Spangler and others began to develop the coal in the Hastings district along the Chest creek. The coal and the necessary mining rights were acquired at about the same prices. On January 13, 1887, the Cambria & Clearfield R. R. was chartered for the purpose of hauling this coal to market, and the first track completed from La Jose to Hastings on September 24, 1888. It joined the Pennsylvania & Northwestern R. R. at La Jose, and the Pennsylvania R. R. at Bells Mill. In 1889 the branch from McGees to Glen Campbell was opened for traffic. In order to have better facilities for taking the coal to the main line, the Pennsylvania R. R. built the main stem of the Cambria & Clearfield division from Garway to Kaylor station, including the Susquehanna extension from Bradley Junction to the Junction of the Walnut Run Branch, and put it into service on August 1, 1892. The extension from the Junction of the Walnut Run Branch to Cherry Tree was completed and ready for business May 22, 1893.

The Blacklick district was opened about 1892, by ex-Judge Barker and associates. A large plant was erected at Vintondale, to which town the Blacklick Branch was extended on October 30, 1894, and to Wehrum, August 29, 1902. On June 1, 1904, Dilltown was connected with Blacklick on the Indiana Branch by a road following the Blacklick creek.

All the railroads of the Pennsylvania R. R. in the county north of Cresson are operated as the Cambria & Clearfield railroad division, which extends into Indiana county. Its first superintendent was D. H. Lovell, from January 1, 1893, to October 8, 1894, when he was succeeded by Frank Firth Robb, who remained until January 1, 1899; F. P. Abercrombie till August 1, 1900; L. W. Allibone until May 1, 1902; J. M. Baker, Jr., till November 1, 1902, and who was succeeded by Ernest J. Cleave, the present superintendent.

Coal has been shipped from South Fork since 1870, but the district between that coal town and Windber was not opened until July 31, 1891. The late James J. Fronheiser and Judge M. W. Keim, in 1887, were the pioneers in acquiring coal lands south of South Fork, which at that time were worth from seven

to ten dollars per acre. About 1890 the Berwind-White Coal Mining Company, one of the largest producers of bituminous coal in the country, came into the South Fork and Somerset districts and opened several mines in the vicinity of Windber and Scalp Level. The South Fork R. R. was opened for passenger traffic in August, 1897, and operated as a part of the Pittsburg division.

In June, 1907, about 355 loaded cars came from the South Fork Branch on week days, two-thirds of them being 50-ton steel cars. There are also about 100 cars shipped from South Fork and vicinity, about 800 from the Cambria & Clearfield division, and about 300 from Portage, Lilly and Gallitzin. All this coal is taken to the eastern markets, excepting 20 cars, which go west over the Pennsylvania R. R. This amount does not include the shipments on the N. Y. C. R. R.

The county of Cambria is among the largest producers of bituminous coal in the United States. Its output for 1902 was 10,561,835 tons; 1903, 10,942,496; 1904, 10,829,087, and in 1905, 12,600,891 tons. In Pennsylvania it is only exceeded by the counties of Fayette, Westmoreland and Allegheny, and has 130 mines, the largest number in active operation. The next highest is Clearfield with 127, and Westmoreland with 118. Of those in Cambria 113 are on the lines of the Pennsylvania railroad; 13 on the New York Central; three on the B. & O. R. R., and one on the P. J. E. and E. R. R.

In 1905 the average number of days the mines were in active operation was 211, and upon this basis there were 59,719 tons taken out every working day, which is equal to 14.56 acres mined from a three-foot seam. The railroads required 1,492 forty-ton cars to haul it to market. The average prices for all kinds of bituminous coal at the mines in Pennsylvania, per short ton, were: In 1901, .99 cents; 1902, \$1.08; 1903, \$1.18; and 1904, 96 cents. There are various grades of coal, some of which bring higher prices; for instance, the average selling price for the best Miller seam coal in 1906 was \$1.40 at the mine, while the ordinary coal was \$1.16. On this basis the net value of the output at the mine, in Cambria for the year 1905, was \$16,160,642, which is about one-twenty-ninth value of the entire production in the United States.

The wages for picked mine coal for 1906 were sixty-six cents per gross ton, and machine mined coal was five-ninths of that rate with an addition of a half cent per ton. The average

tonnage of coal mined per man per day in 1905 was 3.24, and the average for the year was 684. This average is based on 211 days during which the mines were active, and the larger number of miners only worked eight hours per day.

The railroad rates per gross ton to Boston are \$2.60; to New York, \$1.80, and to Baltimore, \$1.55. The market value for the best Miller seam coal in New York in 1906 was \$3.20 per ton; in Baltimore, \$2.95, and in Boston, \$4.

The county of Cambria is the third largest coke producing county in the state, being exceeded only by Fayette and Westmoreland counties. The coke producers for 1906 were:

	Tons.	Ovens.
Cambria Steel Company.....	345,643	260
Pennsylvania Coal & Coke Company.....	346,149	887
Altoona Coal & Coke Company.....	14,707	70
Cresson & Clearfield C. & C. Company.....	.....	88
Taylor & McCoy C. & C. Company.....	74,059	234
J. Blair Kennerly	25,087	50
Madeira Hill C. M. Company.....	.....	20
Clearfield Bituminous Coal Corporation.....	3,160	...
Oak Ridge C. & C. Company.....	55,490	100
	864,295	1,709

The bituminous coal trade of New York includes properly, not only the city itself, but the country along Long Island Sound. New York Harbor embraces the coal docks from South Amboy to Weehawken. The supply of coal for the harbor goes there by rail from the Clearfield and Broad Top regions and western Pennsylvania, Cumberland. The Beech creek or Northern Clearfield coal does not go to New York City, but goes to the large cities in central and western New York, while the Pennsylvania railroad controls the city and harbor trade for Clearfield coal. The bunker trade—the supply of coal to steamers, coastwise and foregin—at New York, is practically in the hands of two or three large companies and is chiefly supplied from Western Pennsylvania, which includes Cambria and Somerset coal.

Among the many tests made by the Department of the Interior at Washington in 1905, were two from samples taken from mines close to Johnstown. The first was from the Miller seam of coal, and from what is termed the “run of mine,” from mine No. 3, at Ehrenfeld, which is operated by the Pennsylvania Coal and Coke Company. The chemical analyses of the two samples, one from the mine and the other from the loaded car ready for shipment, were:

		Mine Sample.		Car Sample.
Proximate.	Moisture	3.49	3.09	3.51
	Volatile matter	16.12	16.66	16.82
	Fixed carbon	74.68	74.79	73.04
	Ash	5.71	5.46	6.63
Ultimate.	Sulphur	.95	1.18	.94
	Hydrogen			4.56
	Carbon			80.70
	Nitrogen			1.26
	Oxygen			5.91
Calorific values determined:				
Calories		8,064		7,993
British thermal units.....		14,515		14,279

The second analyses were made from coal taken from Eureka mine No. 31 at Windber, operated by the Berwind-White C. M. Company, seam B (P).

		Steam test samples.	
Proximate.	Moisture	1.10	0.59
	Volatile matter	15.80	16.61
	Fixed Carbon	75.49	76.76
	Ash	7.41	6.04
Ultimate.	Hydrogen	4.20	4.28
	Carbon	81.98	83.94
	Nitrogen	1.36	1.27
	Oxygen	3.56	3.56
	Sulphur	1.49	0.91
Ash		7.41	6.04
Calorific values determined:			
Calories		8,055	8,196
British thermal units.....		14,499	14,752

HISTORICAL NOTES RELATING TO COAL AND COKE.

- 1758. Coal discovered in "Coal Hill" opposite Pittsburg.
- 1788. A "Stone coal bank" on the Stonycreek river at Johnstown.
- 1802. Coal first shipped from Pittsburg to Cincinnati.
- 1804. An arklod of Clearfield county coal taken down the Susquehanna river to Columbia.
- 1822. Coal first used for domestic purposes in Johnstown.
- 1825. Matthew and Michael Myers opened coal mine west of Lilly.
- 1843. 973 tons of coal shipped over Old Portage R. R. and canal from the Allegheny mountain to the west, probably from the Samuel Lemon mine near the Summit, or from the Rodgers mine at Lilly.
- 1847. Virginia coal first shipped to Philadelphia—9,600 tons.
- 1853. Westmoreland coal first shipped over P. R. R.
- 1854. February 15th Pennsylvania railroad ran first through train from Pittsburg to Philadelphia. Prior to this it used a part of the Portage railroad on the mountain.
- 1856. Broad Top district opened.
- 1858. Gas coal from Irwin first shipped to Philadelphia.
- 1862. Clearfield district opened. Tyrone & Clearfield Ry.

- completed to Powelton. The Mill mine of Cambria Iron Company opened in August.
1864. The T. & C. Ry. extended to Philipsburg.
1869. Coal at South Fork first mined.
1872. Somerset coal in the vicinity of Cumberland shipped east.
1873. Five cents per bushel paid for mining coal at Pittsburg. Coal-cutting machines operated in England.
1879. Slope mine of the Cambria Iron Company abandoned in May.
1886. Berwind-White Coal Mining Co. incorporated. Judge Dean first shipped coal from the Frugality district on the Clearfield creek.
1888. Coal mines along the Chest creek in the vicinity of Hastings opened and coal shipped eastward.
1891. Coal first shipped from the Windber and Scalp Level district.
1894. Vintondale Colliery on the Blacklick creek shipped first coal.
1902. Clearfield coal sold at mine for \$7.50 per ton.
1903. Clearfield coal fell to \$1 at mines.
1905. 41.66% of coal mined in Pennsylvania by machines.
1906. Cambria Steel Company consumed 1,600,000 tons of coal. Cambria county was fourth in largest production of coal, and third in the largest output of coke. Foundry coke ranged from \$2.50 to \$3.25 per ton. Furnace grade, \$2.75 to \$3 f. o. b. at ovens. Average price for best Miller seam coal at mine, \$1.40; ordinary quality, \$1.16. Net value of coal at mouth of mine in 1906 was \$16,160,642.

Below are the columnar tests made in different parts of the county by John Fulton, the eminent mining engineer of Johnstown. They show the different seams of coal, their thickness and depths. Tests Nos. 1 and 2 include the different formations between the coal seams. The Coke Yard or Lemon seam at Johnstown is about 302 feet below the surface, while in the bored hole near Vinco the same seam is 393 feet. There are about twenty feet and eleven inches of coal in No. 1, and seven inches less in No. 2. However, some of the beds are too thin to work. It will be observed in No. 3 the thickest seam, which is locally known as the Clarion or B bed, is seven feet and five inches, but it runs out about the Blubaker creek. The average workable seams have about three feet and nine inches of coal.

Johnstown Section. No. 1. Prosser's Knob.		Bored Hole Section, Near Vinco, Jackson Township, No. 2.	
	Ft. In.		Ft. In.
Sand stone	20	Earth and rock	16
Shales	35	Sand stone	7
		Slate	35

Sand stone	10	Sand stone	7
Shales	8	Slate and black slate	42
Silicious iron ore	3	Coal, slate, etc.	16
Shales	68	Sand stone	40
Red Shales	10	Black slate	5
Shales	12	White sand stone	7
Slate and sand stone.....	10	Slate	5
White sand stone	26	White sand stone	18
Shales	13	Slate and sand stone	195
Sand stone	20	COKE YARD SEAM COAL	5
COAL	3	Slate	39
Shales	4	Sand stone	10
Drab sand stone	7	COAL	3
Shales	2	Slate	18
Johnstown iron ore	2	COAL	2
Shales	22	Slates	53
Calc. iron ore	10	COAL	2
Fire clay	2	Black slate	34
Shales	8	COAL	3
Fireclay and shales	4	White slate	15
Shales	15	Sand stone	15
COKE YARD SEAM, OR		Black slate	24
LEMON COAL	3	COAL	3
Fireclay	1	Fire clay	4
Shales	5	Slates	5
Sand stone	10	Sand stone	4
Shales	5	COAL	2
Kidney iron ore		Sand stone	6
Shales	15	Black slate	6
Sand stone	15	COAL	1
Shales	3	Blue sand stone	20
Limestone Seam COAL	2	Black slate	8
Fire clay	6	COAL	3
Lime stone	3	Slate	31
Shales	17	Gray sand stone	8
Sand stone	21	White sand stone	7
Slates	4	Black sand stone	4
CEMENT SEAM COAL.....	3	Shale red rock	7
Fire clay	9	Sand stone	24
Lime stone	5		
Fire clay	7		
Slates	16		
Black slate	11		
COAL	3		
Black slate	1		
COAL	3		
Black slate	13		
COAL	9		
Fire clay	4		
Sand stone	17		
Slates	6		
PEACOCK OR MILLER			
SEAM COAL	3		
Fire clay	3		
Slates, shales, etc.	66		
Sand stone	4		
Slates	6		
COAL	6		
Fire clay	3		
Gray sand stone	28		
White sand stone	15		
Drab and black sand stone..	10		
COAL	2		
Black slate	1		
Fire clay	4		
Slates	3		
Carb. iron ore	1		
Shales	5		

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		3	4	5	6	7	8
Coal Beds	1½ miles south-west of Carrolltown, Lee Lutther's farm.	1 mile west of Carrolltown, R. McCombies' farm.	2½ miles west of Carrolltown, Anna Powell farm.	5 miles north-west of Carrolltown, Charles Miller farm.	1 mile south of St. Boniface, Helfrich farm.	1½ miles south-west of St. Boniface.	
	Thin.....	1'	6"				
	Thin.....	4'	0"				
	D.....	3'	0"	3'	3'	3'	4'
	U. C.....	3'	0"	3'	4'	4'	4'
	M. C.....	6"	1'	2'	5'	1'	5'
	Thin.....		8"			5'	6"
	L. C.....	2'		4'		2'	
	B.....	7'	5'	3'			
	A.....	1'	10"				
Total.....		23'	3"	20'	13'	16'	14'
Coal Beds	½ mile west of St. Boniface.	Head of Bluba-ker Creek, O. Baker's farm.	Near Blubaker Creek, Caleb Gray farm.	½ mile from forks, Blubaker Creek, J. Lantz's farm.	Frugality Clearfield Creek.	Fallen Timber, Clearfield Creek, D. E. Notley's farm.	
	Thin.....	6"					
	Thin.....	6"					
	Thin.....	4"					
	E.....	3'	10"	2'	3'	3'	1'
	D.....	4'	1"	3'	2'	3'	2'
	U. C.....	2"					
	M. C.....	6"		4'	3'	4'	6"
	Thin.....			1'	3'	1'	
	L. C.....	2'		4'	2'		
Total.....		17'	2"	19'	12'	11'	4'

THE MILL COAL MINE DISASTER.

The third appalling loss of human life in Johnstown occurred on Thursday, July 10, 1902, caused by an explosion of gas in the Rolling Mill coal mine of the Cambria Steel Company, when 114 lives were lost within a few moments. The mine had always

been known as a safe one, and no serious trouble had ever been experienced since it was opened in 1862; it was in bed C, or the Cement seam of coal, which runs from three to five feet in thickness. At the time of the accident there were about 650 men working there, taking out 2,600 tons of coal per day. At the moment of the explosion there were about 450 men in the mine, and 150 of them were in the Klondike district. The mine was supplied with all the modern machinery and appliances for safety and was so regarded by all the workmen. A few days before gas had been discovered in small quantities in certain portions of the mine, but this was not unusual, as most mines have some; however, special warnings were posted announcing this fact.

The poisonous gas had collected in that part of the mine properly designated as section "No. 6, Right," in the Klondike district, which was opened in 1897. It is about two miles distant from the main entrance on the Stonycreek river, and underlies the farms of Yost Hochstein and Samuel Harshberger, near Roxbury. About 11:20 a. m. the explosion took place in No. 2 room of sixth right heading off the Main south or Klondike heading. Two men were working in the room with five others in the immediate vicinity, one of whom carelessly lighted a match, and in an instant these lives were taken, excepting a few who lived for a few days.

The machinery for operating the Cappell fan, the compressed air and other appliances, is located at the escapement opening at Mill Creek, 3.35 miles from the main entrance. The width of the mine is 1.78 miles, with an area of 2,300 acres, and having 95 miles of low pressure and 4 miles of high pressure pipes for distributing the compressed air.

Immediately after the explosion was heard by the mine foreman and fire bosses, who were outside of the danger line, they formed a rescuing party and started for the Klondike. These heroes were William T. Robinson, mine foreman; Henry L. Rodgers, Griffith Powell, John Retallack, Joseph Tomlinson, John C. Whitney, John R. Thomas, Thomas L. Foster, fire bosses, and William Blanch, foreman of laborers. Five of them who died from the effects of the carbonic oxide gas were: William Blanch, John R. Thomas, Joseph Tomlinson, John Retallack, and John C. Whitney.

Two others, Robinson and Rodgers, became unconscious and fell while in the dark chamber, but were rescued, and two

others, Powell and Foster, escaped through an old passageway to the Mill creek opening.

These gentlemen had not gone far until they came in contact with the deadly current. Whitney was the first to feel its effect, but they all pressed on to give aid to the unfortunate men who might be living. In a few moments Whitney faltered and fell, when Powell and Foster, seeing that his condition was serious, started to take him back, and succeeded in carrying and dragging him for two hundred yards, when he became helpless. They were losing their strength; the deadly current was pressing them, and they were compelled to lay their friend along the passageway, and make their escape by an abandoned route to Mill Creek.

While Powell and Foster were endeavoring to save Whitney as related, Rodgers, Blanch, Retallack, Tomlinson, Thomas and Robinson continued on their mission, and reached cross-heading No. 5 and replaced the brattice. A very strong current of deadly air coming upon them at this point, had its fatal effect on Retallack. Rodgers and Robinson started back with him, but they did not go far until all of them were overpowered and fell, but were rescued by parties who had come in from the Mill Creek entrance. However, Retallack did not revive.

Tomlinson left the party at No. 5 to go to No. 4 to cut off the dreadful gas, but he was never seen alive. His body was found the next day, lying between two miners with a hand on each arm of his fellow workmen, as if he had been leading them to pure air and safety.

While Rodgers and Robinson were closing the brattice at No. 5, Thomas and Blanch went on to No. 6 to close others, which are nearer the Klondike, but they, like poor Tomlinson, never returned. The next day their bodies were found among thirty of their companions.

While the men underground were mingling with death, assistance was coming from the outside. Marshall G. Moore, mining engineer, A. G. Prosser, his assistant, and George T. Robinson, superintendent, with Josiah T. Evans, mine inspector, William H. Morris, John Daniels, John Donaldson, William J. Williams, Charles Crocker and William Gardner, and Drs. Geo. W. Wagoner, B. E. Longwell, H. F. Tomb, Charles E. Hannan, C. B. Millhoff, F. B. Statler, J. S. Taylor, J. B. Woodruff, Emlyn Jones, J. B. Lowman and Dr. Updegraff of Bolivar, with many citizens, arrived at the Mill Creek entrance.

Rescuing parties were immediately formed, and each started on its route to reach the stricken men. The physicians were carrying small tanks of oxygen, strychnia and other remedies to stimulate the heart. They remained in the mine until the living were rescued.

On Friday afternoon, about twenty-seven hours after the explosion, the party with whom William Gardner was searching, heard a plaintive cry for help from a dark recess where it was almost impossible to see, and upon search they found three men who had apparently lost their reason, with their eyes glistening like demons. Drs. Woodruff and Updegraff gave them stimulants, and food being provided they soon revived sufficiently to tell of their terrible sufferings and how they escaped death. They were not in the path of the current and attempted to reach the outside, but were soon overcome and protected themselves by getting in an old room. The air there soon became poisonous and their powers were fast declining and drowsiness was coming on. One of the men had carried his pick, and discovering the compressed air pipe, each one tried to make an opening into it, but their strength was not equal to the task; finally one of them succeeded in getting a small hole in it, when they all huddled around the aperture, gasping for the pure air which came in sufficient quantity to keep life. Again they started to make their escape, but the afterdamp forced them back to where they were found near the hole in the air pipe.

The explosion was among the largest fatal accidents in mine explosions in the history of mining. There were 113 deaths among the employes of the company, and one more—John Steffan, a Slavak—who was in the mine in the search of work. Rev. Martvon, pastor of the Slavak congregation, confirms this statement, and states Steffan was buried from his church. The following is a statement of the number of deaths with their nationality and the widows and orphans who survived. The names of the larger number are complicated and in many instances unpronounceable to Americans. In addition to these names, those of Irish parentage were Michael and Philip McCann, William and Daniel Lees of English; Gotfried Hepke, Gustave Lavendrofsky, Michael Sabot and William Shanzek were Germans, and John and Jacob Crook, Americans.

Nationality.	Men.	Widows.	Orphans
Polish	58	30	49
Slovak	25	18	37
Croatian	11	4	2

English	5	3	12
German	4	3	8
Magyar	4	3	9
Welsh	2	2	8
Irish	2	2	7
American	2	2	6
John Steffan	1	..	..
	114	67	138

It was a peculiar explosion; considering the great loss of men, the damage to the mine was insignificant. There was no injury to it except that the doors on both sides of Klondike, of which there were twenty-one, were blown down, and some other stoppings were blown out, but the doors were not blown to pieces, but thrown flat. The report was indistinct, and many of the workmen did not know it had occurred. One miner working in a room off the fifth right heading stated the concussion knocked him down and extinguished his lamp, but he relit it and went back to work. The men were at work on the following Monday. The greater number of the victims were found on their way out of the mine with their coats on and their dinner buckets in their hands. Mr. Moore is of the opinion, that had the concussion been more severe it is very probable it would have so alarmed the men working on the left side of Klondike that they would have hastened from the mine without delay, and thus probably reduced the appalling death list by perhaps two-thirds. The *Journal of the Franklin Institute* for August, 1904, has an excellent article from Mr. Moore, with maps, describing this explosion.

THE BERWIND-WHITE MINE NO. 38 FLOODED.

On Friday afternoon, April 26, 1907, this mine, located about a fourth mile from Foustwell, was flooded, and seven men were penned in a passageway until the following Wednesday. While the men were at work the power suddenly ceased to operate the machinery. Michael Bolya, the very intelligent foreman, believed that a fuse had burned out, but sent one of his men to ascertain. He soon returned in haste with the astounding news that the water was pouring into the mine from an interior source. Bolya was familiar with the passageways and rooms, immediately collected his six associates, who were John Mihaly, John Hanas, Andrew Vartjin, Frank Susanj, Mike Slavic and George Mihaly, and started for the highest point in the mine, with their empty dinner pails and lamps. The

water overtook them, but did not rise high enough to touch them at the point of safety.

Superintendent Daniel Thomas immediately set powerful pumps to work, which saved the men, but they were not able to reach them until the next Wednesday, during which time they had no food, but had found pure water dripping from the roof. On Friday Bolya kept tapping the air pipes to inform those on the outside they were living, but could not get a response until Saturday morning, when the welcome noise was heard that their signal was understood. The water was almost to the roof of the main passageway, and Bolya tried to run ten cars through it hoping to be able to crawl over them, but it did not succeed. Each of the men had a small miner's lamp, and by keeping one burning at a time had sufficient oil to prevent total darkness. They could do nothing except wait at the high place for outside assistance. Many efforts were made to reach them, but all failed until on Wednesday Charles Ream made the attempt by wading through the water to his neck. Finding a most serious obstacle where the water almost came to a timber across the way, he placed his lamp on top of it and dived under; then re-taking his lamp he found the imprisoned men, and led them out the way he had entered.

The Pennsylvania Railroad Company was incorporated by an Act of Assembly dated April 13, 1846. Among the commissioners named in the act to carry it into effect were John Linton, William A. Smith, John Matthews, John Fenlon, Peter Levergood, Edward Shoemaker, Stephen Lloyd and Richard Lewis from Cambria county. Whenever they succeeded in getting subscriptions of \$7,500,000 to the capital stock, and the sum of five dollars paid on each of the 150,000 shares at \$50 par value, the governor was authorized to issue the charter. There was great difficulty in raising that much money. The company was permitted to increase the capital to \$10,000,000, for additional improvements. It was a single line road at first, but as rapidly as was possible was made a double track, although across the bridge, where the stone bridge now stands, west of the Johnstown station, it was a single line until about 1862.

It was constructed in sections. On September 17, 1850, it was completed from Harrisburg to the "Mountain House," a mile east of Hollidaysburg, where it connected with the Portage railroad over the mountains to Johnstown. In August, 1851, a

section of twenty-one miles west from Johnstown was completed, and with the portion constructed east from Pittsburg, left a gap of twenty-eight miles, which was closed on December 10, 1852, when cars were run through from Pittsburg to Philadelphia, by using a part of the Portage road. Until 1851 through traffic was transferred from the Pennsylvania railroad to the Portage road at Johnstown, but after the section to Lockport was completed that year the transfer was made at that place. Passengers and freight were transferred by teams from Beatty's station to Lockport. The road from Conemaugh to South Fork was used by the Pennsylvania railroad, and the Portage railroad, which were connected by a bridge constructed across the Conemaugh river just west of the overhead bridge at that place. The transfers of cars were made at the basin. The old bridge was taken down about 1875.

In 1854 the net earnings were \$1,462,376; in 1874, \$15,029,077, and in 1905, \$40,531,582.

The old Pennsylvania railroad tunnel at Gallitzin was commenced October 14, 1851, by Thomas Sealbrooke, the principal engineer. It is 3,612 feet in length, and was used as a double track roadway until 1898, when the cars and engines being made too large to allow for two tracks, the Portage tunnel, which was completed about 1855, was relined and two tracks laid through it for the eastbound traffic. Its length is 1,630 feet. The old tunnel was used for the westbound travel until the new single line tunnel was completed in May, 1904, by W. H. Brown, chief engineer; C. S. d'Invilliers, engineer of construction, and P. F. Brendlinger, the contractor. The first tunnel was completed early in 1854, and on February 15 of that year the first train was run through from Pittsburg to Philadelphia over its own line, with the late Thomas Clark of Pittsburg, formerly of Johnstown, as the conductor.

George W. Munson was the first agent at Johnstown. The freight and passenger station stood near the location of the old freight station until some time during the war, when the passenger depot was moved to its present site. When the road opened for through all-rail business on February 15, 1854, Mr. Munson was also the Adams Express agent. In December of that year there were but two passenger trains each way daily, except Sunday, when there was but one train, and in 1856 the trains each way had been increased to three. The fare at that time was two and a half cents per mile, costing \$1 to Adipona;

\$4.25 to Harrisburg; \$6.95 to Philadelphia, and \$1.95 to Pittsburgh. There were but two daily mails each way, except on Sunday, when there was none. The mail to Somerset was tri-weekly, and to Berlin but once a week. In March, 1857, there was a reduction of passenger trains to two each way, which continued until the following February, when the Johnstown accommodation was added, which made the run to Pittsburgh in four hours. In August, 1859, there were three through trains and two locals each way. On January 1, 1860, John B. Henry succeeded Mr. Munson, and in June, 1864, Robert G. Given was his successor, who continued until F. S. Deckert assumed the position, September 1, 1868. Mr. Deckert acted as such until 1870, when Thomas H. Nichols was appointed the passenger agent, and Mr. Deckert remained as freight agent until May 21, 1901, when he was succeeded by John J. Bowden, and Mr. Deckert became the passenger agent. On the death of Mr. Nichols, John L. McClellan was appointed passenger agent, who in time was succeeded by W. A. Donaldson, Charles Buchanan and Thomas H. Watt, who was appointed in March, 1889, and resigned November 17, 1900, when Mr. Bowden took his place, and continued until the exchange was made with Mr. Deckert.

It is probable the most remarkable accident ever occurring on any railroad happened on the Pennsylvania road, about three-fourths of a mile west of Mineral Point, and about six miles east of Johnstown, about 2:30 in the morning of February 23, 1907. The train was the Chicago Limited, commonly called the "Flyer," in charge of J. D. Smail, engineman, and M. W. Forbes, conductor, and which makes the run between New York and Chicago in eighteen hours. It consisted of three Pullman vestibuled sleeping cars and a combination baggage car, and was making its usual speed of fifty-three miles per hour down the mountain. Suddenly the cars left the track and ran along the rails for about a hundred yards, when the three sleeping cars slid over a forty-foot embankment with a slope of about a foot and a half to one, on to the ice in the Little Conemaugh river. There were fifty-four passengers in the cars, and the crew, and nobody was killed. One or two passengers were seriously injured, but not fatally, and several were bruised, but the marvelous feature is that it did not cause a single death. The weather was intensely cold; the ground was frozen so that the cars skidded over it, and the ice was so thick the cars did not break it. The general belief is that the accident was caused by

the dropping of a brake rigging on the tender, which threw the cars off the track altho the engine did not leave the rails.

The Baltimore & Ohio railroad constructed the Somerset & Cambria railroad as a branch of its Pittsburg division, which extends from Pittsburg to Cumberland, with the point of intersection at Rockwood, a distance of 45.1 miles from Johnstown. The track was completed between these points on December 16, 1880, and the first passenger train over it left Johnstown on May 23, 1881, in charge of Conductor Smutz and Engineer Dayton. There was but one passenger train on the branch leaving Johnstown at 10:20 a. m. and returning at 9:18 p. m. It is a single line road and has a heavy grade to Geiger's Summit, the point where the proposed South Penn railroad crosses it. The several elevations are: Sea level at Johnstown, 1,170 feet; Ferndale, 1,190; Kring's, 1,239; Hooversville, 1,671; Stoyestown, 1,771; Geiger's Summit, 2,204; Somerset, 2,101, and Rockwood, 1,808.

The Beech Creek railroad, operated by the New York Central railroad, extends from Williamsport to Rossiter Junction, where it connects with the Buffalo, Rochester and Pittsburg railroad. A joint line between Mahaffy and Patton, which has been extended to Cherry Tree and Westover, between the New York Central railroad and the Pennsylvania railroad, has been constructed especially to take out the coal. The first shipment of coal over the New York Central which reaches the main line of the latter company at Geneva and Lyons, between Rochester and Syracuse, was on September 1, 1893.

In the chapter on Rivers and Rafting the cutting and marketing of the white pine timber in the north of the county has been noted. The *Tribune* for March 22, 1861, in referring to the lumber trade, says: "We are told that Clearfield creek and its tributary streams are filled for miles with logs cut in this county and intended to be floated out into the Susquehanna, and thence to different points. The creek is so compactly filled in many places as to be completely bridged." There are still a few small tracts of virgin white pine in Carroll and Barr townships, and a little in Allegheny. About 1870 white pine was sawed and hauled to Ebensburg, where it was sold for \$14 to \$18 per thousand.

Thomas Griffith began to deal in hard woods as early as 1850, and at his death was probably the largest hard wood dealer

in the country. In August, 1879, the hard wood timber on the lands of the William M. Lloyd estate, in the northern part of the country was sold at public sale. The pine, cherry, poplar and ash on 233 acres were sold at the rate of \$2.65 per thousand feet, board measure. The white oak on about 1,000 acres brought two cents per cubic foot, and the red oak on the stump one dollar per thousand.

The mountains were well filled with hemlock, which was sold as low as five dollars per thousand feet delivered on the cars or brought into Johnstown or Ebensburg, but at the present it is selling for \$22 per thousand. In the decade following 1850 there was a fair market for oak, cherry, ash and poplar lumber; maple and birch have been in demand since 1887, and beech for the past seven years.

As early as 1852 the oak forests of this county attracted the manufacturers of hogsheads for the molasses and sugar trade from the West Indies. That year Charles N. Peary, and two years later, A. A. Barker and other gentlemen from the New England states, came here and established "shook shops" wherever good oak could be secured, especially at Johnstown, Conemaugh and Carrolltown. A bundle of shook consisted of enough staves to form a hogshead, which had been shaved and put together and prepared for everything but the heads, and then taken apart and bound with hickory to facilitate their transportation. At the end of fifteen years the shook trade began to decline, and in 1875 it had altogether ceased to be a factor in the lumber business.

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