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A GLIMPSE OF ALTOONA.

HISTORY

— OF THE —

CITY OF ALTOONA

— AND —

BLAIR COUNTY,

INCLUDING

SKETCHES OF THE SHOPS

OF THE

PENNSYLVANIA RAILROAD CO.

...

EDITED BY JAS. H. EWING AND HARRY SLEP.



ALTOONA, PA.

HARRY SLEP'S MIRROR PRINTING HOUSE.

1880.

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NEW YORK

Blair Co.

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PREFACE.

A book without a preface is considered incomplete. So is a ship without a figure-head. In either case the affixture is more ornamental than useful. A book without a preface is nevertheless a book, and a ship without a figure-head is nevertheless a ship. Notwithstanding this, in conformity to a custom which has existed from time immemorial, and remembering that custom makes law, and that law must be obeyed, we submit the following preliminary remarks:

Before commencing the preparation of a history of any particular locality, a city or county for instance, the custom has been to call upon leading citizens, and particularly property owners, for contributions of money to aid the project, the presumption being that the publication cannot fail to result in benefit to the community. No one designing to assume the position of publisher, unless he has more wealth than he knows how, otherwise, to dispose of, or is a literary gentleman of "elegant leisure," fond of seeing his name in print, feels like solely depending upon the income derived from the sale of the book as remuneration for the expenditure of time, money and labor to which he would subject himself; for it must be remembered that the sale of such a book, with but trifling exceptions, is confined to the immediate locality in which it is published, and, consequently but a limited number is demanded. When contributions have been obtained, unless very liberal, the price of the book is generally fixed at double the amount charged for publications of corresponding size, quality of paper, binding, etc., and thus placed beyond the reach of many of the poorer classes.

In order to avoid the necessity of calling upon citizens for contributions in money, and, at the same time to enable us to place the book within the reach of all, as well as to secure for ourselves a reas-

onable remuneration for labor and outlay of capital, we adopted the plan of calling upon merchants and other business men for advertising patronage, believing that to them, by publicity given, we could render an equivalent for the amount expended. They liberally responded, as will be seen by the number of announcements, and we take this occasion to return our thanks.

As will be observed the advertisements do not interfere with the text of the book. It is true that the arrangement of matter is somewhat different from the course usually pursued by publishers, but the history is just as complete in itself as it would have been had not a single advertisement made its appearance. Indeed the business announcements make the book more interesting, for, by this means, if no other, the reader is enabled to discern who the wide-awake business men are, and such as are possessed of sufficient public spirit, as citizens, to aid in enterprises which result in good to the community.

This book is not perfect—no man ever saw one that was—but we console ourselves with the reflection that we did the best we could under the circumstances, sparing neither labor, time nor expense in getting at the facts underlying the subjects treated.

As members of this community, and feeling a deep and abiding interest in its prosperity and future advancement, we hope the facts and statements we have given will be well received by the public, and will serve to abridge the labor of future historians.

We are under many obligations to Mr. L. P. Farmer, the efficient and polite General Passenger Agent of the Pennsylvania Railroad company, for favors extended to us.

PUBLISHERS.

ALTOONA AND BLAIR COUNTY.

INTRODUCTION.

In a restricted sense, leaving out the disparity of years, the life of a city is like the life of a man. There is infancy, puberty, adolescence, manhood, old age, and death. Were the lives of cities co-extensive with the lives of men, we might appropriately say that Altoona has passed through the period of infancy, with its imbecility, helplessness and perils. It has not only reached the age of puberty, but, from that point has passed through the entire period of adolescence. It has arrived at the age of thirty-one years, adolescence, in man, according to Dunglison, closing at five-and twenty, and, therefore, has fully entered upon a career of vigorous manhood. What a triumph to commence with!

THE PATERNAL PARENT OF ALTOONA.

Cities, like men, have fathers or founders. Previous to 1849 Altoona existed, figuratively speaking, only in an embryotic condition. It was conceived by the Pennsylvania railroad, and, in the year just mentioned, was brought forth a living child.

As we have adopted the allegorical style of writing, we will continue it a little further by giving a laconic sketch of the birth and life of the Pennsylvania railroad, the father of Altoona. In doing so we preface it with some general railroad and steam memoranda, the appositeness of which, in this connection, will be readily perceived and appreciated:

PRIMARY ATTEMPTS AND SUCCESSES.

Beaumont, an English miner, in the early period of the Seventeenth century, invented the first railroad (wood tracks), on which coal wagons were drawn by horses. It was built at Newcastle-on-Tyne. The first rails wholly made of iron were cast in England, in 1776. In 1754 iron wheels were introduced. A steam engine was completed by Newcomen and Cawley, in 1710. A Cornish

miner, by the name of Savary, constructed one in 1718. In 1770 James Watt made an improved engine. In 1804, Richard Trevithick, of Cornwall, constructed a locomotive to run upon the Merthyr-Tydvil railroad, in Wales. It drew, at the rate of five miles an hour, several wagons laden with ten tons of bar iron. In 1814, George Stephenson, of England, completed the first effective locomotive, and that was not very effective. The "Rocket," which he constructed in 1829, succeeding other locomotives he had built, took a premium of £500, offered by the Liverpool & Manchester Railroad company. Shortly after, Mr. Seguin, a French engineer, introduced locomotives in France. In September, 1809, the first experimental railroad track in the United States was laid by John Thomson, a civil engineer, of Delaware county, Pennsylvania, and constructed under his direction by Somerville, a Scotch millwright, for Thos. Leiper, of Philadelphia. It was sixty yards in length, and graded to one and one-half inch to the yard. The gauge was four feet, and the sleepers were eight feet apart. The experiment with a loaded car was so successful that Leiper had the first practical railroad built in the United States, constructed for the transportation of stone from his quarries on Crum creek to his landing on Ridley creek, Delaware county, Pennsylvania, a distance of about one mile. It continued in use for about nineteen years. The first railroad in America over which a locomotive was run was that of the Delaware & Hudson Canal company, at Honesdale, Pennsylvania, to connect their mines with the canal. The locomotive was called "The Stowbridge Lion." It was tried on the road on the 8th day of August, 1829—found too heavy for successful use on the roadway, was housed up, and finally taken to pieces and destroyed. The first stone on the Baltimore & Ohio railroad was laid on the 4th July, 1828, by Charles Carroll, of Carrollton, Maryland. At first the cars were propelled by sails, afterwards by steam. The first locomotive regularly run on that road was made by Phineas Davis, at York, Pennsylvania, in 1831. The first gauge of railroads (as in England) was four feet eight and one-half inches, corresponding with the width of ordinary English wagons.

Content with general railway memoranda we will now speak of the

PENNSYLVANIA RAILROAD.

On the 13th day of April, 1846, an act was passed to incorporate the Pennsylvania Railroad company. The capital was fixed at \$7,500,000, with the privilege of increasing the same to \$10,000,000. On June 22, 1846, books were opened for subscriptions to the stock

in various places in the State. Mr. John Edgar Thomson entered upon his duties as chief engineer of the road in the early part of 1847. The grading of the first twenty miles of the road west of Harrisburg was let on July 16, 1847, and on the 22d of the same month fifteen miles east of Pittsburg were put under contract. On December 10, 1852, cars were run through from Philadelphia to Pittsburg, connections between the eastern and western divisions being formed by the use of the Portage road over the mountains, the road of the Pennsylvania company not being finished there until February 15, 1854, when it was formally opened, and the first trains passed through Pennsylvania without use of the incline planes, of which the Portage consisted.

PORTAGE RAILROAD.

The commencement of the construction of the Allegheny Portage railroad was authorized by an act of the Legislature of Pennsylvania, passed the 21st day of March, 1831. Previous to that time surveys of the Allegheny mountains had been made by several eminent engineers, and these surveys had thrown much light on the topography of the country through which the railroad was to pass. Sylvester Welch was appointed principal engineer of the work by the Board of Canal Commissioners, and he organized his locating party, and had the tents pitched near Lilly's mill, at the head of the mountain branch of the Conemaugh, on the 12th day of April, 1831. The locating party, at the beginning, consisted of Sylvester Welch, principal engineer; Solomon W. Roberts, principal assistant engineer; Patrick Griffin, surveyor; and twelve assistants, axemen and cook. The line commenced at the head of the Little Conemaugh and continued down the valley of that stream to Johnstown, a distance of twenty-one miles, where it connected with the western division of the Pennsylvania canal. The western end of the railroad was located on the 14th day of May, 1831. In the month of May, Mr. W. Milnor Roberts joined the corps as principal assistant engineer, and traced the line from the turnpike crossing, near the summit of the mountain, to Lilly's mill, a distance of five miles. The grading and masonry of the twenty-six miles were contracted for at Ebensburg on the 25th of May, and the work commenced by clearing a track one hundred and twenty feet wide through the forest, most of which consisted of heavy spruce or hemlock timber. The location of the line from the turnpike crossing, near the summit of Blair's Gap, eastward to Hollidaysburg, a distance of ten and two-thirds miles, was immediately

proceeded with. This part of the work was let to contractors on the 29th day of July, 1831, and thus the grading and masonry of the whole railroad being thirty-six and two-thirds miles in length, were put under contract. The laying of the first track, and the necessary turnouts of edge rails, and of a double track of plate railway on incline planes, were contracted for on the 11th day of April, 1832. The work upon the road was prosecuted vigorously; at one time a force equal to two thousand men being employed upon it, and on the 26th November, 1833, the first track was so advanced as to permit the passage of the first car over its entire length. On the 18th of March, 1834, the road was opened as a public highway, the State furnishing the power on the incline plane only, and it continued in use until the 31st of December, when the navigation of the canals of Pennsylvania, which this road connected, was closed for the season. The railway was again opened on the 20th March, 1835, shortly after which the second track of edge rails was completed. On the 11th of May the State began to furnish the whole motive power, locomotive engines being used on the "long level," and this continued until about the middle of December, when the canals were closed by ice.

The Portage road consisted of eleven "levels" or grade lines, and ten incline planes. The ascent from Johnstown to the summit is 1,171 $\frac{58}{100}$ feet in a distance of 26 $\frac{59}{100}$ miles. The descent from the summit to Hollidaysburg is 1,398 $\frac{71}{100}$ feet in a distance of 10 $\frac{10}{100}$ miles.

There were five incline planes on each side of the mountain, varying in inclination from 4° 9' to 5° 51', or from 7 $\frac{25}{100}$ feet elevation to the 100 feet base. They were numbered eastwardly, the one nearest Johnstown being No. 1, and that being nearest Hollidaysburg being No. 10. A part of the railway, generally 300 feet long at the head and foot of each plane, was made exactly level. The planes are all straight in plan, and also in profile, except that the angles of elevation at the lower ends were rounded off by curves. There are some minor variations in the grades on the "levels" made to suit the ground. From the lengths and heights given in the following table the average grade of each plane may be obtained correctly.

NO. OF PLANE.	LENGTH IN FEET.	RISE IN FEET.
Plane No. 1.....	1,607.74.....	150.00
Plane No. 2.....	1,760.43.....	132.40
Plane No. 3.....	148.25.....	130.50
Plane No. 4.....	2,195.91.....	187.86
Plane No. 5.....	2,628.60.....	201.64
Plane No. 6.....	2,713.85.....	266.50
Plane No. 7.....	2,655.01.....	260.50
Plane No. 8.....	3,116.92.....	307.60
Plane No. 9.....	2,729.80.....	18.950
Plane No. 10.....	2,295.61.....	180.52

The embankments were made 25 feet wide on top, and the bed of the road in excavations was 25 feet with side ditches. Sixty-eight culverts of masonry, the sum of the spans of which is 494 feet, passed under the road, besides eighty-five drains of dry masonry of from two to five feet span. There were four viaducts of hammer dressed stone; the first and larger was over the Conemaugh, at "Horse-shoe Bend," about eight miles from Johnstown. This had a single semi-circular arch of 80 feet span, and the top of the masonry was 70 feet above the surface of the water. The whole cost of this work was \$54,562.24, and by building it a lateral bend of about two miles was avoided. There were two viaducts over the branches of the Conemaugh, each of 40 feet span, one over the Juniata at Hollidaysburg having two arches of 33 feet span, which vary 35 degrees from a right angle with the abutments. There was a tunnel through a spur of the mountain, at the head of plane No. 1, about four miles from Johnstown. This tunnel was 901 feet long and 20 feet wide by 19 feet high within the arch. It was arched for 150 feet at each end, and the entrance furnished with facades of cut stone. The whole cost of the tunnel was \$37,498.85. The edge rails used were parallel rails of rolled iron, weighing 40 pounds per lineal yard. They were supported by cast-iron chairs, which weighed on an average 13 pounds each. The rail was secured in each chair by one iron wedge. The stone blocks which support the chairs contained $3\frac{1}{2}$ cubic feet each, and were imbedded in broken stone, at a distance of 3 feet from centre to centre. On part of the road the chairs were laid upon a timber foundation, and on the incline plane and along the canal basins, at the termination of the road, flat rails upon timber were used. At the head of each incline plane there were 2 stationary steam engines, of 35 horse-power each, which gave motion to the endless rope to which the cars were attached. Only one engine was used at a time, but two were provided to prevent delay from accidents. Four cars, each loaded with 7,000 pounds, could be drawn up, and four be let down at the same time, and from six to ten such trips made in an hour. The machinery was simple and effective in its construction, and was superintended by Edward Miller, as principal assistant engineer. A safety car attended the other cars, both ascending and descending, and stopped them in case of accident to the rope. The credit of this contrivance was due to Mr. Welch, principal engineer. The grubbing and clearing of the road, a difficult piece of workmanship, cost \$30,524. The grading of the road, including grubbing, and cleaning, and all other work done under contracts for grading cost

\$472,162.59 $\frac{1}{4}$. This work included 337,220 cubic yards of common excavation; 212,034 of slate or detached rock; 566,932 of hard pan or indurated clay; 210,724 of solid rock; 14,857 solid rock in tunnel, at \$1.47 per yard; 967,060 cubic yards of embankment carried over 100 feet; 37,327 perches of slope wall, of 25 cubic feet; 13,342 perches vertical slope wall in drains, the viaducts, culverts and bridges included. Plane No. 6 contained 28,368 perches of masonry. For the first track there were delivered 50,911 stone blocks, which cost \$27,072.15; 508,901 feet lineal of 6x8, and 2,842 feet 12x12 inch timber, which cost \$17,184.50. The amount done under the contracts for "laying" railway amounted to \$135,776.26.

All of the iron rails were imported from Great Britain, by A. & G. Ralston, Philadelphia, and also part of the chairs, spikes and wedges for the first track. The total cost of British iron at Philadelphia, imported for the first track, was \$118,888.36. The aggregate cost of all work done, and materials furnished under contract, for the first track complete, was \$430,716.59 $\frac{1}{2}$. For the second track, there were imported 16,976 bars of edge rails, each 18 feet long, which weighed 1,803 tons and 1,400 pounds gross, and cost, at Philadelphia, \$43.51 per ton. The aggregate cost of all work done and materials furnished, under contract, for the second track, was \$363,937.05 $\frac{1}{2}$. The aggregate cost of the ten stationary engines, houses, sheds, dwellings, water pipes, ropes, etc., was \$151,923.30 $\frac{1}{4}$. The total cost of the Portage railroad was \$1,634,357.69. But this does not include office expenses, engineering, or the extra allowance to contractors by the Legislature after the work was completed. Four locomotive engines were used on the "long level."

Fifty thousand tons of freight and twenty thousand passengers passed over the road during the season of 1835.

BOAT TAKEN OVER THE ALLEGHENY MOUNTAINS.

In his History of Cambria County, published nearly half a century ago, Mr. Sherman Day refers to the first boat taken over the Allegheny mountains, in October, 1834, on the Portage railroad. He says: "Jesse Chrisman, from the Lackawanna, a tributary of the north branch of the Susquehanna, loaded his boat, 'Hit or Miss,' with his wife, children, beds and family accommodations, with pigeons and other live stock, and started for Illinois. At Hollidaysburg, where he expected to sell his boat, it was suggested by John Dougherty, of the Reliance Transportation line, that the whole concern could be safely hoisted over the mountain, and set afloat again in the canal.

Mr. Dougherty prepared a railroad car calculated to bear the novel burden. The boat was taken from its proper element, placed on wheels, and, under the superintendence of Major C. Williams, the boat and cargo at noon on the same day began their progress over the rugged Allegheny. All this was done without disturbing the family arrangements of cooking, sleeping, etc. They rested a night on the top of the mountain, like Noah's ark on Ararat, and descended next morning into the valley of the Mississippi, and sailed for St. Louis."

GRADUAL ASCENT OF THE PENNSYLVANIA RAILROAD.

The road commences a gradual ascent at Harrisburg where it is 310 feet above tide, and rises regularly. At Lewistown it is 480 feet above tide; at Huntingdon, 610 feet; at Tyrone, 886 feet; at Altoona, 1,168 feet. Up to this point the heaviest gradient per mile has not exceeded 21 feet. A short distance west of Altoona this gradient is increased to 95 feet per mile on straight lines, and 82 feet per mile on curves. Thus, ascending, it reaches its culminating point at the west end of the great tunnel, where its altitude above tide is 2,161 feet. The highest gradient west of the tunnel is $52\frac{1}{10}$ feet per mile, and the average gradient on that end is $20\frac{4}{10}$ feet per mile. At Johnstown the elevation above tide is 1,184 feet; at Greensburg, 1,090 feet, and at Pittsburg 748 feet, being 438 feet higher at its western terminus than at Harrisburg, where it commences to overcome the barrier presented by the mountains.

SUMMARY OF ITS PROGRESS.

The rise and progress of the Pennsylvania railroad is wonderful. At first but a link in the chain of intercommunication between Philadelphia and Pittsburg, it has become the greatest highway of travel and traffic on the face of the earth. The road and its connections permeate all sections of the country. To transact its extended and diversified business the company now owns and runs upon its own lines upwards of 1,000 locomotives, upwards of 1,000 passenger cars, and about 20,000 freight cars. It owns 2,000 miles of completed road, and controls about 5,000 miles more. Its workshops cover an area of more than 500 acres. It employs 25,000 men, many of whom are mechanics and experts of the highest skill. It has upwards of 200 foreign ticket offices and agents (independent of those at its own stations), established in thirteen different States. It has developed mines, created manufactories, established commerce, etc.

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ALTOONA, PA.

On February 2, 1852, Mr. J. Edgar Thomson was elected President of the Pennsylvania Railroad company. He died on May 27, 1874. The vacancy was filled by the election of Thomas A. Scott, who had been acting in the capacity of Vice President since March 4, 1860. It is true, however, that the position Mr. Scott held as Vice President was, for a time, merely nominal, for, on August 1, 1861, he was appointed Assistant Secretary of War. On June 1, 1862, he resigned this position, and resumed his duties as an officer of the road. But, again, in 1863, he was recalled to the War department, by Secretary Stanton, and on the 24th September of that year was created Colonel and Assistant Quartermaster. After rendering efficient service to the Government for a short time he again resumed his railroad duties.

The prosperity of the Pennsylvania railroad, is mainly attributable to its management under the direction of J. Edgar Thomson and Thomas A. Scott, the latter being justly recognized as the most efficient railroad officer in the United States, and, probably, in the world.

From the thirty-third annual report of the board of directors to the stockholders, presented at the meeting held March 9, 1880, we learn that the gross earnings of the Pennsylvania railroad division, between Pittsburg and Philadelphia, were \$21,743,628.31; expenses, \$11,751,620.55; net earnings, \$9,992,007.76; add interest for investments, \$2,513,198.21; deduct interest on bonded debt, etc., \$5,022,725.49—leaving the net income \$7,482,480.48. The earnings of the United railroads of New Jersey division were \$9,784,843.05, and the expenses, \$6,500,861.53. After deducting payments on account of interest, etc., there is a loss of \$939,889.00 for the year, against a loss of \$136,775.16 for 1878. The Philadelphia and Erie division shows earnings of \$3,091,807.81, and expenses of \$2,130,258.07. In order to provide for the cancellation of \$4,970,000 of first mortgage bonds, due December 31, 1880, the Board of Directors have caused to be issued \$5,000,000 of 5 per cent. bonds, due in forty years.

Since the above was written Thomas A. Scott resigned the presidency of the company. His resignation took effect on the 1st June, (1880). George B. Roberts, First Vice President, was elected to fill the vacancy at a special meeting of the Board of Directors held on the 5th May. This gentleman began his career of service with the Pennsylvania Railroad company in the spring of 1851 as a rodman in the engineer corps, and was, during the following summer, promoted to the position of assistant engineer in charge of the division on the

summit of the Allegheny mountain, which division included the great tunnel. In 1869 he was elected Fourth Vice President, in 1872 Second Vice President, and in 1874 First Vice President. When Col. Scott was made President, Mr. Roberts (as First Vice President) had charge of all engineering matters connected with the construction or extension of any of the company's lines, and a general supervision over the accounts of the company through the comptroller. He also aided the President in all matters connected with other roads leased or controlled by the Pennsylvania Railroad company. On February 9, 1875, he was re-elected Secretary and Treasurer of the West Jersey railroad, a position he had held for nine years, and in 1876 became President. Mr. Roberts is distinguished for his conscientious devotion to interests intrusted to his care. With him railroad engineering is one of the exact sciences. His thorough training and great experience have rendered him perfectly familiar with everything connected with railway business.

BLAIR COUNTY.

BOUNDS. POPULATION, ETC.

Blair county, on the north, is bounded by Centre and Clearfield; on the east by Huntingdon; on the south by Bedford; on the west by Cambria. It is composed of portions of Bedford and Huntingdon counties, which were cut off and assigned by an act of the Legislature of February 26, 1846. The county was named in honor of Mr. John Blair, a prominent, intelligent, and highly esteemed citizen.

When the census was taken in 1870 the population of the county numbered 38,651. At this time of writing the census for 1880 has not been taken. The work will be accomplished, however, before this book will be completed, and the result will appear on a subsequent page.

AGRICULTURAL AND MINERAL RESOURCES.

The land is not noted for its fertility so far as agricultural products are concerned, excepting a tract of country called "Morrison's Cove," a portion of which lies in Blair, which is noted for the production of grain inferior to none in the market: the land lying in close proximity to Hollidaysburg, and that comprising "Scotch" and "Canoe" valleys. But the mountains produce iron ore in abundance. At the time this ore was converted into solid metal by means of small charcoal furnaces, it was taken to Pittsburg on wagons, at a cost of \$30 per ton for transportation, making it an expensive article of merchandise.

In this connection we feel justified in remarking that were a little more energy and enterprise exhibited, the market for the excellent ores of Blair and adjoining counties would be greatly increased. So far as the Pittsburg works are concerned, Western Pennsylvania iron enjoys a protective tariff in the shape of railroad rates, which would give it virtual control of the market. The prices for pig-metal in Cleveland are: Lake Superior, No. 1, \$12.50; do. No. 2, \$12; brown hematite, \$10. This is about the same quality of ore, but contains more phosphorus than the ores of Blair and neighboring counties. The freight to Pittsburg is about \$1.90 per short ton, or \$2.25 per long ton. At this rate our ore can be delivered in Pittsburg at about

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BALTZELL & ROUSS,

ALTOONA, PA.

NEW YORK OFFICE, 376 BROADWAY.

\$6.75 per ton; less than the best ore costs in Cleveland, which, when taken to Pittsburg, has the additional cost of freights. As a consequence of this, our home ores should be introduced in Pittsburg, where a good market could be secured. It would be well for Blair county miners to think of this matter.

At present there are eleven furnaces in the county, which, when in full blast, are capable of producing upwards of 1,000 tons of iron per week, and that, too, of superior quality. We append

A LIST OF THE FURNACES.

"Allegheny," in Allegheny; "Bennington," in Allegheny; "No. One," in Hollidaysburg; "No. Two," in Hollidaysburg; "Etna," in Catharine township; "Springfield," in Woodberry township; "Martha," or "Gap," in Freedom township; "Rodman," in Taylor township; "Frankstown," in Frankstown township; "Juniata," in Juniata township; "Elizabeth," at Elizabeth Furnace.

The last-mentioned furnace was but recently re-started, having lain dormant for about six years.

In addition to the above iron works there are four rolling mills and two nail factories.

SINKING VALLEY.

The valley called by this name received notoriety at an early period, on account of furnishing one of the principal articles of ammunition with which the Indians, after getting into possession of fire-arms, were in the habit of punishing their enemies, real or supposed. We allude to *lead*, which was obtained from mines in that locality. But the mines had been worked more especially in the interest of the American government during a period of the revolutionary war—that is, for about one year and a half previous to the fall of 1779, when the government turned over the mines to private individuals, relieved of all apprehensions as to a sufficiency of lead for the army from large receipts abroad, facilitated by an alliance with France. While operations were carried on at the mines by the Government, a garrison was regularly maintained at the fort in the neighborhood, which was mounted with two pieces of artillery. The miners who received the works from the Government soon abandoned them, and they have never been successfully operated since. At different times they have been started, and in 1852 a company was formed in New York, called the "Sinking Valley Lead Mining Company," which promised great things, but in a short time its bubble

of prosperity burst, and the hopes of its stockholders vanished into air.

One hundred years ago (1780) Sinking or Bald Eagle valley contained about forty families, who lived in log houses. The plantations were two or three miles from each other, so that when disagreements with Indians occurred they were at their mercy, unable to concentrate in time to resist their attacks.

Sinking valley is some three miles east of Tyrone. For beauty of scenery, historic interest, and natural curiosities, it deserves to take rank among the most interesting places in the United States. It is formed by a rugged chain of mountains on the east, called Canoe ridge, and by Bald Eagle mountain on the west. It is extensive and fertile, containing many highly-improved farms, mills, iron works, and an intelligent population.

NATURAL CURIOSITY.

The great natural curiosity of this valley is Sinking creek, from which it takes its name. This creek emerges from Arch Spring, and then proceeds to lose itself, again and again, as it flows onward. Some of the pits through which the creek is visible, are several hundreds of feet in depth. Many of these openings are seen along the sinking stream, which at length appears upon the surface for a short distance. It then enters a large cave, through which it flows in a channel about 20 feet wide, for a distance of more than 300 yards, when the cave widens, the creek turns, and is plunged into a cavern where the waters are whirled and churned with terrific force. Sticks and large pieces of timber are immediately carried out of sight, but where they go has never been ascertained, no outlet for the waters having been discovered.

A stream flowing through Tyrone has characteristics somewhat similar to this Sinking creek—disappearing and again reappearing as it flows onward. Doubtless these singularities are owing to some peculiar geological formation, as they are again repeated in Fishing creek, Centre county, some 40 miles northeast of Tyrone.

A few miles from Arch Spring is a narrow pass, in Tussey's mountain, which, for the distance of a mile, is cut like a western gulch or ravine through huge rocks rising almost perpendicularly on both sides of it to a considerable height. The early settlers named the pass "Water Street," and by this title it is often mentioned in the records of colonial times.

LOGAN, AN INDIAN CHIEF.

The valley extending from Altoona to Tyrone derives its name from Logan, an Indian chief of the Delaware "persuasion," whose identity is sometimes ignorantly merged in that of the Mingo warrior who figured so prominently during an early period of our national history. His cabin was located near a large spring, now within the limits of Tyrone. In an engagement with a hostile tribe on the Susquehanna, Logan, unfortunately, had an eye shot out by an arrow. This disfigurement was considered by the Indians as a disgrace, and he was deposed from his chieftainship. He then came with his family to Juniata valley. His friendship for the whites was sincere, and he rendered them many important services. After the revolution he was deprived of his lands (where Tyrone now stands) by some white men, who purchased them in due form, a proceeding the Indian, in his ignorance, had omitted. He moved to the Indian town of Chinklacamoose (where Clearfield now stands), and died there, one of the best representatives of his race in the Juniata valley.

THE SCOTCH SETTLE IN FRANKSTOWN AND CATHARINE TOWNSHIPS.

A portion of Catharine and Frankstown townships constitute the Scotch and Canoe valleys, to the fertility of soil of which we have already referred. The elder inhabitants of this part of the county—the Moores, Irwins, Crawfords, Fraziers, Bells, Stewarts and others—were of Scotch descent.

HOW AND WHEN TOWNSHIPS WERE FORMED.

Allegheny was, prior to the formation of Blair county, in 1846, a township of Huntingdon county. As it then existed it joined Antis on the north. In 1852 Logan was formed out of Allegheny and Antis; hence Allegheny is now bounded on the north by Logan, on the west by Cambria county, on the south by Blair and Juniata, and on the east by Frankstown.

Antis, like Allegheny, was a part of Huntingdon county. It is said the name is that of a somewhat noted Tory, who resided here during the revolutionary war. In 1852 the southern portion of the township was taken from Logan. As Antis now stands it is bounded on the north by Snyder, on the east by Tyrone, on the south by Logan, and on the west by Cambria county.

Blair came out from Huntingdon county, and surrounds Hollidaysburg, the county seat. It was originally taken from Allegheny and Frankstown, and, as now organized, is bounded on the north by Al-

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leghey and Frankstown, on the east by Frankstown and Taylor, on the south by Freedom, and on the west by Allegheny.

Catharine was part of Morris in Huntingdon county, and became a township in 1846 by the organization of Blair county. It is bounded on the north and east by Huntingdon county, on the south by Woodberry, and on the west by Frankstown and Tyrone.

Frankstown was a township of Huntingdon county until the formation of Blair county in 1846. Some changes have since been made in its boundaries, but none of any importance. As it now stands it is bounded on the north by Tyrone and Catharine, on the east by Woodberry and Huston, on the south by Taylor, and on the west by Blair, Allegheny and Logan.

Freedom originally belonged to Bedford county, and as part of Greenfield first in 1847. Juniata was formed out of Greenfield, and, in 1857 Freedom was created out of Juniata. Freedom has Greenfield on the south, Juniata on the west, Blair on the north, and Taylor on the east.

Greenfield, an old township of Bedford county, became part of Blair county in 1846. Since then both Freedom and Juniata have been taken from it. It is bounded on the south by Bedford county, on the west by Somerset county, on the north by Juniata and Freedom, and on the east by Taylor.

Huston was originally a township of Bedford county. It is bounded on the south by Bedford county, on the east by Huntingdon county, on the north by Woodberry, and on the west by Frankstown.

Juniata, taken from Greenfield, was organized as a township in 1847. It has Cambria county on the west, Allegheny on the north, Freedom on the east, and Greenfield on the south.

Logan was formed in 1850 out of Allegheny and Antis, and lies around Altoona. It is bounded on the north by Antis, on the east by Tyrone and Frankstown, on the south by Allegheny and on the west by Cambria county.

North Woodberry originally belonged to Bedford county. It has Bedford county on the south, Taylor on the west, Huston on the north, and Huntingdon county on the east.

Snyder came from Huntingdon county, and is bounded on the north by Centre county, on the east by Huntingdon county, on the south by Antis, and on the west by Cambria county. It has within it the borough of Tyrone.

Taylor was formed in 1855 out of North Woodberry and Huston. It has Bedford county on the south, Greenfield, Freedom and Blair on the west, Frankstown on the north, and North Woodberry on the east.

Tyrone was an old township of Huntingdon county, until incorporated into Blair county in 1846. It has Logan and Antis on the west, Snyder on the north, Catharine on the east, and Frankstown on the south.

Woodberry came from Huntingdon county, and has within it the town of Williamsburg. It is bounded on the south by Huston, west by Frankstown, north by Catharine and on the east by Huntingdon county.

To recapitulate—fifteen townships in all—Allegheny, Antis, Blair Catharine, Frankstown, Snyder, Tyrone and Woodberry originally from Huntingdon county; Greenfield, Huston and North Woodberry from Bedford county; and Freedom, Juniata, Logan and Taylor were formed since the organization of Blair county in 1846.

EDUCATIONAL HISTORY.

We now give an epitome of the educational history of the county, derived from Mr. John H. Stephens, the present efficient Superintendent of public schools of the county. The educational interests of Altoona are specifically treated further on.

In 1809—no matter what may have been the character of the schools up to that time—the first law was enacted tending toward a general system of public free schools, for the “education of the poor gratis.” In 1834 the present law was passed, which has been modified at various times. Two schools were established within the present limits of the county as early as 1790—one at Williamsburg, the other near “Red Ore Bank,” on Clover creek. Williamsburg was formerly called Aketown, and Jacob Ake owned the land upon which it was built. Believing that the education of the youth in his vicinity was a matter of importance, Mr. Ake secured teachers and paid all the expenses out of his own purse. The system of instruction Mr. Ake established lasted fifteen years, when subscription schools began. Mr. James Martin taught until 1825. He was followed by Messrs. Cassel, Irvin, Opdyke and Spencer, and Miss Nancy Anderson. The school on Clover creek was taught by John Bridenthal, in a house which stood on what is now the Hyle farm. John Diltz taught a school in a private house in the vicinity of Leather Cracker

(now Henrietta) about 1795. William Loose, George Glass and — Ketring, were among the other teachers who taught in this vicinity during this period. Another school was established near Etna Furnace, at an early day, which was in operation in 1797. In 1800 the house was destroyed by fire, and another to take its place was located near Keller's church. James Martin is the only teacher of this school whose name has been handed down to posterity. About 1800 John Fisher taught a school in a private house near Sharpsburg, and in 1802 a school house was built in the same vicinity known as the Hauser school. Most of the schools were German. The first English school taught in the "Cove" was in 1800, by Mr. Roach, in a house which stood near Roaring Spring. Thomas Kinney taught a school near Elizabeth Furnace in 1800. Another school was taught near Bell's Mills, in 1809. Alexander Kerr and Dudley Burnham were the leading teachers in this community. Sixty-seven years ago John Steele taught in a private house in Gaysport. Thomas Stearns, John Knox, Joshua Williamson, William Anderson, John Wertz, Robert McNamara, Joseph Cadwalder, S. F. Henry and Ephraim Galbraith are among the teachers who taught in Frankstown. (At that time Frankstown included the present territory of Allegheny and Blair townships.) In 1812, James Langham taught a school near Black's Mills, Greenfield township. John Dodson also taught in this neighborhood. John Swoveland built a school house at his own expense, and donated it for school purposes. In 1815 a school house was built near Allegheny Furnace, called the Beales' school. John Gwin and — Summerville were among the teachers here. Within the present limits of Allegheny township, the first school house with shingle roof was built (in Duncansville) in 1815.

Under the act of 1854, creating the office of County Superintendent, Hugh A. Caldwell was the first man to serve, with a salary of \$400. L. H. Williams succeeded him in 1856, and Geo. W. English filled the office in 1857. John Dean, now President Judge of this Judicial district, was elected in 1857, with salary raised to \$600. His successor was John Mitchell, who was appointed to fill the unexpired term of Mr. Dean. In 1860 Mr. Mitchell was elected for the ensuing term. J. Ginter Counsman was elected in 1863, and was followed by Elexis Elder in 1864. In 1865 the salary was raised to \$1,000. Mr. Elder served until 1869. In the same year John B. Holland was elected, and in 1875 John H. Stephens was made Superintendent.

More strenuous efforts have been made during the present year (1880), than in any previous one, to free the schools from incompetent

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teachers and to keep out of the profession young and inexperienced ones until they make more thorough preparation before entering upon so important a work. The standard has been raised so as to exclude a number of teachers who belong to that class which serves no other purpose than to check the wheels of progress. This, in connection with what directors are doing in exercising from year to year greater care in selecting teachers, seems, next to good teachers themselves, to be the most efficient means for the improvement of the schools.

Three new houses were erected during the year in Logan and one in Antis. All are substantial buildings, well adapted to the purpose for which they were intended. The directors of Tyrone borough placed in their building apparatus to heat the rooms by steam, which, in connection with other improvements made, delayed the opening of the schools so as to make it necessary to diminish the term.

The County Institute was held in Hollidaysburg commencing December 29 and closing January 2. It was the best attended institute ever held in the county, and in point of interest was pronounced fully equal to any heretofore held. The instructors and lecturers besides teachers of our own county, were Professors J. H. Shumaker of Chambersburg; Carothers, of Shippensburg; J. F. Davis, of Altoona; P. H. Bridenbaugh, of Martinsburg, and Rev. Dr. B. B. Hamlin, of Altoona.

The oldest academy in the county is located at Williamsburg. In 1847 the house was built by a joint stock company. A charter was granted in 1851. Rev. John White was the first teacher.

The Juniata Collegiate Institute, (formerly the Franklin High School,) located at Martinsburg, was completed in 1860. It was built by joint stock subscriptions, at a cost of \$8,000. In 1867 the Lutheran Synod bought it for \$3,000. It was afterwards sold to J. G. Herbst, who, after a short ownership, sold it to Prof. Lucian Cort for \$5,000. While owned by Mr. Cort, there was an addition built to the main building, which cost \$8,000. In 1875 Henry Bridenbaugh bought it for \$10,700. It is now in successful operation under the principalship of Prof. S. R. Bridenbaugh. Professors Dickerson and Osborne were the first teachers. Their successors were Messrs. Willard, Hughes, Hassler, Schwartz, Cort and S. R. Bridenbaugh.

The Hollidaysburg Female Seminary (an illustration of which we print elsewhere,) was chartered in 1866. The building was completed in 1869. It cost about \$75,000 and was erected by a joint stock company. From the time of its opening in 1869 to September 12, 1877,

Rev. Joseph Waugh was the principal. From the latter date up to the present time, Prof. W. P. Hussey is its efficient principal.

Tipton Seminary, located at Bell's Mills, was built by General B. F. Bell, in 1866. Prof. Orr Lossing first took charge of the school; he was followed by Robert Fulton and J. A. Stewart. The building has not been used for school purposes for several years.

A select school has been in successful operation in Hollidaysburg for several years, under the principalship of Prof. J. A. Stewart.

DESCRIPTION OF NEW COURT HOUSE—DEDICATION EXERCISES, ETC.

On April 29, 1875, the old court house in Hollidaysburg was presented by the grand inquest of the county in the following language: "The Grand Inquest, inquiring in and for the County of Blair, in April session, 1875, do make the following presentment: That we find the present court house is inadequate and unfit for the accomodation of the courts and the officers of said county, and especially for the deliberations of the grand jury, as well as unsafe for the keeping of the records of said county; we, therefore, recommend the erection of a new court house for the reception and safe-keeping of the records, as may be necessary for the proper use of said county."

After this presentment, Messrs. David Aurandt, John Clark and Alex. Carothers, who at that time constituted the board of county commissioners, decided to erect a new building, and entered into a contract with Andrew Myers to superintend the removal of the old court house and jail on May 26, 1875. The contract for making the excavations for the foundation walls was made with Michael Walls, who died while the work was in progress. On August 11, 1875, the commissioners, having previously adopted a plan, designed by David S. Gendell, of Philadelphia, and advertised for proposals, received twenty-three bids, varying from \$103,700 to \$168,000. The lowest bidder was John Schreiner, of Pittsburg, and to him was awarded the contract. He did the work well.

The building is erected upon a nearly level terrace—terrace surrounded by low stone walls, provided with wrought iron railing—two main entrances by broad flights of steps—terrace has broad landings and foot walks laid with large flag stones. The building is in the modern Gothic style of architecture, with the Italian treatment. The exterior walls are of stone—facing, cut stone. The color of the main body of the work is a warm, rich, sunny buff—arch stones, string courses, cornices and other ornamental portions of the work, are

of a beautiful deep, peach bloom color, presenting a strong yet agreeable contrast. Inside the exterior stone walls are $4\frac{1}{2}$ inch brick walls, erected separately from the stone work, to which they are tied with wrought iron anchors. There is an air space of $1\frac{1}{2}$ inches between the stone walls and the brick lining to secure freedom from dampness. The plan of the structure bears some resemblance to the letter "T." In width it is 70 feet on the front; $83\frac{1}{2}$ feet on the rear, and $55\frac{1}{2}$ feet across the narrow part—total depth $132\frac{1}{2}$ feet. The front portion of the building is two stories in height, surmounted with a high, slated roof. The rear part is three stories high, the upper story being contained within a Mansard roof, with ornamental gabled stone dormers. At each front angle of the building is a large square tower, surmounted by an ornamental slate covered roof, the total height from the ground to the top of the roof being 83 feet without the iron cresting. On the front, between the two towers, are three entrance doorways, facing Allegheny street. These are approached from the terrace by a flight of steps 34 feet long, with a broad landing at the top, which forms the floor of an arcade. This arcade consists of three arches carried by coupled columns. It is $27\frac{1}{2}$ feet high from the pavement of the terrace to the top of the weathering of the cornice. Above the arcade are three traceried windows opening into the court-room. Over these is the front gable of the main roof. The height of this gable from the terrace to the top of the stone finial surmounting it is 77 feet. In this gable is a niche in which is placed a statue of Justice 8 feet high, executed in Amherst stone. In the rear building is another large entrance or doorway facing Union street. The main or clock tower is at the intersection of the front and rear buildings, a massive structure 19 feet square, in which is one of Meneely & Co.'s best bells, sweet in tone, and weighing 2,550 pounds. Above the belfry is the clock, the dials of which are of thick heavy ground glass 99 inches in diameter. Above the gables the tower is surmounted by a short spire or high roof, all of stone to the finial, and this spire is surmounted by ornamental iron work. On the rear of the entire building is a small turret $6\frac{1}{2}$ feet square and 80 feet high, intended to carry off the vitiated air from the rooms of the building.

The four entrance doorways are provided with handsomely panelled walnut doors. The three doors facing Union street open into a vestibule 12x38 feet. At each end of this vestibule are stairways to the second story. The tiling for the floors was imported and furnished by Sharpless & Watts, of Philadelphia.

Opening from the corridors are the various county offices. Com-

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missioners' room, 19 feet 5 inches by 24 feet, with a connecting private room 12 feet by 13 feet 4 inches; Treasurer's office, 25 feet by 19 feet 5 inches; Sheriff's office, 14 feet by 19 feet 5 inches; Prothonotary's office (divided into two parts), is included in a space of 20 feet by 50 feet; Recorder's office, 20 feet by 27 feet, etc. The last two offices mentioned are fire proof, so that the records be safe. All offices are neatly fitted up with necessary furniture and conveniences. In addition to the offices there is an arbitration room on the first floor 19 by 35 feet. The stairways are all iron except the hand rail.

The court room is in the second story, approached through three vestibules, two front and one rear. Access to the court room is had by four pairs of large folding doors. The Judges' bench is placed in a recess formed under the main tower. This recess has a pannelled Gothic arched ceiling twenty-five feet high and finely finished. The ceiling of the court room is pannelled, executed in ash and yellow pine. The benches for the audience, the bar railing, the Judges' chairs and bench, Clerk's desk, the jury and witness boxes, the tables and other furniture of the court room, also the fittings of the various offices, are all made of ash, designed to correspond with the architecture of the building. The acoustic properties of the courtroom are excellent.

In the rear building on the second floor are a conversation room $15\frac{1}{2}$ by 29 feet; a retiring room for the Judges; rooms for the grand and petit juries; and separate rooms for male and female witnesses—all of good size and fifteen feet high in the clear. The third story is twelve feet high in the clear and contains several large rooms, to be used for storage, etc. Rooms containing water closets are conveniently located in several parts of the building. The drainage is excellent. The walls of all the halls and rooms are wainscotted. The carpenter work was well executed by Mr. George A. Cochran, of Pittsburg. Mr. G. A. Gibson, of Philadelphia, did the glazing of the windows with stained glass of pleasing design, in cathedral tints, and set in lead work.

The walls of all vestibules, halls, corridors and rooms, and all plastered ceilings throughout, are painted in colors. Although high colors are employed, the general effect is that of a quiet and perfect harmony. Messrs. Carlisle & Joy, of Philadelphia, did this work, which is highly creditable to these artists.

There is a cellar under the entire building, with the exception of the front vestibules, thoroughly lighted and ventilated by large windows.

The building is heated by steam. As the heated air is delivered

into the rooms through the warm air registers, the cold and vitiated air is drawn off through ventilating registers placed next the floor. These open into flues, which connect with ducts, passing under the cellar floor, all of which discharge into a ventilating shaft. Thus, while fresh air is admitted through the warm air registers, the vitiated air is carried off through others.

The gas fixtures are made from original designs by Messrs. Cornelius & Co., of Philadelphia, and are in character with the building—very rich and unique in design.

On May 3, 1877, the following order of court was issued:

“And now, May 3, 1877, in open court, on the second Monday of April term, it appearing to the Court that the new court house, the erection of which was commenced at April term, 1875, will be completed and ready for occupancy on July 2, 1877, at Argument Court, and that, in view of the magnitude of the undertaking, the character of the building, its importance to the county in view of its increasing population, and its largely increasing judicial business, the completion of so important a public work should be marked by proper notice; therefore, it is ordered that A. S. Landis, Samuel Calvin, Thaddeus Banks, B. L. Hewit, D. J. Neff, H. H. Herr and A. A. Stephens, esqs., be a committee to prepare a suitable programme of ceremonies and make such arrangements for dedicating the building to public use, on the day aforesaid, as may be deemed proper.

“By the Court.

“JOHN DEAN, *President Judge.*”

Agreeably to this order the committee appointed prepared the following order of exercises:

Court called at 11 A. M. (adjourned session.)

Adjournment of court on motion of Hon. S. S. Blair.

Meeting of the Bars of the District, organized with Hon. Thad. Banks, President.

Prayer by Rev. D. H. Barron.

Music.

Historical address by Hon. John Dean, President Judge.

Music.

Address by Hon. Samuel Calvin.

Address by Hon. Jeremiah S. Black.

Music.

Addresses by Col. R. A. McMurtrie, and others.

Court convened at 11 o'clock. Hon. S. S. Blair moved the adjournment of court. Immediately after its adjournment, Mr. Landis, chairman of the committee of arrangements, stated that the following officers had been selected for the occasion:

President, Hon. Thad. Banks; Vice Presidents, Gen. John Williamson, of Huntingdon, and John Fenlon, esq., of Cambria.

After they had taken their places, Mr. Landis addressed the committee of arrangements, congratulating them upon the happy occasion which had assembled them together.

Hon. Thad. Banks, the chairman, then made a few remarks, returning thanks for the position assigned him, and making complimentary allusions to Judges Black, Taylor and Dean.

After prayer by Rev. D. H. Barron, pastor of the Presbyterian church, and music by the band, the chairman introduced Judge Dean, whose remarks we would like to publish in full. Unable to do so, on account of our space being limited, we present a brief synopsis of its principal historical points, consoling ourselves with the reflection that thousands who were unable to hear it enjoyed the pleasure of reading it, as it was published in full after its delivery.

In his introductory Judge Dean referred to the progress made toward the enforcement of the perfect law: "Do unto others as you would have others do unto you,"—so marked within the comparatively short period of the last fifty years, as to be a matter of exultation to every true lawyer.

In referring to the first two Judges of Blair county (Black and Taylor), Judge Dean said: "The moral sensibilities of these two distinguished Judges were in no wise dull. Keenly alive to the wrongs of suitors, filled with a perfect hatred of all unfairness, overreaching and all unconscionable conduct, possessing great learning and ability, under their eyes the judgments of the Court were entered."

"At the time of the erection of Blair county," continued the speaker, "Judge Black was the President Judge of the Sixteenth Judicial District, composed of the counties of Franklin, Bedford, Somerset and Fulton, and in the act erecting the county it was provided that it should form part of this district. Thus Judge Black became our first Judge. The original act (see P. L. 1846, p. 64) provided that the first court should be held on the fourth Monday of July, 1846. From that time up to and including March term, 1849, Judge Black presided. By this act the terms of the courts were to commence on the fourth Mondays of March, July, October and December, but a supplement (see P. L. 1846, p. 398) directed that after the first court the summer session should commence the second Monday of June. Judge Black held twelve terms of the court, when the Legislature, by the act of April 5, 1849, making a general reorganization of the judicial districts of the State, declared the counties of Huntingdon, Blair and Cambria should compose the Twenty-fourth Judicial District, thus detaching this county from the Sixteenth, Judge Black's district.

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We would ask an inspection of this department. We are confident that we can show you the largest and finest stock of Black and Colored Silk Velvets, Buttons, Braids, and all the latest Novelties in Trimming. We are always up to the times in this department.

NOTIONS AND FANCY GOODS DEPARTMENT.

You will be sure to find a large stock in this department. We make a specialty of these goods; buying in large quantities we can sell them more reasonably than any other house in the fancy goods business. A full stock of Laces, Ribbons, Ties, Edgings, Hamburg Embroidery, Nainsook and Swiss Trimming.

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[Here follows a highly complimentary allusion to Judge Black.] As we have seen, on April 5, 1849, the Twenty-fourth District was created. George Taylor, then a young, but able lawyer of the Huntingdon bar, was appointed by Governor Johnston President Judge. He held his first court in this county on the second Monday of July, 1849, the summer term having been again changed back from June to July. Under this appointment he continued to hold court until October term, 1851. In the meantime the amendment to the Constitution had been adopted (called amendment of 1850) which provided for the election of the Judges of all the courts; that their terms should be ten years; that the terms of all Judges then in office should expire on the first Monday of December following the adoption of the amendment, and that the terms of those elected should commence at the same time. The first election after the adoption of the amendment was held in 1851, so that Judge Taylor's commission by appointment expired on the first Monday of December, 1851; but at the election previous, having been nominated by the Whigs, he was elected for the term of ten years. His opponent was the Democratic candidate, Thomas P. Campbell, of Huntingdon. Under this election he served his term of ten years, and at the end of it was re-elected without opposition. At the end of this term he ran as an Independent candidate but failed of an election. He died of paralysis in November, 1871, in the fifty-ninth year of his age. [Following a eulogy upon Judge Taylor, Judge Dean continues:] I was elected Judge in 1871. The first Associate Judges of the court were George R. McFarlane and Daniel McConnell, Democrats, appointed by Governor Shunk, June 8, 1846, to hold until the next session of the Senate of Pennsylvania. Judge McFarlane was re-appointed and confirmed by the Senate on March 11, 1847. The other vacancy was filled by the appointment of Davis Brooke on January 28, 1848. James Gardner was appointed by the Governor April 10, 1851, to fill the vacancy occasioned by the resignation of Judge Geo. R. McFarlane and was elected for the full term the following October, with Levi Slingluff, of Martinsburg. Both resigned before the expiration of their terms. These are about the only examples of resignation by Judges within my knowledge. James D. Rea, Democrat, was appointed to fill the vacancy occasioned by the resignation of Judge Gardner on July 25, 1854, and James L. Gwin to fill that occasioned by resignation of Judge Slingluff in March, 1855. Judges Rea and Gwin held office until October, 1855, when David Caldwell and John Penn Jones were elected each for the full term of five years; in 1860 Adam Moses

and Samuel Dean were elected; in 1865 Judge Moses was re-elected with B. F. Rose, of Altoona; in 1870 George W. Patton and Joseph Irwin were elected; and in 1875 the present associates, Charles J. Mann and Samuel Smith. With the exceptions of Judges McFarlane, McConnell and Brooke, appointed by Governor Shunk, and Judge Rea, appointed by Governor Bigler, all these officers have been Whigs or Republicans. Whatever may have been their politics, it has been the united testimony of the bar that, one and all, they performed faithfully and impartially their duty. Of those dead, honor and respect followed them during life; of those living, no blot touches their integrity. They have the respect and good wishes of a profession which learns, as no other one does, to appreciate unblemished official life.

“From the fourth Monday, July 27, 1846, until April 30, 1877, the last term of court, exactly two hundred lawyers have been sworn to the bar. Of these only seventy-two have been resident within the county. On the first day of the court, July 27, 1846, there were forty-eight admissions, commencing with Hon. Moses Canan, of Cambria county, and ending with Andrew G., afterward Governor Curtin, of Centre county; and during that term of the court there were fifty-one admissions. Out of these, however, there were only twelve resident of the county and they all in Hollidaysburg—Calvin, Cline, J. M. Bell, Kemp, Coffey, Brotherline, Lowrie, T. Banks, Cresswell, Blair, McMurtrie and Hofius. At October term following, Robt. Wallace, father of the present United States Senator Wallace, was admitted and opened an office. Major Williams was admitted the December following. Up to March 21, 1855, when I was admitted, nearly nine years after the organization of the county, only twenty-two resident practicing lawyers had been sworn to the bar, and of these eight had retired from practice or removed from the county, leaving fourteen. There are now in active practice forty-one. Among the names of those admitted from other counties who either were, or afterwards became prominent in the law or in politics, I notice Ephraim Banks, father of our chairman, Auditor General of the State; Judge Alexander King, Judge Kimmell, John G. Miles, Senator Scott, Judge Hale, Governor Curtin, Francis Jordan, Charles Shaler, R. L. Johnson, John Cessna, Ross Forward, Judge Pershing, Gen. John Williamson, Judge Hall, Judge John P. Blair, Harry White, Samuel T. Brown, Charles J. Faulkner and Randolph Tucker, of Virginia, Thaddeus Stephens, Judge White, Judge Pettis, Hon. R. M. Speer, Judge Thatcher, John M. Bailey, Thomas M. Marshall,

Joshua F. Cox, and a number of others. Among them was John Blodgett, of Bedford, noted for his acquirements in general literature, his poetical tastes, and wit. There was also admitted during the first year of the court a lawyer noted in the whole profession along the Juniata Valley, Mr. Isaac Fisher, of Huntingdon.

"Of the cases tried and suits entered in the thirty years since the organization of the county, when compared with the population, the aggregate seems enormous. In the Common Pleas, including judgment bills, appeals and certioraris, there have been entered 39,205 cases; in the Quarter Sessions, 2,619 cases; in the Oyer and Terminer, 99 cases, making altogether 41,923. In this are not included the large number of estates partitioned or appraised in the Orphans' Court, nor the trust accounts of assignees and other trustees, settled in the Common Pleas. There have passed through the Orphans' Court, for confirmation and allowance, 1,770 accounts of executors and administrators, many of them involving protracted litigation before auditors and on exceptions to auditors' reports.

"Judge Black took forty-four verdicts, Judge Taylor eight hundred and seventy-eight; and there have been taken since four hundred and ninety-five. Of course this, as every lawyer knows, does not show the extent of actual work done in the trial of causes; for many of them, after hours, and sometimes days of trial, "go off," either by non suit or settlement of the parties.

"By the act of Assembly erecting the county, all undetermined issues between parties resident on the territory out of which it was formed, were to be transferred to the records of the new county.

"The first suit in the Common Pleas is one to No. 43, August term, 1826, of Huntingdon county, transferred. It is an action of debt by John Wilson and Rachael Buchanan, executors of Dr. John E. Buchanan, deceased, against William Smith, executor of John Steel, deceased. When it was brought, in 1826, Judges Burnside, Adams and McCune were on the bench in Huntingdon county. Smith is marked attorney for plaintiff and Allison and Steel for defendant. As appears from the record, more than seventy continuances were marked during the twenty years it stood on the Huntingdon county docket, and five after its transfer to Blair.

"The first case brought originally in this county, is a libel for divorce; subpoena issued June 23, 1846, by Mary Armstrong against her husband, John Armstrong. T. J. Coffey is attorney for libellant. John Cox, esq., was appointed commissioner to take testimony, and

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a divorce was decreed thereon by Judge Black, March 25, 1847. The entire costs were \$7.75. Divorces have become more costly since.

"In the first year of the court 661 cases were entered in the Common Pleas, including original writs, certioraris and appeals. In 1856, ten years later, 1,090; in 1866, ten years later, 1,100; in 1876, ten years later, 2,717. Many of the cases included in this last number are judgments on building association bonds; but still, the natural increase in legal business, the last ten, has been much greater than in any preceding ten years.

[We cannot find room for the cases tried in the Supreme Court, to which Judge Dean makes reference.]

"There have been tried in the Oyer and Terminer thirty cases of homicide. Of these eleven were found not guilty; three, Alexander Hutchinson, James Shirley and David McKim, were found guilty of murder in the first degree. The first, Hutchinson, was tried in 1850. After sentence his friends induced the Legislature to interfere by attempting legislation to relieve him from the death penalty. Nothing effective was done; but the warrant for his execution was withheld until Governor Johnston, during whose administration he was convicted, was out of office. Governor Bigler declined to issue it because, as he alleged, it was a duty of his predecessor which he was not bound to perform. Hutchinson remained in jail until 1853, when he escaped. Shirley was tried at March term, 1853, for the murder of his wife, and executed in August of that year. McKim was tried at April term, 1857, for the murder of Norcross, and executed in July following. The other convictions in the Oyer and Terminer were either of murder in the second degree or manslaughter.

"There were two hearings on *habeas corpus* in the case of alleged fugitive slaves; one before Judge McFarlane, in 1849, and one before Judge Moses, in March, 1862. In each case the detained persons were discharged. In 1855 a man named Parsons, from Virginia, who attempted to seize a colored man in Gaysport, on the claim that he was a fugitive slave, was indicted for abduction. John Randolph Tucker and Charles J. Faulkner came here to defend him; a true bill was found, but a *nolle pros.* was entered by the district attorney, Mr. Hammond.

"There are quite a large number of cases, both civil and criminal, a notice of which would be interesting to the lawyers, and many non-professional people, but I cannot undertake to refer to them in a short address. Those mentioned will suggest the general nature and amount of litigation carried on in the several courts since its organization.

<http://stores.ebay.com/Ancestry-Found>
 "The first sheriff of the territory was Col. Charles H. Applegate, appointed by Governor Shunk. He was succeeded by Mr. Hofius, appointed by Governor Johnston, who filled the office until 1851, when the office was elective. Mr. Kemp was elected by the Whigs; but his health failing soon after, George A. Coffey performed the duties of the office until 1854, when Essington Hammond was elected. At the expiration of his term, Mr. Hewitt filled the office two terms; then John H. Keatly almost two terms. He resigned the last year of the second term, and I was appointed to the vacancy until next election; was then elected and served one term. Milton Alexander was then elected and served one term; then James F. Milliken was elected. [Then the present district attorney, Thomas W. Jackson.—Ed.]

"The office of prothonotary of Common Pleas, clerk of the Orphans' Court, Quarter Sessions and Oyer and Terminer, filled by the same officer, has not had many incumbents. First, Jeremiah Cunningham was appointed in June, 1846, to serve until the next December. At the October election of that year Joseph Smith was elected and served a term of three years; then George W. Johnston a term of three years; then Hugh McNeal one term; then Joseph Baldrige two terms, or six years; then A. S. Morrow four terms, or twelve years; then James P. Stewart, present officer, was elected.

"The office of register of wills and recorder of deeds was first filled by appointment of John M. Gibbony, to hold until December, 1846, or until his successor be qualified. At the election in October of that year, Eph. Galbraith was the Whig candidate and Samuel Smith the Democratic. Galbraith died the day of the election, before the votes were nearly all polled. Smith claimed the office on the grounds that he had a majority of the votes cast for a living man, although a majority of the people voted for Galbraith. Judge Black declined to decide in his favor, and Gibbony held the office until the next election, when L. H. Williams was elected. He held the office nine years; was succeeded by H. A. Caldwell, who held it for six years; and he by D. M. Jones, who held the office for nine years, when A. Lingenfelter was elected.

"The first sheriff was Jeremiah Betts, appointed by Governor Shunk. Then, follow him, in order, Samuel Royer, Thomas Reese, William Reed, George Port, James Funk, Samuel McCamant, Martin Bechtel, John McKeage, Henry B. Huff, Alexander Bobb, James M. Stiffler.

"The territory in the original act, and over which the court had jurisdiction, embraced Greenfield and North Woodberry townships, of

Bedford county; Allegheny, Antis, Blair, Huston, Tyrone and Woodberry townships, in Huntingdon county; also, that part of Morris township, in Huntingdon county, west of a line run by William Reed, surveyor, to be called Catharine township. Hollidaysburg and Martinsburg had already been incorporated as boroughs. The townships formed since the organization, are Juniata, out of Greenfield, in 1847; Logan, out of Allegheny and Antis, in 1850; Taylor, out of North Woodberry and Huston, in 1855; Freedom, out of Juniata, in 1857. Altoona was incorporated as a borough in 1854, and came under a city charter in 1871. Tyrone became a borough in 1857; East Tyrone in 1873; Newry in 1876. Eleven constables made returns the first day of the court, twenty-three now.

"The original act required the Governor to appoint three non-residents of the county commissioners to run the county lines and fix the county seat. He appointed Henry McBride, of Westmoreland, Gen. Orr, of Armstrong, and Judge Christy of Juniata counties, who fixed upon Hollidaysburg as the county seat.

"The first court was held in an old Methodist church, which stood where the present Methodist church now stands. Mahony's stone house, along side, was rented at the rate of fifty dollars per year and used as a jail. A contract was made in 1846, with Daniel K. Reamey, then a prominent builder, for the erection of the court house and jail on the ground covered by the present court house. The contract price for both was \$11,998.50, but because of changes and extras, the amount paid was \$14,576.18. Both were finished and occupied by June term, 1847. As you are all aware, both, years ago, became entirely insufficient for the wants of the county. A new jail was erected at an expense of over \$100,000 in 1868 and 1869, and the old court house lasted but a few years longer. And although twenty-five or thirty years is not an old age for public buildings, yet a glance at the growth of the county in population and wealth in that period reveals, at once, the causes which demanded their destruction and the erection of new and better. The men who designed these buildings did not foresee the rapid growth of the new county in those particulars which are prolific of litigation.

"In 1846 only 2,187 votes were polled, indicating (at five to the voter) a population of about 10,000. In 1856 there were polled 3,520 votes, showing a population of 18,000. In 1866 there were polled 5,288 votes, pointing to a population of 32,000. In 1876 there were polled 8,720 votes, indicating a population of 44,000, four times greater than when the county was organized. In the meantime the assessed valuation of property far more than doubled; its cash value has doubtless trebled.

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"The cost of the present building, with all its surroundings and conveniences, is very close to \$139,000. It cannot exceed \$140,000. Our records, whose preservation is worth millions of dollars to the people, are now secured in fire-proof offices and vaults. For the sessions of the courts, for the deliberation of juries and for the detention of witnesses, we have rooms spacious, comfortable and convenient. Long after we are gone this building, in all its strength and beauty, will stand as a monument to the public spirit and enterprise of the people who authorized it, as well as an indisputable evidence of the architectural talents of him who designed it, and the mechanical skill of those who carried the design into execution.

"We have met to-day, as lawyers and citizens, to dedicate it to its appropriate uses—the administration of justice between man and man. What we *now* say or do, will soon pass from the memory; but what we say or do within these walls hereafter, will not be forgotten; the fruits of our words and conduct will appear in ineffaceable lines upon the records of our courts; will be cut deep in the hearts and lives of those who shall here appear to have rights determined and wrongs redressed. May we so perform our part that we shall reflect honor upon an honorable profession; and so perform it, too, that, when called to appear in a Higher Court, there to be inquired of, we shall be ready to answer, although with awe, yet not with fear: 'What Thou gavest us to do, with the light we had, we did as best we could.'"

[In most eloquent terms Judge Dean closed his address, the principal historical points of which we have given, omitting matter which, to many, would prove to be even more interesting. Want of space, the reason previously assigned, is our excuse for not publishing the discourse in its entirety. We will take this occasion to say that, however ably his predecessors, Judges Black and Taylor, may have administered justice, Judge Dean has sustained, and still sustains, the reputation of the bench of Blair county for profound learning, sound judgment, legal talent and executive ability.]

Hon. Samuel Calvin was next introduced. He said that he was assigned a place on the programme because he was the oldest member of the bar, but he wanted the ladies to bear in mind the difference between the oldest member of the bar and oldest man practicing at the bar. His address was full of reminiscences, many of them of a highly humorous character—concerning Judges Taylor, Burnside and McCune (associate), and the older members of the bar.

The Hon. Jeremiah S. Black was next introduced, who stated that he came there upon the condition that he was not to make a speech,

but seeing his name on the programme as one of the speakers without his previous knowledge or authority, it was absolutely necessary that he should appear, not to make a speech, but for the purpose of apologizing for *not making one!* The reason he had assigned for not making a speech was that Blair county might make and ought to make orations for herself. [Here Judge Black pointed out and commented upon the fluency of Blair county lawyers.] They told him he should come forward and make a few remarks. Well, he said he would do that—"he would take his position on the outer edge of created space, and crack away at all eternity." But, upon second thought, he couldn't do that. His intellectual running gears would give out before he could reach the outer edge of created space, and he thought that all eternity would be too much for him. He regarded the address of Judge Dean as the most perfect that he could have conceived of, and so with the other gentlemen who had spoken.

"You have erected a court house which is, beyond comparison, the most perfect structure of its kind in this country. It reminds me of the description that Horace gave of the woman that he admired more than any other—*simplex munditiis*—simple in the abundant wealth of its beauty." * * * "This building is dedicated to the administration of justice, which is the greatest of human concerns. The most important part of the machinery of justice is the county courts—the courts of Common Pleas—these courts whose function it is to take original cognizance of all cases affecting life, liberty and property, and to do justice between man and man. All the other machinery of our Government is made for the purpose of bringing a competent judge upon that bench, and twelve honest men into that jury box in order that they may do justice. For that you make a Legislature; for that you have a Congress; for that you have a union of the States; an executive department; an army and navy. The ultimate object of it all is that justice shall be administered between the people of a neighborhood. As long as you can maintain perfect purity in the judiciary and have justice administered promptly and speedily at home it does not matter very much—that is, it is not a thing of vital importance how the other parts of your political machinery go on; and whenever there is any serious corruption or wrong by which the scales of justice do not hang with an even balance in these courts of original jurisdiction, you are in the worst possible condition in which you can be placed.

"Now, gentlemen, have I made a sufficient apology for not making a speech? If I have not, why, I will have to apologize for *that*. If there was anybody here who would speak evil of the Blair county court

or its bar, or to falsify its history, or to say that the members of this bar were not the best men in the world, then I would have an issue which I could take up with them, and I think I could keep up my side pretty well. But I have nobody to fight! I am, therefore, in a situation somewhat like that of Jemima Wickersham, a female prophet, who made her appearance in western New York. She said she was able to walk upon the water miraculously, and called divers persons to witness the performance. They assembled in large numbers, and just before she made preparation to step out on the lake she asked the crowd there assembled if they believed she could do it. They told her that they thought she could not. 'Then,' she said, 'you have little faith—a generation of vipers, who seek a sign and shall find none.' Therefore, she would not walk upon the water that day. She tried them again, however, another day, and she put the same question to them, and, knowing what sort of an answer had defeated them before, they answered affirmatively, that they believed she could. 'Very well, then,' said she, "there is no use to work miracles in your presence, you have faith enough!" Now, I think you all have faith enough in your Judge, and faith enough in your bar, and faith enough in yourselves to get on very well without any exhortation from me, and therefore I bid you an affectionate farewell."

At the conclusion of Judge Black's remarks, various persons were called on for speeches—Col. R. A. McMurtrie, Judges Orvis and Hall, and Messrs. Orbison, Williamson, Johnston, and others. The majority of those called out refused to respond. General Williamson delivered an address, sparkling with that wit for which he is so famous, while the remarks of R. L. Johnston, esq., of Cambria, were intensely humorous and highly enjoyed by the audience. The meeting then adjourned, and the formal dedicatory ceremonies were over.

MEMBERS OF THE BAR.

Alexander, Milton	Altoona.	Jaekel, Fred.	Hollidaysburg.
Baldrige, H. M.	Hollidaysburg.	Johnson, Robert	Altoona.
Banks, Cecil R.	"	Kyle, J. M.	"
Banks, Thaddeus	"	Landis, Augustus S.	Hollidaysburg.
Bell, Martin	"	Leet, John D.	Altoona.
Blair, Samuel S.	"	Leisenring, J. S.	"
Brotherline, J. Irvin	"	Lysinger, Samuel B.	Martinsburg.
Brunbaugh, D. S.	Roaring Spring.	McMurtrie, R. A.	Hollidaysburg.
Buckley, M. Edward	Altoona.	Mervine, N. P.	Altoona.
Calvin, Matthew B.	Hollidaysburg.	Neff, D. J.	"
Calvin, Samuel	"	Riddle, J. F.	Tyrone.
Cresswell, John, jr.	"	Riley, A. J.	Altoona.
Cunningham, Jerre	"	Shaw, Edmund	"
Dively, A. V.	Altoona.	Smith, I. Horace	Hollidaysburg.
Dobyne, Geo. A.	Hollidaysburg.	Snyder, H. H.	"
Doyle, John A.	Altoona.	Stevens, A. A.	Tyrone.
Flanigan, James, jr.	"	Tierney, F. P.	Altoona.
Greevy, Thos. H.	"	Woodcock, S. M.	"
Herr, H. H.	"	Woodcock, W. Lee,	"
Hewit, B. L.	Hollidaysburg.	Woodcock, W. Irvin,	Hollidaysburg.
Hicks, J. D.	Tyrone.	Heinsling, H. T.	Altoona.
Jackson, Thos. W.	Altoona.		

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THE NEW JAIL.

The new jail for the county was built during the years of 1868-9. Its total cost, with alterations, was about \$100,000. It was erected by Jonathan Rhule, of this county, assisted by Ed. Havelan, architect, the latter now deceased. The commissioners appointed to supervise its construction were Robert Waring, John C. Biddle, R. B. Hamilton, Joshua Roller and David Henshey. The first keeper was Sheriff Harry Huff. On April 10, 1873, the Legislature enacted a special law authorizing the commissioners of the county to appoint a keeper, subject to the approval of the Court of Quarter Sessions. This appointment is made annually. The first keeper under this law was Aiden Baird, who was succeeded the next year by John McClure, whose appointment was continued until his decease. The present keeper, J. B. Kephart, took charge April 1, 1880.

The jail is built in the most approved style of prison architecture. The corridors and cells are well lighted and ventilated, at the same time perfectly secure. No improvement could be made or suggested. It reflects great credit upon those who were employed in its erection.

ALMSHOUSE AND HOUSE OF EMPLOYMENT.

This refuge of the poor of the county is situate in Allegheny township, about one and a half miles north of Hollidaysburg. It is a well-constructed brick building, two stories and a half high, containing fifty-two rooms. In addition to these are two dining rooms and two kitchens, besides a number of halls or corridors. Its architecture is of modern style. It was planned by Mr. Hayden Smith, architect. Messrs. Peter Empfield and John B. Westley were the contractors. It was built in 1849-50. Its entire cost was \$7,866.50.

The grounds contain 267 acres 12 perches, being part of two tracts of land, one in the name of Joseph Patton, the other in the name of John Cochran. Both these tracts were purchased by Samuel Royer, and by him sold to the county for \$10,000. The land or farm is under a high state of cultivation, owing to the efficient management of the present steward, Mr. William Shinefelt.

The house was first occupied in April, 1850. Its first steward was Mr. John Lytle, who served in that capacity until 1852; Mr. Edward McGraw from 1852 to 1863; Mr. O. E. Crissman from 1863 to 1870; Mr. Joshua Aurandt from 1870 to September 9, 1873, when the present steward, Mr. William Shinefelt, assumed the duties of the position. Its first physician was J. A. Landis, M. D. The present one is W. C. Roller, M. D.

The grounds immediately surrounding the house, adorned with beautiful plants and flowers, convey the idea that the building is a comfortable abiding place for the poor. Under the direct supervision of the matron, Mrs. Shinefelt, the interior of the house is kept in the best possible condition.

EXPENDITURES DURING 1879.

For clothing.....	\$ 900 93
Delivering paupers.....	106 01
Drugs.....	221 27
Farm	1,225 83
Food.....	1,905 66
House.....	924 51
Improvements and repairs.....	254 74
Miscellaneous.....	900 42
Outdoor relief.....	3,612 52
Outside burial.....	218 95
Salaries.....	1,141 25
Total expenses.....	\$11,412 09

PRODUCTS OF FARM.

In addition to amount paid for house expenses.....	\$6,099 45
3931 pounds of beef.....	235 86
3367 pounds of pork.....	185 18
70 pounds of veal.....	4 20
448 bushels of potatoes.....	224 00
36059 pounds of flour.....	1,090 52
780 pounds of butter.....	124 80
Total outlay.....	\$7,964 01
Deduct board of farm hands.....	384 00
	\$7,580 01
Average cost of inmates per week,	\$1.55.

The products raised on the farm were: 1,275 bushels wheat, 299 bushels oats, 1,573 bushels corn, 648 bushels potatoes, 4 bushels white beans, 228 bushels winter apples, 29 four-horse loads hay, 10 loads cornfodder, 3,367 pounds pork, 6,315 pounds beef, 780 pounds butter, 20 bushels turnips, 46 barrels cider, 4,000 heads cabbage, 10 bushels beans in pod, 5 bushels peas in pod, 17 bushels onions, 20 bushels parsnips, 10 bushels beets, 4 bushels hops, 50 bushels tomatoes, 1 barrel cucumbers for pickles. Amount realized on sale of products—\$198.00.

Articles manufactured in the house were: 119 straw ticks, 119 bolsters, 110 sheets, 40 haps, 160 pillow cases, 6 sunbonnets, 8 night-caps, 61 women's dresses, 38 children's dresses, 98 men's shirts, 20 women's flannel skirts, 6 children's skirts, 8 boys' shirts, 16 pairs boys' pants, 8 suits women's under clothing, 10 suits children's under clothing, 25 chemises, 4 shrouds, 4 women's sacques, 53 aprons, 40 towels, 25 pairs men's socks, 6 pairs women's stockings; 200 pounds tallow candles, 10 barrels soft soap, 6 barrels sauer kraut, 280 gallons apple butter.

The number of inmates in the house January 1, 1879, 88; admitted during the year, 138; born during year, 7; total, 233. Discharged and eloped during the year, 153; died during the year, 12; total, 145. Number remaining January 1, 1880, 88. Of the inmates remaining January 1, 1880, there are 41 adult males, 32 adult white females, 1 adult colored female, 9 male children, 5 female children (all white). Of these there are two blind adult males, 8 insane males (adults), 13 females. Natives, 62; foreigners, 26.

THE COUNTY'S FINANCES.

To exhibit the present financial condition of the county, we submit the following receipts and expenditures from January 6, 1879, to January 6, 1880:

RECEIPTS

From collectors.....	\$65,366 06
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EXPENDITURES.

Paid to attorneys.....	\$916 00
Bridges (repairs, etc.).....	1,535 46
Bonds and interest.....	19,245 65
Commissioners' office.....	2,960 42
Courts.....	7,071 03
Court house (supplies, insurance, etc.).....	1,909 52
Poor and lunatics.....	11,980 91
Jails and penitentiaries.....	4,510 96
Printing, books and stationery.....	1,297 10
Miscellaneous.....	5,154 26
Treasury balance from last year.....	1,562 64
Balance on commission on \$121,699.32 at 1½ per cent.....	1,824 13
Balance due county.....	5,298 87
	\$65,366 06

COUNTY INDEBTEDNESS JANUARY 5, 1880.

Court house bonds.....	\$124,100 00
Prison bonds.....	12,300 00
Total	\$136,400 00

NAMES OF OFFICERS AND YEAR OF ELECTION.

PRESIDENT JUDGES.

Jeremiah S. Black, from the fourth Monday of July, 1846 (when first court was held), up to and including March term, 1849.

George Taylor, from April 5, 1849, (his first court held on the second Monday of July, 1849), up to 1871.

John Dean, from 1871 to the present time.

ASSOCIATE JUDGES.

George R. McFarlane.....	1846	John Penn Jones.....	1855
Daniel McConnell.....	1847	Adam Moses.....	1860
Davis Brooke.....	1848	Samuel Dean.....	1860
James Gardner.....	1851	B. F. Rose.....	1865
Levi Slingluff.....	1851	George W. Patton.....	1870
James D. Rea.....	1854	Joseph Irwin.....	1870
James L. Gwin.....	1855	Charles J. Mann.....	1875
David Caldwell.....	1855	Samuel Smith.....	1875

The names of the District Attorneys, since the formation of the county, will be found on page 38.

SHERIFFS.

Benj. E. Betts, appointed June 23....	1846	Martin L. Bechtel.....	1864
Samuel J. Royer.....	1846	John McKeage.....	1867
Thomas Rees.....	1849	Henry B. Huff.....	1870
George Port.....	1855	Alexander Bobb.....	1873
James Funk.....	1858	James M. Stiffler.....	1877
Samuel McCamant.....	1861	G. T. Bell.....	1880

PROTHONOTARIES AND CLERKS OF COURTS.

J. Cunningham, appointed June 10....	1846	Joseph Baldige, December 1.....	1855
Joseph Smith, December 1.....	1846	Anthony S. Morrow, December 1.....	1861
George W. Johnston, December 1....	1849	James P. Stewart (present prothono-	
Hugh McNeal.....	1852	tary), December 1.....	1873

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JOSIAH ARTHUR, Prop'r.

LEWIS TIPTON, Salesman.

REGISTERS AND RECORDERS.

J. M. Gibbony, appointed June 17.....	1846	David M. Jones, December 1.....	1865
Deputy—H. A. Caldwell, appointed June 17.....	1846	Deputy—Hugh A. Caldwell, Decem- ber 1.....	1865
Lewis H. Williams, December 1.....	1847	Abraham Lingenfelter (present Reg- ister and Recorder).....	1875
Hugh A. Caldwell, December 1.....	1856	Deputy—John C. Lingenfelter (pres- ent Deputy).....	1875
Deputy—Jos. Baldrige, appointed September 3.....	1857		

TREASURERS.

R. H. McCormick, appointed June 9.....	1846	John McKeage.....	1860
Joseph Morrow.....	1846	James H. Cramer.....	1862
John Penn Jones.....	1849	John W. Black.....	1865
Joshua W. McCord.....	1854	John M. Clark.....	1868
Samuel Hoover.....	1857	George M. Metz.....	1872
John Lingafelt.....	1858	Alexander Rutledge.....	1877

COMMISSIONERS.

Wm. C. McCormick, appointed June.....	1846	pired term, Shock having entered the army.]	
William Bell.....	1846	George W. Hewitt.....	1863
Valentine Lingenfelter.....	1846	Robert Waring.....	1864
Edward McGraw.....	1847	John C. Biddle.....	1865
William Bell.....	1847	R. R. Hamilton.....	1866
John K. Neff.....	1847	Joshua Roller.....	1867
Jacob Hoover.....	1849	David Hensley.....	1868
David Caldwell.....	1849	Jacob Walter.....	1869
John Burley.....	1849	David S. Longenecker.....	1870
Samuel Dean.....	1850	Samuel Morrow.....	1871
John Bennett.....	1851	David Aurandt.....	1872
John Lowe.....	1852	John Clark.....	1873
John Campbell.....	1853	Alex. Caruthers.....	1875
James Roller.....	1854	John Halfpenny.....	1876
James Hutchison.....	1855	Jonathan Slippy.....	1876
David M. Confer.....	1856	John Hileman.....	1876
[Jacob Barnhart filled Confer's unex- pired term.]		John Halfpenny.....	1879
John R. McFarlane.....	1857	Samuel B. Confer.....	1879
Enos M. Jones.....	1858	James McIntosh.....	1879
George L. Cowen.....	1859	Clerk from 1846 to 1856, Lewis H. Wil- liams. From December 15, 1856, to De- cember 23, 1862, Hugh A. Caldwell. Jo- seph Baldrige, present clerk, since 1862.	
George Koon.....	1860		
James M. Kinkead.....	1861		
Daniel Shock.....	1862		
[Joseph Irwin filled Shock's unex- pired term.]			

CORONERS.

James Funk.....	1855	Jacob Weidensall.....	1864
William Fox.....	1858	John W. Humes (present coroner).....	1869

SURVEYORS.

Henry C. Nicodemus.....	1862	Francis Cassidy.....	1878
John M. Gibbony.....	1875		

DIRECTORS OF THE POOR.

William Bell.....	1849	Samuel Jones.....	1864
Joseph Fay.....	1849	Samuel Moore.....	1865
J. A. Landis.....	1849	Stephen Hammond.....	1866
Edward McGraw.....	1851	Samuel Smith.....	1867
Jacob Igo.....	1851	David Crawford.....	1868
John G. McKee.....	1851	Jacob Stiller.....	1869
John Bennet.....	1852	Abraham Louden.....	1870
George Cowen.....	1852	Andrew Biddle, app. to fill vacancy.	
C. Stoner.....	1853	John M. Bush, app. to fill vacancy.	
David Fleck.....	1854	James M. Johnston.....	1871
C. Guyer.....	1855	F. D. Young.....	1872
M. Wike.....	1856	Albert Wilson.....	1873
Samuel Shryver.....	1857	Joseph Riddle.....	1874
George Weaver.....	1858	David Bell.....	1875
John B. Riddle.....	1859	Edward Bell.....	1876
Peter Good.....	1860	John S. Biddle.....	1877
William Burley.....	1861	David Bell.....	1878
David Anrandt.....	1862	J. C. Mattern.....	1879
Jacob Nicodemus.....	1863		

AUDITORS.

Chas. E. Kincaid.....	1847	Geo. W. Reed.....	1864
Wm. P. Dysart.....	1847	M. D. Thatcher.....	1865
James Wilson.....	1847	Abraham Robison.....	1866
William Reed.....	1848	James McKim.....	1866
James L. Gwin.....	1850	D. E. McCahan.....	1867
David Tate.....	1850	S. A. Fulton.....	1868
Jacob Walter.....	1851	Geo. W. Hoover.....	1868
George W. Smith.....	1851	Wm. H. Canan.....	1869
James A. McCahan.....	1852	J. D. Hicks.....	1869
Samuel Smith.....	1853	Wm. H. Calvert.....	1870
Henry Lingenfelter.....	1854	John C. Robeson.....	1871
John Hagerty.....	1855	J. J. Noffske.....	1872
John W. Tippery.....	1856	Martin Bell, jr.....	1873
Samuel Morrow.....	1857	Alexander Knox.....	1874
A. C. McCartney.....	1858	Charles E. Butler.....	1875
Joseph R. Hewitt.....	1859	J. Ross Mateer.....	1876
A. M. Lloyd.....	1860	B. F. Custer.....	1876
R. M. Messimer.....	1861	J. E. Hagey.....	1876
L. Lowry Moore.....	1862	S. C. Baker.....	1879
David Henshey.....	1863	J. H. Iselt.....	1879
John A. Crawford.....	1863	A. C. Clapper.....	1879
Alex. Knox.....	1864		

R. R. POLICE.

The following is a list of Railroad Policemen, appointed by the Governor, whose commissions are on file in the Register and Recorder's office at Hollidaysburg:

John M. Clark.....	1865	Edwin H. Carr.....	1873
Benjamin Devine.....	1867	Simon B. Barr.....	1873
Alfred Thompson.....	1867	Neal Patton.....	1876
John M. Estep.....	1867	Franklin Fox.....	1876
John Ehringer.....	1867	James H. Cramer (trainmaster).....	1877
William O'Reilly.....	1873	Patrick A. Burns.....	1878
William R. Smith.....	1873	Alex. Mock.....	1878
Isaac E. Rose.....	1873	L. H. Jones.....	1878
Henry McDade.....	1873	Wm. W. Corkle.....	1878

NEWSPAPERS AND OTHER PUBLICATIONS.

For a portion of the following we are indebted to "Prof. Guss' History of the Juniata Valley," published in several papers of our county in 1879:

The Aurora was started at Hollidaysburg, August 9, 1833, by T. P. Campbell, and was afterward conducted by Messrs. Sample Bros. It was suspended after a year or two and was again revived in the Register in 1836.

The Canal and Portage Register was first issued by John Scott and H. C. Gray, July 2, 1836. Mr. Gray sold his interest to John Penn Jones, October 26, 1836. Messrs. Scott and Jones continued until April 11, 1838, when Mr. Jones became sole proprietor, and he enlarged the paper to five columns, and changed the name to Hollidaysburg Register and Huntingdon County Inquirer. From May 1, 1839, to February 24, 1840, D. B. Williams was associated with Mr. Jones, after which Mr. Jones continued again, and March 4, 1846, changed the name to Hollidaysburg Register and Blair County Inquirer. About 1854 or 1855 the name was changed to Hollidaysburg Register and Blair County Weekly News. September 25, 1861, Mr. Jones took in H. A. Caldwell as a partner, and they

sold the paper to John Dean, now Judge Dean, October 21, 1863, from whom it passed, in 1865 or 1866, to Samuel Hoover & Son. March 16, 1868, it was purchased by David Over and his brother, Jacob Z. Over. January 7, 1870, the name was changed to Hollidaysburg Register. November 27, 1872, Jacob Z. Over retired, and David Over continues its publication. On April 14, 1880, the paper was enlarged from twenty-four to thirty-six columns, and on that day appeared in a dress of new and beautiful type.

The Hollidaysburg Standard, five columns, was started with materials of the old Huntingdon Gazette by P. L. Joslin, with George R. McFarlane editor, in the spring of 1838, and was owned by stockholders. On January 1, 1841, O. A. Traugh and H. A. Boggs took charge, and on January 1, 1843, differences occurring between the editors and stockholders in regard to the Portage railroad, Messrs. Traugh and Boggs started a new paper, with new material, called the Beacon Light, six columns, which was continued until June, 1845. In the meantime John Dougherty purchased a lot of new material and resumed the Democratic Standard about October 10, 1844. Alonzo S. Dougherty purchased the Standard, O. A. Traugh purchased the interest of Mr. Boggs in the Beacon Light, and Messrs. Traugh and Dougherty merged the papers into a new series of the Democratic Standard, May 1, 1845, and in May 1, 1846, Mr. Traugh became sole proprietor, and has continued until this date, now thirty-five years, and making thirty-eight years in all, counting both papers. The Standard now has eight columns to the page, and is all that a good printer can make it. Among the assistants on this paper, formerly well known, was U. J. Jones. William H. Schwartz is the present assistant editor.

The Blair County Whig was started about 1845 or 1846 by Jacob L. Slentz. After about three years, or about 1850, it was purchased by George T. Raymond and William S. Wilson. Subsequently Mr. Raymond alone conducted the paper. He is said to have been murdered at Woodberry, N. J. After a suspension of a month or two it was purchased by John Brotherline, recently deceased. During part of the time (1861) Mr. Brotherline had John H. Keatley associated with him, and he also changed the name to the Radical and Blair County Whig, about 1866. May 18, 1868, it was purchased by M. Edgar King and James H. Irwin, and the name changed to Blair County Radical. The office was removed to Altoona. On May 6, 1878, the interest of Jas. H. Irwin was purchased by Samuel J. Irwin, and by him leased to M. Edgar King, since which time James H.

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Irwin re-associated himself with Mr. King, the style of the publishing firm being King & Irwin. It is Republican, and now in its thirty-fourth volume.

The Shield was a paper published about 1849 to 1850, in Hollidaysburg, in the interest of the Catholic church, by Hayden Smith.

The first newspaper enterprise undertaken in Altoona was by William H. and J. A. Snyder, who, in the spring of 1855, published the Altoona Register from materials of the Standing Stone Banner. After five or six months it was discontinued, and the materials were purchased by Ephriam B. McCrum and William M. Allison, who commenced the Altoona Tribune January 1, 1856. May 1, 1858, Mr. Allison disposed of his interest to H. C. Dern. July 19, 1875, the interest of McCrum passed into the hands of Hugh Pitcairn, who, with Mr. Dern, has conducted the paper to this day. April 14, 1873, McCrum & Dern began the Daily Tribune, which, after two years, on April 14, 1875, was discontinued. January 28, 1878, Dern & Pitcairn resumed the daily edition, which, with the weekly, continues to be published. Adam J. Greer has been the principal editor for a number of years. The proprietors recently erected a neat and substantial three-story brick building, especially designed as a printing house, on Twelfth street, between Eleventh and Twelfth avenues. It fronts thirty-two feet on Twelfth street and has a depth of sixty feet.

The American Era, started by a stock company in Tyrone about 1856, with W. S. H. Keys as editor, afterwards Benj. Jones. The material then went into the Tyrone Herald, by Robert Stoddard, which suspended in about a year. It was revived again and called the Tyrone Star, by M. H. Jolly; afterwards it was conducted by Captain James Bell, and suspended. It was again revived and called the Western Hemisphere, by a stock company, with J. W. Scott and Cyrus Jeffries as editors. The paper suspended again, and then revived in August, 1867, by H. R. Holsinger, under the old name of Tyrone Herald, and August, 1867, sold to J. L. Holmes and C. S. W. Jones in April, 1868, and after April, 1869, Jones alone conducted it. W. H. H. Brainerd was a partner in 1871 and 1872, and Al. Tyhurst in 1875 and 1876. Mr. Jones continues to this date. On the morning of July 8, 1880, the fine, new, three-story Herald building was destroyed by fire, together with a large portion of Mr. Jones' printing material. With commendable energy and enterprise on the part of its publisher, the paper made its appearance as if nothing had happened.

John H. Keatly commenced the publication of *The Leader* in 1866, in Hollidaysburg, but after a little over a year it ceased, and the materials went to Dr. J. P. Thompson, Williamsburg, who started the *Temperance Vindicator* in the spring of 1868. About 1870 the paper was sold to Col. George F. McFarland, who removed the office to Harrisburg, but the press, etc., went to the Bedford Press office.

The *Altoona Vindicator* was started May 1, 1868, by James F. Campbell. In the summer of 1869 the office was nearly all destroyed by fire. New material was secured and the office sold, December 10, 1869, to D. W. Moore, who changed the name to the *Altoona Sun*, June 2, 1870, and it was conducted by Moore & Son, Moore & McKinney, and again by Mr. Moore alone. John W. McKinney entered the firm February 10, 1871. The *Daily Sun* was started May 2, 1870, and continued seven months. On May 10, 1874, the office was purchased by N. C. Barclay, and his brother, Cyrus N. Barclay, who enlarged it, January 1, 1879. In November, 1879, a joint stock company was organized, composed of a large number of the most active Democrats of Blair, Cambria, Huntingdon and Somerset counties, for the purpose of establishing a daily Democratic paper in Altoona in connection with the *Weekly Sun*. The organization, under the title of "The Sun Printing and Publishing Company," was completed November 25, 1879, by the election of a board of directors, as follows: Andrew J. Riley, John P. Levan, George W. Good, N. C. Barclay, S. M. Woodcock, M. Fitzharris, Albert F. Heess, F. D. Casanave and R. W. Guthrie. The board of directors, at a subsequent meeting, elected A. J. Riley, president; N. C. Barclay, treasurer and business manager, and R. W. Guthrie, clerk. William P. Furey was elected as managing editor, John M. Furey, city editor, and Cyrus N. Barclay superintendent of the printing department. The first number of the *Altoona Daily Sun* was issued December 11, 1879.

The *Tyrone Blade* was established by J. L. Holmes, June 1, 1870, who sold the office to Geo. Stroup, November 22, 1872, who changed the name to *Tyrone Democrat*, and continued its publication until July 8, 1880, when the office was destroyed by fire.

The *Altoona Baptist*, first four pages, afterwards eight pages, published in the interest of the First Baptist church of Altoona; established November, 1873; Rev. Wm. Codville, editor. It was published by Harry Slep, for about one year, when it was discontinued.

The *Evening Mirror* was started in Altoona, June 13, 1874, by Harry Slep and Geo. J. Akers. It was a penny daily, four columns. September 14 it was enlarged to five columns. W. J. Fleming en-

tered the firm November 15, 1874. May 30, 1875, it was enlarged to six columns, price two cents, and forty cents per month. November 16, 1877, Harry Slep became sole proprietor, but his health failing, he sold the paper, on December 1, 1878, to W. K. Buckingham and W. S. Nicodemus, who, after a few months, changed it from an Independent to a Democratic paper, and named it the Democratic Call. Shortly after it resumed its independence from party shackles and bore the name of Evening Call. It passed into the hands of Alexander & Herr, who conducted it a few months, and on January 1, 1880, Edward B. Haines, who, for six years previously conducted the Williamsport Banner, purchased the controlling interest and inaugurated active measures for the improvement of the paper. He constructed a suitable building adjoining the one previously occupied, stocked it with new printing materials, introduced steam, etc., and at present publishes, in addition to the daily edition, a weekly edition of four pages, and also a Sunday edition styled the Sunday Call, four pages, eight columns to the page.

The Cove Echo was published about 1874 and 1875, in Martinsburg, by Henry and John Brumbaugh, and subsequently by B. F. Lehman; but the Echo soon ceased for lack of support.

In 1874 D. B. Ream commenced a temperance paper in Altoona called the Living Age, but the age of its living soon ended, and the materials were purchased by Geo. J. Akers, who established a Sunday paper, called the Globe, which, after a couple of months, he converted into a daily, in the beginning of 1877, which ran for sometime, but for lack of oil on the gudgeons the Globe ceased to revolve daily, and the office was purchased and run by John Tomlinson as a Greenback paper; but this enterprise also failed.

The Home Base, a base ball weekly, was published during the base ball season of 1876, by Frank McCullough, at Mirror Printing House.

Der Deutsche Volksfuhrer (the German People's Leader), was started in Altoona by Harry Slep, March 28, 1878. It has eight columns, four pages, and is the only German paper in the Juniata valley. It is not political. Published at Harry Slep's Printing House.

The Musical Advocate; Altoona; monthly; established July, 1877; R. B. Mahaffey, editor and publisher; fifty cents per year.

The Gospel Trumpet, published in Altoona, monthly; established 1878; gratuitous; T. B. Patton, editor. Printed at Harry Slep's Mirror Printing House.

The Altoona Advance, weekly, by Mr. and Mrs. T. P. Rynder, was issued first on May 3, 1879. It is principally devoted to com-

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Corner 11th Avenue and 17th Street, Altoona.

mercial purposes. It is delivered free at every house in the city, but in the county where it also circulates, a small subscription price is charged. Its political views are Greenback-Labor, Mr. T. P. Rynder having been the first man in the State to advocate a new party on the financial and labor issues. It believes in high tariff, high wages and cash payments. It is also a temperance paper. Mrs. Rynder contributes largely to its columns. It is printed at Harry Slep's Printing House.

In August, 1879, Ed. J. Slep commenced the publication of the *Youth's Mirror*, a creditable monthly sheet, devoted exclusively to the rising generation, which is still successfully published.

Our Work; Altoona; monthly; established February, 1880; published by the Young People's Christian Association of the Second Presbyterian church. Printed at the *Mirror* Printing House.

The *Tyrone Times*, started as a semi-weekly paper on June 1, 1880, shortly after changed to a weekly. Messrs. Holmes & Wooden, proprietors.

The *Book-Keeper and Penman*; Altoona; established August, 1880; J. F. Davis, editor and proprietor; monthly; one dollar per year. Eleventh avenue and Thirteenth street.

The *Marriage Advocate*; Altoona; established 1880; J. F. Davis, editor and proprietor; monthly; fifty cents per year. Eleventh avenue and Thirteenth street.

The first *Altoona City Directory* of any consequence was published in 1873, by Thomas H. Greevy, present City Recorder. The accuracy and extent of the information it contained made it extremely valuable. This was followed by a directory for 1875-6 by the same author. The directory for 1878-9 was published by William H. Renner, of Altoona, which constituted a complete compendium of such information as is sought in a publication of that kind. The directory for 1880-1, Webb Brothers & Co., of New York, publishers, is before the public.

For the year 1875, George J. Akers compiled "*The Mirror Hand-Book and Compendium of Facts*," a pamphlet of forty-seven pages. It contained a synopsis of the local occurrences of the year (1875), marriages and deaths; interments in Fairview Cemetery; State, county and city elections; brief history of Altoona; list of city and county officers; sketch of public schools, etc.; making it a valuable book of reference. Harry Slep, publisher.

In the early part of 1879, "*The First Venture*," a book consisting of one hundred and eighty-seven pieces of poetry and a story in prose,

entitled "After Many Days," was issued from the press of Harry Slep. It contained sixty pages. Harry L. Woods was the author, and was also the author of a book of Irish tales, entitled "Pat. Muldoon's Anecdotes." Five hundred copies were issued, which commanded a ready sale.

LIST OF EXISTING DAILY, WEEKLY AND MONTHLY PUBLICATIONS.

Hollidaysburg Register, weekly, Hollidaysburg.
Democratic Standard, weekly, Hollidaysburg.
Blair County Radical, weekly, Altoona.
Altoona Tribune, daily and weekly, Altoona.
Tyrone Herald, weekly, Tyrone.
Altoona Sun, daily and weekly, Altoona.
Evening Call, daily, weekly and Sunday, Altoona.
Musical Advocate, monthly, Altoona.
Der Deutsche Volksführer (German), weekly, Altoona.
Gospel Trumpet, monthly, Altoona.
Altoona Advance, weekly, Altoona.
Youths' Mirror, monthly, Altoona.
Our Work, monthly, Altoona.
Tyrone Times, weekly, Tyrone.
Book-Keeper and Penman, monthly, Altoona.
Marriage Advocate, monthly, Altoona.

CITY OF ALTOONA.

Altoona derived its name from the Latin word "Altus," or more directly from the French word "Alto," signifying "high." It is situate at the base of the Allegheny mountains, 1,168 feet above the level of the sea. Its location and surroundings are rich in scenic beauty and atmospheric purity, so much so that it has become a favorite place of resort for tourists during the summer months. The scenery is of the most varied description. Within a radius of a few miles there is a gradual transition from the graceful and picturesque to the rugged and sublime. A short distance west is the famous "Horseshoe Bend." [See illustration.] The valley here separates into two chasms, but by a grand curve, the sides of which are for some distance parallel with each other, the road crosses both ravines on a high embankment, cuts away the point of the mountain dividing them, and sweeps around and up the tremendous western wall. Looking eastward from the curve, the view is peculiarly impressive, while at Allegrippus, where most of the mountains cluster, the vast hills in successive ranges roll away in billowy swells to the far horizon. During the summer, twice each day, an open "observation car" is attached to the Day Express train and makes the round trips between Altoona and Cresson Springs—the latter, in a more especial sense, perhaps, than the former, possessing a reputation as one of the most delightful summer resorts in the country. [See engraving of Cresson.]

Opportunity is afforded for another pleasing diversion by the vicinity on the north of the Wopsononoe mountain, easily accessible to carriages, from whose summit is spread before the eye a panoramic view which, in the opinion of experienced travelers, is unsurpassed upon either continent in all those features which delight and inspire. It comprises the entire valley of the "Blue Juniata," a picture of highly cultivated farms, bounded by swelling ranges of hills, which gradually fade away in the azure of the distant horizon.

The celebrated "Sinking Spring Valley," with its subterranean streams and immense caverns, lies to the eastward, while on the south-east is the Bell's Gap Narrow Gauge railroad, excursions by which to the summits of the mountains are among the most satisfactory and popular diversions of life in Altoona.

DAILY MORNING TRIBUNE

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THE WEEKLY TRIBUNE,

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Fabrics for Clothing of the latest manufacture—Best Materials—Most approved
Figures and Styles to select from—Best Workmanship—Perfect Fit.

LOWEST PRICES.

HOTEL ACCOMMODATIONS.

The hotel accommodations both of Altoona and Cresson, as summer resorts, are not only sufficiently ample, but of a character to please the most fastidious. The Logan House has long enjoyed, and richly deserves the reputation it has acquired of being one of the most completely appointed hotels in the country, and since its erection by the Pennsylvania Railroad company (1855) has served as a model for similar institutions. The system of electric bells has recently been introduced. The building itself, surrounded by broad piazzas, its elegant furnishing, its table and entire management, leave nothing to be desired, while the elevated site and charming surroundings combine to render it one of the most delightful health and pleasure resorts in the country. The large and beautifully shaded lawn affords a fine field for croquet and other out-door sport, while within tennis-alleys, billiard tables, etc., provide ample facilities for recreation. In addition to the Logan House, Altoona can boast of other hotels which would prove creditable to cities of much larger growth.

The Mountain House, which is the only hotel at Cresson, is a very extensive frame building, and stands on the crest of a hill in the midst of a delightful grove. The grounds are expansive and are handsomely laid out, and scattered through them are a number of cottages designed expressly for the accommodation of families. The hill on which the house stands is always fanned by a delicious breeze. Several springs of medicinal waters flow from the mountain in the vicinity, and pleasant drives lead away through the almost unbroken forests. The Mountain House affords accommodations for five hundred guests. Both the Mountain House at Cresson and the Logan House in Altoona are under the general management of the Keystone Hotel company, and under the special direction of that truly efficient and polite caterer, Mr. W. D. Tyler.

SITE OF THE CITY SELECTED.

We have already adverted to the fact that, in 1849, Altoona was conceived by the Pennsylvania Railroad. The site of the city in that year was selected by the officers of that public highway as the most available place for the location of their principal workshops. At that time this portion of the country was a forest, broken only here and there by small tracts cleared for farming purposes. The hills and dales, now covered with the most striking evidences of material prosperity and progress, were at that time owned by William London, David Robison and Andrew Green, each of whom had a farm.

WHERE THE SHOPS WERE LOCATED.

It was decided by the officers of the Pennsylvania Railroad that the shops should be located on the farm of Mr. Robison, the centre one of the three, and arrangements were made with Mr. Archibald Wright, of Philadelphia, to secure it. In connection with the purchase of the farm the following story is told: Mr. Wright sent Mr. Cadwalader to make the purchase. At that time Mr. Robison lived in an old log house, near where the Logan House now stands. On his arrival he found Mr. R. engaged in butchering hogs, and at once made known his errand, as it had been previously ascertained that he would sell for \$6,000. Fortunately for Mr. R., but unfortunately for Mr. C., the latter dropped a letter from his pocket, which was picked up and read by Mrs. Robison. This letter authorized Mr. C. to pay \$10,000 for the farm rather than fail in the purchase. Like any other good wife she immediately communicated this information to her husband, and the result was that Mr. C. had to yield to the demand of \$10,000 instead of \$6,000.

Mr. Wright located the original plot of Altoona upon the farm purchased from Mr. Robison, giving to the Pennsylvania Railroad company some fifteen acres upon which to erect shops, offices and other buildings. At the time the plot was made a difficulty sprung up between Mr. W. and the farmers on either side, which resulted in disarrangement of the streets as they passed from one farm to the other; hence the unsightly and annoying offsets east of Eleventh street and west of Sixteenth street. As soon as it was known that the Pennsylvania Railroad company intended locating their shops at this point, Messrs. Green and Loudon commenced to lay out and sell lots.

NAMES OF LOCALITIES.

The plot laid out on the Robison farm was known as Altoona, while that portion lying east of Eleventh street was known as Greensburg, and that west of Sixteenth street was called Loudonsville. Subsequently another addition was made at the eastern end of Greensburg, on the western side of the railroad, beginning near or at Seventh street. This part, on which are the lower Pennsylvania Railroad shops, was laid out by George R. Mowry, then a civil engineer of the company, and E. B. McPike, and called Logantown. These distinctive names were retained until 1868, when a city charter was obtained, and these farms, together with land lying far beyond them, were brought within the city limits, when ward names were substituted, and the old names dropped out of use.

WHEN THE WORK WAS COMMENCED.

In the summer of 1850 the railroad company commenced the erection of shops. At that time the cars of the company passed over the mountain on the old Portage railroad, the mountain division, from this place to Conemaugh, not being completed. One passenger train a day, hauling a baggage car and two passenger coaches, carried all the people traveling east and west by way of the Juniata valley. At that time the road-bed was on Ninth avenue, and the passenger station was located near where the locomotive paint shop now stands.

INSTANCE OF INCREASED VALUE OF REAL ESTATE.

In the spring of 1856 the lot upon which the Brant House now stands was offered for \$250, and refused. Ten years after it was sold for \$7,500. This will convey an idea of the rapid advance in the price of property when it was ascertained that Altoona was to be made the head-quarters of the Pennsylvania Railroad company.

BANKING HOUSES.

The first banking house was opened about the year 1853, by Messrs. Bell, Johnston, Jack & Co., of Hollidaysburg, Wm. M. Lloyd being one of the firm. About the year 1857 or 1858, Messrs. Bell, Johnston and Jack retired, and the name of the firm was changed to that of Wm. M. Lloyd & Co. Mr. Lloyd continued to do a large banking business until overtaken by the panic of 1873, and he subsequently ceased business. Between those periods the First National, Mechanics' Savings and the Altoona banks were established, and have braved all disasters, surmounted all obstacles, and are now doing a fair business, and regarded as solvent as any in the country.

CHURCHES.

In 1852 and 1853 the first churches were erected in Altoona. Previous to that time the only place of worship was the old Union school-house, which, for a long time, was used by a colored family as a place of residence and the African M. E. congregation as a place of worship. It was recently torn down, and a neat frame superstructure erected on the site, near the corner of Eleventh avenue and Sixteenth street, for worship by the African M. E. congregation. [See Churches on subsequent pages.]

WATER SUPPLY.

The stream of water first introduced by the Pennsylvania Railroad company, and from which the public was for a time supplied by the gas

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Eleventh Street, between Tenth and Eleventh
Avenues, Altoona, Pa.

and water company, was found insufficient, the increase of railroad shops requiring, at least in the summer, all the water of the stream. The city council was urged to supply the town from some other quarter, and finally selected Kittanning and Burgoon runs, about four miles west of the city. A twenty-inch pipe brings the water from a dam at Kittanning Point to a reservoir located on Prospect Hill, which has a capacity of 3,275,000 gallons. This improvement cost over \$200,000. Besides the amount expended for water, \$150,000 were expended for putting in sewers and Macadamizing the principal streets. Eighth and Eleventh avenues, the principal ones on each side of the railroad, with the streets adjacent, have been properly sewered and Macadamized. [More on this subject hereafter.]

CENTENNIAL CELEBRATION..

Among the notable events in the history of Altoona was the celebration of the centennial year. In a communication, written by our venerable and highly-esteemed townsman, H. Fettinger, sr., and published in the *EVENING MIRROR*, December 27, 1875, attention was called to the propriety and importance of a public demonstration on the occasion of the out-going of the last year of the first century of our national independence. The suggestion was responded to, and in a few days, such was the activity displayed by our leading citizens, preparations were made for the grandest demonstration that had ever been witnessed in our Mountain City. We append a truthful and graphic narrative of the proceedings as they appeared in the *EVENING MIRROR* of January 1, 1876. The report was made by George J. Akers, one of the editors of that paper. We quote :

“The largest and grandest demonstration ever witnessed in this city took place last night, the occasion being the inauguration of the centennial year. The outpouring of the people was immense, and not an accident occurred to mar the enjoyment of the people. At an early hour the streets were thronged with an immense multitude, and presented a brilliant and lively spectacle.

“The doors of the Opera House were thrown open at eight o'clock, and in less than twenty minutes it was impossible to obtain standing room, and hundreds of persons were compelled to forego the pleasure of attending the exercises there. At ten minutes before nine o'clock the City Band marched to the Opera House, playing the old familiar air, ‘Yankee Doodle,’ shortly after which the curtain slowly rose. Arranged in appropriate order were thirteen little girls representing the thirteen original States of the Union, as follows:

Massachusetts—Miss Mary Patton.
 New Hampshire—Miss Jessie Murray.
 Rhode Island—Miss Tillie Smith.
 Connecticut—Miss Ninnie Bowman.
 New Jersey—Miss Maggie Cooney.
 New York—Miss Kate F. Fettinger.
 Pennsylvania—Miss Ellen Shuster.

Delaware—Miss Retta Smith.
 Maryland—Miss Emma Odenwaller.
 Virginia—Miss Jennie Powel.
 North Carolina—Miss Annie Kerr.
 South Carolina—Miss Jennie Smith.
 Georgia—Miss Clara Wuhl.

"The little girls were dressed in white, with blue sashes, bearing the names of the States represented by them. In the centre of the stage stood a beautiful evergreen pine tree, representing the "Tree of Liberty," decorated with thirty-seven small flags, representing all the States now in the Union. The whole arrangement of the stage was under the direct supervision of H. Fettinger, sr. The overture on the grand piano, by Professor U. S. Lutz, was performed at about nine o'clock, but it was sometime afterwards that the Altoona City Band took their position on the stage, immediately in the rear of the 'little girls,' and when the curtain rose a second time the band played 'Hail Columbia.' The rising of the curtain was the signal for a tremendous burst of applause. After a slight pause the audience again 'brought down the house' in appreciation of their delight at the beauty of the tableau. When the curtain was again raised, the Glee Club, composed of the following ladies and gentlemen, appeared and sung in elegant style, 'My Country 'Tis of Thee.' Soprano, Miss Lizzie Snyder and Miss Libbie Hindman; alto, Miss Carrie Bowman and Miss Maggie Hindman; tenor, Wm. Mills and T. W. Wiley; bass, E. M. Warren and E. J. Weston; pianist, Prof. U. S. Lutz.

"His Honor Mayor Gilland, then appeared and said: 'We have assembled here to-night to celebrate the inauguration of the centennial year of our independence as a nation, to honor the memories of those who laid down their lives for the blessings of freedom which we, as a people, now enjoy. They freely poured out their blood to cement the Union, and we are here to-night to do them and their memories the honor which their deeds so justly merit. There are those here who will address you. With these few brief remarks I wish you one and all a Happy New Year.'

"The Glee Club then sang the 'Red, White and Blue,' in excellent style, after which D. Orr Alexander proposed three cheers for the 'Red, White and Blue.' They were given with a will. Rev. C. T. Steck then read 'John Adams on the Declaration,' a most appropriate selection, and most excellently rendered. Robert A. Clarke, in a clear and distinct voice, then read the Declaration of Independence. The Glee Club again sang the 'Red, White and Blue,' the audience joining in the chorus. A poem relating to the ringing of the memorable Liberty Bell on the announcement of the passage of the Declara-

tion of Independence was read by Rev. C. T. Steck. The band then rendered the 'Star Spangled Banner' and the 'Red, White and Blue,' after which Wm. Lee Woodcock addressed the audience on matters relating to the past and present of our glorious country. The 'Rock of Liberty' was next sung by the Glee Club. At the conclusion of the singing the band struck up 'Yankee Doodle,' and the audience joined with hands and feet. Rev. Steck then read the stirring and appropriate poem 'E Pluribus Unum.' Rev. H. Baker then appeared on the stage and made a brief, terse and eloquent speech. D. B. Williams was the next speaker; he acquitted himself creditably. The 'little girls' were again arranged along the front of the stage; the Glee Club took a position immediately behind them; then followed the singing of the 'Star Spangled Banner.' P. S. Ake recited the following original apostrophe to the American eagle: 'The American eagle is the largest bird in the world—with his right foot perched on the Rocky Mountains, his left on the Alleghenies; with one wing spread over the Pacific, the other over the Atlantic; with one eye fixed on Mexico, the other on Cuba; his tail spread over Canada, and picking for all South America; is destined to carry the Stars and Stripes to all the nations of the earth, and freedom to all the inhabitants thereof; he can spread his wings wider and soar higher than any other bird that soars in the heavens. When the eagle squeals the lion trembles and snakes seek their hiding places.' This concluded the in-door exercises. The band struck up 'Hail Columbia,' amid the shouts and yells of the vast multitude.

"After the exercises in the Opera House had concluded, the dense crowd therein assembled poured out into the streets and swelled the immense throngs there congregated. Every door step, balcony, door and window along Eleventh avenue was occupied by persons anxious to obtain a better view of the proceedings on the streets. The interval from eleven until twelve o'clock was consumed in illuminating the houses, preparing for the parade and general jollification.

"About twelve o'clock St. John's Literary Society, numbering eighty men, attired in regalia, with torches and national colors, marched down the east side of Eleventh avenue and halted in front of Marsh's tailoring establishment. The Empire Hook and Ladder company, fully equipped and carrying axes and torches, simultaneously marched down the western side of the avenue, halted opposite Stehle's hotel, and opened order to allow the Good Will Engine company to pass through. In the meantime St. John's Society marched down to Eleventh street, across to the west side of Eleventh avenue, and

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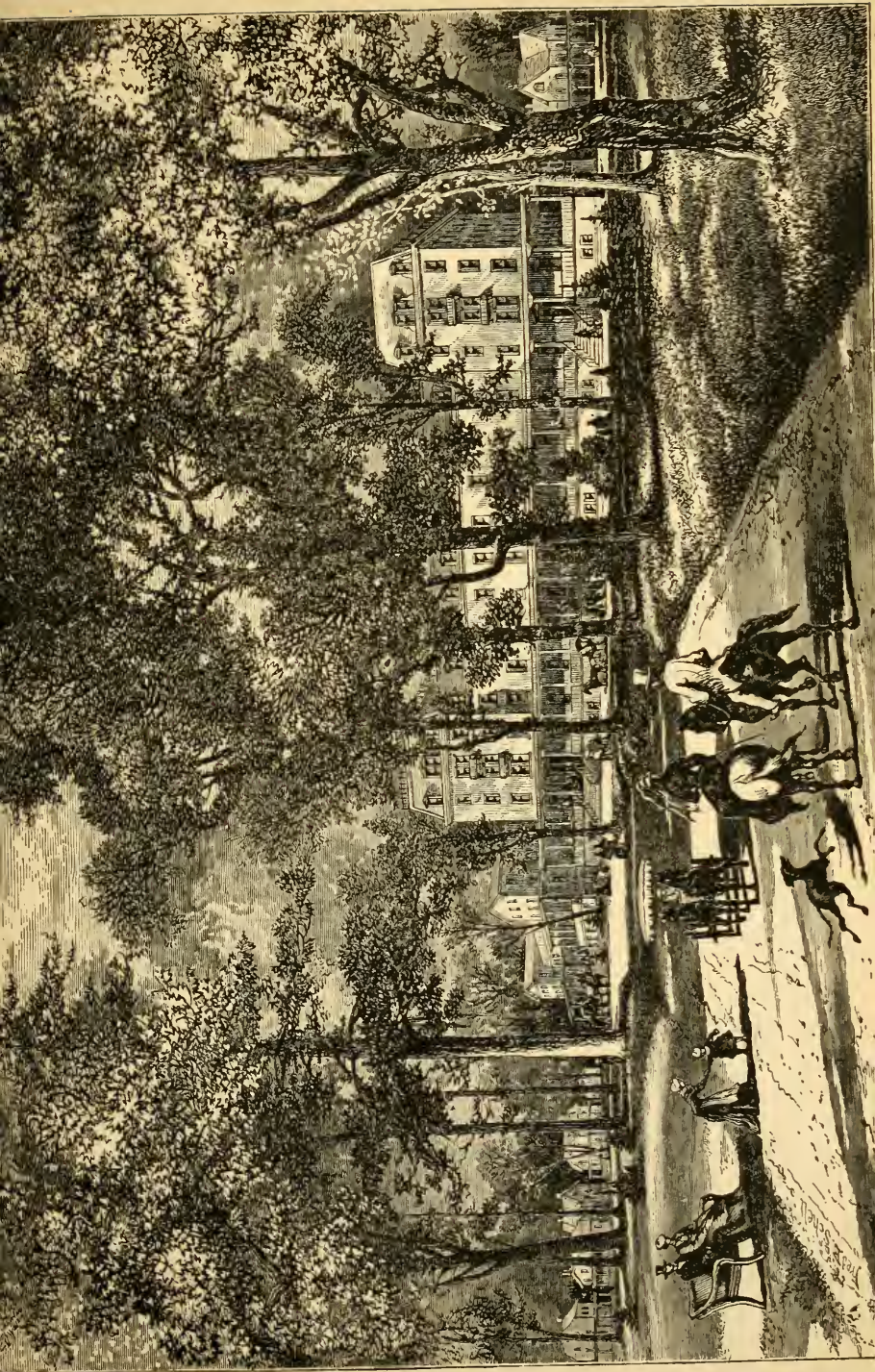
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halted. The Latta Guard, headed by their drum corps, next marched up Eleventh avenue to Eleventh street and halted at the Opera House. The Excelsior Hose company appeared at this juncture and took a position on the avenue, soon after which the Altoona Engine company (P. R. R.) marched up Twelfth street to Twelfth avenue, down Twelfth avenue to Eleventh street, along Eleventh street to Eleventh avenue, and halted; they were attired in full equipments, bearing axes and torches and headed by their drum corps. Aids Hamlin and Alexander having arrived on prancing steeds some time before, busied themselves in forming the line, in which labors they were subsequently assisted by Messrs. Cornman, Fries, Hurd, Meyers and Crozier, assistant aids. During the formation of the line the immense throng of people maintained an uninterrupted cheering from one end of the avenue to the other. Fire-works were set off in profusion, fire-arms discharged, and the general enthusiasm was deafening.

"Precisely at twelve o'clock, midnight, the Vigilant bell gave the signal, and from every church steeple, from the school houses, shops and engine houses the glad tidings of great joy went forth and reverberated through the atmosphere unto all the inhabitants of our Mountain City, reminding us that the grandest new year of the closing century was being born. Simultaneous with the ringing of the bells, the locomotives in the yards of the Pennsylvania Railroad company sounded their shrill whistles; the bon-fires on the hills were lighted; the cannons on Reservoir and Gospel hills thundered; various colored lights appeared in various parts of the city; windows were brilliantly illuminated, and the whole city was aglow with many colored lights. Such a scene was never before seen or heard in the city of Altoona. At precisely fifteen minutes past twelve o'clock, Chief Marshal Stewart dashed up Twelfth street on his 'white charger,' and assumed command of the procession. In a moment the command was given, and the procession of over a thousand men were in motion. The uniforms, regalias, axes and horns of those composing the parade, sparkled amid the glare of the torches. The music served to render the scene more impressive. The following was the order of the procession: (1) The Chief Marshal, plumed, and wearing a jeweled sash, on a spirited white charger, accompanied by his aids; (2) Latta Guards, in full uniform; (3) Altoona City Cornet Band; (4) Good Will Steam Fire Engine company; (5) Empire Hook and Ladder company; (6) Mountain City Cornet Band; (7) Vigilant Steam Fire Engine company; (8) Excelsior Hose company; (9) Altoona Steam Fire Engine company;

(10) St. John's Literary and Benevolent Society; (11) Keystone Cornet Band; (12) Cavalcade of citizens.

Citizens vied with each other in decorating their respective residences and places of business with bunting, flags, ensigns, arches, etc., in order to adorn the triumph of our arms, to perpetuate a remembrance of our national independence, as well as to exhibit an appreciation of the superior blessings we enjoy in the "land of the free and the home of the brave."

THE CENTENNIAL FOURTH.

On the following Fourth of July every house and every street was decorated with flags, etc. The procession, composed of military, patriotic personations, the fire department, benevolent and civic societies, the employes of our great work-shops, our tradesmen and artisans at work, each at his particular vocation, mounted on wagons drawn by richly caparisoned horses, and citizens in carriages and on foot, was one that was scarcely surpassed anywhere. Even the farmer with his hay wagon was represented. The procession, after moving through the principal streets and avenues, halted at a stand erected in a field belonging to the Pennsylvania Railroad company, in the eastern part of the city, where the immense concourse of people were suitably and patriotically addressed by Judge John P. Blair, of Indiana county. A violent storm at three o'clock p. m., put an end to the gorgeous spectacle.

THE RAILROAD RIOTS.

The next interesting event—mournfully interesting, we are justified in saying, and in striking contrast with the recital immediately preceding—was the railroad strike, which originated with the disaffected employes of the Baltimore & Ohio Railroad, and extended to the principal railroads of the country. Without exhausting time or occupying space in explaining the circumstances which led to the inception of the strike, presuming that this subject is familiar to our readers, we will remark that on July 17, 1877, seventy-five or eighty engines had been congregated at Martinsburg, W. Va., a station of the Baltimore & Ohio railroad, none of which were allowed to depart. Col. Faulkner, with seventy-five men of the light infantry guards, arrived at that point with loaded muskets and took charge of one of the westward-bound freight trains which had been detained by the strikers there. He was confronted by the strikers, who had armed themselves with all kinds of weapons. On the day mentioned no trains left Baltimore.

The Governor ordered out the Matthews' guards, of Wheeling, to assist in quelling the riot which had broken out at that point. The riot having quickly assumed gigantic proportions, on account of preconcert of action on the part of the strikers, on the very next day (July 18), Governor Matthews called upon the President for United States troops, which were promptly furnished. On July 19 the strike became general, extending from Martinsburg to Chicago—riotous proceedings being enacted at Parkersburg, W. Va.; Benwood, Columbus and Newark, Ohio; Chicago, etc. The temporary success of the Baltimore & Ohio brakemen and firemen there—who were the parties who inaugurated the disturbances—encouraged those who occupied relative positions in the employ of the Pennsylvania Railroad company, and out of these initiatory proceedings grew our own troubles. With this preamble, we turn our attention to

WHAT TRANSPIRED IN ALTOONA.

On July 19, 1877, our city was thrown into a furore of excitement by the announcement that the freight conductors and brakemen on the Pennsylvania railroad had struck at Pittsburg—that they not only refused to go out with their trains when the latter were ready, but that they would not let the trains go out. When the strike was inaugurated in the morning, none but freight conductors and brakemen were concerned in it, but at night the freight engineers and firemen joined them. The strikers were in good spirits, and confident that all their demands would be acceded to—that the golden opportunity had arrived to benefit their condition, and that they would take advantage of it. A few days previous the following order had been issued by Superintendent Pitcairn:

PENNSYLVANIA RAILROAD OFFICE OF
GENERAL AGENT AND SUPERINTENDENT PITTSBURG DIVISION, }
PITTSBURG, July 16, 1877.

NOTICE TO DISPATCHERS.

On and after Thursday, July 19, 1877, two trains are to be run on Union and two trains on National line through between Pittsburg and Altoona, thirty-six cars to a train, a pusher from Conemaugh to Altoona. No passenger engines to be run on freight. Balance of trains to divide at Derry, first in first out. Derry to be headquarters eastward where engines will be turned. Between Derry and Pittsburg all double-headers, thirty-six cars to a train, or as many as they can haul, to be increased or decreased, in the judgment of dispatchers, according to lading in cars.

ROBERT PITCAIRN, Superintendent.

A single freight train is a locomotive and eighteen cars. The crew comprises an engineer, fireman, conductor and three brakemen. What is called a "double-header" is a train of thirty-six cars, with an engine at each end. Mr. Pitcairn's order did not provide for an increase in the crew in proportion to the increase in the size of the train. The

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men thought that a reduction on the first of June previous of ten per cent. and then an increase of one hundred per cent. in the labor required of them was more than they could bear. Previous to the issuance of the order the custom had been to employ four men besides the engineer and fireman in moving a single train of eighteen cars. If the above order had gone into effect an ordinary crew would have had to take charge of a train twice the usual size. This would have been equivalent to the discharge of every other man, and those retained would have had to perform double work. It was the increase in the amount of labor, the uncertainty as to who would be discharged and who retained, combined with the dissatisfaction created by the June reduction in pay that caused the strike. From the *EVENING MIRROR* of this city, of July 20, we extract the following:

“The strike has not reached this city at this writing. Groups of persons, engineers, firemen, brakemen, shop men and others have been discussing the affair on the streets since morning. Last night but three coal trains arrived from the west in this city, although seventeen freight trains generally arrive during the night. Messrs. Robert Pitcairn and Frank Thomson were in the city last night, and in company with G. Clinton Gardner, left for Pittsburg at an early hour this morning. James McCrea was in the city, also, but left for Harrisburg on Philadelphia Express last night. Lieutenant-Governor John Latta passed through the city last night to Harrisburg to be on hand in case of disturbance, Governor Hartranft being in California. Several freight engineers, firemen and crews refused to take their trains out of the city last night and this morning. Representatives from the western division are in the city and are in consultation with train hands, who say they are not inciting a strike, though they declare they will not take a train on the road under the present difficulties. Thomas A. Scott passed through to Pittsburg this forenoon.

MILITARY ON THEIR WAY TO PITTSBURG.

“At an early period of the morning of July 21, three train loads of soldiers, *en route* to Pittsburg, passed through this city. As they entered the depot at this point they were received by a few of the railroad employes there collected with expressions of disapproval. They belonged to the First Division of Philadelphia, and were composed of the First, Second, Third and Sixth regiments, one thousand five hundred men, under the command of Gen. R. M. Brinton. The German Hussars and State Fencibles were with them. Dismounted cavalry and artillery were noticeable also. At this point four large

boxes of cartridges were put on board. As the trains left the depot here the coupling pins of the engines were pulled five different times. One soldier was knocked down for an alleged insult. About two hundred railroaders were gathered at the depot, and the opinions expressed were as varied as the characters of the men. A stone was thrown just as the last train went out, which struck the side of the last engine, and a link was thrown which struck a car.

STRIKE INAUGURATED.

"About 10:35 same morning (July 21), about fifty brakemen assembled in the yard of the railroad company, stopped two trains laden with stone, and refused to allow the other engines prepared to take the trains on to go out of the gate at the round house. They also sent all the shifting engines in but one for passenger use. They allowed all passenger trains to pass, but refused passage to freights.

"At 2:50 p. m., as the Hollidaysburg train was hauling out of the depot, with some freight trains attached, the strikers cut the train and would not allow the engine to proceed until the freight cars were placed on a siding. At 5:20 p. m., a train of eight cars, containing about four hundred soldiers, under command of Col. H. Rodgers, passed through the city, taking supper here. Engineer Philips came out on engine No. 924, and at the request of the strikers stepped down, and Jacob Russell, foreman of the round house, took the engine. Engineer James Westfall refused to come down from engine No. 136. One striker attempted to uncouple the engines from the train and was pierced through the arm by a bayonet in the hands of a soldier. A guard was thrown out around the engines, and when the trains started several of the guard were pulled off by the strikers. One man was pulled down and severely beaten, but they all managed to get on. After this the train was fired upon and stoned by the strikers around the depot, but nevertheless succeeded in threading its way out of the city *en route* for Pittsburg.

"The members of the striking body disclaimed, with justice to themselves, that the stone throwing, etc., was done by what is known in the city as the 'gut gang,' and not by railroaders."

THE SHERIFF ISSUES A VERBAL PROCLAMATION.

In the afternoon, previous to this occurrence, Sheriff J. M. Stiffler issued a proclamation, verbally, in the depot, requesting the assembled multitude to disperse and quietly return to their homes; not to trespass on any of the railroad company's property; preserve the peace;

leave all trains pass, and not molest or stop engineers or engines from work, or to molest, in any manner, men in the employ of the Pennsylvania Railroad company.

On the same day Mayor Gilland issued the following

PROCLAMATION:

TO THE CITIZENS OF ALTOONA:—As the Chief Magistrate of this city, I believe it to be my duty, under the present circumstances, to caution the citizens and others against any unlawful assemblies that may form under the present difficulties. I trust that all will endeavor to prevent any disturbance that would be detrimental to the interests of our city, or to the property of any one while the present excitement lasts. It is required of all good citizens to be vigilant, and lend their personal influence in assisting the city authorities in carrying out that which seems to them best for the safety of lives and property. I also request all landlords to close their bars until the present excitement subsides. This request I expect to be complied with, and if not, those who disregard it will be held responsible under the law. Believing that our citizens are law-abiding and that we have no occasion to chronicle riotous conduct on the part of any one, but that all may be peace and quietness, I remain, very truly,

D. A. GILLAND, Mayor.

[The above had the desired effect.]

MEETING AT THE BRANT HOUSE.

At 7 o'clock, p. m., a large number of citizens assembled at the Brant House. Col. David Jones introduced, as the first speaker, James F. Milliken, who had been colonel of the Fifth regiment, N. G. P., and at that time was district attorney of Blair county. Mr. Milliken said:

“GENTLEMEN AND FELLOW-CITIZENS:—It has always been to me a great pleasure to speak to and for the workingmen, and to defend the oppressed and down-trodden. A strike has been inaugurated by you against the Pennsylvania Railroad company. Let me ask for what purpose you strike? Is it to injure the railroad company? [Cries of ‘No!’ ‘No!’] No! You strike because of your necessities; because your wives and children cry to you for bread—for that which you are unable to give. Is this state of affairs attributable to your indisposition to work? This needs no answer. It is attributable to the inadequency of the pay. Every man not controlled by the Pennsylvania railroad is with you heart and soul. So long as you are orderly, interfering in no man's private business, you will have the support of Blair county and Pennsylvania. I was once colonel of the Fifth regiment, and, in the past, have encountered a good deal of bad luck. I think I strike a good streak just now. And, just here, I wish to add one thing. Not one man in the regiment can be compelled to turn out. If any one turns out voluntarily, you can mark him as one who wants to turn out against you. There is nothing in the militia law of this Commonwealth which can be construed as

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compulsory. In conclusion I would enforce the axiom: 'United we stand, divided we fall.' This is your time. If the shop men turn out now, the Pennsylvania railroad cannot refuse to accede to the demands of the workmen. You know your rights. Stick to them, and you will get what you want, and what you are entitled to—a fair day's wages for a fair day's work. I am with you heart and soul. If you want a friend you will find one in Jim Milliken! Good night."

Colonel Jones followed Mr. Milliken in a speech which substantially covered the same ground, rendering its publication or even an abstract unnecessary.

He was followed in turn by Frank P. Tierney, whose appearance was greeted with cheers, and who was heard with respectful attention. He said: "My countrymen! You have refused to remain longer in the employment of the Pennsylvania Railroad company at the wages you have been receiving. It is, undoubtedly, your right to demand from your employers such wages as would justify you in remaining in its employ. Should the company decline to accede to your demand, you are justified in continuing out of its service as artisans or workmen. This is a right which, under the law, you can exercise; but in doing so, you must exercise that right with a jealous regard to the rights of others. You must cast your eyes upon the written and well-recognized law which governs us all in the enjoyment of our rights, and by it be governed. Therefore, gentlemen, you had better reflect well what you are doing before taking any rash step, for you must never forget that those who disregard the law must, in the end, come to grief. If you desire, therefore, to succeed in obtaining your object, it will only be accomplished by legal and proper means—by observing and respecting the rights of all under the law. I therefore appeal to you to use only such means to obtain the end you seek. I also appeal to our citizens who are not in the employ of the railroad company, to give to you a helping hand by the use of legitimate means. And I further appeal to the railroad officials, if there be any present, to aid, as soon as possible, in securing an increase of wages for the workmen. In the dark hours of the panic these gentlemen stood faithfully by you, and, as times improve they will see, as far as they can, that your patience will be rewarded. Their interests are identical with yours. Gentlemen, I thank you for this mark of your confidence and respect. I bid you good night."

In response to urgent and repeated calls, Thomas H. Greevy, stepped on the improvised platform (store box) and addressed his fellow-citizens. The following is a synopsis of his remarks: "In

an assembly like this it is impossible for me to say things to suit everybody. Thus, I am at a loss to know what to say. As a general thing I do not believe in strikes. A strike is a means which should only be used as a last resort. I am not sufficiently familiar with your demands to make a suitable speech. But I am familiar with the precarious condition of the workingmen all over the country, who labor for a mere pittance—scarcely sufficient to keep themselves and families from starving. I know that you, workingmen, have the sympathy of all the people including those high in authority in this city. I sympathize with you, but you must preserve the peace; you must not violate the law, for in case you do the State will bring all its machinery to bear upon you. There is one other point to which I will direct your attention. No strike has ever succeeded where violence was resorted to. Violence was invariably met by violence, and ended in the discomfiture of the strikers. Let me warn you—the man who advises you to break the peace, to destroy public or private property, is not your friend.”

PATROLLING THE STREETS.

During the evening and night the Latta Guard patrolled the streets for the protection of private property and the maintenance of law and order. The streets were thronged with an excited crowd. The latter portion of the night passed quietly, however, no freight trains running east or west to demand the attention of the strikers.

SUNDAY THE CULMINATING POINT OF THE EXCITEMENT.

Next day, Sunday, July 22, was characterized by the shriek of the life, the rattle and roll of the drum, the marching of armed troops through our heretofore quiet city, the rapid movements and cheering of men, the scream of the locomotive whistle, all strangely intermingled with the solemn tones of the church bells.

About 9 o'clock in the morning ten car loads of troops, aggregating about five hundred, composed of parts of the First, Second, Third, Fifth, Sixth and Twelfth regiments, under the command of General Beaver, arrived in this city, and immediately pulled up to the upper end of the yard. Here breakfast was served to them, and their engine was backed into the upper round house. The strikers then closed the gates of the round house yard and refused to allow an engine to go out to take the troops to Pittsburg. A detachment of Company B, Twelfth regiment, of Williamsport, Robert M. Foresman, captain, under the command of Col. Stead, was detailed to take an engine from the round house. They marched up to the round

house gate, where they were faced and surrounded by about a hundred cool and determined strikers. They were compelled to halt within six feet of the gate, and about a half dozen of the railroad men stepped into the ranks and laid hold of muskets in the hands of the soldiers who quietly and not unwillingly yielded their arms. Fearing the utter demoralization of his command, Captain Foresman faced the crowd and attempted to drive back the more venturesome at the point of his sword, when a huge stone was thrown which struck him back of the right ear, prostrating him. The gash was one inch and a half long and of considerable depth. Sergeant Osborne Gifford received two cuts on the head from stones. For awhile the affair looked serious. The strikers, on learning that more troops had been detailed to procure an engine, and were marching towards the round house, rushed into the yard and "spiked" engines Nos. 506, 123 and 206, by taking off driving rods, drawing the sand, water and fire, letting the steam escape and soaping the boxes. The troops started to march to the gates, but, concluding that it would be useless to attempt to get an engine, and that even if they did, no engineer could be found to take it out, marched back to their train. From the train the entire body of troops, with the exception of a guard at the train, marched to the Pennsylvania railroad depot and stacked arms. The soldiers and strikers then commingled in friendly intercourse.

Though not allowed to go west, the soldiers were permitted to return to their homes in the east if they chose. Company G, of Philadelphia, and squads of other companies, took advantage of that and left for home in the evening.

MEETING OF THE RAILROAD MEN.

On the morning of the following day (Monday, July 23,) a meeting of the railroad men was held, and it was unanimously agreed to protect both private and public property at all hazards.

A committee of workmen also waited on G. W. Strattan in the morning and requested him to close the upper shops, which he did. The lower shops were also closed.

CITIZENS' MEETING.

In the morning also, by the advice of prominent citizens, placards, signed by Mayor Gilland, were posted in every conspicuous place in the city, calling a meeting of all the citizens at the Opera House to be held at 3 o'clock p. m. Before the appointed hour arrived the house was crowded. The Mayor opened the meeting by announcing

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his purpose in calling it. He said a great burden had been laid on his shoulders, and that he wanted to do right by all, both the workmen and the company, and if he failed it would not be his fault. He concluded: "I want you to act as men and good citizens, and not as roughs and rioters. I have sworn in a number of policemen and I want you to stand by them. I called this meeting through a pure motive and trust it will be so regarded."

D. K. Ramey was made President, and Samuel S. Goodman and Hon. J. W. Curry, Vice Presidents. A. F. Kerr, G. S. Hamlin and N. C. Barclay were elected Secretaries.

The President made a few remarks, the substance of which was that the difficulty would soon be settled; that he had no hand in bringing it about and hoped the workmen would get justice.

H. H. Herr stated that he understood that some railroad men had an idea that this meeting had been called to oppose the strikers, but it was not so. It was merely to organize so as to be able to meet emergencies and protect property and prevent bloodshed. He thought that the troops were the persons to be feared and not the railroad men whose interests lay in this city, both in public and private property.

Hon. J. W. Curry was called upon, who said that the laborer was worthy of his hire, and that every good citizen and laborer should protect his employer, and such employer, in turn, should protect the laborer. Every man is responsible to God for his own acts and not for the acts of others. We are called on as individuals to protect ourselves, not from any man in this house, or any workman whatever, but from outsiders alone. I would trust any man in this house with my life and property. It is the tramps we have to fear; they are the ones who would do the firing, stealing and murdering. It is your right and my right to protect ourselves, and to each and every man it becomes a duty to protect the others. We depend upon the railroad company for what we get, and when we have difficulties to settle let us do so at the proper tribunal. I move, Mr. President, that five hundred policemen be appointed and sworn in.

George J. Akers said that the same emergency did not exist in our city that did in Pittsburg. No Philadelphia soldiers were here to shoot down our wives and children as they did in Pittsburg. We are law-abiding citizens, and I am certain that with five hundred policemen to guard us we can go to our beds to-night in peace and there sleep in safety. If the men conduct themselves properly they will

impel the company to accede to their justifiable and rightful demands. [Applause and cries "That's so !" etc.]

Major Richard J. Crozier followed. He said it was not the railroad men that destroyed the company's property at Pittsburg. He thought there was not a man in the house who would do the least harm to the property of the company or that of citizens.

William B. Blake desired to be informed whether the policemen would get any compensation or not. The Mayor replied that he could not answer the question, as the city was deeply in debt now, and he had no authority nor the desire to lay any further burthen upon taxpayers. He could not say whether the company would pay them or not. He further stated that nearly all those appointed five hundred had volunteered their services.

Simon Hawk, an engineer on the Middle division, stated that he had presided at a railroad meeting this morning, in this city, and that almost one hundred men were present, each and every one of whom expressed themselves as going to, sworn in or not, protect all property at any hazard. He concluded: "We did not strike, but we of the Middle division are afraid of our lives and dare not go out on an engine, but since we are "out" we want our rights and are going to have them." [Applause.]

Mayor Gilland said the police were to be put in all the wards of the city, those in the lower wards to be under the control of Andrew Kipple, and those in the upper wards under Thomas I. McKiernan. The meeting then adjourned.

MEETING OF THE SHOP MEN.

In the evening of the same day a meeting of the shop men was held in the Opera House. Some three hundred persons were present. Capt. J. W. Dougherty was elected President, and Capt. E. M. Warren, Secretary. The following named gentlemen were appointed a committee to draw up a series of resolutions: M. J. McCoy, P. O'Hare, W. B. Blake, E. M. Warren and Robert Hudson. They went into session and soon returned with the following resolutions:

RESOLVED—That we, the Pennsylvania railroad employes of the shops situated at Altoona, desire and claim the same wages we received prior to the 1st of June, 1877. And be it further

RESOLVED—That no discharge or suspensions occur to any one who participated in the present difficulty. And be it further

RESOLVED—That this action of the shop men is taken on account of recommendations of high Pennsylvania railroad officials, and what we consider good and wise counsel.

RESOLVED—That we heartily sympathize with all persons interested in the present difficulty, and deplore the loss of life and property in Pittsburg, and will do what we can to prevent a similar occurrence in our midst.

[Signed]

M. J. McCOY, Pres't,
P. O'HARE,
W. B. BLAKE,
E. M. WARREN,
ROBERT HUDSON.

The above resolutions were adopted.

A motion was made that the chairman appoint a committee of three to present the resolutions to General Superintendent G. Clinton Gardner, which was carried, and M. J. McCoy, W. B. Blake and J. B. Harkins were appointed such committee. On motion adjourned to meet in the Opera House next morning at 10:30 o'clock.

ADJOURNED MEETING.

In pursuance of announcement made, an adjourned meeting was promptly held at the Opera House at 10:30 o'clock on the 24th of July. The house was crowded with orderly and attentive shop men. The meeting was called to order by Capt. E. M. Warren, Secretary, who announced the object of the meeting. In the absence of some of the officers previously elected, Wm. Fortenbaugh was called to the chair, Thomas Miller elected Vice President, and Martin Lewis, Assistant Secretary. Before taking his seat Mr. Fortenbaugh addressed the audience, saying that he hoped that peace, good order and harmony would prevail. "There will be momentous questions," he said, "for your decision, and it is essential that a calm spirit exist."

M. J. McCoy, chairman of the committee appointed the previous evening to wait on Mr. Gardner, presented the resolutions, and were received kindly. Mr. Gardner expressed himself as a consistent friend of the working man, which he had shown all through the panic in scouring the whole country to get work to be done here in the shops. He had done for them all that was in his power. He further said that he could not, at this short notice, give the men a definite answer; he could not negotiate between the workmen and high officers, and all that he could do was to obey orders. Under such circumstances he could not assure the men anything. He would forward their resolutions, with remarks of his own. He expressed solicitation for the property of the company, and the committee assured him that it would be protected. The committee further expressed their entire confidence in Mr. Gardner, and their belief that he would do all in his power to bring about a satisfactory solution.

Capt. E. M. Warren advised the men to be careful. He knew of some dissatisfaction among the men, but hoped they would pursue a

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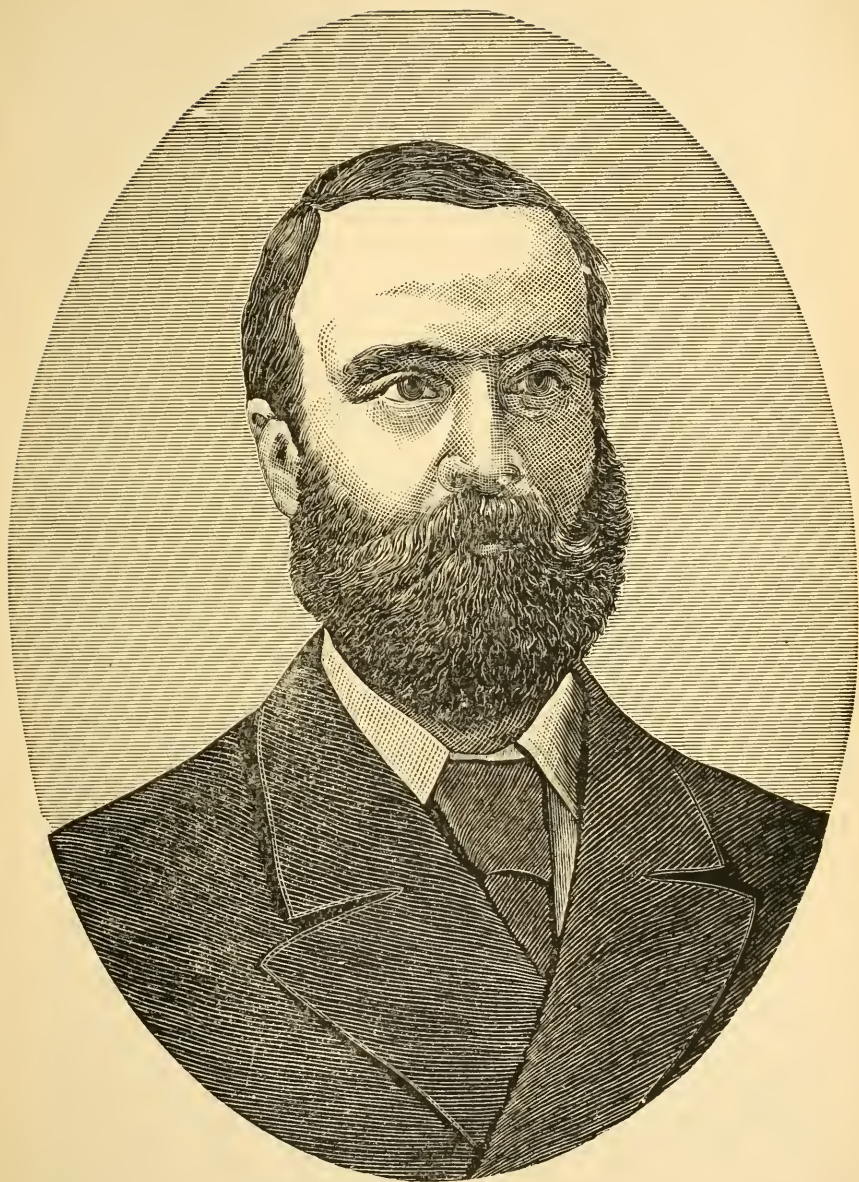
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JAMES STEWART PARNELL.—(SEE PAGE 91.)

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TILDEN FOUNDATIONS.

wise course. It would be neither brave nor manly to demand more than they demanded two months previously, nor more than was demanded in the resolutions of the preceding meeting. Now that the company was in trouble was no reason to think that the more we demand the more we will get. There is a probability that we may get what we demand, but it is a mere probability. If we demand too much the probability is that the company will either close the shops for months or secure the services of other men to run them, which could be done.

On motion the report of the committee was received, and the committee discharged with the thanks of the workmen.

Mr. Fields, of the Seventh ward, moved that the resolutions adopted the previous evening be rescinded and the resolutions of the Harrisburg railroaders be adopted. The motion was seconded, but so, also, was a motion to adjourn, which latter motion was put and lost. Mr. Fields then renewed his motion to rescind the resolutions, remarking that they had been passed by a meeting of about one hundred boys and citizens who were not workmen in the shops. "Suppose," he said, "we do get back our ten per cent.—it is only eight cents a day, and then the company will take an hour off the day, and we will lose twice eight cents." The motion was seconded by John H. Speece.

Capt. J. W. Dougherty, chairman of the former meeting, said: "The resolutions of last night are now in the hands of the railway officials. These resolutions represent our demands, and to rescind them is manifestly out of order. We cannot, consistently, at this period of time, frame and pass another series of resolutions. I deny that the meeting referred to by Mr. Fields had been composed of boys and citizens who were not workmen. On the other hand, I assert that the meeting consisted of a house full of the most responsible and respectable workmen of this city."

Wilbur B. Blake suggested that if we send another set of resolutions, which cannot be otherwise than similar to those already adopted, the railroad authorities will conclude that we do not know what we do want, and, consequently, will take notice of neither. Then we will get nothing. Mr. Blake also denied the truth of the statement that the previous meeting had been composed of boys and citizens who were not workmen.

Several of the representative workmen spoke against any change in the character or wording of the resolutions, and united in

denying that the previous meeting was composed of any other than workmen.

These calmer counsels prevailed, and a motion to adjourn was overwhelmingly carried.

[By way of parenthesis we will say that about this time President Hayes issued a proclamation admonishing all good citizens of the United States against aiding, countenancing, abetting or taking part in riotous proceedings.]

ARRIVAL OF GOVERNOR HARTRANFT.

Governor Hartranft, accompanied by Secretary Quay, arrived in this city on the morning of July 25. Upon the arrival of the train, an hour behind time, a crowd of several hundred citizens had assembled in front of the Logan House, evidently with the expectation of hearing an elaborate speech. After partaking of breakfast the Governor proceeded to his car, from the rear end of which he delivered the following :

“GENTLEMEN AND FELLOW-CITIZENS: You have called upon me for an address. I shall make a short one. I, as chief executive of the State, am placed in a very unpleasant position. I shall endeavor to render exact justice to all so far as lies within my power. I shall execute the laws of the State according to the laws. I shall endeavor to protect all citizens, as well as public and private property, and should I fail it will be because I am powerless. I bid you good day.”

Shortly after, the train, conveying the Governor and Secretary to Harrisburg, moved off, and the crowd dispersed.

In this connection, whatever bearing or supposed bearing it may have had upon the city of Altoona, we append a proclamation from Governor Hartranft :

PITTSBURG, July 25, 1877.

TO THE PEOPLE OF THE STATE OF PENNSYLVANIA :

WHEREAS, There exists a condition of turbulence and disorder within the State, extending to many interests, and threatening all communities, under the impulse of which there has grown up a spirit of lawlessness requiring that all law-obeying citizens shall organize themselves into armed bodies for the purposes of self-protection and preserving the peace :

Therefore, I, John F. Hartranft, Governor of the State of Pennsylvania, do hereby recommend that all citizens shall organize themselves into associations with such arms as they can procure, for the purpose of maintaining order and suppressing violence. And all good citizens are warned against appearing in company with any mob or riotous assembly, and thus giving encouragement to violations of the law.

[Signed]

J. F. HARTRANFT, GOVERNOR.

A RUMOR CALCULATED FURTHER TO EXCITE THE POPULACE.

On July 25 a rumor was current that a band of miners from the neighborhood of Houtzdale, and other mining towns, thoroughly armed, were marching upon Altoona, in consequence of which Sheriff Stiffler immediately swore in a posse of nearly one hundred men, and placed them under command of Capt. Guthrie. The miners, however, failed to make their appearance.

"CAMP BEAVER."

The main body of soldiers were encamped near Haggerty's woods, in P. R. R. passenger cars, their place of rendezvous being styled "Camp Beaver," while a considerable number made their headquarters in cars on Tenth avenue, opposite the round house.

GRAND JURY PRESENTMENT.

The court being in session at Hollidaysburg on this day, the following presentment was made :

"We, the grand jury, inquiring in and for Blair county, would respectfully represent concerning the disorders at Altoona within the last few days, that we have no personal knowledge of persons engaged therein. We are informed and believe that persons of the number of three or four have, in a tumultuous, disorderly and riotous manner, with force, stopped the trains running on the Pennsylvania railroad, and have by threats and violence prevented engineers, firemen and brakemen from operating trains. But this information is not from personal observation of any one of us; nor is it from witnesses duly sworn, but only from rumor, or from statements made in the public newspapers. We have not the names of those engaged in such disturbance, nor is it in our power this sitting (so far as we can judge) to obtain precise and reliable testimony as to the names of guilty parties, and to the extent of their guilt, which would warrant a presentment. While anxious to aid in preserving the peace and good name of our county by promptly taking cognizance of violations of the law within its borders, we are of the opinion that unless our sessions be indefinitely postponed by adjournment from day to day to allow for the hunting up and subpoenaing witnesses and execution of summary process for their attendance, it is impossible at this session of the court to make that proper presentment as to crimes and criminals, and dates, which would be sufficient to warrant the arrest of the offenders. At present there is quiet and order at Altoona, and as we believe the late violations of law will not be repeated, therefore, unless the court is of the opinion that our services in session should be prolonged after the conclusion of ordinary business, we respectfully request that we may be discharged."

ROUTING OF TRAMPS.

About fifty tramps were driven out of Haggerty's woods, in the immediate neighborhood of Altoona, on the morning of July 26, in consequence of having, it is alleged, broken open a car containing tobacco, segars, etc., which they appropriated to their own use, and also because it was believed that they were inciting to riot all whom they could, being ready themselves, upon any pretext, to pounce upon, burn and plunder everything in their way.

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VETERAN SOLDIERS' ORGANIZATION.

In pursuance of a call from a committee of veteran soldiers, a meeting of veterans was held in the council chamber in the evening, F. B. Stewart, chairman, and J. D. Davis and J. G. Hirsh, secretaries. Capt. E. M. Warren was elected captain, by acclamation; George H. Gwin, first lieutenant, and B. J. Brown, second lieutenant. The following preamble and resolution were passed:

WHEREAS, This city is in a state of commotion, and, as we think, in danger of violence, and as it becomes the duty of good citizens to protect life and property, therefore, be it

RESOLVED—That we, as soldiers of the late war, organize ourselves into one or two companies to act under proper officers to be elected by ballot, to obey such orders as may be given by proper authorities.

C. J. WOLF,
R. J. CROZIER,
E. M. WARREN,
J. W. FRIES.

FIRING UP ENGINES.

On the morning of the 27th four engines were fired up to take freight trains out, but after some forty engineers and the same number of firemen had been asked to go out and refused, the fires were withdrawn and the engines returned to the upper round house.

ADDITIONAL TROOPS EN ROUTE FOR PITTSBURG.

This morning (27th), on Cincinnati west, 1,000 soldiers of the N. G. Pa., passed through Altoona to Pittsburg, with the view of opening the P. R. R. freight travel. Three sections of the train stopped in this city for breakfast, or rather for coffee and sandwiches, after which they started for the west. Among the party was Governor Hartranft and staff, and other distinguished gentlemen. The troops were detained at the upper end of the yard by a report that a squad of strikers had taken engine No. 524 up the mountain with the avowed purpose of starting it down the mountain to collide with the train. But it was afterwards ascertained that most of the strikers had jumped off at the foot of the mountain, and the rest took the engine up as far as Gallitzin where it was surrendered to Supervisor Gilson.

About 12:30 two trains of United States troops arrived in the depot under the command of Major Hamilton, about six hundred in number.

The second soldier train left this city with S. Arthur Hand, of Philadelphia, (a soldier) as engineer of the first engine, and Captain Statler, of Bedford, as second engineer. Both firemen were also soldiers.

CLEARING THE DEPOT.

Ten soldiers, under a lieutenant, marched through the depot, clearing everything before them, allowing nobody to remain. All freight trains in the yard were moved east this morning.

ARRIVAL OF ELEVEN CARS OF TROOPS.

At 11:50, on July 28, a section of five cars, followed at an interval of about ten minutes by another section of six cars, arrived in Altoona. They contained detachments of the First, Second, Third and Sixth regiments N. G. Pa. They were on their way to join their commands—the Twentieth regiment, under command of Col. Bonnafon. The men numbered six hundred. They were served with rations, and after a rest of an hour took their departure. The Twentieth regiment was composed entirely of veterans of the late war, who had been recruited on State service for a few days previous to their arrival here in Philadelphia. The merchants of that city had subscribed \$10,000 to equip them.

STRIKE ENDED.

On Monday, July 30, 1877, the strike ended in this city. Freight trains, both east and west, including Hollidaysburg branch, were running the same as before. Workmen returned to their places in the shops that morning. The curling smoke of industry again wafted skyward, and the buzz of the machinery was again heard in and about the shops of the Pennsylvania Railroad company.

THE STRIKE AT TYRONE.

At a meeting held by the engineers, firemen and brakemen of the Tyrone branch roads, on the evening of July 23, a committee was appointed to confer with Superintendent Blair, and to lay their case before him in the form of resolutions passed by them which set forth certain demands made upon him. To these Mr. Blair could give no definite reply until he had held a consultation with General Superintendent G. Clinton Gardner, of Altoona, and that he (Blair) under the present circumstances was in no condition to help them. The committee received but little satisfaction.

On account of the strike in Harrisburg no empty cars from there could be run into Tyrone, nor from any other points; consequently work was suspended as though a strike existed. The passenger trains continued to run as usual on the branches, however, but no freight. It had been resolved that no more troops would be allowed to pass

over the branch road, nor to remove those that were there, consisting of two companies of the Twelfth regiment, N. G. Pa., who were kept for the protection of the town. But on July 25 they were joined by two other companies of the Twelfth regiment from Bradford county, who came by way of Lock Haven, and, in obedience to orders, they all embarked on a special train and were taken to Elizabeth Furnace, from which place they marched and joined their comrades in "camp" at the lower shops, arriving about 4 o'clock the following morning.

CONCLAVE OF KNIGHTS TEMPLAR.

Beginning on the 29th and ending on the 30th of May, 1878, the Annual Conclave of the Grand Commandery of Knights Templar of Pennsylvania, convened in this city. Thirty-five subordinate commanderies were in attendance. A grand parade that was to have occurred on the last day of the session, was prevented by a heavy fall of rain.

The Grand Commandery of Knights Templar of Pennsylvania, met in Altoona, June 12, 1865, a detachment of which received General Grant on his visit to this city.

In this connection we remark that the Twenty-first Triennial Conclave of the Grand Encampment of the United States, met in the city of Chicago, on August 16, 1880. The Mountain Commandery, No. 10, of Altoona, sixty Sir Knights and twenty ladies, James P. Stewart, Eminent Commander, were in attendance.

RELIEF FOR IRELAND—RECEPTION OF MR. PARNELL.

On the evening of February 12, 1880, in the Opera House, James Stewart Parnell (see portrait) a member of the English Parliament, delivered an address for the benefit of those who were suffering from the famine at that time existing in Ireland. He was accompanied by Mr. Murdoch, editor of the Inverness (Scotland) "Highlander." A committee of our citizens had been appointed to meet him at Huntingdon and escort him to Altoona. The committee consisted of the following gentlemen, although one-half of them, on account of other engagements, failed to serve: Charles E. Pugh, John Reilly, Thomas W. Hurd, Thomas H. Greevy, S. M. Woodcock, Milton Alexander, T. N. Ely, H. C. Dern, William P. Furey, T. J. Maitland, W. D. Tyler, M. Fitzharris, Edmund Shaw, George W. Strattan, F. P. Tierney, D. A. Gilland, John Hurd, A. V. Dively, Dennis Sullivan, T. Blair Patton, Charles J. Mann, Simon Neuwahl, H. J. Cornman, James G. Flanigan, M. Edgar King, Thomas W. Jackson,

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The extensive equipment of the old Peoples' Planing Mill, purchased by us, being complete in every respect, enables us to furnish

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MOULDING, BRACKETS, FRAME LUMBER,
SHINGLES, PICKETS, ETC.,

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LOWEST MARKET PRICE.

Stair Building and Store Fronts a Specialty.

Christ. Hauser, Fred. W. Olmes, Henry Fettinger, sr., and James Kearney. [The last named gentleman was the first to suggest the idea of obtaining the services of Mr. Parnell.]

On the arrival of the train a large number of citizens had congregated to take the first look at the "Irish agitator." The Altoona band was also there and rendered stirring music, after which the visitors were loudly cheered.

On the night of the meeting Thomas W. Hurd, then mayor of the city, was selected as president, and a number of prominent citizens as vice-presidents and secretaries.

William P. Furey, having been selected for the purpose, introduced Mr. Parnell to the audience. In doing so he made a neat and appropriate extemporaneous speech.

Mr. Parnell reviewed the infamous policy of the English government toward Ireland, as illustrated in the Irish land laws, picturing the absolute degradation which for ages had been the lot of the Irish tenantry under the iniquitous landlord system. In clear and forcible language he stated the causes which have reduced the peasantry to a condition of pauperage and driven the native population from the fertile and productive lands to seek a miserable subsistence upon barren and unproductive wastes. His utterances throughout were those of a statesman and thinker, and the audience was pleased and gratified.

When Mr. Parnell concluded his address, Mr. Furey introduced Mr. Murdoch, who, clad in the costume of the highlanders of Scotland, delivered a humorous but none the less effective oration.

A considerable amount of money was then contributed, one person, Hon. John Reilly, donating \$100, and other citizens manifested their interest by liberal contributions. Rev. Father Walsh, now deceased, contributed \$500 out of his private purse, and the St. John's Literary Society appropriated \$48.40; (£10) all of which sums combined (expenses of renting Opera House, etc., deducted) aggregated \$1,584.57. This amount was promptly forwarded to the sufferers by Rev. Father Walsh, receipts of which were duly acknowledged. Mr. Parnell and Mr. Murdoch declined compensation for their labors and would have even paid their hotel bills had the management of their reception allowed them to do so.

CENTRAL PENNSYLVANIA CONFERENCE OF THE M. E. CHURCH.

The twelfth annual session of this body of Christian ministers was held in the Opera House, commencing on the 10th of March, 1880. Bishop Gilbert Haven, whose death occurred previous to the

meeting of the Conference, was to have presided. His place was filled by Bishop Jesse T. Peck, who had been making a short tour of visitation among a few of the charges along the Susquehanna river.

A previous annual conference had been held in Altoona in March, 1874. Bishop Levi Scott, of Delaware, was the presiding officer.

The Conference represents a membership of 35,000 full members and 5,000 probationers. The church property is estimated at \$1,703,-185. Number of Sunday-schools, 462; scholars, 42,638. There are 203 ministers including fourteen superannuates.

Altoona Methodism—with ninety-seven members and fifty-five probationers—was erected into a separate station in 1854. John H. Ryland was the first preacher. He was succeeded by Alex. E. Gibson in 1855, John A. Collins being presiding elder. In 1856 came Wilfred Downs. When the East Baltimore Conference was formed in 1857, Samuel A. Wilson was sent to serve the station for 1857-8. In 1859-60 Samuel Creighton; 1861-2, W. L. Spottswood; 1863, 1864-5, W. R. Mills; 1866-7-8, J. S. McMurray—W. M. Frysinger latter year.

The remaining appointments were as follows: 1869—First church, A. W. Guyer; Second church, J. Donahue; 1870—S. W. Sears, D. S. Monroe; 1871—F. B. Riddle, D. S. Monroe; 1872—F. B. Riddle, R. E. Wilson, Daniel Hartman (third charge); 1874—James Curns, R. E. Wilson, D. Hartman; 1875-6—James Curns, S. C. Swallow, J. W. Owens, J. W. Leekie; 1877—W. W. Evans, M. K. Foster, J. W. Leekie; 1878-9—B. B. Hamlin, M. K. Foster, Thomas Sherlock; 1880-1—B. B. Hamlin, Jesse B. Young, and Thomas Sherlock.

RELIEF FOR THE MILTON SUFFERERS.

A fire, commencing 11:30 on the morning of the 14th day of May, 1880, in Milton, Pennsylvania, continued its ravages until six hundred and sixty-six buildings were destroyed. Indeed nearly the entire town fell a victim to the flames. In response to a call made by the Governor upon the mayors of the cities of the State, our own mayor, Howard, called a meeting at the Opera House on the evening of the 15th, of which he was constituted the presiding officer. During its progress a notice to the pastors of the various churches, requesting them to bring the subject before their respective congregations on the following day (Sunday) was prepared, in response to which collections on that day were taken up in the various churches, with the following results: First Methodist, \$201; Second Presbyterian, \$54.38; Second Methodist, \$23.47; First Lutheran, \$50; St. James

German Lutheran, \$12; Third Methodist, \$17.91; Christ Reformed, \$11.71; Church of God, \$6.25; United Brethren, \$7.16; First Baptist, \$44.75. Total, \$428.63.

At the meeting in the Opera House a committee of gentlemen from the different wards were appointed to solicit and receive contributions, who met at the mayor's office on Sunday morning, immediately after which they commenced the good work, which they continued during the week, collecting upwards of five hundred dollars in money and upwards of one thousand dollars' worth of provisions and such other goods as the sufferers of Milton were supposed to stand in need of. These contributions, added to the collections taken up at the churches, (\$428.63) constituted a respectable total—about \$2,000.

STATE MEDICAL SOCIETY.

An annual meeting was held in the Opera House, commencing on May 19, 1880. [Its sixteenth annual session had been held in Altoona, in June, 1865. About seventy delegates, representing every county in the State, were present on that occasion.]

At the recent meeting, Dr. Andrew Nebinger, of Philadelphia, took the chair. Dr. Rowan Clarke, of Bell's Mills, delivered an address of welcome to the delegates. Appended is an abstract:

“Our county occupies a central position in the State. It has rich and productive valleys to feed our people, and high mountains and hills filled with rich minerals that centuries will not exhaust.

“We have the principal shops of the best constructed and managed railroad of the country. These shops make anything that is used on a railroad, from the smallest bolt to the finest Pullman coach, or the most powerful locomotive. Their fires never go out. As the Jews of old turned their eyes each morning and evening to the temple to see that the daily sacrifice was offered, and were happy and contented when they saw smoke arise, so do our people rejoice each day when they see the cloud of smoke arise from the work shops, satisfied that our county is safe and prosperous.

“The main line of the Pennsylvania railroad passes through this county. Branches are sent forth from Altoona to Hollidaysburg; there again dividing to different portions of the county, to collect the rich ores and other minerals which nature has so abundantly stored away in the hills and valleys. From Tyrone, in the northern end of the county, the Tyrone and Clearfield road, which also sends numerous branches to bring forth the products of the immense coal and lumber fields of Clearfield; also the Tyrone and Lock Haven, to the

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[Awarded the First Premium at nearly every public exhibition in which their machines have been exhibited, including our late Centennial, where they received two awards, one for the machine, and one for the work done on the machine.]

IS IN GREAT DEMAND,

BECAUSE OF ITS

GREAT SIMPLICITY,

Being particularly free from all combinations, always ready to work, and easily understood by every one, even the most inexperienced.

IT IS THE LIGHTEST RUNNING

SHUTTLE MACHINE in the world, requiring little outlay of strength, and sews with great speed, and never skips stitches.

IT HAS A SELF-THREADING SHUTTLE,

And requires no adjusting of the tension every time a new bobbin is placed in it. No time wasted in vexatious delays in getting the shuttle ready to work.

IT IS ALWAYS READY.

IT IS THE MOST DURABLE MACHINE

That ever claimed public attention, owing to its simple arrangement and the careful selection of the best material.

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E. C. REESE,

AGENT FOR BLAIR COUNTY.

Office:--5th Avenue and 12th Street, Altoona, Pa.

top of the Susquehanna region, and soon the Tyrone and Lewisburg will be running through one of the finest iron ore and limestone regions of the State. From Bell's Mills the Bell's Gap, a narrow guage road, climbs around the spurs of the Allegheny and shows deep ravines, over a route unsurpassed in beauty and grandeur, giving pleasure to the lover of nature and collecting the products of Cambria and Clearfield. Whilst we do not dispute the claim that Boston is the hub of the universe, we do claim that Blair county is the hub of Central Pennsylvania. For here we have the heart of the great road that largely controls the traffic of the whole country; and we draw the resources of the surrounding counties into our own. Our county is growing—a little more than a generation old—and this city is only a stripling. Many who are here present were in the full vigor of manhood when the site of this town was covered with forest, with here and there a swampy meadow. Although its growth has been rapid, greater things are hoped for in the future."

The annual address was delivered by Dr. A. Nebinger, president of the Society. In his introductory he referred to their meeting (the thirty-first) as an occasion of friendly greeting; also, to note the changes of the past for our future improvement, and to make honorable mention of those who have finished their work and gone to the grave like "one who wraps the draperies of his couch around him and lies down to pleasant dreams." He feelingly referred to those members of the Society who were yielding to the weight of years; alluded to the bright and cheering aspect of the country in a commercial point of view; denounced jobbery and dishonesty in public affairs, and made feeling allusions to the distress existing in Ireland.

The addresses delivered, and previously prepared papers on medicine, surgery, etc., which were read during the session, exhibited the progress medical science had made, and reflected credit upon the medical profession.

During their stay the physicians, in response to invitations extended by Charles E. Pugh, General Superintendent Pennsylvania railroad; Superintendent B. G. Ford, of the Bell's Gap railroad, and W. D. Tyler, of the Keystone Hotel company, made excursions to Lloydsville and Cresson. They also visited the upper and lower shops of the Pennsylvania railroad located here, accompanied by Theodore N. Ely, Superintendent Motive Power, and before leaving passed a vote of thanks to the gentlemen named, as well as to the Blair County Medical Society, who gave to them a banquet at the Logan House.

In Lancaster, on the second day of May, 1881, the next meeting of the Society will occur. Dr. S. M. Ross, of Altoona, who, at the late session held in this city, delivered an address on "Conservative Surgery," was selected to deliver an address on "Surgery," at the next annual convention.

PROHIBITION CONVENTION.

The State Convention of radical temperance, or total abstinence men, assembled in this city on May 20, 1880, and placed a ticket in nomination. On May 29, 1878, simultaneously with the Annual Conclave of Knights Templar, of Pennsylvania, a similar convocation held its session here.

DECORATION DAY.

The 29th day of May, 1880, (the 30th, the usual day for the ceremonies, occurring on Sunday) was observed in this city as Memorial Day. The old flag was reverently drooped over those who died so that it might still wave, the unsullied emblem of a nation united and free; and the fairest flowers of spring were scattered upon their graves. A much larger number of citizens and strangers joined in the ceremonies than on any previous occasion, crowding our public thoroughfares at an early hour.

The principal streets and avenues were ornamented with flags and other national devices. The procession formed on Eleventh avenue, right resting on Twelfth street, and commenced to move about 9 o'clock a. m. It was led by a carriage containing Junior Vice Department Commander Burchfield, of the Grand Army of the Republic; Rev. Jesse B. Young, the orator of the day, and Rev. J. Green Miles, of the First Baptist church. Chief Marshall Fitzharris and his aids—Messrs. Amheiser, Valentine and Stroh—came next, followed by the Junior Greys' band. The order of marching of the balance of the organizations was: Junior and Senior order of United American Mechanics, J. A. Parker and L. S. McGlathery, marshals; Citizens' band; Bethany and Rising Sun Circles, Brotherhood of the Union, Wm. Fortenbaugh and Edward W. Cavender, marshals; Social band; Good Will Steam Fire company, Gust. Klemmert, marshal; Altoona City band; Vigilant Steam Fire company, William H. Johnson, marshal; Excelsior Hose company, J. B. Stahl, marshal; Company D, Fifth regiment, N. G. Pa., commanded by E. M. Amies; Mountain City band; carriage containing representatives of Potts Post; Lieutenant Stephen C. Potts Post, No. 62, G. A. R.

When the line reached the entrance to the cemetery the Junior Greys' band and all the organizations following stood in open order to permit the passage of the Post, which advanced to the lead, succeeded by the Mountain City band and Company D. The march to the monument was then resumed, during which the Mountain City band played a solemn dirge. A platform had been erected to the north of the soldiers' monument and the procession filed to the right and marched around the shaft, encircling it. The first thing in the order of exercises at that point was the rendering of "Remember Me," the well known air from the opera of "Bohemian Girl," which was beautifully played by the Mountain City band. Rev. J. G. Miles offered a prayer; then a dirge was rendered by the Altoona City band, when the ceremony of decorating the graves of the dead soldiers was performed. Chief Marshal Fitzharris then introduced the orator of the occasion, Rev. Jesse B. Young. At the conclusion of the oration a selection was given by the Junior Greys' band, and the procession moved out of the cemetery to the place of assembling, where it was disbanded.

OUR NATIONAL ANNIVERSARY.

Since the Centennial year no especial demonstration had been made in the observance of the anniversary of American independence.* As early as May, the present year, the subject of a firemen's parade was freely discussed by our citizens. Meetings were held, and the various wards of the city canvassed for contributions to defray the expenses of the firemen to whom, when the fact was established that a sufficient amount of money could be raised, invitations had been extended to visit our city. The sum realized was \$1,191.30, which after deducting or reserving \$10 for printing and \$50.30 for the purchase of fireworks, was divided among the Altoona companies for the entertainment of their expected guests in the following sums: Vigilant Steam Fire Engine company, \$328; Empire Hook and Ladder company, \$313; Altoona Steam Fire Engine company, \$332.50; Excelsior Hose company, \$157.50. [The Good Will company declined to participate in the celebration and consequently received no contribution.]

The visiting firemen, were: (1) The Mount Vernon Hook and Ladder company of Harrisburg, guests of the Empire; (2) Hope Steam Fire Engine company, of Harrisburg, guests of the Altoona; (3) Logan Hose company, of Bellefonte, guests of the Vigilant; (4)

*The Fourth of July, 1880, occurring on Sunday, Monday, the 5th was celebrated.

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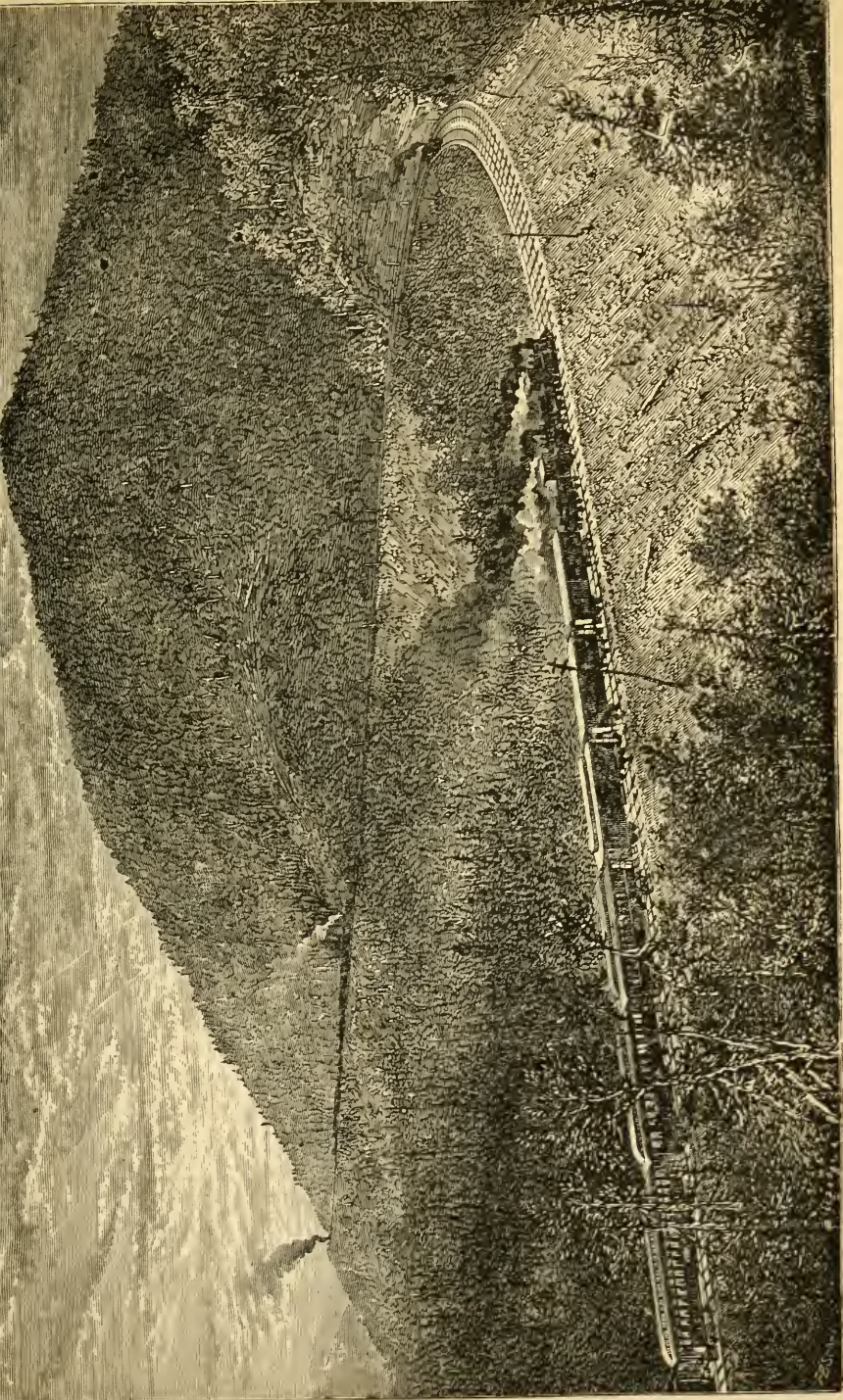
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PUBLISHER OF STEREOSCOPIC VIEWS:

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different views of Scenes in Florida.

ALL KINDS OF PORTRAIT PHOTOGRAPHY.

LIFE SIZE OIL TYPES A SPECIALTY.



HORSESHOE CURVE, LOOKING WEST.



Phoenix Fire Engine company, of Hollidaysburg, guests of the Vigilant; (5) Huntingdon Steam Fire Engine company, guests of the Vigilant; (6) Good Will Hose company, of Hollidaysburg, guests of the Altoona; (7) Allegheny Hook and Ladder company, of Hollidaysburg, guests of the Empire; (8) Fame Hose company, of Lewistown, guests of the Excelsior.

Thus, with eight visiting companies and four of our own, twelve in all, fully equipped with the apparatus of each, steamers, trucks and hose carriages, material was furnished for producing a spectacle rarely witnessed in cities of corresponding size. But the weather proved inauspicious. No sooner had the firemen assembled and their orderly arrangement been effected than the rain descended, and, with slight intermissions, continued throughout the entire day. Nevertheless, the column moved and passed over the route previously planned. There were, probably, one thousand men in line.

The city contained thousands of visitors from neighboring cities and towns, many of whom had arrived on Saturday. The trains of Monday morning were filled to their utmost capacity.

As usual on such occasions the streets and houses were profusely decorated with arches, flags, etc.

On the following morning, in response to an invitation extended by the Hollidaysburg companies, several hundred of our visiting firemen, accompanied by several brass bands, as well as a large delegation of our citizens, visited the county capital and picniced in the neighborhood during the day.

PENNSYLVANIA STATE EQUAL RIGHTS LEAGUE.

The Sixteenth annual meeting of this organization was held in the Opera House, its session commencing on the 17th day of August, 1880. Its first meeting was held in Harrisburg in 1864. Rev. John Peck was the first president. William Nesbit, an old resident of Altoona, succeeded him and has been the presiding officer ever since. The objects of the League (to quote from their printed constitution) "are to unite the entire colored people of our State in a common brotherhood; for the promotion of morality, education, temperance, industry, and the encouragement of everything that pertains to a well-ordered and dignified life, and to obtain, by appeals to the consciences of the American people, or by legal process, a recognition of the rights of the colored people of the United States." The attendance was large and the sessions harmonious.

PUBLIC AND PRIVATE SCHOOLS.

THE FIRST SCHOOL HOUSE.

From the courteous and efficient City Superintendent of Public Schools, Prof. D. S. Keith, we learn that as early as 1815 the first school house was erected within the boundaries of the territory now occupied by Altoona. The south-east corner of Fourth avenue and Twenty-fourth street is the site where it stood. It was a log building, chinked and daubed, not plastered, and furnished with slab benches. This house, surrounded by primitive forest, was used both for school purposes and for church services. Children, as far distant as two or three miles, attended school here, and often in winter, when the ground was covered with snow, there being but few roads, a track was made to the school house by dragging a log through the snow. The building served for school purposes until 1838. During this period, spelling, reading, writing, and "ciphering" were the branches taught. Corporal punishment was in full force. The methods of instruction differed widely from those of the present. The pupil's course of study began with the alphabet, and it was customary to introduce the whole number of letters to the abecedarian at the first lesson. Spelling was pursued for some time before the pupil was advanced sufficiently to take up the Bible, which was the textbook used in teaching reading. In penmanship the teacher wrote the copies for each pupil who was ready for this branch, and manufactured pens out of goose quills. Arithmetic was the last study in the course, and one who could solve "single rule of three" was considered quite an arithmetician. This school was at first known as the Beales' school, but later as the Black Oak Ridge school. Henry Adams and John Gwin were among the first teachers.

PASSAGE OF THE COMMON SCHOOL LAW.

The law, entitled "An act to provide for the education of the poor gratis," was in force until 1834, when the common school law was passed. The passage of this law aroused the people somewhat in regard to education. It had bitter opponents, but having been agitated and discussed, some of its opponents became its strong supporters, and an effort was made to have better school accommodations and better schools.

UNION CHURCH AND SCHOOL HOUSE.

In 1838 the trustees of the Presbyterian, Lutheran, and Methodist churches purchased a lot of ground from Eli Hastings, on which to erect a union church. Shortly afterwards, the school directors, having determined to erect a school house, purchased a lot adjoining for ten dollars, and agreed with the church committee that the church and school house should be erected as one building, the school part being on one lot and the church part on the other. The school room and the church were separated by a swinging partition, which, when it was necessary to enlarge the church room, was swung up to the ceiling and made secure by means of hooks. After the house was completed, which was late in 1838, a committee was appointed by the school directors to secure a teacher. Barton Hastings was elected first teacher, and the following is the agreement between him and the committee:

"Articles of agreement, made this 5th day of January, 1839, between Barton Hastings, schoolmaster, of the one part, and we, the undersigned, committee of school No. 9, in Allegheny township, Huntingdon county, Pa., of the other part: Witnesseth that the said Barton Hastings does bargain and agree with said committee, to teach in their primary school for a term not exceeding three months, from the first of the present month, during which time strict subordination according to law and former custom shall be observed. Spelling, reading, writing and arithmetic will be taught with fidelity. In consideration whereof, the said committee doth bind themselves, their heirs and executors, to pay, or cause to be paid, unto the said Barton Hastings, the sum of twenty dollars per month for each and every month of said services. Witness our hands," etc.

It will be seen from the above that this district was embraced in Huntingdon county at the time referred to.

The Union school house, the name by which it was known, recently remodeled, and now occupied by the congregation of the A. M. E. church, stands on the corner of Union avenue and Sixteenth street. It served for school purposes until 1854.

BRANCHES TAUGHT.

During this period, geography and grammar were taught, and a degree of advancement somewhat higher than that during the former period was attained. However, but little improvement was made in methods of instruction. Recitations were conducted in spelling and reading, but it can hardly be said that any were conducted in arithmetic. As long as the pupils were able to obtain the answers to questions, no assistance, in the way of explanation nor recitation, was thought necessary. When a pupil could not "do a sum," he went to the teacher, who, if conducting a recitation, allowed the class to proceed, or permitted the pupil, who could not "do his sum," to

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Lot Enclosures, and all kinds of Cemetery Work in Foreign and Domestic Marble—
Designs and Prices to suit all. All work done in an artistic manner and satisfaction guaranteed. Orders respectfully solicited.

ELEVENTH AVENUE, NEAR ELEVENTH STREET, ALTOONA, PA.
(Adjoining Josiah Arthur's Furniture Store.)

MISS ANNIE SHOFFNER,

NEW MILLINERY AND

DRESS MAKING STORE,

Twelfth Street, between Eighth and Ninth Avenues, Altoona, Pa.

Respectfully solicits a share of patronage from the ladies of Altoona and vicinity.
The Dress Making is under the supervision of an experienced lady, and we guarantee all our work. The stock of Millinery Goods is always fresh and of the Latest Styles. New styles constantly received. Hats and Bonnets bleached, colored and remodeled.

hear the class while he solved the question; but, more generally, the assistance was given between recitations, and often some pupils went up and stood near the teacher, or took a seat near him, before the recitation was finished, so that being foremost, they might have their questions solved first. It sometimes happened, when the teacher had his attention drawn from his pupils, and his mind concentrated upon some question, not being very apt in figures, that pupils, waiting for their turns, had an opportunity to take a little recreation.

VETERAN SCHOOL DIRECTORS.

James Hutchison, who was elected school director shortly after the passage of the common school law, of which he was an ardent supporter, served twelve or fifteen years, and took an active part in education. Altoona's first board of school directors, after being incorporated as a borough, in 1854, was presided over by Thos. K. Burchinell.

ESTABLISHMENT OF COUNTY SUPERINTENDENCY.

In 1854, the county superintendency was established. This change did not affect some teachers very agreeably. Additional branches were to be taught, and a more thorough examination was to be passed. The first examination under this law, to be held in the Union school house, was advertised for several weeks, but, on examination day only one applicant, John Rutherford, was present. To be examined before the public, by the superintendent, was an ordeal through which many had no desire to pass; and private examination being allowed, they preferred it to the public examination.

ERECTION OF SCHOOL BUILDINGS, ETC.

The erection of a one-story frame building, containing two rooms, in the Fourth ward, was commenced late in the year, and was completed February, 1855, at which time two schools were opened. The house was fitted with improved furniture. The desks with seats were made each to accommodate two pupils, but owing to the crowded condition of the schools, three or more pupils were put to one desk. This kind of furniture, which is now rapidly disappearing from the school rooms, "patent" furniture taking the place of it, was considered a great improvement at that time. The sexes were taught separately. John Rutherford was elected teacher of the boys' school, and Miss Cordelia White of the girls' school. Some time after the schools were opened, a large number of pupils having been enrolled, an assistant was employed, who taught the primary pupils, both boys

and girls, occupying part of the room in which Miss White taught. A term of four months was taught, with an enrollment of one hundred and fifty-eight pupils. The salary of the male teacher was thirty-five dollars per month. The common school branches were taught. During the summer of 1855, a one-story frame building, with two rooms, was erected in the Third ward, and was supplied with furniture similar to that in the Fourth ward. Much the same kind of furniture was used in most of the rooms until 1870. The railroad divided the town into two districts, East and West Altoona. Mr. Rutherford, who was "put on his muscle," taught the boys' school in West Altoona, and served as a teacher for a number of years. In 1856, another building, with one room, was erected in the Fourth ward, to which were assigned the more advanced pupils, both boys and girls. The elements of one or two of the higher branches were taught. The number of teachers was six, and the length of the school term was increased to six months. As there were only five rooms, one of them was occupied by two teachers. Some schools were composed of both boys and girls, others of boys or girls only. This "unsystematic" arrangement, which, for the most of the time, was not restricted to any particular grade, was continued until 1875, except from 1860 to 1869, when the sexes were taught together. In 1857, a building similar to the one last mentioned was erected in the Third ward. The borough was enlarged the same year, and made to include part of what was known as Greensburg. About 1855, some of the citizens residing in Greensburg found it inconvenient to send their children so far out in the township to school, and therefore determined to build a school house for themselves where it would be convenient. The house was built on Howard avenue, between Tenth and Eleventh streets, and now serves as a dwelling. Robert McCormick gave the ground, and with his subscription and that of other citizens, a sufficient amount was secured to erect the building. It was used for private school until it came within the limits of the borough, when the school directors of the borough got control of it, and used it about one year for public school; being distant from the other school houses, it was afterwards left vacant, except when used for select school. [Professor John Miller taught a select school here about 1862, shortly after which the house was sold.] In 1857, there were seven school rooms; nine teachers were employed, and five hundred and fifty pupils were enrolled. The schools were divided into three grades—primary, intermediate, and grammar. J. Ginter Counsman, who was sometime afterwards elected superintendent of Blair county, was

teacher of one of the two grammar schools. Only eight teachers were employed the next year. No more buildings were erected until 1864 and no increase in the number of teachers was made. The school population increased, and in some rooms from one hundred and fifty to two hundred pupils, under the care of two teachers, were enrolled.

About 1861, a district institute was organized by the teachers for their improvement in methods of instruction and school management, and in general culture. These institutes were kept up until 1875, when, the school directors refusing to remunerate the teachers for the time spent at these meetings, they were discontinued.

No other than frame buildings were erected until 1870. The population increasing so rapidly, the erection of buildings required considerable attention. In 1864, a house with one room was built in the Third ward, at a cost of \$1,500. A fourth grade, called the high school, was made, and E. H. Brunner was elected teacher. A few of the higher branches were taught in addition to the common school branches. The next year Professor John Miller was chosen teacher of the high school, for which a room was rented, all the school rooms being occupied by the other grades. Professor Miller held this position until he was elected city superintendent. In 1866, a two-story building, with two rooms, was assigned to the high school, and was occupied by it until a building was erected in the First ward.

When the boundaries of Altoona were extended and it was incorporated as a city, what was known as Loudonsville came within the limits. Here were two school houses, each with one room. One of them was built about 1859, and served for school purposes until 1876, when it was destroyed by fire. The other was erected in 1866, when two grades were established. Another house, with one room, in the Eighth ward, which was erected about 1867, came within the limits of the city also. The enrollment of pupils was greatly increased, and it was necessary to rent several rooms until more buildings could be erected. In a short time three houses were built—one with one room in the Fifth ward; and one with one, and one with two rooms in the Eighth ward.

CITY SUPERINTENDENT AND TEACHERS OF HIGH SCHOOL.

The office of city superintendent was instituted in 1869, to which Professor John Miller was called. He served until October, 1874, when the present incumbent, Prof. D. S. Keith, was elected.

John S. Alexander was assigned to the high school; however Professor Miller continued to teach a few branches for one year.

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New Furniture, Bedroom Suits, Jewelry, Notions, Dry Goods, Boots and Shoes, Queensware, and Bedding of every description, both Old and New.

All sorts of goods taken and sold on commission at reasonable rates. Sales in and outside the city promptly attended to by himself. Speaks both English and German. Old Household Goods taken in exchange for New.

CALL AND SEE HIM.

[A piece of poetry written as an impromptu, and left unceremoniously, surreptitiously and clandestinely on the glass case of Philip Teats' Auction House, 806 Twelfth Street, near Eighth Avenue, without signature:]

Those fond of fine sofas and very good seats,
Invariably call on our friend Philip Teats;
Those wishing good tables at which to dine,
Can there find a stock especially fine;
And all kinds of furniture both new and old,
Which at prices quite low is invariably sold.

That Teats is a "brick," as all people know,
Who Forepaugh tried hard to add to his show
As one of his speakers to do the "polite,"
But Teats failed to join him, because 'twas not right
To pull up his stakes, Mountain City to leave,
For full well he knew how the people would grieve;
His musical voice would no longer be heard,
And we're glad that friend Teats is a man of his word,
"His musical voice would no longer resound,"
For he's classed 'mongst the best that lives above ground.

At the favorite number—806
Twelfth Street, you'll find him in very good fix;
His auctions at night are the best of the kind
Of anywhere on the green earth you will find.
Those sales (which are private) all through the long day,
Attending of which you can have your own way,
Result to the good of the people at large—
For attending his sales there's really no charge.

So go to the place, and all take your seats,
If you see nothing more, you will see our friend Teats.

PHILIP TEATS,
OFFICE: Twelfth Street, near Eighth Avenue,
ALTOONA, PA.

Nevin H. Fisher was next elected, and was followed by A. F. Hostetter, D. S. Keith, N. P. Crouse, and L. L. Book, the present teacher.

GRADING OF SCHOOLS.

In 1869, the schools below the high school were divided into five grades, and a revised course of study was prepared. The course for the high school included the common school branches, with algebra, geometry, natural philosophy, Latin, Greek and German. However, but few pupils advanced much beyond the common school studies. The course was not followed closely, every teacher changing it as he thought it best adapted to the wants of his pupils.

MORE SUBSTANTIAL BUILDINGS ERECTED.

When Altoona became a borough and a separate school district, little idea did the school directors have of the dimensions the place would assume in a few years. Frame buildings seemed to answer every purpose; and it was thought, too, that there should be only one story, for when the first two-story school house was built, some avowed that educational interest was getting up too high. But when a city charter was obtained, and the population continued to increase, the directors began to think it was necessary to erect more permanent and larger buildings. In 1870, a brick building, with eight rooms, was erected in the First ward. Six rooms were supplied with patent furniture; and all the buildings erected afterwards were fitted with such furniture, except a small addition put to one of the buildings in the Third ward in 1871. There was still not sufficient school room for all the pupils, and, in 1872, a brick house, with four rooms, was built in the Eighth ward. In 1873, the frame building in the Fourth ward, which was erected in 1856, was removed, and a brick house, with four rooms was built. The same year, two other brick houses, each with two rooms, were built—one in the Sixth ward and one in the Seventh ward. In 1875, an addition, with two rooms, was built to the Sixth ward house, making the total number of rooms thirty-eight; and thirty-eight teachers were elected. In 1879, four additional rooms were added to the Sixth ward building. Owing to the rapid increase in school population, it was difficult to keep pace with the demand for new school buildings; and when the number of rooms became equal to the number of teachers employed, which had not been the case since 1854, a very desirable end was accomplished.

REVISED COURSE OF INSTRUCTION.

In 1875, a new gradation of the schools was made, a revised course of instruction was prepared, the sexes were taught together in all the schools, and improvements were made in the plans for heating and ventilation. Eight grades below the high school were made—four constituting the primary, two the intermediate, and two the grammar department. The course for these three divisions included the common school branches, with drawing, simple equations in algebra and the elements of physiology. Two courses, an elementary and a scientific, were prepared for the high school. The elementary course includes English grammar, orthography, etymology, reading, composition, rhetoric, Latin, arithmetic, algebra, geometry, physiology, natural philosophy, history and Constitution of the United States, penmanship, drawing, botany or book-keeping. The scientific course includes English literature, composition, rhetoric, Latin, higher algebra, chemistry, general history, geology, trigonometry and surveying, astronomy and mental philosophy. German, French and Greek are voluntary studies. An equivalent amount of language may be substituted for some of the mathematical studies.

TEACHERS' INSTITUTE.

In 1872, a law was passed in regard to annual institutes, "authorizing the city of Altoona to organize a teachers' institute independently of the county of Blair."

DEATH OF THE FIRST CITY SUPERINTENDENT.

Professor John Miller, who was widely known throughout Blair county, died in Altoona, September 3, 1875. He was born in the city of Paris about 1800, and was taught to speak and read French by his mother. When he was about three years of age his father moved to Strasburg. He was sent to school at Leipsic, where he remained until he graduated. Leaving Leipsic he came to this country about 1825. After being some time in New York and Philadelphia, he went to the western part of this State, where he commenced teaching school. Being a fine scholar his services were soon sought. The most prominent places where he taught are Martinsburg, Williamsburg, Butler, Hollidaysburg, and Altoona. He filled the office of city superintendent until 1874, when he resigned, being so feeble that he was unable to discharge the duties of his office.

Elexis Elder, W. W. Osborne and J. B. Bowles are among the teachers who have taught longest in Altoona. Mr. Elder was ap-

pointed superintendent of Blair county in 1864, and elected in 1866, serving in all five years.

GROWTH OF THE PUBLIC SCHOOL SYSTEM.

The annexed tabular statement will show the growth of the system since 1854:

YEARS.	No. of Male Teachers.	No. of Female Teachers.	No. of Pupils Enrolled.	No. of Months Taught.	Average Salary of Male Teachers per month.	Average Salary of Female Teachers.	No. of mills levied for school purposes.	No. of mills levied for Building purposes.	Total Amount Levied.
1855.....	1	2	158	4	\$35 00	\$25 00			\$1,400 00
1856.....	2	2	250	4	35 00	30 00			2,400 00
1857.....	3	5	437	6	40 00	30 00	2	6	3,857 36
1858.....	3	6	550	6	40 00	25 00	4	4	3,969 16
1859.....	4	4	603	8	37 50	27 50	4	2	3,454 31
1860.....	4	4	692	9	37 50	27 50	6	6	6,338 30
1861.....	4	4	770	10	37 50	27 50	5		2,744 04
1862.....	4	4	769	9	37 50	27 50	5		2,776 87
1863.....	4	4	854	9	37 50	27 50	5		2,800 00
1864.....	4	4	762	9	39 72	29 72	5		3,112 00
1865.....	5	4	823	8 $\frac{1}{2}$	48 52	35 39	5	2	4,445 55
1866.....	5	4	700	9	54 37	38 64	7		4,414 78
1867.....	5	6	925	8 $\frac{5}{8}$	55 00	39 33	7	3	6,340 54
1868.....	4	7	813	10	62 50	40 42	10	3	9,107 85
1869.....	6	12	1,560	10	57 50	45 00	13		17,230 00
1870.....	5	15	1,640	10	60 00	44 33	10	5	18,000 00
1871.....	7	22	1,600	10	60 00	45 00	10	10	28,000 00
1872.....	7	23	1,795	9	71 43	44 46	11	5	27,228 93
1873.....	7	25	1,928	9	78 33	44 80	11	9	37,994 33
1874.....	10	26	1,984	9	67 75	44 70	11	9	43,873 60
1875.....	11	26	2,085	9	61 82	40 96	10	1	29,032 60
1876.....	11	27	2,082	9	57 05	41 98	10	2	25,377 63
1877.....	8	30	2,254	9	56 69	40 95	10	2	25,515 53
1878.....	6	35	2,382	9	55 51	36 15	10	2	23,199 95
1879.....	6	37	2,505	9	54 00	36 87	10	3	25,616 55
1880.....	8	39	2,700	9	50 62	35 36	10	3	25,244 30

RAPID INCREASE OF SCHOOL POPULATION.

Ever since Altoona was incorporated as a borough it has been difficult to keep pace with the demand for school buildings sufficient to accommodate the number of children attending school. In addition to the other buildings at that time existing, a brick house—one of the most substantial and best arranged of the school buildings in the city—containing four rooms, was erected in the Fifth ward in 1877. It was supplied with first-class furniture. The school directors deserve great credit for the attention and care they gave in its erection. Several years ago a brick building of about the same size was erected in the Fourth ward at a less cost, but on account of the inferior material used, and the careless manner in which it was built,

MOUNTAIN CITY FLORAL ESTABLISHMENT

Howard Avenue, bet. 9th and 10th Streets,

ALTOONA, PA.

ALLAN S. MYERS, - PROPRIETOR.

Cut Flowers and Designs of all kinds, at all seasons of the year.

GREENHOUSE and BEDDING PLANTS,

BASKET and VASE PLANTS,

VEGETABLE PLANTS IN SEASON.

PRICES MODERATE. ORDERS BY MAIL PROMPTLY ATTENDED TO.

AHEAD OF ALL COMPETITION!

I AM DETERMINED TO LEAD. BEST GOODS AT LOWEST PRICES.

GROCERIES, FLOUR, FEED, TEAS, COFFEES, SUGARS, SYRUPS,

Canned Fruits, Dried Fruits, Mackerel in Kits and other packages,
Fish, Bacon and Ham. Glass, Wood, Willow and Queensware,

Together with every article which is usually to be found in a well-appointed, well-arranged, first-class Grocery and Provision Store. ~~Do~~ Don't mistake the name and the place, as I don't wish others to trade on my capital.

D. R. CHRISTIAN, No. 1018

Chestnut Avenue, Altoona, Pa.
(BRICK BUILDING.)

it was recently condemned, and although the original cost, together with repairs, amounted to, say \$7,300, it was sold for the trifling sum of \$355.

[\$5,700 was the amount originally contracted for the erection of this building. The contractor found the amount too small, when \$1,000 additional was added, making \$6,700. Afterwards a heater was placed in the building at a cost of about \$400; then a new roof and other repairs amounting to about \$200—making \$7,300.]

In September, 1878, the term commenced with forty-two teachers, and during the month two thousand four hundred and twenty-two pupils were enrolled, with one hundred and twenty-three of them in charge of one of the primary teachers. This crowded condition of the schools made it necessary to establish another school. A church room, which was not at all suitable for a school room, was rented and occupied the remainder of the term. It became evident from the increase of the school population that provision must be made for more school rooms. Early in the summer an addition of four rooms to the Sixth ward building was commenced and completed in September. The building, which is of brick, now contains eight rooms, supplied with good furniture.

In September, 1879, the schools opened with forty-five teachers and an enrollment of two thousand six hundred and nine pupils. Before the opening of the schools, it was thought that there would be sufficient school room to accommodate the increase in the number of pupils, but it became necessary again to resort to the renting of rooms. Two additional rooms were secured and two teachers elected, making the total number of teachers forty-seven. The erection of a building containing eight rooms, in the Second ward, is now in progress, and will be quite a relief to the crowded condition of the schools. The building, with furniture and heating apparatus, will cost about \$18,000; two lots and a half, upon which to erect the building, were purchased at the cost of about \$4,800. When the grounds are suitably improved, the total value of the public school property, in the Second ward, will be about \$23,000, and will be more valuable than that in any other ward.

NUMBER OF SCHOOL BUILDINGS.

To summarize the statistics of public school buildings scattered through preceding pages we state that in the First ward is one building with eight rooms; Second ward, one building with eight rooms; Third ward, one building with three rooms, and two buildings with

one room each—total, five rooms; Fourth ward,* two buildings with two rooms each—total, four rooms; Fifth ward, one building with four rooms; Sixth ward, one building with eight rooms; Seventh ward, one building with two rooms; Eighth ward, one building with four rooms, one with two rooms and two with one room each—total, eight rooms. Grand total, forty-seven rooms.

NAMES OF TEACHERS, GRADE, ENROLLMENT, ETC.

The total number of pupils enrolled in the public schools for 1879-80 was 2,698. The names of teachers, grade, and the enrollment and average attendance of pupils of each school for that period are given in the tables annexed:

Names of Teachers.	Ward.	Grade.	Certificate.	Enrolled	Aver. age.
L. L. Book.....	First.....	High School	Normal Dip.	79	67
Lindsay Hooper.....	do.....	Assistant High School..	Professional.....	51	48
A. P. Rupert.....	do.....	Second Grammar.....	Permanent.....	50	47
J. B. Bowles.....	do.....	First Grammar.....	do.....	50	39
Mary E. Foster.....	do.....	1st & 2nd Intermediate..	Provisional.....	62	55
Anna M. Johnston.....	do.....	Fourth Primary.....	do.....	57	51
Nettie Durbin.....	do.....	Third Primary.....	do.....	65	57
Emma K. Worley.....	do.....	Second Primary.....	Permanent.....	94	73
Mrs. Lettie Wilson.....	do.....	First Primary.....	Provisional.....	44	37
Mrs. Ella C. Beegle.....	2d and 3d.....	First Grammar.....	do.....	49	41
Kate Allenman.....	do.....	Advance Second Inter..	do.....	54	51
Anna C. Bailey.....	do.....	Second Intermediate.....	do.....	59	52
Nannie Russell.....	do.....	First Intermediate.....	Permanent.....	61	54
Kate K. Moser.....	do.....	Fourth Primary.....	Provisional.....	65	56
Sadie E. Ingram.....	do.....	Third Primary.....	do.....	77	67
Mrs. Emma Peake.....	do.....	Second Primary.....	do.....	71	55
Ella Lewis.....	do.....	First Primary.....	do.....	55	48
Mrs. Lizzie Redding.....	do.....	First Primary.....	do.....	55	40
Louisa O'Neill.....	do.....	First Primary.....	do.....	47	43
Mrs. Annie E. Moore.....	Third.....	First Grammar.....	do.....	49	41
Mary J. Slouffer.....	do.....	1st & 2nd Intermediate..	do.....	53	48
Mrs. Sallie J. Steele.....	do.....	Fourth Primary.....	do.....	57	53
Sadie Reagan.....	do.....	2nd and 3d Primary.....	do.....	66	55
Alice V. Shew.....	do.....	First Primary.....	do.....	46	42
W. W. Osborne.....	Fourth.....	Second Grammar.....	Permanent.....	44	38
Amelia C. Snyder.....	do.....	First Grammar.....	do.....	48	40
Lillie M. Bowers.....	do.....	Second Intermediate.....	Professional.....	60	51
Lizzie McCumpey.....	do.....	First Intermediate.....	Provisional.....	59	48
Jessie Custer.....	do.....	Fourth Primary.....	do.....	61	53
Lizzie A. Cole.....	do.....	Third Primary.....	do.....	71	59
Maggie M. Ross.....	do.....	Second Primary.....	do.....	79	67
Harm. L. Brennecke.....	do.....	First Primary.....	do.....	52	37
Maddie Kendig.....	do.....	First Primary.....	do.....	57	50
Charles Geesey.....	Fifth.....	1st & 2nd Intermediate..	do.....	53	46
Mattie Neville.....	do.....	Fourth Primary.....	Permanent.....	61	52
G. Graham Anderson.....	do.....	Third Primary.....	Provisional.....	75	54
Gretrude Roushe.....	do.....	1st & 2nd Primary.....	do.....	40	35
W. C. Reem.....	Sixth.....	Second Grammar.....	Permanent.....	51	45
E. Elder.....	do.....	First Grammar.....	do.....	48	40
Mary Wallace.....	do.....	Second Intermediate.....	Provisional.....	48	42
Rachael A. Cowen.....	do.....	First Intermediate.....	do.....	59	52
Mary E. Clarkson.....	do.....	Fourth Primary.....	do.....	67	62
Sallie H. McGlathery.....	do.....	Third Primary.....	do.....	64	53
Maggie Parke.....	do.....	Second Primary.....	do.....	85	76
Jennie Swartz.....	do.....	First Primary.....	do.....	46	37
Rebecca M. Patterson.....	Seventh.....	1st & 2d Inter. & 4th Pri.	do.....	66	51
Emma F. Trafford.....	do.....	1st, 2d & 3d Primary.....	do.....		

*Principal building of this ward condemned and sold.

Names of teachers for 1880-81, with their grade of school and certificate:*

Names of Teachers.	Wards.	Grade.	Certificate.
A. P. Rupert.....	First.....	Second Grammar.....	Permanent.
Nannie Russell.....	do.....	First Grammar.....	"
Lillie M. Bowers.....	do.....	Second Intermediate.....	Professional.
Mary E. Foster.....	do.....	First Intermediate.....	Provisional.
Anna M. Johnston.....	do.....	Fourth Primary.....	"
Nellie Durborrow.....	do.....	Third Primary.....	"
Dora Kearney.....	do.....	Second Primary.....	"
Mrs. Lettie Wilson.....	do.....	First Primary.....	"
L. L. Book.....	Second.....	Principal High School.....	Normal Diploma
Linda Hooper.....	do.....	Assistant ".....	Professional.
W. W. Osborne.....	do.....	Second Grammar.....	Permanent.
J. B. Bowles.....	do.....	First Grammar.....	"
Charles Geesey.....	do.....	First and Second Inter.....	Provisional.
Jessie Custer.....	do.....	Fourth Primary.....	"
Emma K. Worley.....	do.....	Third Primary.....	"
Libbie Herr.....	do.....	Second Primary.....	"
Louisa O'Neill.....	do.....	First Primary.....	"
Mrs. Annie E. Moore.....	Third.....	First Grammar.....	Professional.
Anna C. Bailey.....	do.....	First and Second Inter.....	Provisional.
Mrs. Sallie J. Steele.....	do.....	Fourth Primary.....	"
Sadie Reagan.....	do.....	Second and Third Pri.....	"
Allie V. Shew.....	do.....	First Primary.....	"
Lizzie McCumpsey.....	Fourth.....	Fourth Primary.....	"
John B. Harmon.....	do.....	Third Primary.....	"
Maggie M. Ross.....	do.....	Second Primary.....	"
Maddie Kendig.....	do.....	First Primary.....	"
S. G. Rupert.....	Fifth.....	First and Second Inter.....	Permanent.
Mattie Neville.....	do.....	Fourth Primary.....	"
A. M. Crosthwaite.....	do.....	Second and Third Pri.....	Provisional.
Ella Kemmerling.....	do.....	First Primary.....	"
W. C. Reem.....	Sixth.....	Second Grammar.....	Permanent.
Elxis Elder.....	do.....	First Grammar.....	"
Mary Wallace.....	do.....	Second Intermediate.....	Provisional.
Rachel A. Cowen.....	do.....	First Intermediate.....	"
Lizzie A. Cole.....	do.....	Fourth Primary.....	"
Maggie Park.....	do.....	Third Primary.....	"
Emma Davis.....	do.....	Second Primary.....	"
Blanche Miller.....	do.....	First Primary.....	Normal Diploma
Rebecca M. Patterson.....	Seventh.....	1st & 2d Inter. & 4th Pri.....	Provisional.
Emma F. Trafford.....	do.....	1st, 2d and 3d Primary.....	"
Mrs. Ella C. Beegle.....	Eighth.....	First Grammar.....	Professional.
Mary J. Stouffer.....	do.....	2d Inter. Advanced.....	Provisional.
Mary E. Clarkson.....	do.....	Second Intermediate.....	"
G. G. Anderson.....	do.....	First Intermediate.....	"
Kate L. Moser.....	do.....	Fourth Primary.....	"
Sadie E. Ingram.....	do.....	Third Primary.....	"
Sadie Row.....	do.....	Second Primary.....	"
Harmenia Brennecke.....	do.....	First Primary.....	"
Lettie D. Johnston.....	do.....	" ".....	Normal Diploma

*As the schools, for which teachers have been appointed, do not commence until September, 1880, we are unable to give the number of pupils and average attendance.

VALUE OF PUBLIC SCHOOL PROPERTY.

The value of property used for school purposes amounts to \$96,500, divided as follows: Grounds, \$24,200; buildings, \$64,800; furniture, \$7,500. Twenty-five years ago there was but one school house, worth less than \$300. [The value of the school property of the entire county is \$200,850.]

D. & C. MOORE,

ALWAYS HAVE IN STOCK AN ELEGANT LINE OF

GROCERIES,

WHICH THEY SELL AT THE

LOWEST CASH PRICES.

Canned Goods,

Sugars, Coffees,

Spices, Syrups,

And an endless variety of Heavy and Fancy Groceries usually found in a well-regulated store. They also receive, in season,

FRESH VEGETABLES

From the East every day, which they sell at a very small margins. They also offer bargains to everybody in

QUEENSWARE AND GLASSWARE.

All goods guaranteed to be of the best quality and warranted to give satisfaction in every case. Give them a call and become convinced.

D. & C. MOORE,

Corner 11th Avenue and 15th Street, Altoona.

OFFICERS OF PUBLIC SCHOOLS, ETC.

The board of school directors consists of six members, as follows: John P. Levan, A. F. Heess, J. F. Rainey, W. S. Douglass, H. C. Dern, and C. N. Pimlott. Two directors are elected each year, the term of office being three years. At the election of February 17, 1880, J. P. Levan (whose term expired on June 1 following) was re-elected, and A. F. Heess was elected in place of W. E. Craine, whose term expired also on June 1. The terms of J. F. Rainey and W. S. Douglass will expire June 1, 1881, and those of H. C. Dern and C. N. Pimlott on June 1, 1882.

Prof. D. S. Keith, city superintendent of schools, is elected by the directors and commissioned by the State superintendent. His term expires on June 1, 1881.

The present visiting directors are: First ward, H. C. Dern; Third ward, J. F. Rainey; Fourth ward, A. F. Heess; Fifth and Sixth wards, W. S. Douglass; Seventh ward, John P. Levan; Eighth and Second wards, C. N. Pimlott.

Officers of the board: President, John P. Levan; secretary, W. S. Douglass; treasurer, T. H. Wigton.

ENGLISH AND GERMAN PRIVATE SCHOOLS.

About 1855 a private school was established with twenty-five pupils, by Right Reverend J. Tuigg, and Mary Levi was appointed as teacher. The school grew rapidly in numbers and influence.

The large and imposing structure, adjacent to St. John's church, on Thirteenth avenue, between Thirteenth and Fourteenth streets, is now the residence and school building of the Sisters of Charity attached to the church. Its corner-stone was laid by Rt. Rev. Bishop Domenec, under the pastorship of Rev. Father Tuigg, May 12, 1867. On August 19, 1870, the building was ready to receive the Sisters. It was furnished with all the modern improvements. There are eight large and well-ventilated rooms for the children; a comfortable and handsome oratory, where the Sisters assemble to perform the religious exercises of their order; large and spacious parlors, and a grand reception room; three or four music halls, together with a large dormitory divided into cells, where the members of the community sleep. The Sisters, originally only four in number, came from Cincinnati, and under the Superior Mother Aloysia, took possession of the building in 1870, and commenced at once the duties of imparting to the young people of the congregation, and to others who were willing to embrace the opportunity, a sound religious and secular education. The com-

munty rapidly grew and spread, and now from this house alone many others have been established in the diocese—at Johnstown, East Liberty, South-Side (Pittsburg), Sharpsburg and Blairsville. The attendance at the Convent schools is large, averaging daily between six and seven hundred children. There is an academy or high school attached, from which the more advanced pupils graduate with honors. Mother Aloysia superintends the schools, and the whole is under the supervision of the pastor of the church.

The German Catholic schools, conducted by the Sisters of St. Agnes, were started in 1877, and since that time have been very successful in providing the necessary religious and secular training to upwards of three hundred German Catholic children.

In September, 1878, the Franciscan Brothers from Loretto, Cambria county, took charge of the boys' schools, one on the eastern side and one on the western side of the city. The superintendence of the schools is committed to Brother Angelus, who is assisted by Brothers Vincent, Athanasius, and two others. Some time ago they gave a public entertainment at the Opera House, which was very successful and gave proof of the brothers' efficiency.

Eight or ten years ago a parochial school was established by the German Lutheran church, in order that their children might receive instruction in their own language. Recently these children have come into the public schools, but, during the vacation of the public schools, they receive instructions in reading and writing German. By this method they receive the benefits of a system of graded schools, and advance as rapidly in learning their own language.

A "Kindergarten" school, the central idea of which is to mingle work and play so adroitly that the child's mind unfolds through its play, so that mental and bodily development go hand in hand, was recently established by Miss Joanna Steichele, a young German lady, with prospects of ultimate success.

In the year 1862 an effort was made by Dr. Wm. R. Findley, and several other prominent citizens, to establish an academy at which a higher grade of education might be obtainable than, at that time, the public schools offered. A charter of incorporation was obtained, and although the plan of organization proposed was considered practicable, yet petty sectional jealousy brought the enterprise to a speedy death. Dr. Findley had secured the refusal of a lot of ground adjoining the reservoir, on the east side, for \$1,500, with \$300 subscribed, and it is to be regretted that the academy was not built at that time.

CITY CHURCHES.

BAPTIST—FIRST AND SECOND.

The origin of the First church goes back to May, 1842, then organized under the name of "The Pleasant Valley Baptist Church," with seventeen members, in the Union school house. Up to 1852 the church had no settled pastor, but was regularly supplied with preaching by Rev. Wm. B. Bingham, Rev. Mr. Fisher, Rev. J. B. Morris and Rev. J. B. Williams, all of whom did pastoral work. With the laying out of Altoona, lots were secured principally through the kindness of Martin Bell, deceased. In 1853 the small brick building, now occupied by the Catholics as a reading room, was built and used by the congregation until the present edifice, at the corner of Eleventh avenue and Fifteenth street, close to the old building, was erected. Rev. A. J. Hay was pastor of the church from 1852 to 1854. He was followed by Rev. W. B. Harris. In 1859 Rev. A. H. Sembower became pastor and remained with the church until 1865, when Rev. A. F. Shanafelt succeeded him. Rev. Wm. Shadrach, D. D., took the pastorate in 1868 and remained until 1873. During Dr. Shadrach's pastorate the present church building was completed, he having faithfully served the church for five years. Rev. Dr. Shadrach leaving, Rev. Wm. Codville became pastor, remaining until April, 1876. During the summer of the latter year the church was without a pastor. In the fall of the same year Rev. A. K. Bell, D. D., assumed the pastoral charge, and has ever since been, more or less, identified with the church. During Dr. Bell's absence at Lewisburg, Rev. C. A. Hare filled the pastor's chair from July, 1878, to October, 1879, when he left to resume his studies at Crozer. Dr. Bell filled the pulpit from October, 1879 to January, 1880, when the church again released him in the interests of the University at Lewisburg until June, 1880, his place being filled by Rev. J. Green Miles.

N. J. Mervine, W. B. Ketler, Benj. M. Bunker, H. B. Kendig, C. C. Lyon, Stephen Aiken and Samuel Colclessner constitute the present board of deacons; W. S. Douglass, church clerk, and Dr. S. M. Sellers, treasurer. The board of trustees for 1880-1 consists of Dr. S. M. Sellers, J. H. Oves, H. B. Kendig, J. W. Cherry, N. J. Mervine, C. C. Lyon, G. S. Eby, W. S. Elder, and W. S. Douglass.

As a corporate body the church is entirely free from debt, owning

Alive to the Wants of the People.

We buy at the very lowest figures and are thus enabled to sell at what some would term starvation prices. We mean what we say and say what we mean. Try us and prove us. We carry at all times an ample stock of

DRY GOODS, NOTIONS,
GROCERIES, FLOUR, FEED,
PROVISIONS, BOOTS AND SHOES,

And other articles of general merchandise too numerous to mention.

"PRIDE OF ALTOONA,"

The most favorite brand of flour, and can be obtained only of us.

WM. McDOWELL & SON,
Corner 7th Avenue and 13th Street, Altoona.

DR. LINDSEY AGAIN IN THE FIELD.

HIS NEW AND WONDERFUL REMEDY FOR THE BLOOD.

Lindsey's World-Renowned Panacea

Guaranteed to cure all diseases arising from impurities of the blood, of which the following is a part:

Scrofula, Cancer, Salt-Rheum, Fever-Sores,

Secondary Syphilis, Tetter, Erysipelas, Itch,

Catarrh, Liver Complaint, Scald Head,

Pimples and Blotches on the Face,

And at the same time is one of the greatest beautifiers, as it removes all eruptions and sallowness from the skin, and leaves it a clear and natural color. All persons in need of a blood purifier are requested to try the Panacea, as it is guaranteed to cure if taken according to directions. The Panacea is prepared by Dr. J. M. Lindsey in person, at the laboratory of the sole proprietors. Sold by all druggists and dealers everywhere.

LINDSEY & BECKMAN,

SOLE PROPRIETORS,

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a property worth about \$25,000. Membership, 292, with an average Sunday-school attendance of 225; volumes in library, 400.

The Second Baptist church was organized in 1873, under the auspices of the First Baptist church. The congregation first worshipped in a building on Eighth avenue, between Twenty-first and Twenty-second streets. The first pastor was Rev. Jacob Robinson, who was succeeded by Revs. Richardson, Rhue and others. In 1876 a new building was erected on Seventeenth street, between Tenth and Eleventh avenues, at a cost of about \$1,000, where the congregation now worship, although for some time they have had no pastor.

CATHOLIC—ENGLISH AND GERMAN.

The present flourishing congregation of St. John's started with a church organization in the year 1852. Rev. John Walsh, deceased, then in charge of St. Mary's church, Hollidaysburg, purchased on the above date two lots, upon which was erected a frame building, sufficient to accommodate the congregation, at that time not very large. This frame church was dedicated the following year (1853). The venerable Father Bradley, pastor at Newry, attended regularly to the spiritual wants of the people for the greater part of 1853, as yet there being no duly appointed resident pastor. In the following year, Rev. John Tuigg, the present Bishop of the Diocese of Pittsburg, was formally installed as pastor of St. John's congregation. The membership up to this date, and for eight years afterwards, embraced both English and German speaking Catholics; the German portion of the congregation had the ministrations, at regular intervals, of Fathers Clemens, Manus, Wendelin and others. In the year 1860 the German Catholics formed themselves into a separate congregation, having a resident priest. In the same year, under the very able, energetic and efficient pastorate of Rev. J. Tuigg, the present capacious and beautiful church building was commenced. The work was pushed through rapidly, and was dedicated on the 24th of June, 1875, the feast of St. John, after whom the church is named, by the Rt. Rev. M. Domenee, the late Catholic Bishop of the Diocese. There was a large gathering on the occasion, and the Catholic population must have felt justly proud of the success that crowned their efforts in securing for themselves such an imposing church edifice. The early members of the church were chiefly composed of those engaged in the building of the Pennsylvania railroad, and belonged to that faith. A large number also came from the neighboring counties, especially from Camhria, where there is a large Catholic population, the fruits of the faithful

labors of the Prince Priest, Dr. Gallitzin. The present pastor of St. John's church is Rev. Thomas Ryan, who for a number of years had been pastor of the Gallitzin church. On July 18, 1880, Bishop Tuigg administered the sacrament of confirmation at St. John's, at the close of which he appointed Father Ryan to succeed the lamented Rev. John Walsh, who had been pastor since March, 1876, and since the elevation of Rev. John Tuigg, his predecessor, to the episcopate. Father Ryan is efficiently assisted in ministering to the congregation by the Rev. Morgan M. Sheedy and Rev. Jas. A. Nash. The present membership of St. John's is between four and five thousand.

St. Mary's (German) church was organized in 1860. The first resident priest was Father Schnuller, who was succeeded in order by Fathers Bierl, Kircher, Rosswog, and others. The present pastor, Rev. John Schell, took charge in 1871. In 1874 Father Schell got the church building to its present shape. It is, however, unfinished, but it is intended to complete it at an early date. This congregation also is in a very flourishing condition, and has a membership of nearly two thousand.

CHRIST REFORMED.

This church is located on the corner of Twelfth avenue and Fifteenth street. It is a fine, imposing edifice, built of sandstone, in the Gothic style of architecture. A neat, commodious, frame parsonage stands adjoining it. The congregation worshipping in this church, and whose property it is, is connected with the Reformed Church in the United States, and was organized in January, 1863, as a Mission under the care of the Westmoreland Classis. In November of the same year it was received under the care of the Mercersburg Classis, with which it is still connected. It received missionary support until 1872, since which time it has been self-sustaining, and by its benevolent contributions has already, in a great measure, returned to the Church at large what was given to it in its infancy. At the time of organization only about a dozen communicant members were connected with the mission. The actual organization was effected January 29, 1863, by the adoption of a constitution and the election of the following officers: Elders, J. L. Reifsneider and C. B. Sink; deacons, J. H. Fritchey and Daniel Bohler. The first pastor was Rev. Cyrus Cort, who took charge of the mission January 1, 1863, and, after a very successful pastorate, resigned in March, 1867. The mission was then vacant for about fifteen months, when Rev. A. C. Whitmer was called as pastor. He was installed June 14, 1868, and closed

his labors here April 1, 1879. During his long pastorate the membership was greatly increased, and the church became self-supporting. In October, 1879, a call was extended to the present pastor, Rev. J. M. Titzel. He was installed December 19, 1879, and regularly began his labors as pastor January 1, 1880.

The corner-stone of the church edifice was laid July 31, 1864, and the building was finished, excepting the spire, in June, 1868, and consecrated on the 14th of that month. In 1873 the spire was built and the structure finally completed through the efforts of J. P. Levan, then a deacon of the church, and one of its most liberal supporters. The cost of the building was about \$15,000. It was erected under the supervision of a building committee consisting of J. L. Reifsneider, J. P. Levan, Daniel Bohler, and C. B. Sink. The architect was Fred. Thorn. The parsonage was built in the fall of 1868 and the spring of 1869, at a cost of \$3,000. Several hundred dollars have since been spent on it in repairs and improvements. The congregation at present numbers about three hundred communicant members. The officers at this time are: Elders, J. F. Boulton, J. L. Reifsneider and Peter L. Stouch; deacons, H. A. Folk, V. H. Freet, George S. Thomas, A. C. Hammaker, E. Lingenfelter and C. E. Morse; trustees, J. F. Boulton, J. L. Reifsneider and P. L. Stouch. A flourishing Sunday-school is connected with the congregation, numbering thirty officers and teachers, and over two hundred scholars. Geo. S. Thomas is the present superintendent of the school.

CHURCH OF GOD.

In the fall of 1862 Elder S. S. Richmond, assisted by a number of families in Altoona, among whom may be mentioned the Alloways, Fishers, Cavenders, Pools, Ottos and Weights, laid the foundation of the Church of God in Altoona. At first Elder Richmond conducted services in private houses. In January, 1863, Elder Jacob Boyer, who was in charge of the Martinsburg circuit, held a protracted meeting in the "Armory building," the result of which was the more definite organization of the church. Charles Pool was elected elder, and Abraham Alloway deacon. A lot of ground, corner of Fifth avenue and Thirteenth street, was purchased from Mr. Jaggard, and a building committee was appointed, consisting of Elder S. S. Richmond, Charles Pool, Abraham Alloway, and Samuel Weight. Mr. Alloway shortly afterwards died, and John Mateer, of Martinsburg, was selected to fill the vacancy. In the fall of 1863 the building was under roof, and, although unfinished, services were held therein. Later in

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the fall Elder Richmond entered the army as chaplain. In the spring of 1864 Elder John Hickernell and Mrs. Martha Beecher conducted services, and remained until the summer of 1865, when Elder Richmond returned and resumed the duties of the pastorate. The building was finished in the fall of that year. In 1866 Elder Richmond was succeeded by Elder P. D. Collins, who remained until the spring of 1868, when Elder C. L. Army assumed charge. In the spring of 1869 Elder J. M. Dugan, succeeded. He remained one year. Between April 1, 1870 and March 31, 1871, the church was without a regular pastor. On April 1 of the latter year, Elder J. C. Owens took charge, who, in the fall, was followed by Elder F. L. Nicodemus, and in the spring of 1874 Elder J. M. Carvell occupied the pulpit. He remained two years. Elder John Hunter was the next pastor, under whose administration the building was enlarged (December, 1876,) to its present dimensions. The building committee consisted of Levi Fisher, John Bartley, Jeremiah Hoerner and A. V. Price. The new or enlarged house, free of debt, was dedicated March 17, 1877. Elder John Hunter resigned the pastorate in the winter of 1878, and Elder G. L. Cowen took charge. On April 1, 1879, Elder J. W. Miller, the present pastor, commenced his labors here. The membership at first was twenty-five; it has grown to upwards of two hundred. During the past year a parsonage has been erected at a cost of about \$1,000.

HEBREW SYNAGOGUE.

With about twenty-three members, a Hebrew congregation, under the title of "Ababath Achim," was organized in Altoona in May, 1873. The first president was Joseph Berkowitz; treasurer, A. Sheeline; secretary, S. Neuwahl. The first rabbi was Rev. Mr. Goldman; then followed in order Revs. Grossman, Block and Leasker. Rev. S. Altman, the present rabbi, was engaged in June, 1879. The officers now serving are: President, Max Mayer; treasurer, Joseph Berkowitz; secretary, A. Sheeline. Present membership, twenty-five. The congregation has never had any regular stated place of worship for any protracted period of time. At present its meetings are held once a week, and on the holidays, in a hall on the corner of Eleventh avenue and Fourteenth street. The congregation has a cemetery, or burying ground, located on the Dry Gap road, in the immediate vicinity of the city.

LUTHERAN—FIRST AND SECOND.

The First Lutheran church was organized about the year 1834, in a log school house, then located in a wood in the now called Sixth

ward. Subsequently, in about 1838, the congregation moved its place of worship to the Union school house, now greatly improved and occupied by the Colored Methodist Episcopal church. In the spring of 1846 Rev. Henry Baker received and accepted a call to this congregation. During the same summer this congregation built a church edifice in Collinsville, now in the suburbs of the city, where they worshipped for eight years. After Altoona was laid out, it became necessary for the congregation again to change its base of operations. Two lots were selected on Eleventh avenue, where the present church and parsonage were built in 1853. The church edifice was dedicated in 1854. The principal contributors to this enterprise were Michael Hileman, William Bell, J. B. Hileman, John London, Peter Empfield, Harry Sellers, Henry Fleck, J. L. Reifsnider, Jacob Good, Benjamin Figart, William Robinson, Rudolph Lotz, George W. Patton, George Cowen. The contractors were Peter Empfield and David Brubaker. Cost of church and parsonage about \$8,000. In 1870 the church was enlarged and greatly improved at a cost of about \$12,000. The pastors who served this church from time to time are as follows: Revs. Jacob Martin, John H. Huffman, C. C. Guenther, Jacob Simons, William Weaver, Henry Baker, S. Curtis, Jacob Steck, C. C. Ehrenfeld, S. Holman and Henry Baker. The latter pastor served the congregation for eleven and a half years—from 1846 to 1857. He returned in 1867 and has been pastor ever since. Membership, seven hundred. Sabbath-school numbers five hundred. It is due to say that out of this church the German church in part originated, and also the Second church. There are now about twelve hundred communing members of the Lutheran churches in Altoona. The church council at present is composed of three elders—Henry Yon, Daniel Stoner, J. B. Hileman—and six deacons: C. C. Mason, L. B. Patton, S. S. Taylor, J. K. Roush, George F. Jones (now deceased), Thomas Bushman. Rev. Henry Baker has faithfully and efficiently served the First church for thirty-four years. The congregation is free of debt, is vigorous and active, always ready to unite in any enterprise which has the glory of God and the good of man in view. The Fairview cemetery originated with Mr. Baker, and the organization of an association took place in the lecture room of this church, Mr. Baker becoming the first president.

For some time previous to the organization of the Second church a number of the members of the First church, as well as the pastor, felt that there was a necessity for a second organization, the First church having attained a membership equal to its seating capacity.

Consequently, on July 11, 1871, the following persons met at the residence of William Bell for the purpose of taking some measures looking to the organization of the Second church: Rev. J. B. Crist, Wm. Bell and wife, D. K. Ramey, J. B. Westley, Louis Walton and wife, Mrs. Sue Patton, and A. J. Riley. Rev. J. B. Crist was elected chairman, and A. J. Riley secretary. After prayer by the venerable Father Crist, Mr. Ramey stated the object of the meeting, after which a committee, consisting of D. K. Ramey, Wm. Bell and A. J. Riley, was appointed to procure a suitable place for public worship. This committee secured the room known as Bell's hall, corner Seventh avenue and Twelfth street, and on the 13th of August, 1871, the congregation was regularly organized. The officers elected at this meeting were: Elders, Wm. Bell and J. B. Westley; deacons, D. K. Ramey and L. F. Stahl; treasurer, A. J. Riley. Rev. S. Domer, of Reading, preached in the morning, and Rev. Henry Baker in the evening, at which time the above-named officers were installed. In the afternoon of the same day the Sunday-school was organized. D. K. Ramey was elected superintendent, A. J. Riley secretary, Louis Walton librarian, and L. F. Stahl assistant librarian. The school, including officers and teachers, numbered twenty at its organization. At a congregational meeting, held December 31, 1874, the ground upon which the church edifice is erected was chosen, and the following building committee was appointed: William Bell, George W. Heinsling, D. K. Ramey, D. C. Earhart and John B. Westley. On February 22, 1874, the church was occupied by the congregation for the first time, worshipping in the basement, or lecture-room, the audience chamber being yet unfinished. The entire cost of the church property, including the parsonage, is over twenty thousand dollars. With the exception of a few hundred dollars, the entire amount has been raised and paid, and is a standing testimony of the self-sacrificing spirit of many of its members. Membership of church numbers two hundred and eighty. The present officers are: Elders, J. B. Westley, John Cole, D. K. Ramey and James Hileman; deacons, F. W. Gearheart, Charles Geesey, J. B. Herring and Henry Otto. The Sabbath-school numbers three hundred and fifty. Its officers are: Charles Geesey, superintendent; D. K. Ramey, assistant superintendent; John Alexander, secretary; Wm. Stahl, treasurer; Samuel Dougherty, Harry Hooper and Joshua Earhart, librarians; Miss Linda Hooper, organist. The congregation had the following pastors since its organization: Rev. Geo. Scholl, from November, 1871, to July, 1874; Rev. Charles Steck, from November, 1874, to January, 1876; Rev. J. F. Shearer, the present pastor, from

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St. James German Evangelical Lutheran church, Eighth avenue and Fourteenth street. Dedicated 1862; rebuilt, 1873. Number of families, one hundred and forty; Sunday-school scholars, one hundred and fifty; teachers, eighteen; library contains two hundred volumes.

METHODIST—FIRST, SECOND, THIRD, MISSION AND AFRICAN.

For the names of those who have been pastors of the Methodist churches see page 94. The First Methodist church was erected in 1853, at a cost of about \$25,000. It was remodeled in 1871. The membership, which, as previously stated, (page 94) numbered, in 1854, ninety-seven, and fifty-five probationers, now numbers three hundred and seventy-two in full connection and forty-eight probationers, over and above deaths and removals by certificates. There are two hundred and twenty scholars in the Sunday-school attached to the church, and five hundred volumes in the library. The church building is located at the corner of Twelfth avenue and Thirteenth street.

The Second Methodist church, located on the corner of Eighth avenue and Thirteenth street, was erected in 1867 at an estimated cost of \$24,000, and the parsonage at \$3,000. The number of Sunday-school scholars is six hundred and ninety-eight; number of volumes in the library, six hundred. Connected with this church is the Asbury Chapel, a Methodist Mission church, corner Twenty-fourth street and Seventh avenue; organized, 1871; number of members, seventy-five; Sunday-school scholars, two hundred. Estimated value of building, \$2,000.

The Third Methodist church, corner of Chestnut avenue and Tenth street, was organized in 1872 and church building erected in 1874; estimated value, \$20,000; two hundred and ten scholars connected with the Sunday-school.

The Allen Chapel African Methodist Episcopal church, Sixteenth street, near Eleventh avenue, was organized in 1858, and dedicated by Bishop Payne. Among the earliest pastors we may mention Revs. William H. Grimes and Alexander Johnson. Last year (1879) the church building was remodeled and improved, at an expense of about \$1,000, and in November it was re-dedicated by Bishop Alexander Wayman. The present pastor is Rev. Nathaniel W. Evans. This church was at first under the jurisdiction of the Baltimore Conference of the M. E. church, but for some time has been under the general ecclesiastical control of the Pittsburg Conference. The Sun-

day-school, numbering forty scholars, was under the superintendency of John Alexander for twenty-one years, a period, (up to May of the present year) co-extensive with its existence. In May he resigned, and was succeeded by Thaddeus Ormes, the present incumbent.

PRESBYTERIAN—FIRST AND SECOND.

Originally the church was formed from that in Hollidaysburg. On the settlement of Rev. David McKinney, D. D., at the latter place in 1841, he instituted an afternoon service in the old Union school house in Altoona, afterwards occupied by the African Methodist church, once every four weeks. In 1850 measures were taken by the Presbyterians of Altoona to provide themselves with a suitable church edifice. Two lots were secured, and on these they erected, at a cost of about \$3,000, a neat and commodious house of worship. On November 3, 1851, the congregation of Hollidaysburg agreed that their pastor, Rev. Dr. McKinney, should preach in Altoona on alternate Sabbaths in the afternoon, which he did for nearly a year, when he resigned his charges and moved to Philadelphia. At this time there were fifty Presbyterian families and seventy communicants, with their ecclesiastical connection in Hollidaysburg. In October, 1852, a petition to the Presbytery of Huntingdon, asking for a separate organization was granted, and on November 8, following, the First Presbyterian church was duly organized. Jonathan Hamilton and John McCartney, elders in the parent church, were continued in the same relation in the new organization, and John Hutchison, G. D. Thomas and James L. Gwin were elected and ordained to the eldership. In 1853 William C. McCormick having been an elder both in the churches of Hollidaysburg and Johnstown, settled in Altoona and was elected an elder in the new church. The church thus organized was served by supplies until November 14, 1854, when Rev. A. B. Clarke was called to the pastorate. Nine years after, in May, 1863, on account of ill-health he resigned, and died on July 4, following. On January 26, 1864, Rev. R. M. Wallace was called to the vacant pulpit. During the pastorate of Mr. Clarke, Messrs. Herman J. Lombaert, Thomas P. Sargeant, John M. Campbell, James Hutchison, James H. Dysart and Dr. Wm. R. Findley were chosen ruling elders. The original church edifice was disposed of by sale in the year 1854, and the present edifice erected in 1855. In 1865 the communicants numbered about two hundred and thirty. Mr. Wallace continued to serve the congregation until 1874, when he severed his connection with the First church and assumed the care of a con-

gregation at Stroudsburg, Monroe county, Pa. During his pastorate the church so increased in numbers that a new organization was projected and finally culminated in the Second Presbyterian church on the east side of the city. Col. Thomas A. Scott was among the worshippers of the First church during his residence here. Rev. M. N. Cornelius, the present pastor, was called to be the successor of Mr. Wallace, and began his pastoral labors January 1, 1876. Its present membership is four hundred and thirty. In 1863 the school numbered ninety-eight, and in 1880 three hundred and twenty-two. The following are the present officers of the school: Thomas H. Wiggins, superintendent; Professor D. S. Keith, assistant; Mrs. N. C. Barclay, superintendent of infant school; W. C. Galbraith, secretary and treasurer; B. J. Lockard, librarian.

On account of the rapid growth of the membership another church building was found necessary. The matter was seriously discussed early in 1869, when a meeting was held at the house of Wm. M. Lloyd. James Hutchison, Joseph Dysart, Thos. McCauley, Wm. M. Lloyd, Dr. J. M. Gemmill, Dan'l Laughman, Chas. J. Mann and S. C. Baker were present on the occasion. In addition to these were James H. Dysart, John M. Campbell and John H. Converse who gave the enterprise the benefit of their counsel and efforts. A petition to Huntingdon presbytery for a new organization was presented, and in answer thereto presbytery appointed a committee to organize the Second church, which the committee did on the evening of June 21, 1869. Forty-seven persons were enrolled as members, all of whom except one were from the First church. The first officers of the church were: Elders, James Hutchison, John M. Campbell and James H. Dysart; deacons, Charles J. Mann and Daniel Laughman; trustees, Wm. M. Lloyd, S. C. Baker, Thomas McCauley, Joseph Dysart, John H. Converse and Dr. J. M. Gemmill. The congregation rented Bell's hall, corner Seventh avenue and Twelfth street, and on Sabbath morning, July 11, 1869, the first public service was held, conducted by Rev. C. L. Kitchell, after which meetings were kept up regularly. The Sabbath-school was organized July 18, 1869; James H. Dysart, superintendent, and Max. Kinkead, treasurer, were its first officers. Thirty-nine names were on the school roll. A year afterwards the roll contained four hundred and seventy-two, officers included. In 1880 five hundred and seven names were reported. At a congregational meeting held August 21, 1869, Rev. David Hall, of Mansfield, Ohio, was elected pastor, but he declined to accept. April 5, 1870, a call was extended to W. J. Chichester, a licentiate of the Baltimore presbytery,

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who at that time was pursuing his studies at the Western Theological Seminary. The call was accepted on condition that Mr. Chichester be permitted to spend one year at Princeton Seminary before entering upon his duties as pastor. Rev. Stuart Mitchell was engaged to minister to the congregation until the pastor-elect had completed his studies. On the second Tuesday of June, 1871, W. J. Chichester was ordained a minister of the gospel and installed as the first pastor of the Second church. Mr. Chichester officiated as pastor of the church until June, 1878, when Rev. Samuel W. Duffield was unanimously called to fill the vacancy occasioned by the resignation of the former pastor. On July 1 he entered upon the work, being installed October 7, 1878. He is the present efficient pastor. Early in 1870 the present site was selected and secured for the church buildings, being purchased from C. Jaggard, for \$4,500. The erection of the chapel began in 1870. It was finished and occupied in April, 1871, Rev. David Hall, of Mansfield, Ohio, preaching the dedication sermon. The chapel cost \$20,000. A congregational meeting was held in the chapel on November 22, 1871, when Messrs. J. M. Gemmill, M. D.; Wm. M. Lloyd and Robert L. Gamble were elected elders, and John M. Bowman and Maxwell Kinkead, deacons. On February 11, 1874, Alex. T. Findley and Chas. J. Mann were elected elders, and John A. Castor, C. B. Bowles, Theodore H. Wigton and William A. Magee were elected deacons. March 28, 1877, James D. Irwin, William J. Allen, Joseph Dysart and Dr. S. M. Ross were elected elders, and J. N. Barr, Harry Slep, J. Chester Wilson, J. W. Martin and Thomas Campbell were elected deacons. The erection of the church building was commenced in August, 1875, and was finished and opened for public worship on Sabbath, December 17, 1876, when Rev. George P. Hayes, D. D., preached the opening sermon. The cost of the church building, including heaters and gas fixtures, \$31,246.99; cushions, carpets and pulpit furniture, \$1,218.67; organ, 2,500.00; total cost of lot and all buildings, \$62,965.66.

ST. LUKE'S PROTESTANT EPISCOPAL.

This church is located at the corner of Eighth avenue and Thirteenth street, and was erected in 1858. The present rector is Rev. Allen Sheldon Woodle, B. D.; rector's warden, Theodore N. Ely; junior warden, Joseph Wood; treasurer, A. H. Maxwell; secretary, James Mallett; sexton, William Jarvis.

THE BRETHREN.

This denomination is called "German Baptist," "Tunkers," and, by the ignorant, "Dunkards," and is frequently classed with the "Mennonite," "Omish," and other branches of faith. It was organized in Pennsylvania in 1724, and was better known at that time, and ever since, by the appellation of "Tunkers." We are in doubt as to whether the latter name was adopted by The Brethren, or any portion of them, or given to them by outside parties. Be this as it may, the word "Tunker," derived from the German "*Tunfen*," signifies to dip, and in this manner the converts to their faith are baptized. The Brethren generally wear a peculiar dress, and do not shave the beard. [That the men and women lived in separate habitations, and discarded marriage, is an allegation devoid of any foundation.] They are much less rigid than formerly in some particulars. Like the Baptists they believe in immersion, but unlike them practice feet-washing and differ on several other points of doctrine and practice. Like the Church of God, they practice both immersion and feet-washing, but differ in the manner of the former. In the Church of God baptism is accomplished by a single plunge backward, whilst in The Brethren church three forward dips are required, the first "in the name of the Father," the second "in the name of the Son," and the third "in the name of the Holy Ghost." The position in the water of the candidate for baptism in the Church of God is upon the feet; in The Brethren church upon the knees. Once in the spring and once in the fall feet-washing, partaking of a supper, saluting each other with a kiss, are rites practiced precedent to partaking of the communion, all of which are participated in on a single occasion in the order stated. With such marked peculiarities of practice and doctrine, notwithstanding the similarity of name, The Brethren are easily distinguishable from the United Brethren by those who are conversant with the doctrines and mode of conducting services by each. The polity of the church, or the recognized principles upon which it is based, forbids its members to go to law with each other, as well as discountenance actions in law against those beyond the jurisdiction of their church. When called as witnesses in courts the rule is to affirm instead of taking the usual oath. Bearing arms is prohibited. No member is allowed to become a beneficiary of the public, or be provided for at the public expense. They make provision for the extremely poor and otherwise unfortunate members of their religious society.

The chief dignitary of the church is the Archbishop, there being only one in the United States. He presides at the General Confer-

ence held annually, which is composed of delegates from every district in the country. Next in dignity and importance is the elder or bishop (by The Brethren used as synonymous titles) who has the power of administering the communion, perform the rites of baptism and matrimony and all other ceremonies of the church. Next are ministers who, whilst they can baptize and perform the marriage ceremony, cannot administer the sacrament of the Lord's Supper. And, finally the novitiate, who, until advanced to a higher degree, by knowledge, age and experience, can neither perform the marriage ceremony nor baptize, and, of course, is unauthorized to conduct the communion.

Formerly each State constituted a separate ecclesiastical district. The membership of the churches has increased with the increase of population. Hence, now, States are subdivided. Pennsylvania has three districts, eastern, middle and western. An annual meeting of delegates from the respective districts is held in each State to deliberate for the spiritual and temporal good of the church. It is here that differences are reconciled and difficulties removed. In cases of failure, however, appeals are taken or the matters are relegated to the General Conference, which constitutes an appellate ecclesiastical court of final resort. The Brethren ministers receive no stated or regular salary. When poor their traveling and other necessary expenses are cheerfully paid by the laity; when well off in this world's goods they ask no compensation.

The amplitude of this prelude to what we are about to say of the church in Altoona, grows out of a desire to correct wrong impressions in regard to a people who are truly "peculiar and zealous in good works," and at the same time to acquaint the public with the distinctive characteristics of their church polity, doctrines and practices.

About 1869 or 1870, eight or ten members of the church, residing in Altoona, composed the congregation of The Brethren here. Services were held in a chapel, now torn down, on Eighth avenue, between Twenty-first and Twenty-second streets. September 4, 1874, the congregation having increased in numbers, it purchased from H. D. Witmer a lot and building, on the corner of Sixth avenue and Fifth street, for fifteen hundred dollars. This building was first constructed as a chapel and used by a mission school of the Second Methodists, afterwards converted into a dwelling and when bought by The Brethren remodeled into a church, in which they now worship every alternate Sunday, services being generally conducted by Elders James A. Sell, Graybill Myers, Brice Sell and David E. Sell, in rotation. The membership now is sixty-five. A Sunday-school, of which George W.

D. W. COLYER,

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Kephart, a deacon, is superintendent, numbering about one hundred scholars, is attached to the church. The Bible is the only book used by the teachers and scholars, with the exception of a book of sacred songs—"Precious Jewels," by Prof. R. B. Mahaffey of our city.

UNITED BRETHREN.

The church of the United Brethren in Christ was established in Altoona with the early growth of the town. The circumstances that led to the organization were principally brought about by a large number of its members coming from other sections of the country where they stood identified with this branch of the church, and having a natural desire for the church of their choice they were prompted to form themselves into a congregation. They were served for several years by ministers from adjacent charges. The annual conference, recognizing the growth of the new town and the consequent demand for a more concentrated effort, made it a station, assigning Rev. D. Speck as pastor. The first thing demanding the attention of the pastor was a church building, and in this enterprise he was ably seconded by Samuel McGlathery, Jacob Bottenberg, Thomas Stackhouse, William Fox, M. T. Dill, George Earhart, Cornelius McLaughlin, and many others that space will not permit to name.

A splendid location was secured, on the corner of Eighth avenue and Twelfth street. In due time, by earnest effort and noble sacrifice on the part of this little congregation, a commodious church building was erected, and set apart to the service of God. From this time the church has had a permanent growth, and its future prosperity is ominous.

In the following order the congregation has been served by the various pastors up to the present date: Rev. D. Speck, from January, 1857, to January, 1859. [Mr. Speck was afterwards presiding elder of the district in which this congregation is embraced.] Rev. W. B. Dick, from January, 1859, to January, 1860. [Mr. Dick died a few years ago, much lamented, and rests in the Tyrone cemetery.] Rev. D. Sheerer, from January, 1860, to January, 1861. Rev. E. B. Kephart, from January, 1861, to January, 1863. [Mr. Kephart is serving as president of Western College, Iowa; he also served two terms in the Iowa senate.] Rev. T. H. Hallowell, from January, 1863 to January, 1865. Rev. M. P. Doyle, from 1865 to 1869, during whose pastorate the church was enlarged. Rev. W. Wragg, from 1869 to 1872. Rev. J. Walker, from 1872 to 1876. [Mr. Walker also served as presiding elder of this district. He died at Conemaugh, Cambria

county, in the early part of 1880.] Rev. M. Spangler, from 1876 to the time of his appointment as presiding elder of this district, September, 1880. Rev. J. Medsger was appointed pastor to fill Mr. Spangler's place at the same time.

Owing to the rapid growth of the congregation, more room and better accommodations were required; in consequence the building was enlarged and re-modeled in 1877, at a cost approximating \$5,000. This work was consummated under the supervision of Rev. M. Spangler and the board of trustees, consisting of J. Peight, H. Schum, A. Eberly, J. Carl and J. Bush. The church and parsonage are valued at \$15,000. The membership numbers four hundred; Sabbath-school three hundred scholars. The officers are: Officiary—Pastor, Rev. J. Medsger; leaders, S. Hawk, P. M. Smith and J. M. Barwis; stewards, S. Beecher, D. Bolinger, J. W. Parson, Geo. Blackburn, J. Claybaugh, Geo. Cruse and J. C. Shirk. Superintendent of Sabbath-school, P. M. Smith; leader of choir, R. C. Ward; trustees, J. Peight, H. Schum, A. Eberly, J. Carl, J. Bush, J. Barwis and George Blackburn.

The whole amount collected for various benevolent purposes during the last four years has averaged \$2,750 for each year.

[The reader will observe an inequality or disproportion of historical data in the preceding sketches of the churches, relatively considered, and may feel inclined to charge us with partiality. In explanation we say, that invitations were extended to all the ministers in the city, and county, to furnish us with such facts and figures as would enable us to give a full and correct history of their respective churches. Some complied with our request, and others paid no attention to it. As we had no access to church records, we publish what facts we could gather from other sources, and we believe them correct as far as they go, though not as full as we desired to have them.]

CHRISTIAN ASSOCIATIONS.

YOUNG MEN'S CHRISTIAN ASSOCIATION OF ALTOONA.

The earliest organization of this association was effected in 1863 or 1864, with quite a large membership. After various interferences the association located in a room over the Mechanics' Savings bank, corner Twelfth street and Eighth avenue, where regular and special religious and business meetings were held from 1870 to 1874, when the association moved to rooms over John Hurd's book store, Twelfth street, near Eleventh avenue, where it was domiciled for about three years. During this time, after the holding of the State convention of the Young Men's Christian Associations of Pennsylvania, the movement which resulted in the Railroad Men's Christian Association was inaugurated, and quite a number of the efficient members of the association deemed it their duty to enter that organization, after which, for about three years, in order not to incur expenses unprovided for, the association's business meetings were held at the house of L. F. Stahl. In January, 1880, it was deemed expedient again to venture on the procuring of a room, which resulted in the occupancy of the present very suitable room on Eleventh avenue, near Thirteenth street. The association has always numbered among its warmest friends many of our leading business men, who now are supporting it by voluntary monthly contributions, and the members have full time to spend in the immediate work of teaching God's word to the best of their ability, without troubling themselves about the finances. The work is largely done by committees appointed by the president for special definite work—a devotional committee to arrange for all religious services; a sick visiting committee to visit not only association members who may be sick, but all others who may desire to have a band of young men visit them, to counsel them, pray with them or sing for them; a finance committee to attend to all pecuniary affairs; a church committee, a membership committee and other needed committees. The membership is now about eighty. There is a nucleus for a library, and a devoted band of workers. The present officers are as follow: President, Dr. W. M. Findley; vice presidents, J. B. Herring and Samuel G. Hall; treasurer, T. H. Wiggins; recording secretary, A. Swope; corresponding secretary, Will H. Slep.

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H. B. MILLER, DENTIST,

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the county, for Cash.

RAILROAD MEN'S CHRISTIAN ASSOCIATION.

This association was the outgrowth of the railroad men's Sunday afternoon prayer meetings, which were commenced in October, 1875. The great religious interest which manifested itself throughout the country during the fall and winter of that year resulted in the spiritual ingathering of many of those employed in the service of the Pennsylvania Railroad company in Altoona. With a view of exerting a greater influence over their companions, as well as to provide for their social, moral and spiritual improvement, those engaged in carrying on the meetings referred to deemed it expedient that an organization should be effected into which the men might be brought. Accordingly, on February 24, 1876, a permanent organization was formed by the selection of the following officers: President, George F. Jones; vice presidents, Flemen Trout and S. Hawk; recording secretary, John L. Williams; corresponding secretary, T. B. Patton; treasurer, W. A. Adams. A reading room was opened at the corner of Eleventh avenue and Thirteenth street, and on the 16th day of the following month it was dedicated with appropriate services. The room is supplied with quite a selection of daily and weekly, religious and secular, papers, magazines, books, etc., which are largely made use of by its many visitors. The association has its regular committees to look after the various departments of its work, who report monthly and receive all needed instructions from the association. The prayer meeting organized in October, 1875, is still being regularly held every Sunday afternoon at four o'clock, as well as devotional or cottage meetings through the week. The present officers are: President, Wm. Burbank; vice presidents, H. J. Aukerman, W. W. Gardner and W. P. Moore; recording secretary, Taylor Grant; corresponding secretary, T. B. Patton; treasurer, C. S. Nicodemus.

CITIES OF THE DEAD.

FAIRVIEW CEMETERY.

This solemn city of the dead covers an area of eighteen or twenty acres of elevated ground, on the northern suburbs of Altoona. The land was purchased from John Kough and James Trees. On March 3, 1857, an association was formed, which on October 28, same year, procured a charter. Rev. Henry Baker was made the first president; Rev. A. B. Clarke and George R. Everson, vice presidents; Theodore A. Stecker, secretary; J. B. Hileman, treasurer; G. W. Patton, M. Clabaugh, C. C. Mason, A. A. Smith, M. T. Dill, A. C. Vauclain, Austin McGraw and John Hamilton, trustees. Changes in its management, of course, have occurred from time to time. At the meeting of the stockholders on April 7, 1880, (elections occur annually, on the first Monday of April,) A. F. Heess was elected president; Harry C. Dern and A. H. Maxwell, vice presidents; A. Clabaugh, secretary; A. Kipple, treasurer; A. C. Devlan, John P. Levan, J. Wagner, J. Loudon, S. F. Ramey, G. W. Kessler, George W. Hawksworth, sr., and J. W. Smith, trustees.

Since the cemetery was laid out improvements have been constantly made. The money derived from the sale of lots instead of being applied as dividends to stockholders, or projectors, has been expended in rendering the grounds attractive. About five years ago water pipes were laid for conveying water to the premises at no little expense and labor to the association, for the benefit of lot-holders. Up to this time about eight hundred family lots (the entire tract contains 1,373 lots) have been disposed of at prices ranging from ten to twenty-five dollars. Upwards of 2,500 burial permits have been issued. The grounds and improvements have been fully paid for, and, consequently, no incumbrances exist on the property.

A receiving vault has been constructed on the grounds to supply the urgent necessities of those who may not be prepared for permanent interment, but no corpse will be allowed to remain in the vault over two months, unless absolutely necessitated by unavoidable circumstances, and hermetically closed cases must be used.

Andrew M'Farran, an elderly gentleman, became the first inhabitant of this city of the dead. He was buried on March 17, 1857, since which time over twenty-five hundred have followed him to that

"bourne from whence no traveler returns." At first the graves were dug by Mr. Russel, afterwards by James Shellenberger, but, since August, 1870, Robert Cox has been acting as superintendent. He resides on the grounds and is well known for his efficiency and politeness.

Our city having no parks or pleasure grounds, Fairview cemetery has become a popular place of resort, during spring and summer, not only for those who throng thither to view the graves of their friends, and to meditate upon the brevity and uncertainty of life, but for those who seek temporary relief from the harassing cares and vexations of business. Until the trees and shrubbery already planted, and such as will be planted, mature fully, the eye of the visitor will more particularly dwell upon the works of art exhibited there. The soldiers' monument, erected upon the apex of the mound, is the chief object of attraction, more on account of the patriotic memories which cluster around it and its prominent location, than any intrinsic merit exhibited in the emblazonment of its shaft. Exhibitions of sculpture, at least equally meritorious, are visible on every hand, no inconsiderable portion of which was executed by our townsman, D. A. Bradley. To James Simpson, of Huntingdon, belongs the credit of furnishing the majority of neat iron railings which surround the various lots.

N. W. Cunningham, formerly of Altoona, now of Chicago, recently presented his vault or mausoleum to the Altoona Fairview Cemetery association, the erection of which cost a considerable sum of money.

OAK RIDGE CEMETERY.

In 1878 a number of citizens of Altoona, believing that a necessity existed for the establishment of another cemetery, determined to form themselves into an association for that purpose. There were several reasons which led to this, one of the principal ones of which was that a general desire existed to have, for convenience, a cemetery on the east side of the city. The best location and the most suitable ground was found to be on the farm of G. T. Bell, of whom nine acres were bought and enclosed with a substantial picket fence. The ground is beautifully situated, with a south-eastern exposure, overlooking Pleasant Valley, and presenting romantic views of mountain scenery. The soil is of a fertile sandy loam, perfectly dry, sloping gently to the south-east, making the drainage perfect, and being well adapted to the rapid growth of trees, shrubbery and flowers.

The association was incorporated on December 16, 1878, under the name and title of "Oak Ridge Cemetery Association," and is conducted by a board of managers, who are not allowed any compensation for their services. By the terms of the charter we notice that all

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 1 to 3 p. m.
 7 to 8 p. m.

CONSULTATIONS IN ENGLISH AND GERMAN.

moneys derived from the sale of lots must be used in paying for the ground, and in improving and beautifying it. After this has been done the moneys received shall be invested in good securities, and the interest accruing shall constitute a perpetual fund for keeping the cemetery in good order. The sale of lots up to the present time has been so encouraging that the managers think they will be able to make considerable improvements during this year. The success of the association is, therefore, an assured fact. The fertility of the soil and the beauty of location must in a few years make this cemetery one of the most popular burial grounds in this portion of the State. The officers are: Joseph Dysart, president; Theo. H. Wigton, treasurer; H. B. Kendig, secretary. Joseph Dysart, George S. Eaby, John W. Cherry, Jonathan Foreman, John Boynes, G. T. Bell and Richard J. Crozier are the managers. The election for officers is held annually.

ST. JOHN'S CEMETERY.

The first purchase for a Catholic cemetery was made in 1857, being a lot of ground lying in the Second ward. Before the second body was laid to rest in the new cemetery it was discovered that the location was not desirable, and also that the grounds were too limited to meet the wants of a large Catholic community. It was concluded, therefore, to make a second purchase. In 1858 the present cemetery, situated on the east side of the city, near the reservoir, was secured at a cost of about four thousand dollars.

ST. JOSEPH'S CEMETERY.

In 1879 the German Catholic congregation bought ground lying close by St. John's cemetery, for about two thousand dollars, where they intend to lay their dead to rest. The location of both St. John's and St. Joseph's cemeteries is excellent; they look to the east, and with a continuance of the care and attention bestowed on improving and beautifying them, in a short time they will become picturesque and solemn "cities of the dead."

EASTERN LIGHT CEMETERY.

About the year 1865, John Ferguson, George Hooper and John Alexander purchased a lot of ground, fronting on Tenth street, east side, now adjoining Oak Ridge cemetery, for ninety-four dollars and sixty cents, to be used as a burial place for the colored people of this city, regardless of religious sect. Added to the cost of the ground, the improvements swelled the amount to about three hundred dollars. The first stockholders consisted of the projectors already named and Geo. M. Jackson, Henry Johnson, George Payne and Allan Hurley.

CITY FIRE DEPARTMENT.

To Hon. B. F. Rose, the thoroughly competent and energetic chief engineer of the city fire department, we are indebted for the following sketches of the fire companies of Altoona:

December 15, 1859, was an eventful day in the history of Altoona, on account of the introduction of gas and water. Previous to that date there was no organized fire company. If there had been, apparatus would have been useless. During the summer of 1858, those old fire veterans, A. H. Maxwell and A. C. Vaucklain, conceived the idea of organizing a fire company; but what, the question may be asked, would a company be without an engine? To secure one a subscription was taken up and sufficient money secured to purchase the hand engine of the Good Will Fire company of Philadelphia. The organization here adopted the same name, "Good Will," and housed their engine on October 22, 1859. At the grand parade of December 15, 1859, the Good Will made their first appearance, equipped in dark pants, white shirts, black belts and glazed caps.

In September, 1866, the Empire Hook and Ladder company was instituted, and equipped with a good, substantial truck, ladders, etc., purchased from the Empire company of Lancaster.

In 1867 the borough council created the offices of chief and assistant engineers. Alex. A. Smyth was chosen chief, and A. H. Maxwell and B. F. Rose assistant engineers. Mr. Smyth served as chief about one year, when he resigned, and A. H. Maxwell was elected.

The two companies forming the department, at that time, were deemed sufficient for the protection of property, but the numerous incendiary fires soon convinced the authorities that additional apparatus was needed.

The Pennsylvania Railroad company, early in 1867, ordered from the Amoskeag Manufacturing company of Manchester, N. H., one of their line second-class steamers. On the 4th of June of the same year, the engine arrived and was immediately placed in service, under the charge of W. A. Adams and Adam Moss, members of the "Altoona Steam Fire Engine company."

On the 12th of February, 1868, the legislature passed an act empowering the burgess and council of the borough of Altoona to levy and collect a special tax of twelve mills on the dollar, for three years, for the purpose of purchasing steam fire engines, etc.

Council having decided to purchase two Amoskeag steamers, one for the Good Will company, on the east side, and the other for the west side of town, it was deemed necessary to organize another fire company. Accordingly a number of prominent young men formed themselves into a company, March 26, 1868, under the name of the "Vigilant Steam Fire Engine company."

The two steamers were contracted for by A. H. Maxwell, chief engineer and chairman of Fire committee of council. On the fourth of July, 1868, the engines were placed in charge of the Good Will and Vigilant companies.

In 1869 a number of young men organized the Excelsior Hose company.

At this time, October, 1880, Altoona has five efficient fire companies, forming as complete a fire department as can be found anywhere in the State. [Although the Altoona Steam Fire Engine company does not belong to the fire department of the city, it cheerfully co-operates with it at all times in extinguishing fires.]

ENGINE, HOSE AND TRUCK HOUSES.

In 1859 the Pennsylvania Railroad company erected a building on their land, corner Ninth avenue and Twelfth street, for the occupancy of the Good Will until that company could secure other quarters. Since the removal of the Good Will the railroad company has occupied the house with one of their two hose carriages, their steamer and the other carriage being kept in a building at the lower shops.

The Vigilant building, on the corner of Thirteenth avenue and Twelfth street, was built in 1870-1, and cost \$17,423.

The Empire building, on Tenth avenue, between Fourteenth and Fifteenth streets, was built in 1871-2, and cost \$10,500.

The Excelsior Hose company put up a building, on Tenth street, between Chestnut and Lexington avenues, in 1880, which cost about \$1,000.

A building for the Good Will Engine company, Fifth avenue and Thirteenth street, is now under contract, to cost \$7,500.

BOARD OF FIRE DEPARTMENT.

The board of fire department consists of the following gentlemen: B. F. Rose, Vigilant, chief engineer; Gust. Klemmert, Good Will, assistant engineer, eastern district; John B. Stahl, Excelsior, assistant engineer, western district. Directors: A. C. Vauclain, sr., Good Will; George B. Bennett, Vigilant; W. R. Gamble, Empire; Elmer Hackett, Excelsior.

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OFFICE HOURS: $\left\{ \begin{array}{l} 8 \text{ to } 10 \text{ a. m.} \\ 12 \text{ to } 2 \text{ p. m.} \\ 6 \text{ to } 8 \text{ p. m.} \end{array} \right.$

A. LUEBBERT,

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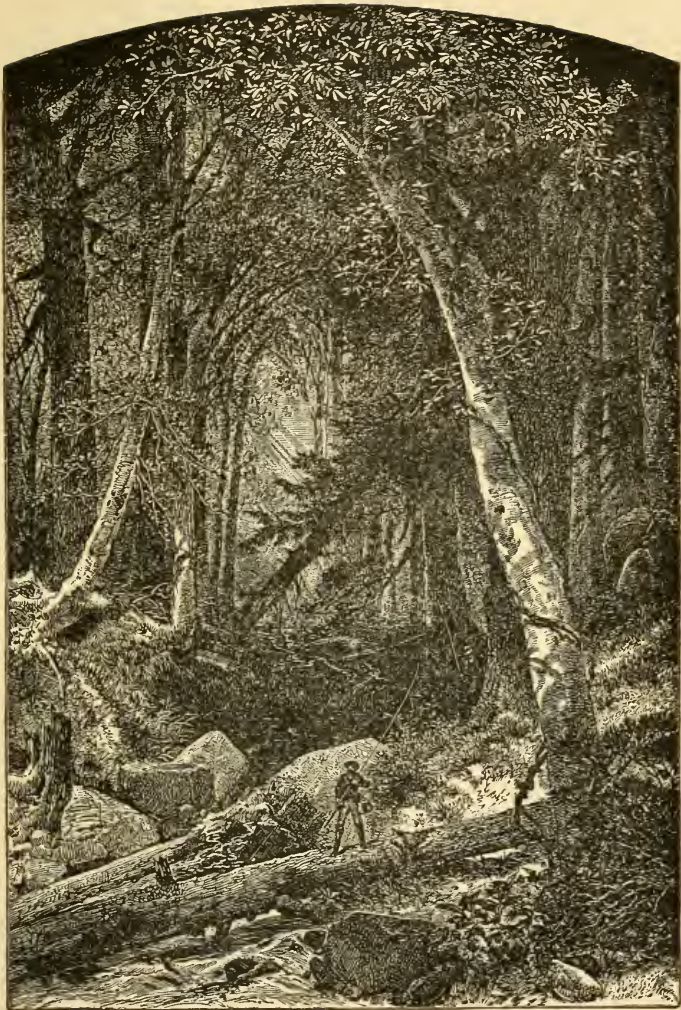
1008 SEVENTEENTH STREET, ALTOONA, PA.

WM. B. MILLER, D. D. S.

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1330½ ELEVENTH AVENUE, - ALTOONA, PA.
 (UP STAIRS.)

OFFICE HOURS: $\left\{ \begin{array}{l} 8 \text{ to } 12 \text{ a. m.} \\ 1 \text{ to } 5:30 \text{ p. m.} \\ 6:30 \text{ to } 9 \text{ p. m.} \end{array} \right.$



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CHIEF ENGINEERS.

The following is a list of the chief engineers since the organization of the department:

Alexander A. Smyth.....	1867	E. Mountney.....	1873
A. H. Maxwell.....	1868	T. B. Patton.....	1875
B. F. Rose.....	1869	J. R. Garden.....	1877
T. B. Patton.....	1871	B. F. Rose.....	1879

OFFICERS AND MEMBERS OF THE GOOD WILL COMPANY.

A. C. Vanelain, sr., prest.
J. T. Dougherty, vice pres.
John Malady, scretary.
James E. Gardner, asst. sec.
John R. Garden, treas.
Wm. F. Enney, engineer.

ACTIVE MEMBERS.

George Bowman,
J. Sapp,
D. Lafferty,
J. McCullough,
F. Endress,
J. Carney,
N. Crum,
W. Allenan,
A. Gamble,
C. Filer,
D. Shultzberger,
J. Kelly,
R. Lowther,
W. L. Faisick,
J. Kimmell,
J. P. Faisick,
W. Young,
N. Kearns,
Wm. F. Enney,
J. Leng,
J. T. Pendergast,
J. Ford,
I. Price,

C. C. Smith,
C. E. Renner,
J. E. Gardner,
G. T. Plummer,
W. McBride,
M. Weakland,
M. Fagan,
T. Riley,
F. J. O'Kain,
L. Wichum,
Theo. Reis,
J. Carney,
C. W. Smith,
W. Isett,
R. McGraw,
D. Donahue,
F. Hammers,
B. Higgins,
S. Renner,
C. Cornelius,
D. Robertson,
W. Hudson,
T. Tierney,
H. Smith,
F. Clabaugh,
G. Treece,
T. Patterson.

HONORARY MEMBERS.

A. H. Maxwell,
A. C. Vauclain, sr.,

W. A. Adams,
W. Riches,
J. A. Hindman,
G. S. Debray,
H. Bowers,
A. C. Vauclain, jr.,
D. Quay,
A. A. Smyth,
D. McCloskey,
J. T. Dougherty,
J. Bulger,
D. Love,
J. Galceran,
P. Logue,
C. S. Cordes,
A. R. Moss,
A. H. O'Neil,
F. Custer,
J. Klink,
T. Heacock,
D. Stackhouse,
G. Klemmert,
J. Malady,
W. Rice,
J. Bradley,
H. Stackhouse,
T. McKee,
J. R. Garden,
P. Drumgold.

OFFICERS AND MEMBERS OF THE EMPIRE COMPANY.

W. W. Smith, president.
Jas. McMurray, vice pres.
Charles Gern, secretary.
C. Gardner, assistant sec.
J. A. Weidensall, treas.

ACTIVE MEMBERS.

M. Alexander,
S. W. Arble,
J. W. Anderson,
J. H. Burley,
E. Burley,
A. Behm,
R. Black,
M. A. Condryn,
W. D. Couch,
T. D. Crawford,
P. Clare,
H. Dougherty,
A. Engle,
J. Fraley,
P. Flynn,
J. Fultz,
W. R. Gamble,
C. E. Gardner,
M. Gardner,
H. Gardner,
D. A. Gilland,

J. J. Gehrdes,
Charles Gern,
George Houck,
C. Honek,
E. B. Haines,
V. Hudson,
Levi Knott,
W. Knepper,
H. McCormick,
J. McMurray,
T. B. Patton,
C. Petschelt,
George Reeves,
J. Raymond,
J. Ramp,
S. S. Stains,
J. N. Stevens,
W. W. Smith,
W. Vaughn,
J. A. Weidensall,
M. Yeager.

LIFE AND CONTRIBUTING MEMBERS.

B. Berkowitz,
C. L. Fettingter,
S. M. Griffith,
R. McMahan,

L. B. Pancake,
W. J. Allen,
H. C. Dern,
S. I. Fries,
A. F. Heess,
J. Lutz,
E. B. McCrum,
L. Plack,
C. Wahl,
D. K. Ramey,
W. Alexander,
S. C. Baker,
D. F. Beegle,
F. Blumhardt,
H. Fettingter, sr.,
S. Smith,
E. M. Jones,
G. Kessler,
W. M. Lloyd,
J. L. Reitsnyder,
E. F. Lytle,
John London,
R. A. O. Kerr,
S. M. Woodcock,
M. R. Jones,
C. Yeager,
S. Christ,
W. Keller.

OFFICERS AND MEMBERS OF THE VIGILANT COMPANY.

Frank Molloy, president.
W. M. Rose, secretary.
B. W. Story, assistant sec.
John Schenk, treasurer.
E. Lippett, engineer.
G. H. Maxwell, fireman.

ACTIVE AND HONORARY MEMBERS.

B. F. Rose,
C. M. Hackett,
C. S. Taylor,
Samuel Black,
H. C. Dern,
G. T. Bell,
E. Mounney,
W. L. Hallack,
G. M. Metz,
Theo. Burehfield,
W. M. Rose,
F. Dumphy,
H. Barr,
W. H. Johnson,
J. B. Gray,
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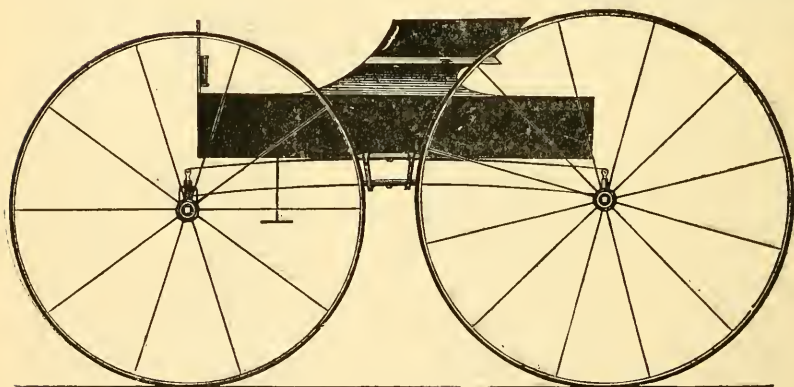
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ALTOONA, PA.

GAS AND WATER DEPARTMENTS.

WATER DEPARTMENT.

"The Gas and Water Company of Altoona," was incorporated April 9, 1859, upon which the city was dependent for both water and gas. [See pages 63 and 65.] Its first officers were: President, William H. Wilson; treasurer, Wm. M. Lloyd; secretary, B. F. Rose; managers, John Shoemaker, Enos M. Jones, Charles J. Mann, Albert B. Clark and George B. Cramer; superintendent, Thomas S. Francis. The name of the company, on May 9, 1871, was changed to "Altoona Gas Company," and on September 10, 1872, the water pipes were sold to the city authorities. The reservoirs at Pottsgrove, with the company's interest in water power of Pottsgrove mill and in the twelve-inch main from there to Twelfth street reservoir, were sold to the Pennsylvania Railroad company.

Without repeating what is said on page 65 in regard to increasing the water supply at the time referred to, and the means by which it was effected, we are confident in saying that no one supposed that in so short a period it would prove inadequate to the requirements of the population, which has nearly doubled within the last ten years.

At an early period of the present year (1880) the subject of increasing the supply of water, which had been agitating the community for several years, began to be regarded as one of prime importance, requiring prompt attention. Such was the scarcity of water during the previous summer (1879) that nearly all the Pennsylvania Railroad company's engines were directed to stop and take water at other points; thus entailing, at the same time and by the same cause, serious loss and forced idleness to workmen in the shops, loss to the railroad company in having to stop work and in being compelled to take water supplies at inconvenient points, and loss and great inconvenience to every consumer in the city.

About three hundred houses had been erected during that season, rendering an additional quantity essential, to say nothing of the predicament the city would have been in had an extensive conflagration occurred. At a meeting of the city council, held on the evening of June 14, 1880, the following was offered by A. F. Kerr, which was adopted by the council:

WHEREAS, The city is poorly supplied with water pipes, and the reservoirs are too small to retain an adequate supply during dry seasons;

AND WHEREAS, The reservoir of the city cannot be relied on to meet the deficiency in this direction: Now, therefore, may it be ordained, etc.,

That in order to extend the water pipes through the city, and increase the supply of water, this council negotiate a loan of \$60,000, in accordance with the authority given them by Act of Assembly of 1874, and supplements thereto, and the Mayor is hereby instructed to give the proper notice, as provided by law, and to direct an election to be held on the 20th day of July, 1880, to the end that the qualified voters of this city may have the opportunity to approve or disapprove of said loan.

In accordance with the above, on the 23d of June, Mayor Howard issued a proclamation appointing an election to be held on the 23d day of the following month, but in consequence of the inability of a committee which had been appointed by council to make estimates of the cost of constructing a dam at Kittanning Point,* the election was postponed until August 2, when a majority of seven hundred and thirty-nine citizens voted in favor of the loan.

At a special meeting of the city council, held on the evening of August 11, the following resolution was offered by Mr. Kerr and passed by that body by a vote of seven to five:

RESOLVED, That the Committee on Water be and they are hereby instructed to purchase water pipes, hydrants and material needed for laying of the same in such quantities and at such times as they may deem proper, such purchase not to exceed in the aggregate \$15,000. The laying of the pipe shall commence as quickly as a supply can be obtained, and the digging of the trenches for said pipe shall be let to the lowest bidder; and the committee may, if they find it needful, let the laying of the water pipe to the lowest responsible bidder, the successful bidder to furnish bonds to be approved by the committee and city solicitor.

Shortly after the contract of laying the pipe was awarded to David Wylie, plumber and gas fitter, who, on the 7th of September commenced the work.

THE GAS WORKS.

On April 9, 1859, the "Gas and Water Company of Altoona" was incorporated. [For names of first officers see page 153.]

On December 15, 1859, gas was first introduced into the pipes.

On May 9, 1871, having previously disposed of their water property to the Pennsylvania Railroad and Altoona, the name was changed to "Altoona Gas Company," and retains that name to the present time.

*In compliance with a request by the city council a corps of Pennsylvania Railroad company engineers made a complete map of the proposed reservoir or dam on the city property at Kittanning Point, and gave the following estimate of the cost of its construction: For grubbing and cleaning, \$792; moving 9,640 yards of earth, \$2,838; moving 2,850 yards of muck, \$997.50; moving 5,840 yards of puddle earth, \$4,380; moving 1,003 yards of riprap, \$451.35; moving 1,500 yards of overflow, \$450; masonry and paving outlet, \$4,000; contingencies, \$1,000; total, \$14,908.85.

They also made a map of a proposed reservoir on Loudon's Hill, and also of two places to the right (coming into Altoona) of the Wopsonnonock road, but have at this time of writing made no report.

The capacity of the gas works, when first started, was 30,000 feet per day; present capacity, 150,000 feet per day. The first price of gas was three dollars per 1,000 feet, and ten per cent. added when not paid in ten days after presentation of bills; present price two dollars per 1,000 feet.

Improvements have recently been made. An addition of fifteen feet has been made to the purifying room. The present purifiers, six by eight feet, will be replaced by a new set ten by fourteen feet, and with three times the power of the old ones.

The eastern side of the city, especially beyond Sixth avenue, has often been poorly lighted when the shops were running. This was not caused by inferior gas, but by the light pressure. That part of the city was supplied by a four inch main from which the shops also tapped. In order to remedy it there was laid a six inch main across Twelfth street, and since that time no complaint has been made.

The average consumption of gas per day, in summer time, is fifty thousand feet, five tons of coal being required to make it. The coal produces from four and one-half to five cubic feet of gas for every pound used. During the summer and winter the supply varies greatly. One month the amount of gas used was over 3,300,000 feet, but this fluctuates and depends largely on the work in the company's shops.

There is now in use a plan by which all the gas tar, or the greater part of it, is burnt, and used in place of coke under the gas retorts. It makes an intensely hot fire and thrown into the furnace in a small stream answers very satisfactorily. By this means nearly all the coke remains for sale and finds a ready market among city consumers.

At the election of officers, May 2, 1880, the following were chosen: President, J. B. Collin; secretary, W. S. Humes; treasurer, W. D. Couch; superintendent and engineer, T. W. Cole; assistant engineer, D. T. Kantner; managers, W. H. Wilson, Enoch Lewis, H. C. Dern, Clement Jaggard and George W. Patton.

The works are located on Eleventh avenue near Ninth street.

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ALTOONA, PA.

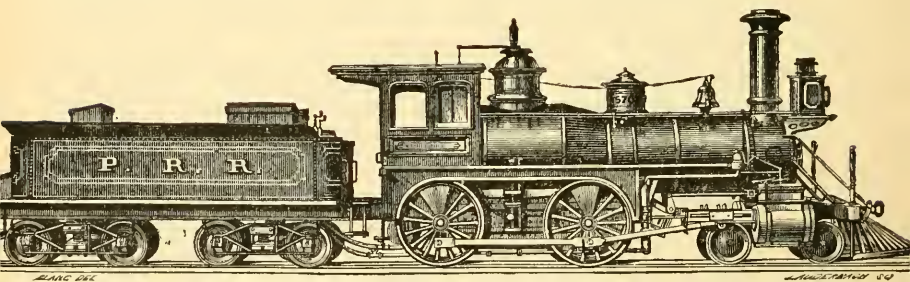
PENNSYLVANIA RAILROAD COMPANY'S SHOPS.

INTRODUCTORY REMARKS.

One hundred and twenty-two acres of ground are occupied for business purposes by the Pennsylvania Railroad company in this city. On this are erected the passenger station and the Logan House; freight warehouse; offices of the general superintendent; the superintendent of motive power; the superintendent of transportation, with their appurtenances, and the following additional buildings: Three engine or round houses; iron and brass foundries; machine shops; paint shops; blacksmith shops; coaling platform; freight car works; passenger car shop; planing mill; tin and cabinet shops; upholstery shop; store houses; fire engine room; lumber dryer; car shed, etc., having an aggregate frontage of fully two miles. All the buildings, excepting the paint shop, car shed and the temporary wheel foundry, are composed of brick or stone, substantially constructed on the most approved plans, and the tools and machinery used in them are the best that can be procured. As a consequence the work is of the highest standard, and at the minimum cost.

It is difficult to analyze the impressions left by a visit to the shops of the Pennsylvania Railroad. The progress that is silently yet surely underway is difficult to grasp, for the work that the company is doing, a work of national importance, comes upon you with the sharp force of a revelation. There is, indeed, a revolution in progress here. You feel it; you recognize the tremendous influence that is emanating and must emanate from the metropolitan city of the Alleghenies, spreading like ripples upon the surface of a pond, until our whole country feels the force of railroad science carried to its conclusion. It is a fact universally conceded that the Pennsylvania railroad company is the leader of the van of progress. Every month, every year it institutes the most exact scientific researches, tests, experiments and observations governed by the sole idea of obtaining railroad perfection; and the benefit of each year's crystallized experience forms the basis of the operations, constantly progressive, of the following twelve months. A corps of scientists, regularly in the employ of the company, devotes its entire time, intelligence, acumen and energy in determining what is best in everything, and the result is not only to furnish the road with what is wanted but to

gradually raise and purify the products of manufacturers of railroad supplies. A single instance will illustrate the subject. By other railroad companies, generally speaking, a car spring is ordered with due reference to its dimensions only, the name of a good maker being considered a sufficient guarantee of its quality. The spring arrives, is put in position, and after serving its time it is condemned, taken out and disposed of, and that is the end of it. At the shops of the Pennsylvania Railroad no spring is received from the manufacturer that does not rigidly conform to a prepared specification, a specification that calls not only for absolutely correct dimensions, but insists upon a soft, slow movement, regularity of action, certain quality of steel, and a hundred requirements which cause the spring to be as near perfection as possible. Such springs, also, are not only tested before being placed to determine their probable performance, but are tested again after condemnation, to better ascertain the cause of failure, or, in other words, to learn just how new springs must be made to obviate what proved weakness in the old. Everything is therefore based on a system of betterments; on the theory of always improving by correcting each discovered fault; a system of thorough emancipation from blunder, with the always sought result of perfection.



MOTIVE POWER DEPARTMENT OR "UPPER SHOPS."

We have premised this much to give to the reader a faint idea of the spirit which pervades the "upper" machine shop to which we are about to introduce him. And it must be always borne in mind that it is entirely on the initiative of the Pennsylvania Railroad that the experiments to which we shall call attention have been instituted and carried to their present conclusion; experiments that, while every railroad would readily acknowledge to be of inestimable value, would yet leave to the manufacturers to carry out. And they, for want of better facilities, never could carry them out. Bearing this in mind,

we will enter the machine shops and learn about the birth, life and death of a railroad locomotive. As we pass over Twelfth street bridge that arches the main line, some idea of the extent of the shops is gathered, though the actual fact that the area of the yard is 24.33 acres is hardly patent. The area of the first floor of the shops is 6.409 acres, and of the second floor is .933. There are also in this yard three round houses covering an area of nearly three and one-fourth acres! Where everything is usually so sombre, overlaid as a machine shop must naturally be with coaldust, it is indeed a happy thought to notice here and there in the grounds, during the spring, summer and fall months, flower beds filled with the gorgeous bloom of scarlet geraniums and other brightly-dressed plants. It indicates, also, a softer side to the life of these grimy men; it argues well for the liberality of the employers. And it must be mainly this that has induced such a vital spirit of cleanliness all through the yard. Passing by one of these beds, we enter the

BLACKSMITH SHOP,

where the preliminary process of engine making begins—the heavy forging of the locomotive frames and the making of a great many forgings by means of dies. Just here we will mention that, in noting the various shops in which a locomotive is made, only such points as are remarkable and such processes as are novel will be dwelt upon. This shop has a floor area of 23,280 feet, and contains twenty-five double brick forges and seven steam hammers, the two largest of which are of 5,000 pounds. Heavier pieces than those formed by the dies referred to are fashioned under the hammer on cast iron blocks and shaped to the desired form. The work turned out of these dies, which is always at one heat, include ends of valve rods, links, etc. After the frame is begun and begins to take recognizable shape, the frame passes out, passing by a large shearing machine capable of cutting the heaviest sections of steel rails as if they were paper, and into

THE MACHINE SHOP,

a building 426 feet long, where it is laid first on a planer and then on a slotting machine. This machine takes the right and left of a frame at the same time. Another noticeable machine in this shop is a vertical milling machine, in which the table revolves and moves at right angles. Almost any shape can be finished on this machine at one operation. A horizontal milling machine near by saves many hours in

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surfacing accurately all kinds of work, such as steam chest joints, the machine traveling all around the object. Catching your eye in a corner of this room is a small enclosure slatted off. It is the tool and standard sample shop. And here, again, you notice how thoroughly every part of this great system has been thought out. All gauges, templates, etc., are furnished on standard measurements. No workman is allowed to set a pair of callipers for himself; they are made rigid. The motive of this is at once obvious. It insures against error; error that the most skilled labor could not but commit, for no man can repeat absolutely accurately any delicate mechanical operation; it allows the employment of men less highly skilled than used to be the case in fine work, and it insures also absolute interchangeability of parts in engines of the same class. All parts, tools, etc., are numbered in a printed catalogue, and everything is requisitioned from such catalogue. The tools themselves are in the care of men who furnish a certain number of the commoner tools to each mechanic, and when he brings a broken one it is repaired here, saving in this way both the time and confusion that usually is noted at the forge. For other than common tools, obtained from the storeroom, each workman is furnished with a brass check upon which is his number. He takes out a tool, and his number is hung in its stead. The planing machines in this shop are arranged in pairs, so that two of them can be operated by one man. It is the system also to place as large a number of similar pieces at one operation as possible, and this principle rules through all the shops. It is also noticeable here that in turning up cast iron, chilled cast iron tools are used instead of steel, which would dull more easily.

THE VISE SHOP.

Passing into the vise shop, an interesting machine is finishing the coupling rods on a grindstone with an emery wheel, a machine that saves a great deal in "trueing up" of old guides formerly done on a planer. By this means only the smallest amount of metal is removed and time saved. The emery wheel has entirely replaced the file for such work. But there is plenty of other work that the wheels cannot "smooth up," and which gives employment to about fifty men. As you cross the yard to where the cylinders are being bored you notice a pile of steel tires being heated so as to be placed upon the driving wheels, it having been found that the contraction of the metal is sufficient to keep them always in place. The cylinders are bored two at a time. While all this has been going on, over in the boiler shop the

boiler of our locomotive is in process of construction from entirely steel plates, iron having been long ago discarded.

THE BOILER SHOP

is divided into the erecting, the flanging and the tank departments, this last named including the manufacture of tender and engine tanks, ash pans, water troughs for track tanks, etc. All of these are also made of steel, sheet-iron having been abandoned. In the flanging department are three flanging forges on Nixon's patent, by which any desired form can be given to the fire. This obviates all danger of straining and cracking, which was inseparable from the old method. In the erecting room of the boiler shop are placed the punches, bending rolls and shears required, as well as a large steel riveting machine, which rivets each bolt in two blows. To handle the work there are here two ten-ton jib cranes and the Stowe flexible shaft. Simultaneously with the preparation of the boiler for our locomotive, over in

THE FOUNDRY

all sorts of castings for its construction are in progress. This foundry you find is 250 feet long and 100 feet wide, with thirty-four feet and ten inches to the roof ties. The roof is surmounted by a ventilator 213 feet long and twenty-eight feet nine inches span. About thirty-five tons of iron a day are consumed in the castings, which are made mainly on the snap flask and match card systems. The mould, for cylinders, as well as many small things, is made of sharp sand mixed with flour and molasses, covered with black lead and baked in huge ovens. The moulding machines are marvels of ingenuity, parts of the pattern moving before the whole of it, thus preserving the sharp edges. A second wing of the main foundry contains the brass foundry, which has eighteen melting furnaces ranged round a chimney stack seventy feet high. Phosphor-bronze is used for all journal bearings made here. Zincs cast in chilled moulds are manufactured for use in electric batteries, and the whole foundry has an admirable ventilation. From the foundry you go to

THE FIRST ERECTING SHOP,

where the frames and the boiler of our locomotive are fitted together and made one. The various parts are bolted and riveted here, and then the locomotive, now approaching form, is run out upon a transfer table by means of a windlass, and carried along to the door of

THE SECOND ERECTING SHOP.

This shop is one of the most complete and best arranged in the collection. It is 350x57 feet, and there are three lines of rails running the full length of it. There is ample room for seven engines on each track, and, in cases of emergency, nine. For facility in handling the work there are two overhead traveling cranes, each of twenty-five tons capacity. They run upon rails placed along each side of the building, at a sufficient height above the ground, and fifty-nine feet apart. Each crane consists of two plate-iron girders, weighing together eighteen tons, and carrying at their ends the frame and wheels with which they run upon the rails. Upon rails laid upon these girders traveling crabs run to and fro. The cranes are driven by a cotton rope, traveling at the rate of 5,074 feet per minute, and the power is applied by the friction of this running rope upon grooved wheels, on the shaft of which are worms working into worm wheels, and thence to reducing gear. The crane travels longitudinally at the rate of forty-eight feet a minute, carrying the heaviest locomotive as if it were a ginger snap at the end of a string; the crabs travel thirty feet a minute. There are two hoisting speeds—the quick, eight feet one inch a minute, the slow, eighteen inches in the same time. Below the door of this shop, on each side of the centre track, are deep paved pits extending the whole length of the building, in which are stored the machinery or other parts of engines, the boilers of which are sent for repair. Wheels five feet six inches in diameter can be stored in these pits. Within the pits a system of pipes is laid in connection with a Worthington pressure and force pump and with two steam boilers. This arrangement is employed for testing the boilers by hydraulic pressure before they leave the shop, the test rising to one hundred and fifty pounds per square inch, and also for testing by steam at one hundred and twenty-five pounds per square inch. This does away with all the old annoying system of smoky fires and unsatisfactory tests, and is a big step forward. Our engine is thus ready, as far as metal work is concerned. She is almost complete, and has answered in construction every test.

THE PAINT SHOP.

It is now sent to the paint shop, 345x32 feet, and here it must remain twelve days according to schedule. Painting iron is always a slow process; it requires so much careful preparing with white lead. The paints used in decoration have all been tested as to their wearing qualities, and these, chemical analyses have demonstrated how

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J. M. BOWMAN,

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they shall be mixed. When finished the tender is coated just as smoothly as any Japanese lacquer, and shines like a looking-glass. The lettering and striping have all been done in accord with specification, and the locomotive is taken to the round house, where the few remaining connections are made, and it stands completely born. Though it possesses no brass bands and ornamental metal work, the tender and wheels are painted a mixture of Brunswick green and black, but so dark that the green can only be seen in certain lights—still it is a very handsome locomotive. The connections necessary are made in the round house, by a trial engineer, who then takes it out for a preliminary spin up the mountain. This satisfactory, it goes into service, and its real life begins.

LIFE AND SERVICES OF LOCOMOTIVES.

On a grand average the life of a locomotive may be set down as fourteen or fifteen years, with varying results as to mileage. The earliest collated statistics as to the life of engines were made with some Baldwin locomotives built during the war, when both good material and good men were practically unattainable. These give varying results of from two to six years, and up to 175,000 miles. Such a record is nothing, nowadays. On the Pennsylvania Railroad there are a couple of engines in active service that have reached the unprecedented record of over 250,000 miles, without receiving other than round house repairs. These are the standard engines used on the road. Supposing that the engine we have seen built to have been one of these, it will make its annual 30,000 miles in the grand total of 6,680,122 miles run by all engines. (This was in 1878.) Perhaps it will run more—one engine, in 1878, on a passenger train, made 75,570 miles—perhaps less, as circumstances decide. At all events, the railroad will get out of the engine all it is worth. For an engine, in England, the best practice does not exceed 18,000 miles; but experience shows the American engine is good for much more.

CLASS "K" ENGINES.

A new class of engines (K) has been adopted by the company, ten of which have recently been ordered to be built at these shops. One is now upon the road and has, after a number of test trials, proven satisfactory in every respect. It weighs 90,200 pounds, (about 45 tons) with driving wheels, 68 inches in diameter and 19x24 inch cylinders. The others are to be of corresponding weight and power. This class of locomotives is capable of hauling seven or more cars upon

the various grades of 25 feet per mile, while with ordinary engines five cars is a sufficient load. Class K locomotives are built with a view to combine rapid transit with perfect safety.

RECORD OF MOVEMENTS AND CONDITION OF ENGINES.

Our engine, once in service, is by no means lost sight of. Its movements are as thoroughly noted as are those of an ocean steamer. In Mr. Ely's office, in this city, there is an immense board covered with little pins, upon which hang small round colored discs, from the under part of which has been cut a small portion. These pegs and discs are numbered from 1 to 1,250. Each number corresponds with an engine. On one part of the board the pegs are numbered consecutively. Looking at this part for any particular engine that may be desired, on the disc will be found "P'tgh," "N. Y.," or "P.," etc. This refers you to the division where the engine is. Looking to that division on the board, and finding the number of the engine, another little disc, by means of its color, will tell you just what condition the engine is in. If the disc is pure white the engine is in perfect order. If the disc is bordered by a red line the engine needs only such slight repairs as may be made without withdrawing it from the service. If the disc is covered one-half with red, repairs are required of a very slight nature, but for which the engine must proceed to the shop. If the entire disc is pale gray, repairs of a more important character are needed, though still deemed slight. A disc entirely blue denotes a machine that needs very substantial repairs. One-half black and half white indicates the machine is being built over. A disc all black denotes an engine unfit, save to be cut up or sold. This record is changed every week, and is so complete as to enable any one to see at a glance just the condition of the motive power. Repairs are never undertaken if they will cost over \$3,000. For that a new standard boiler can be built, and, unless an engine is of the standard pattern, she is never built over, for the company does not wish to perpetuate odd engines, and to pay more than \$3,000 would not be so economical as to pay interest on the value of a new machine. Here, again, true economy steps in to change the practice of blind conservatism.

An engine on the road is always very carefully used. After our locomotive is placed in the hands of an engineer it is cared for with the watchfulness of a parent's affection. An accurate record of its performances is made and compared with that of other engines. As freight is paid for per ton per mile, so the cost of an engine is

reckoned. The amount of coal consumed per ear per engine mile being calculated, it is easy to see, by dividing this by the tonnage, just how much coal it takes to move a ton of freight one engine mile. And the engine that does this most successfully is the cheapest and best.

Finally, after having traveled many thousands of miles, having speedily and safely hauled millions of human beings, our locomotive is sent to the shop condemned. It is ignominiously bundled off into a corner to stand with a lot of others until cut up or sold. Its immediate neighbors may be like itself, worn out; perhaps "died in the harness." The little disc that records in the superintendent's office its physical condition has turned to black. There is no hope. To-morrow a committee of inspection will condemn it to be cut to pieces. Into the furnace the parts will go, to emerge, like the mill where old men were ground out into new, rejuvenated, ready to take a place in some new monster with steel heart and transmigrated soul. And so the story will be told again; the theory of the survival of the fittest always having prominence; until in years to come perfection will be reached, or the hurrying mortal shall travel in some other fashion, looking down with strong contempt on what are the marvels of to-day.

[In the Boston (Mass.) *Herald*, of August 2, 1879, was published an able and elaborate article descriptive of the motive power shops of the Pennsylvania Railroad, and although we had made ourselves familiar with their extent and operations we have interwoven a portion of the *Herald's* description with our own.]

CAR DEPARTMENT, OR "LOWER" SHOPS.

A correct knowledge of the sciences of mechanics and natural philosophy, as well as a practical and experimental application of the principles of these sciences are essential to one who would wish to act as foreman of a machine shop. Were he deficient in such knowledge we cannot see how he could give intelligent directions to the men in his employ, for the principles of these sciences underlie all mechanical operations. True, with but little instruction, a man may learn how to control the operations of a machine, and thus make like machines without the knowledge we speak of, upon the same principle that a parrot may learn how to talk. He is no machinist, in the full acceptation of the term, unless he be in full possession of the knowledge referred to. To this knowledge must be added a considerable admixture of inventive genius, for we never yet saw a good

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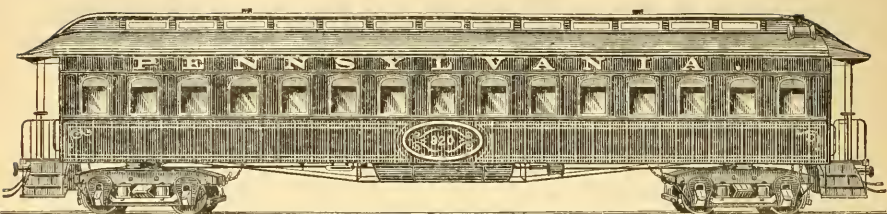
mechanic in any branch of industry whose brain was not permeated with or transversed by a vein of ingenuity, originality, eccentricity, genius, or whatever else you may call it.

THE MACHINE SHOP.

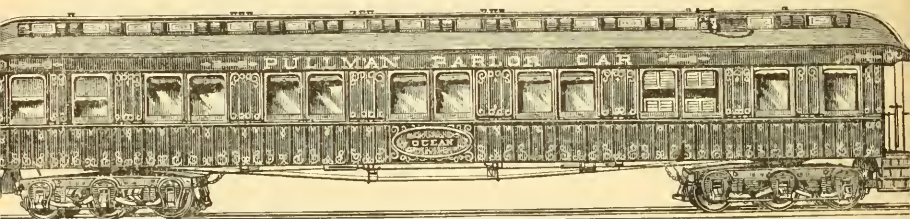
In the lower shop are sixty machines of different kinds, all in use in the manufacture of the new machinery from time to time required by the other "lower" shops, as they are generally called, and in keeping the machinery already there in good working condition. In addition to this all the iron work used in the construction of passenger and freight cars (not locomotives—they are built and repaired at the machine shop of the motive power department) is dressed, properly prepared or finished here; the wheels are bored, axles turned, screws cut, holes drilled, etc., etc. Seventy men are employed, about as many as can work to advantage. The room is only 135x70 feet. Small as it is, considering the amount of space occupied by the machines and to allow workmen proper elbow room, there have been as high as eighty-three at work at the same time.

Any one knows, or ought to know, that a description of each of the sixty machines would fill a large volume. Even the simple mention of the names, coupled with laconic notices, would occupy too much space for the present article. We will mention, however, five boring mills or machines for boring holes in the centre of car wheels, or rather enlarging the holes that are already in, through which the ends of axles pass, capable of "doing" 250 wheels per day—fifty each. The "nut tapper" cuts the spiral threads inside of nuts at the rate of 2,600 pounds per day. Of course these nuts vary in size to correspond with the size of the screws cut on bolts, whatever size that may be. There are standard sizes of both nuts and screw bolts. We use the term "screw bolt" to distinguish it from all other bolts. There are six nut-tappers and eleven bolt cutters. As nuts and screw bolts are counterparts of each other, and as the nuts are tapped in larger proportion than the screws are cut in bolts, more machines are required for executing the latter work than the former. Hence the proportion of the machines is six to eleven—that is, six nut-tappers keep eleven bolt cutters in operation to the best advantage. There are twelve drilling machines which move with the regularity of clock work. We might as well have said that a clock works with the regularity of a drilling machine, for what is a clock but a machine? But let this go.

The original of all or nearly all the machines here employed were

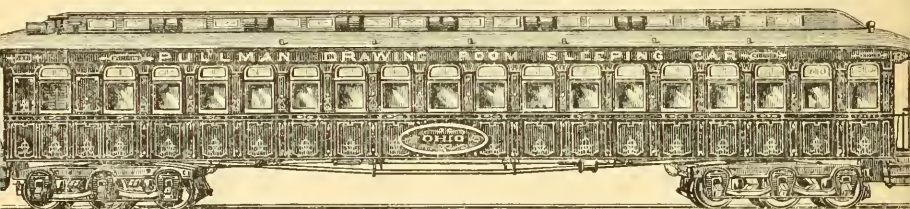


PASSENGER CAR.



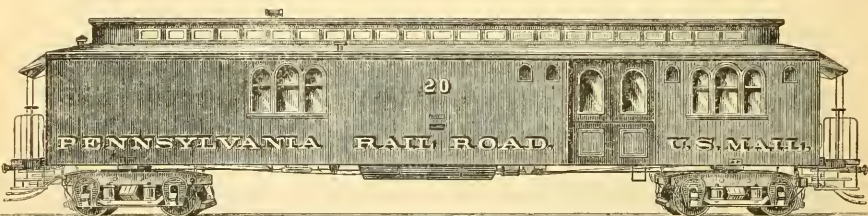
PARLOR CAR.

L. A. R. & C. CO.

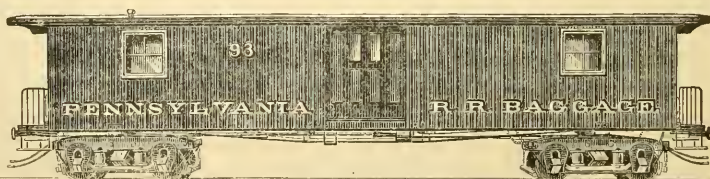


SLEEPING CAR.

L. A. R. & C. CO.



U. S. POSTAL CAR.



BAGGAGE CAR.

obtained from Messrs. William Sellers & Co., and Messrs. William B. Bement & Son, of Philadelphia, in whom, whoever may have been the inventors or patentees, was vested the right to manufacture and sell; and, in the Pennsylvania Railroad company, as we understand it, is now vested the same "right, title and interest."

Taking off and putting on wheels on axles, by hydrostatic pressure, is an interesting operation. From thirty to eighty tons pressure is brought to bear in removing wheels from their axles, and from twenty to forty tons in putting them on. Removing the burnt, warped and twisted wheels from burnt, warped and twisted axles which were in the fire at Pittsburg a few years ago, was a big job. We were shown wheels and axles which were absolutely fused or melted together at the place they were conjoined—but the powerful pressure applied released the one from the other.

Freight car wheels and axles are made of iron, but the axles for passenger cars are constructed of steel, brought from the steel works at Meadville, Penn'a; the Forge and Iron works of Pittsburg, and from various other sources of supply.

Mr. James Sharp has acted as foreman for over nine years, or since the lower shops were built. Indeed it was under his supervision that the necessary machinery for all the lower shops was ordered and put in position. Long before this he was employed by the company in the motive power department.

PASSENGER CAR SHOP.

About one hundred hands are at present employed—the highest number at any one time having been one hundred and thirty-seven. This was during the Centennial year, at which time one hundred passenger cars were built to meet the exigencies of the extensive travel on the road. The force is employed on eight or ten cars at one and the same time.

Mr. Pullman has a shop or shops of his own, yet occasionally an order is sent here for the manufacture of new ones, as well as repairing those which have seen service. Mr. Pullman has an upholstery in Chicago, and one in Jersey City; yet it frequently happens that the upholstering is done by the Pennsylvania Railroad company, it having all the facilities for doing work of this kind in the most elegant manner. Indeed, taking the "Passaic," built in 1877, or any Pullman car built since by the Pennsylvania Railroad company, as an illustration, whatever may be the facilities of Mr. Pullman, it is impossible for him either to construct or furnish cars more luxuriously

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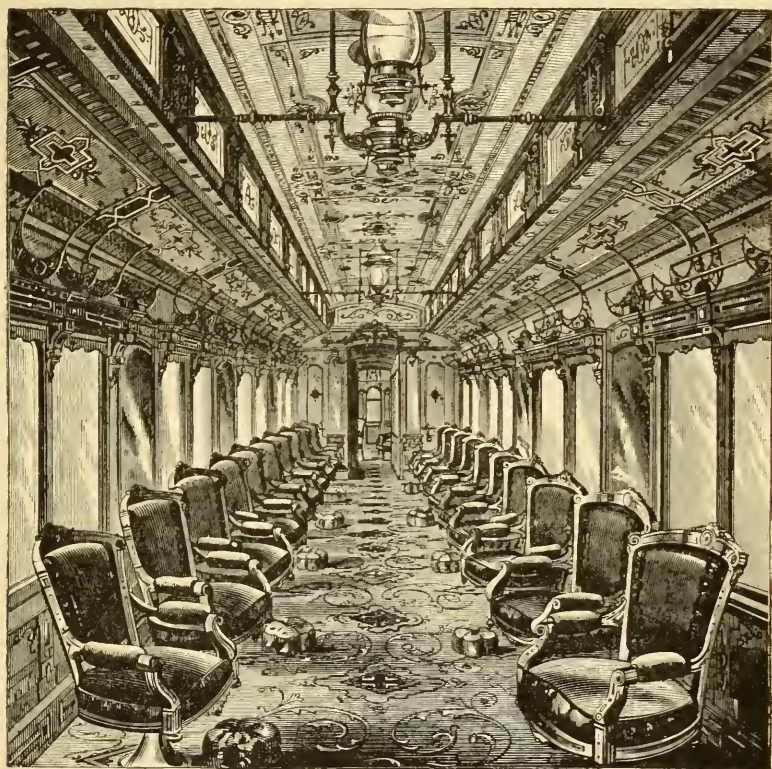
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than those constructed for him by the Pennsylvania Railroad company. The cost of a Pullman car, be it a sleeping, drawing-room, hotel, or parlor car, is from \$14,000 to \$16,000; for a first-class passenger car, \$5,000; and for an ordinary second-class car, \$2,500.



INTERIOR OF PARLOR CAR.

The frame-work of a Pullman is generally made from yellow pine; panels from poplar; posts and trucks from ash. Six-wheel trucks are used, with Westinghouse air brakes to check their movements.

FREIGHT SHOP.

In this department about three hundred and twenty men are at present employed, all skillful workmen. New freight cars, of whatever kind, are not only manufactured here, but all the necessary repairs to those which have seen service are also made. All new cars and repaired cars are painted and lettered before being removed from the freight shop.

The yellow pine used for car floors is brought from Georgia, supposed to be the best in the country; white pine, for roofing, from Michigan; oak from all points of the compass. We will here take occasion to remark that when a requisition for cars is received by John P. Levan, general foreman, he issues orders to the foremen of all the departments for the necessary materials for their construction. The planing mill furnishes the lumber already planed and otherwise prepared; the blacksmith shop all the iron in the forms required, etc. But all this material is used and put together in the freight shop, or round house, as some people call it. The man who planned the freight shop had an eye to business.

BLACKSMITH SHOP.

In this department one hundred and sixty-five men are employed. Every tool and machine for the abridgment of labor that has been devised by the cunning, craft or ingenuity of man is brought into requisition. A description of these tools and machines does not fall within the purview of this sketch further than to say that there are four dead-stroke power hammers, each of which give a hundred pounds' blow; a machine for heading bolts from one and one-half to two inches; two punching machines with power to punch a two-inch hole through two-inch iron; two bolt machines which work from three-eighths to seven-eighths inch, each of which has the capacity to make 1,800 bolts per day; a drill-press able to drill six holes at one operation; four steam hammers—one 500 pounds pressure, another 1,600, another 2,000 and another 2,500 pounds pressure; a machine for welding links, or compress butt welder, capable of welding thirty per hour; machines for forming bullnoses, making links, etc. Almost 400 tons of iron per month is at present used. It comes principally from the Altoona Iron works, this city, the best iron to be obtained; from the Logan Iron and Steel company; from Carnegie & Bros., and Wilson & Walker of Pittsburg, and Benjamin Johnson, of Hollidaysburg. There are fifty-nine forges in the blacksmith shop, the blast for the fires being supplied by a noiseless blower. There is a one-spring furnace for setting springs. There is a split-key machine for manufacturing keys for bolts when not convenient to use nuts. About 640 pounds of these keys—each one weighs about an ounce—are manufactured per day. There are three bolt furnaces and three heating furnaces. The textile strength of the iron used is sixty to sixty-five tons to the inch. Probably the most difficult operation is the manufacture of bullnoses. A great deal of ingenuity and care are brought to bear in their production.

THE PLANING MILL.

This mill, which is the most complete and largest in the United States, is full of interesting objects—interesting to those at least who are proud of progress and improvement. The machines there employed for sawing and dressing lumber are admirable in their construction, and do their work in an admirable manner. There are thirty-nine of them—six boring, eight planing, three tenon, six mortising, one Balster machine, two band saws, one moulding machine and one universal wood worker; besides five rip saws, four cross-cut saws, a saw gummer, saw filer, etc. The engine which drives this machinery, and the machinery also of the other shops, is a double cylinder, 250 horse power, manufactured by the Corliss company of Providence, R. I. It cost \$7,500, and \$1,400 additional for putting it in position, procuring the belting, etc. The principal belting is 32 inches wide. It is formed of a double thickness of leather with canvas between. The flywheel is 20 feet, and size of cylinder, 18x48 inches. By a system of signal gongs the foremen of the various shops can increase or retard the motion of the engine, or, rather, can communicate with the engineer, without leaving their shops, so that he can give them the exact motion they require, be it fast or slow. It is operated by electricity, and proves to be of great convenience. Six boilers—three with eight feet and three with eight feet long and four feet wide fire-boxes—the largest in this portion of the State, supply the steam. They were built at the upper boiler shops by Joseph Nixon, foreman of that department. Five tons of coal per day, together with all the shavings, sawdust, etc., of the planing mill, which is conveyed to the boiler house through pipes, supply the heat for the generation of the steam which drives the engine.

The pipes alluded to, through which the shavings, sawdust, etc., are conducted to the boiler room, with their fans and other appendages, constitute a curious and ingenious apparatus. A description such as we would like to make would occupy too much of our space. Suffice it to say that immediately after the formation of shavings, chips and sawdust, they are sucked into the mouth of the pipes which are pendant over the machines, and, on the "wings of the wind," are hurried through to the boiler house. These pipes are about two feet in diameter, and constructed of tin or sheet-iron, we forget which. There are six of these conductors, each embracing a certain number of pipes and fans in operation. Messrs. Latimore & Davis, of Philadelphia, are the inventors. It is scarcely necessary to add that previous to their introduction a visit to the planing mill, especially if

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a lady or gentleman had their best clothes on, was like passing through a flouring mill, and emerging therefrom covered with dust. Besides, the millions of small particles floating through the atmosphere of the room made it unpleasant for the workmen, and injurious to health. All this, now, is obviated. The place is as free from dust as any of the other shops, for, if perchance some shavings or sawdust fall upon the floor they are quickly sucked into the mouths of the pipes underlying it, for the mouths of these pipes are in close proximity to the machines. There are pipes below as well as above the floor. Formerly from six to eight hands were employed in carrying away the dirt, so to call it. Hence six dollars to eight dollars are saved per day.

The tenon machines were invented by Isaac Dripps, who, at one time, was Superintendent of the Motive Power Department.

The principal planing machine was built by Messrs. R. Ball & Co., of Worcester, Mass. It is sixty-three feet in length, with cog gearing. It is called the "Daniel Planing Machine," a man by that name, we presume, being the inventor of it.

The planing machine next in size and importance is run by belt gearing, and has been in use for about two years. It is thirty-four feet in length and was built by Richards, London & Kelley, of the Atlantic Iron works. It performs 1,700 revolutions a minute.

There is one large four-sided planing machine, humorously called by the men in the shops "the Modoc," whatever name the inventor may have given to it.

As previously stated there are three Allen mortising machines in use. They mortise timber without "laying off," by use of templates.

The building is 357 feet by 70 feet. This includes the new extension completed during the month of August, 1880.

At present about eighty men are employed.

THE TIN SHOP.

The principal work done here is the construction of the roofs of passenger and Pullman palace cars, as well as old freight cars when needing repairs of this kind. New freight cars are now constructed in such a manner that they don't require tin roofing, the boards constituting the roofs being fitted together upon a new waterproof and air-proof principle. Why this principle should not be adopted in the construction of the roofs of passenger and other cars, we will not now take time to inquire. Besides the roofing of cars, all the tin, sheet-iron, (plain or galvanized) brass and copper work which enter into

the construction or constitute the convenience of cars, is here made to assume appropriate form. The stoves, too, used in the cars, are supplied with pipe and all other necessary fixtures. A portion of the round house (freight shop) is devoted to the reception of stoves which need repairs; and arrayed on shelves are duplicates to take the place of those parts of stoves worn out, burnt out, or broken. These stoves and parts of stoves are cast at the foundry of the company at their upper works.

The machines used in the tin shop are such, only, as are generally found in private establishments of the kind, with a few exceptions, one of which is an apparatus, apparently simple in its construction, but in reality evincing much profundity of thought in its invention. It is designed, by one operation, to throw strips of tin into such forms as to cover the gas pipes which traverse the roofs of passenger cars; and it does the work neatly and effectively. Another machine is a spinning lathe not generally found in tinneries conducted by private parties, by means of which a flat piece of tin, copper, zinc or brass is made to assume a great variety of forms, both hollow and cylindrical. It is turned by steam. In size the tin shop is 70x50 feet, affording enough room for fourteen men to "turn around in." When thirty-two men were employed it was tight squeezing.

CABINET SHOP, OR GLUE ROOM.

Were all the cabinet makers in the country to meet in convention for the specific purpose of devising the most suitable building and the most suitable tools, machinery, etc., for starting the cabinet making business on a large scale, or, rather, for the manufacture of such articles as appertain to any specific branch of that business, we do not see how they could do better than the man or men who planned the cabinet shop or glue room (as many call it) of the Pennsylvania Railroad company. With no further introductory remarks we will say that all the veneering, gluing, cutting, carving, mortising, polishing, boring, turning, scolloping, moulding, planing, sawing and twisting all kinds of wood into all kinds of shapes, required for all kinds of work, found inside of ordinary passenger and Pullman palace cars, are here performed by the aid of the best tools and machinery the inventive genius of the country has been able to produce. And these tools and machines are guided by ninety workmen who thoroughly understand such business, a less number by fifty than were employed during a greater portion of the Centennial year. To accomplish the same amount of work, thirty years ago, would have taken about six

thousand five hundred men. This may appear extravagant, but we believe it as firmly as we believe that we are writing this sketch. And then, too, the work is done in an admirable manner. In addition to car furniture, paneling, etc., all the elegant desks and furniture which adorn and render prince-like and comfortable the offices of the railroad officers, all along the line, are manufactured here. The heavy work, such as sawing out lumber, etc., of course is done in the planing mill.

Among the principal machines used, not only for the abridgment of labor, but for their efficiency in executing their work perfectly, we noticed a scroll saw of surprising utility; a "Variety Moulding" machine, which, with its appliances, executes all kinds of moulding, the tool or bit performing about 2,000 revolutions per minute; a machine for planing, grooving, etc.; a slat machine which planes both sides and rounds the edges at a single operation; thirty-three turning lathes; two mounting machines; a tenon machine; hand and rip saws; veneering presses, etc. There is a turning machine, the design of which is to turn flag staffs, thirty-six inches long, in use by flagmen along the road, as well as a vast amount of other work. Preparing flag staffs, formerly, was a difficult thing to do. Let anyone try to make one by hand or even turn one on an ordinary lathe. Then he will appreciate a machine by the use of which 1,000 can be manufactured in one day. Of such a machine we speak. Before its invention lumber by the car load was required to meet the demands for flagstaffs. Now they are made from the off-falls or refuse pieces of wood, fit for no other purpose. A great saving of material is observable, as well as a great reduction of labor. There is another machine which performs a great variety of operations—rounding and polishing strips of wood, cut crosswise, of various diameters, suitable, for instance, as plugs for holes where screws are driven below the surface.

All kinds of wood are used in this department. Among the most valuable are bird-eye maple, French walnut, mahogany, cherry and rosewood.

The shop is one hundred and seventy-five feet in depth and seventy feet wide.

THE PAINT SHOP.

One hundred and forty-eight workmen are at present employed. The capacity of the shop is twenty-four cars—that is, the tracks within the enclosure can accommodate that number at one and the

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GROCERIES, PROVISIONS, FLOUR, FEED

Queensware, Glassware, Wood and Willow-ware, Tobacco and Segars. All kinds of
Fruits and Vegetables in season.

1316 Twelfth Avenue, Altoona, Pa.

DR. J. H. WEAVER,

1004 Seventeenth Street, - Altoona, Pa.
(Near the Bridge.)

Druggist and Pharmaceutist.

A full line Drugs and Chemicals, Patent Medicines, Oils, Paints, Putty, Dye Stuffs,
Toilet and Fancy Articles, Perfumery, best brands of Tobacco and Segars,
Pure Wines and Liquors for Medicinal Purposes. Prescriptions Care-
fully Compounded Day or Night at all hours.

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Booksellers & Stationers,

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Notions, Novelties, etc., of all kinds. Imported and Domestic Segars, Tobacco, etc.
Subscriptions received for Newspapers, Magazines and other periodicals.

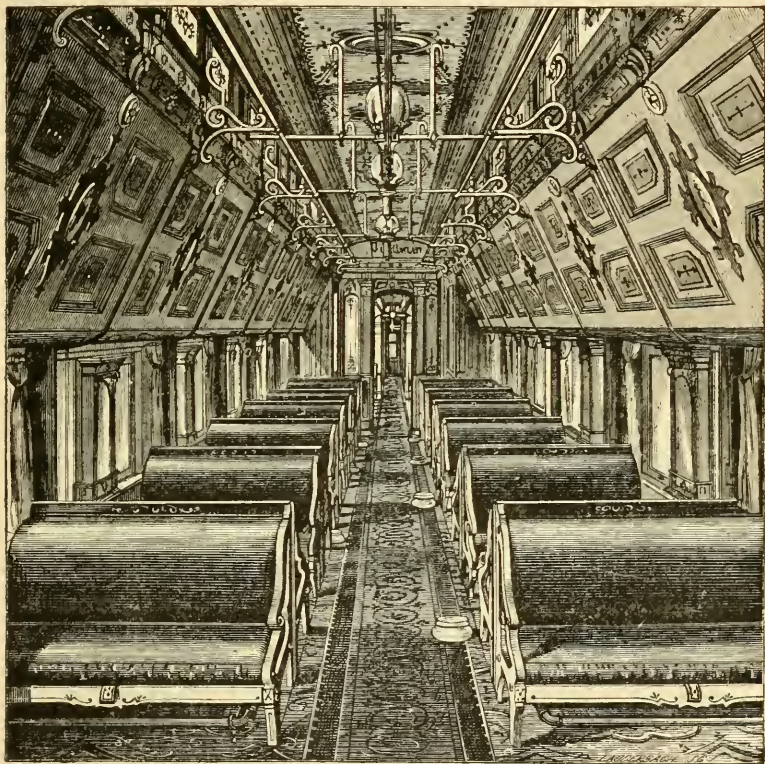
YOUTH'S MIRROR.

A FOUR-PAGE, 16 COLUMN, MONTHLY PAPER.

Printed on Fine Tinted Book Paper and devoted to Choice Poetry, Stories, History
—Natural and otherwise—in fact everything that will interest boys and girls.
Only 30 cents a year. Sample copies free. Agents wanted to canvass
for subscribers. Liberal Terms. Address,

ED. J. SLEP, ALTOONA, PA.

same time, and they are so arranged that men can work to the best advantage. The department of painting embraces a head-lining room in which fifteen men are employed; varnish rooms, sixteen men; freight car room, sixteen men; passenger car room, one hundred men. The principal shop measures 364x70 feet, with eighteen feet pitch of ceiling. A portion of it is two stories high, the upper story containing the varnish and upholstery departments. The force employed in



INTERIOR OF SLEEPING CAR.

painting the passenger cars is divided into gangs of eight men, four employed on inside and four on outside work. A larger number cannot work to as much advantage. Connected with this department is a storeroom, separate building, about 30x50 feet in size, with cellar or basement, which contains large quantities of materials, from which all the paints, colors, tints and shades are made, together with varnishes, paint brushes, glass, putty, etc. As high as \$20,000 worth of

such goods have been stored here at one time. Some very expensive materials are used, such, for instance, as inside car varnish, and outside rubbing, which costs \$3.83 per gallon, and finishing varnish which costs \$5.10 per gallon. Here the paints are mixed, several hands being engaged on this work alone.

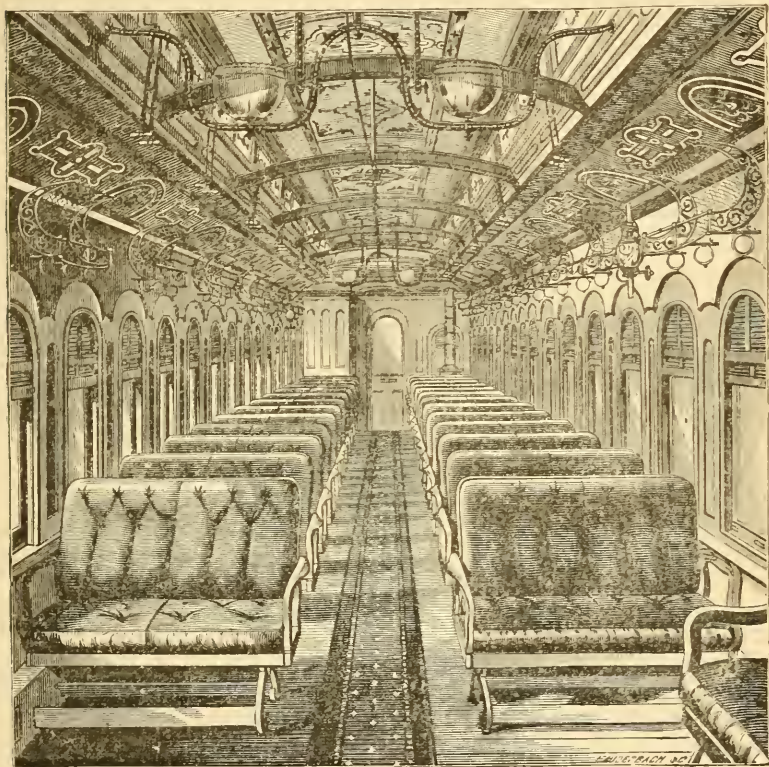
Search the country through and you will be unable to find any set of hands anywhere who can outrival the present force in their knowledge of the blending and application of colors. The work done impresses one with this idea. By "head-linings" the decorations on ceilings of the cars are meant. They are composed of ordinary unbleached sheeting, which, by means of simple appliances, is stretched to its utmost tension on frames placed in an upright position when the painters commence the work of drawing their decorative lines. As in architecture there are various distinct orders, so there are distinct orders of decoration. But we decline to write an essay on the subject.

It is a nice thing, requiring not only a steady hand, but a keen, observant, artistic eye to execute all the fine lines and shades required by the connoisseur who "bosses" the job. Were he not a connoisseur he would evidently be unfit for the position. And here, in the head-line department, more so, probably, than in any other, the skill of the painter is exhibited. But, after all, this work partakes more of mechanical than true artistic skill, from the fact that forms or patterns of representation are previously prepared. With pieces of paper, properly punctured, the lines of the work are temporarily and quickly drawn or struck on the canvas, then followed up with the painter's pencil. But to be appreciated this work must be seen.

UPHOLSTERING DEPARTMENT.

And now a few words about supplying the interior of passenger cars with the necessary furniture to make them comfortable for those who travel. Comfortable, did we say? We mean luxurious. Everything else done, even the painting, the seats with their hair cushions covered with plush are placed in position, the carpets laid, etc., etc. The plush used in the covering of seats is manufactured in France. The raw material consists of the long, silky hair or wool of the Angora goat of Asia Minor. The fabric is beautiful. Plush costs about \$2.37½ per yard, and is generally in strips forty yards in length, of various widths. The hair, which forms the interior of the cushions for seats, or filling in, is principally derived from the manes and tails of horses, mules, etc., which is mixed with a small per centage of

bristles. This hair is spun up, heated, picked, assorted and curled before it is ready for use. Other materials, such as sponge, cotton, etc., have been tried, but have been found lacking that quality of hair, which is highly prized, viz: elasticity. Eight pounds are required to make a double seat—a Pullman mattress requires twenty-five pounds. Its cost is about twenty-five cents per pound.



INTERIOR OF PASSENGER CAR.

The various operations involved in upholstery work we will not attempt to delineate. There are three separate rooms devoted to the upholstery department, to say nothing of the rooms filled with chairs, seats, etc., waiting to be cushioned and equipped. The room in which is stored various kinds of materials has held \$25,000 worth at one time; the stock now amounts to about \$10,000. During a portion of the Centennial year when work was brisk, twenty-six men were employed. At present only fourteen men are at work.

ESTABLISHED 1860.

ALTOONA BAKERY,
A. F. HEESS, PROPRIETOR,
713 Thirteenth Street, Altoona, Pa.

MANUFACTURES

FRESH BREAD ^{and} CRACKERS,
AND ALL KINDS OF
FANCY AND COMMON CAKES.

Large Cakes Baked to Order on Short Notice at Reasonable Terms.

ED. MOUNTNEY,
HOUSE AND SIGN PAINTER, GRAINER,
KALSOMINER, PAPER HANGER, Etc.
Eleventh Avenue and Eleventh Street, (Opera House Building,) Altoona, Pa.

I challenge any Knight of the Paint Brush in Altoona or Blair County, to produce better specimens of GRAINING, or equally as good. Many who boast of their proficiency in this art, don't understand its rudiments. Work of all kind executed promptly, with true artistic elegance and at lowest prices.

F. THEBAULT RIVAILLES, M. D.

1124 ELEVENTH AVENUE,

(OVER NELSON'S JEWELRY STORE,)

ALTOONA, PA.

OFFICE HOURS: { 9 to 11 a. m.
 { 2 to 4½ p. m.
 { 7 to 9 p. m.

Consultations in French and German,

In conclusion, the window blinds for all the telegraph stations along the line are manufactured in this department. The harness for horses of the company are here kept in constant repair, and new sets of harness are also made when required.

BEATTY'S SHOP.

This building, called Planing Mill No. 1, was originally erected for the Maintenance of Way department, but since appropriated to the use of the Car department. Among the most ingenious devices is a machine for turning handles for picks, axes, etc.



RESIDENT OFFICERS, PENNSYLVANIA RAILROAD CO.

OFFICE GENERAL SUPERINTENDENT.

Charles E. Pugh, general superintendent.
Thomas J. Maitland, chief clerk.
Robert E. Pettit, principal assistant engineer.
J. Chester Wilson, electrician.
John R. Bingaman, chief clerk maintenance of way.

OFFICE SUPERINTENDENT MOTIVE POWER.

Theodore N. Ely, superintendent motive power.
Joseph Wood, assistant engineer.
J. B. Collin, mechanical engineer.
B. F. Custer, chief clerk.
G. W. Strattan, master mechanic.
F. D. Cassanave, assistant master mechanic.
Dr. Charles B. Dudley, chemist.
John W. Cloud, engineer of tests.

OFFICE SUPERINTENDENT TRANSPORTATION.

John Reilly, superintendent transportation.
Frank T. Bishop, chief clerk.
George W. Jones, chief car accountant.
W. F. Taylor, chief operator.

FOREMEN AND ASSISTANT FOREMEN OF MOTIVE POWER SHOPS.

Peter Moore, foreman lathe shop.
Jacob Cain, foreman telegraph shop.
W. B. Ford, foreman erecting shop.
A. C. Davis, assistant foreman erecting shop.
A. C. Vauclain, assistant foreman erecting shop.
Ludwig Kiefer, foreman vise shop.
Joseph Davis, assistant foreman vise shop.
W. H. Jackson, foreman round house No. 1.
George Rosenberger, foreman carpenter shop.
Thomas I. McKiernan, assistant foreman carpenter shop.
George F. McNoldy, foreman cab shop.
George W. Arthur, foreman round house No. 3.
John H. Carr, assistant foreman round house No. 3.
George Hawkesworth, foreman smith shop.
William Cook, assistant foreman smith shop.
Joseph Nixon, foreman boiler shop.
C. W. Mason, foreman paint shop.
C. N. Pimlott, foreman tin shop.
W. T. Miller, foreman wheel shop.
Samuel Abrahams, foreman pattern shop.
A. H. Maxwell, foreman iron foundry.
W. C. Jacobs, assistant foreman iron foundry.
H. H. Stone, assistant foreman iron foundry.
Thomas Baxter, foreman brass foundry.
Jacob N. Barr, foreman wheel foundry.
Edward Spielman, assistant foreman wheel foundry.
Edward McLean, assistant foreman wheel foundry.
A. C. McCartney, foreman coal wharf.
Jacob Gearhart, foreman laborers.

FOREMEN AND ASSISTANT FOREMEN OF CAR SHOPS.

John P. Levan, general foreman.
Andrew Kipple, foreman freight car shop.
George W. Ehrhart, assistant foreman freight car shop.
Levi Geesey, foreman passenger car shop.
Isaac Beck, assistant foreman passenger car shop.
John L. Burley, foreman cabinet shop.
Samuel M. Houston, assistant foreman cabinet shop.
Fred S. Ball, foreman car paint shop.

William Dwyer, assistant foreman car paint shop.
Richard Rowan, foreman house painters.
Joseph Maize, assistant foreman house painters.
James Sharp, foreman machine shop.
John A. Hindman, assistant foreman machine shop.
Harry A. Folk, foreman smith shop.
Alex. Eberle, assistant foreman smith shop.
Walter K. Beatty, foreman planing mill No. 1.
Samuel Hook, assistant foreman planing mill No. 1.
George L. Freet, foreman planing mill No. 2.
William A. Decker, assistant foreman planing mill No. 2.
Chambers E. Springer, foreman lumber yard.
Charles L. Fettingner, assistant foreman lumber yard.
Charles C. Mason, foreman trimming shop.
Philip L. Stroh, assistant foreman trimming shop.
Adam B. Hamilton, foreman tin shop.
David Koch, assistant foreman tin shop.
Daniel Houseman, foreman outside laborers.
Edwin A. Myers, assistant foreman outside laborers.
Thomas Myers, foreman gas fitters.
James Torrens, assistant foreman gas fitters.
John W. Colyer, foreman brick layers.

George N. Anderson, despatcher, Altoona yard.
Charles P. McCully, supervisor, Altoona yard.
John McCormick, assistant train master, Pittsburg division.
James H. Cramer, assistant train master, middle division.

HOWARD TIPTON'S
LIVERY, SALE
— AND —
BOARDING STABLE

GOOD, SAFE STOCK. STYLISH VEHICLES.

PRICES LOW AND SATISFACTION GUARANTEED.

1017 ELEVENTH AVENUE, ALTOONA, PA.

CAMPBELL & COLE,

— DEALERS IN —

DRY GOODS,
GROCERIES, FLOUR, FEED,
PROVISIONS OF ALL KINDS IN SEASON.

AN ESPECIALLY LARGE STOCK OF

Carpets and Oil Cloths,
BOOTS, SHOES, ETC.

Corner 8th Avenue and 13th Street, Altoona, Pa.

CITY GOVERNMENT.

By referring to pages 61-2-3 the reader will be enabled to infer what kind of a town or hamlet Altoona was previous to its erection into a borough, which occurred on February 6, 1854. We append a list of the burgesses:

George W. Patton.....	1854-5	John Allison.....	—*
Thomas McCauley.....	1856	William Leonard.....	—*
James Lowther.....	1857	John Baert.....	1866
Enos M. Jones.....	1858-9	H. Fettinger, sr.....	1867
W. C. McCormick.....	1860		

In February, 1868, Altoona received a city charter. Through the courtesy of John McNevin, who has been the efficient clerk of the city council since 1876, we have obtained a list of the officers who have controlled our municipal affairs up to the present time, which we submit:

NAMES OF MAYORS AND YEAR OF ELECTION.

George Potts.....	1868	Thomas W. Hurd.....	1878
David Kinch.....	1872	W. T. Howard.....	1880
D. A. Gilland.....	1874		

NAMES OF CITY TREASURERS AND TERM OF OFFICE.

James Lowther.....	1868	W. C. Galbraith.....	1876
Thomas Elway.....	1870	John C. Sullivan.....	1878
Jacob Snyder.....	1872	W. S. Bittner.....	1880
John H. Carr.....	1874		

CITY RECORDER.

Thomas H. Greevy.....	1878-83
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MEMBERS OF COUNCIL.

1868.

1st ward, D. K. Ramey, H. C. Dern
2nd ward, W. B. Bartley, John Delahunt.
3rd ward, T. I. McKiernan, *W. Murray.
4th ward, J. N. Glandling, A. H. Maxwell.
5th ward, David Robison, James Smith.
6th ward, Phillip Fadle, John Rocket.

1869.

1st ward, H. C. Dern, Jacob Snyder.
2nd ward, J. W. Devlin, Andrew Kipple.
3rd ward, *W. Murray, R. A. O. Kerr.
4th ward, A. H. Maxwell, John H. Carr.
5th ward, James Smith, Jno. W. Robison.
6th ward, John Rocket, John O'Toole.

1870.

1st ward, Geo. W. Stewart, Pat. Green.
2nd ward, Andrew Kipple, Henry Elway.
3rd ward, *R. A. O. Kerr, E. M. Jones.
4th ward, John H. Carr, Clement Jaggard.
5th ward, J. W. Robison, H. N. Anderson.
6th ward, John O'Toole, Joseph Long.

1871.

1st ward, Robert Green, D. K. Ramey.
2nd ward, Henry Elway, John Lloyd.
3rd ward, *E. M. Jones, R. A. O. Kerr.
4th ward, H. N. Anderson, Sam'l Sprinkle.
5th ward, C. Jaggard, W. S. Douglass.
6th ward, Joseph Long, J. C. McCloskey.

1872.

1st ward, D. K. Ramey, J. W. Curry.
2nd ward, John Lloyd, James Clabangh.
3rd ward, *R. A. O. Kerr, J. Capstick.
4th ward, W. S. Douglass, T. I. McKiernan.
5th ward, Sam'l Sprinkle, H. N. Anderson.
6th ward, J. McCloskey, J. T. McDonald.

1873.

1st ward, J. W. Curry, Jno. Clingerman.
2nd ward, James Clabangh, R. J. Crozier.
3rd ward, J. Capstick, *Jno. Swartz.
4th ward, T. I. McKiernan, Sam'l Lloyd.
5th ward, H. N. Anderson, John Lloyd.
6th ward, J. T. McDonald, Jno. Rockett.
7th ward, David Walker, J. C. McCartney.
8th ward, J. F. Beegle, G. A. Smith.

*We are unable to obtain precise dates for Allison and Leonard.

†John Baer served but three months. His unexpired term was filled by H. C. Dern, at that time president of the council.

MEMBERS OF COUNCIL—CONTINUED.

1874.

1st ward, Jno. Clingerman, Fred Olmes.
 2nd ward, R. J. Crozier, D. S. Markey.
 3rd ward, Jno. Swartz, A. G. Sink.
 4th ward, *Sam'l Lloyd, Albert Heess.
 5th ward, John Lloyd, William Stoke.
 6th ward, John Rockett, Jno. F. Storm.
 7th ward, David Walker, J. C. McCartney.
 8th ward, J. F. Beegle, F. S. Ball.

1875.

1st ward, F. W. Olmes, George Metz.
 2nd ward, *D. S. Markey, G. J. Akers.
 3rd ward, A. G. Sink, James Harkins.
 4th ward, A. F. Heess, Sam'l Lloyd.
 5th ward, Wm. Stoke, C. Hanser.
 6th ward, Jno. Storm, F. D. Casanave.
 7th ward, J. C. McCartney, J. Gearhart.
 8th ward, F. S. Ball, David Koch.

1876.

1st ward, George Metz, A. Ake.
 2nd ward, G. J. Akers, Blain McCormick.
 3rd ward, James Harkins, *A. G. Sink.
 4th ward, Sam'l Lloyd, W. W. Smith.
 5th ward, C. Hanser, Geo. W. Detwiler.
 6th ward, F. D. Casanave, Jno. O'Toole.
 7th ward, J. Gearhart, N. T. Cunningham.
 8th ward, David Koch, Wm. Decker.

1877.

1st ward, A. Ake, S. Taylor.
 2nd ward, B. McCormick, James Lutz.
 3rd ward, *A. G. Sink, J. L. Reitsnyder.
 4th ward, H. W. Snyder, J. G. Flanigan.

5th ward, Geo. W. Detwiler, Paul Sharp.
 6th ward, Jno. O'Toole, F. D. Casanave.
 7th ward, N. T. Cunningham, W. McGill.
 8th ward, W. M. Decker, G. W. Cessna.

1878.

1st ward, Sampson Taylor, J. F. Bowman.
 2nd ward, James Lutz, Jno. M. Klein.
 3rd ward, J. L. Reitsnyder, Frank Molloy.
 4th ward, J. G. Flanigan, H. B. Kendig.
 5th ward, Paul Sharp, C. C. Mateer.
 6th ward, *F. D. Casanave, D. G. Owens.
 7th ward, N. T. Cunningham, H. S. Morgan.
 8th ward, Geo. W. Cessna, J. B. Burket.

1879.

1st ward, Jno. Bowman, Sampson Taylor.
 2nd ward, Jno. M. Klein, W. B. Bartley.
 3rd ward, *Frank Molloy, A. F. Kerr.
 4th ward, H. B. Kendig, A. H. Maxwell.
 5th ward, C. C. Mateer, Jno. Flanigan.
 6th ward, D. G. Owens, F. D. Casanave.
 7th ward, H. S. Morgan, Harry Geesey.
 8th ward, John B. Burket, F. S. Ball.

1880.

1st ward, S. Taylor, A. L. McCartney.
 2nd ward, W. B. Bartley, Zac. Endress.
 3rd ward, A. F. Kerr, *Frank Molloy.
 4th ward, A. H. Maxwell, H. W. Snyder.
 5th ward, Jno. Flanigan, M. Keough.
 6th ward, F. D. Casanave, Thomas Miller.
 7th ward, Harry Geesey, Rinehart Line.
 8th ward, F. S. Ball, Jas. D. Brannan.

Members marked thus * were presidents of council.

SECRETARIES OF COUNCIL.

J. W. McKinney.....	1868-70	T. B. Patton.....	1873-5
T. B. Patton.....	1871	John McNevin.....	1876-80
Timothy Brophy.....	1872		

NAMES OF SOLICITORS.

D. J. Neff.....	1868-70	H. H. Herr.....	1875-6
Neff & Riley.....	1871	A. V. Dively.....	1877
S. M. Woodcock.....	1872	Alexander & Herr.....	1878
D. J. Neff.....	1873	J. G. Flanigan.....	1879-80

NAMES OF CIVIL ENGINEERS.

E. F. Lytle.....	1872-3	J. B. Haupt.....	1875
William McDonald.....	1874	William McDonald.....	1879-80

SUPERINTENDENT OF WATER DEPARTMENT.

John A. Baer.....	1875-80
-------------------	---------

NAMES OF POLICEMEN.

Arthur Storm.....	1868-9	Jacob Holtzman.....	1875
J. A. Whitmer.....	1868-70	John Coho.....	1876-8
H. B. Foreman.....	1870-1	George D. Randolph, chief.....	1877
G. W. Hazzard.....	1871	Charles W. Whittle.....	1877
J. A. Westbrook, chief.....	1872-3	James P. McDonald, chief.....	1878
William Robeson.....	1872-3	George D. Randolph.....	1878
J. K. Ely.....	1872-3	Abram Myers.....	1878-80
John H. Cooke.....	1873	H. E. Fettinger.....	1878-9
Benjamin Burley.....	1873-5	Jacob Holtzman, chief.....	1879
Theodore Doll.....	1873	James Allen.....	1879-80
T. S. Riley, chief.....	1874	James Powell, chief.....	1880
W. T. Howard.....	1874-5	John Kimmel.....	1880
J. M. Lantz.....	1874	C. A. Dotzler.....	1880
George D. Randolph.....	1874-6	Anton Schittkopf.....	1880
W. W. Smith, chief.....	1875-6	Chas. W. Whittle, special police.....	1880

NAMES OF STREET COMMISSIONERS.

George D. Randolph.....	1868	Bernard Kolley	1875
Hugh McCartney.....	1869	C. N. Atkinson.....	1876-9
William Fox.....	1870-2	John Rockett.....	1880
Sampson Taylor.....	1873-4		

ALDERMEN.

First, Third and Seventh wards—B. F. Rose.
 Second, Fourth and Eighth wards—W. B. Blake.
 Fifth and Sixth wards—John O'Toole.

CONSTABLES.

Jackson Gibbs—second term—West side.
 Joseph W. Dougherty—third term—East side.

CITY FINANCES.

For the fiscal year, ending December 31, 1879, the receipts of the city treasurer had been \$21,419.99, and his expenditures \$20,165.23, leaving a balance in his hands of \$1,254.76. The outstanding indebtedness of the city up to the time specified was: City fund, \$7,128.01; water fund, \$207,310.05; improvement fund, \$155,010.00—total, \$369,448.06.

We append a tabular statement by wards of the number of taxables in the city, the valuation of property and the assessments:

	Taxables.	Valuation.		Taxables.	Valuation
First ward.....	634	\$325,060	Sixth ward.....	838	\$210,757
Second ward.....	821	239,501	Seventh ward.....	251	121,575
Third ward.....	505	393,900	Eighth ward.....	487	103,075
Fourth ward.....	619	398,165			
Fifth ward.....	746	187,625	Total.....	4,901	\$1,979,658

THE ASSESSMENTS.

	City Tax.	Water Tax.	Improvement	Total.
First ward.....	\$1,950 36	\$3,250 60	\$1,300 24	\$6,501 20
Second ward.....	1,437 01	2,395 01	958 00	4,790 02
Third ward.....	2,363 40	3,939 00	1,575 60	7,878 00
Fourth Ward.....	2,388 99	3,981 65	1,592 66	7,963 30
Fifth ward.....	1,125 75	1,876 25	750 50	3,752 50
Sixth ward.....	1,264 54	2,107 57	843 03	4,215 14
Seventh ward.....	729 45	1,215 75	486 30	2,431 50
Eighth ward.....	618 45	1,030 75	412 30	2,061 50
Total.....	11,877 95	19,796 58	7,918 63	39,593 16

FRIES BROS.

DEALERS IN ALL KINDS OF

HARDWARE,

Paints, Oils, Glass, Putty,

Table and Pocket Cutlery, Silver-plated Ware, and everything kept in a
First-class Hardware Store.

HEATERS, RANGES, STOVES,

ALL OF THE LATEST IMPROVED PATTERNS.

Tin, Copper and Sheet-iron Ware, Pumps, and a general
variety of Wooden Ware.

SPORTSMEN'S GOODS:

GUNS, REVOLVERS, POWDER,
SHOT, FISHING TACKLE, ETC.

ROOFING, SPOUTING AND REPAIRING PROMPTLY DONE.

1313 Eleventh Avenue,

-

Altoona, Pa.

GENERAL DIRECTORY OF ALTOONA.

ALTOONA AVENUES AND STREETS.

Bell's avenue, from eastern limits of city to Fourth street.

Crawford avenue, from eastern limits of city to Eleventh street.

First avenue, from eastern limits of city to Nineteenth street.

Second avenue, from east to west boundary or limits.

Third avenue, from east to west boundary or limits.

Fourth avenue, from east to west boundary or limits.

Fifth avenue, from east to west boundary or limits.

Sixth avenue, from east to west boundary or limits.

Seventh avenue, from western limits to township road, between First and Second streets.

Eighth avenue, from intersection of township road, between Third and Fourth streets, to Union avenue.

Ninth avenue, from western limits of city to Fourth avenue.

Tenth avenue, from Eighth to Sixteenth streets, and from Eighteenth street to western limits of city.

Eleventh avenue, from Seventh street to western limits.

Twelfth avenue, from Eleventh to Sixteenth streets, and from Eighteenth street to city limits.

Thirteenth avenue, from Eleventh to Sixteenth streets, and from Eighteenth street to western limits.

Fourteenth avenue, from Eleventh to Fourteenth streets, and from Eighteenth to Twenty-fifth streets.

Fifteenth avenue, from Eleventh to Thirteenth streets.

Sixteenth avenue, from Tenth to Sixteenth streets, and from Dry Gap road to Twenty-third street.

Seventeenth avenue, from Tenth street to Coleman's road.

Eighteenth avenue, from Tenth street to Coleman's road.

Fairview avenue, from cemetery to eastern limits.

Calvert avenue, from cemetery to eastern limits.

Caldwell avenue, from cemetery to west Second street.

Green avenue, from Seventh to Eleventh streets.

Chestnut avenue, from Seventh to Eleventh streets.

Lexington avenue, from Eighth to Eleventh streets.

Howard avenue, from Eighth to Eleventh streets.

Union avenue, from Eleventh avenue to Twenty-seventh st., west.

Hamilton avenue, from cemetery to eastern limits.
Broad street, from Union avenue to western limits.
Margaret street, from Sixteenth street to Union avenue.
Beale street, from Union avenue to western limits.
West Chestnut street, from Twenty-third street to western limits.
Maple street, from Twenty-third street to western limits.
Oak street, from Twenty-fourth street to western limits.
Walnut street, from Twenty-fourth street to western limits.
Middle street, from Twenty-fifth street to western limits.
Lombard street, from Seventh street to city limits east.
East Chestnut street, from Fourth street to city limits.
Hickory street, from Fourth street to eastern city limits.
East Walnut street, from Fourth street to eastern city limits.
Greedy street, from Lombard street to northern city limits.
East First street, from Lombard street to northern city limits.
East Second street, from southern limits to Seventh street.
West Second street, from Lombard to northern city limits.
East Third street, from southern limits to Eighth avenue.
West Third street, from Lombard street to northern limits.
Fourth street, from southern to northern limits.
Fifth street, from southern limits to Ninth avenue.
Sixth street, from southern limits to Ninth avenue.
East Seventh street, from southern limits to Ninth avenue.
West Seventh street, from Eleventh avenue to Lombard street.
East Eighth street, from southern limits to Ninth avenue.
West Eighth street, from Green avenue to Lexington avenue.
Ninth street, from southern to northern limits.
East Tenth street, from southern limits to Eighth avenue.
West Tenth street, from Green avenue to Wopsonnonock road.
East Eleventh street, from Third to Ninth avenues.
West Eleventh street, from Tenth avenue to northern limits.
Twelfth street, from southern to northern limits.
East Thirteenth street, from southern limits to Ninth avenue.
West Thirteenth street, from Tenth avenue to northern limits.
East Fourteenth street, from southern limits to Ninth avenue.
West Fourteenth street, from Tenth avenue to northern limits.
East Fifteenth street, from southern limits to Ninth avenue.
West Fifteenth street, from Tenth avenue to northern limits,
East Sixteenth street, from southern limits to railroad.
West Sixteenth street, from Tenth avenue to city limits.
Seventeenth street, from southern limits to Dry Gap road.

West Seventeenth street, from Tenth avenue to Dry Gap road.
 Bridge street, from Eleventh avenue to P. R. R.
 East Eighteenth street, from southern limits to Ninth avenue.
 West Eighteenth street, from Tenth to Union avenues.
 East Nineteenth street, from southern limits to Union avenue.
 West Nineteenth street, from Tenth avenue to city limits.
 East Twentieth street, from southern limits to Union avenue.
 West Twentieth street, from Tenth avenue to city limits north.
 East Twenty-first street, from southern limits to Broad street.
 West Twenty-first street, from Tenth avenue to city limits north.
 East Twenty-second street, from southern limits to Broad street.
 West Twenty-second street, from Tenth avenue to limits north.
 East Twenty-third street, from southern limits to Eighth avenue.
 West Twenty-third street, from Tenth avenue to Broad street.
 Twenty-fourth street, from southern to northern limits.
 Twenty-fifth street, from southern to northern limits.
 East Twenty-sixth street, from southern limits to Seventh avenue.
 West Twenty-sixth street, from Ninth avenue to northern limits.
 Twenty-seventh street, from southern limits to Seventh avenue.

ASSOCIATIONS.

Altoona Association, No. 2, of the Independent Order of Philozatheans
 Altoona Mechanics' Library and Reading Room Association.
 Bethany Circle B. U. of Pa., (H. F.) No. 20.
 Cresson Council, No. 108, Jr. O. U. A. M.
 Freight Shop Aid Association.
 Moses Montefiore Lodge, No. 308, I. O. B. B.
 Mountain City Council, No. 198, O. U. A. M.
 Mystic Castle, No. 27, A. O. K. of M. C.
 Railroad Men's Christian Association.
 Rising Sun Circle, No. 50, B. U. (H. F.) of Pa.
 St. John's Literary and Benevolent Association.
 Sodality of the Blessed Virgin.
 Young Men's Christian Association.

BUILDING AND LOAN ASSOCIATIONS.

Altoona.	Keystone.
Allegheny.	Logan.
Enterprise.	Mechanics'.
Franklin.	Washington.

IMPROVED ORDER OF RED MEN.

Tammany Tribe, No. 85.
 Winnebago, Tribe, No. 35.

INDEPENDENT ORDER OF ODD FELLOWS.

Altoona Encampment, No. 129.
 Altoona Lodge, No. 473.
 Amelia Degree Lodge, Daughters of Rebekah.
 Eudora Degree Lodge, Daughters of Rebekah, No. 87.
 Eleanor Degree Lodge, Daughters of Rebekah, No. 21.
 Mountain City Lodge, No. 837.
 Vernandah Lodge, No. 532.

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AFTER SHAVING.

IT BEATS BAY RUM. Ladies use it to remove Skin Irruptions. Prevents hair from falling out. **PRICE, 75 CENTS PER BOTTLE.**

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N. P. MERVINE.

NEFF & MERVINE,

Attorneys and Counsellors at Law,

OFFICE: 13th Street, bet. 10th and 11th Avenues,

ALTOONA, PA.

JOHN O'TOOLE,

ALDERMAN,

OFFICE: Corner Eleventh Avenue and Seventeenth Street, Altoona, Pa.

Conveyancing attended to and Collections promptly made.

KNIGHTS OF PYTHIAS.

Logan Lodge, No. 79.
White Cross Lodge, No. 354.

MASONIC.

Logan Lodge, No. 490, F. & A. M.
Mountain Lodge, No. 281, F. & A. M.
Mountain Chapter, No. 189, R. A. M.
Mountain Council, No. 9, R. & S. M.
Mountain Commandery, No. 10, K. T.

AMUSEMENTS.

Altoona City Opera House: Eleventh street and Eleventh avenue: seats 1,200: stage 27x35; ten sets of scenery; proprietor, Joseph Watson: manager and bill poster, J. Cloyd Kreider.

SILVER GREY SOCIAL CLUB.

Organized August 20, 1879; composed of elderly gentlemen, of excellent social standing, whose ages probably average 60 years. President, Robert Alexander; vice president, Allen McGlathery; treasurer, John Miller; secretary, H. Fettingner, Sr.: number of members, 50.

TELEGRAPH OFFICES.

American Union Telegraph Company, Logan House.
Western Union Telegraph Company, Logan House.

POST OFFICE.

Twelfth street, between Tenth and Eleventh avenues; office hours, 7 A. M. to 8.30 P. M.: Sundays, from 9.30 to 10.30 A. M.: legal holidays from 7 to 10 A. M., and 7 to 8.30 P. M.: T. Blair Patton, postmaster: James E. Winn, assistant: registry clerk, W. P. Patton: delivery clerk, A. S. Johnson.

MUSICAL ORGANIZATIONS.

The art or science of harmonious sounds, or the production of simultaneous sounds in accord or harmony, is evidently well understood by the various instrumental and vocal musical associations of Altoona. Of this we justly feel proud. Taking into consideration all the circumstances, nothing but unqualified praise is due, both individually and collectively, to the gentlemen who furnish our local musical entertainments. We give a list of the members of the bands, alphabetically arranged, with their instrumentation:

ALTOONA CITY BAND.

Organized in 1855; Jule A. Neff, leader; A. C. Brown, drum major.

Armstrong, Irvin, baritone.
Canty, Patrick, 1st E flat cornet.
Carr, Wm. K., 1st D flat cornet.
Clabaugh, Andrew, solo alto.
Cunningham, Newton F., bass drum.
Durnbaugh, Harry, E flat bass.
Fettingner, Charles L., cymbals.
Grimme, Ignatius, piccolo.
Hammer, Florian, 1st E flat clarinet.
Hargraves, George, 2d tenor trombone.
Hargraves, James, euphonon.
Jones, Wm. D., 1st B flat tenor.

Letford, John, 1st tenor trombone.
Labe, Harry, glockenspiel.
Matthews, James, 2 B flat tenor.
Stewart, G. M., 1st alto.
Sidel, John, 2d alto.
Snyder, Ed., E flat bass.
Stout, Charles, snare drum.
Thomasburger, F., 1st B flat clarinet.
Willis, Ed., 2d B flat cornet.
Westbrook, W. D., 3d B flat cornet.
Weidlich, Stephen, 2d B flat clarinet.
Wolf, Wm. H., snare drum.

MOUNTAIN CITY BAND.

Organized in 1875; Nelson Graham, leader; M. M. Rush, drum major.

Burkett, Geo. W., 1st alto.	Kipp, George, E flat tuba.
Black, Edward, cymbals.	Mintell, Roman, baritone.
Barkheimer, M. M., bass drum.	Myers, Ellsworth, piccolo.
Burkett, John B., 2d E flat cornet.	Miller, —, 2d tenor.
Coyle, B. J., snare drum.	Shoemaker, Henry F., 2d B flat cornet.
Davis, Abraham, snare drum.	Ward, Joshua T., trombone.
Ehrhart, George W., tuba.	Wahl, Joseph F., 1st tenor.
Elliott, Howard, B flat cornet.	Ward, William, 2d alto.
Forry, Robert, solo alto.	Walters, Charles L., solo B flat cornet.

JUNIOR GREYS' BAND.

Organized Sept. 1, 1877; G. W. Dunlap, leader; George Blackburn, drum major.

Bolger, S. P., baritone.	Meredith, William, solo alto.
Davis, G. W., E flat cornet.	Patterson, Charles C., bass drum.
Foust, Samuel, bass.	Renner, Charles W., 1st B flat cornet.
Graft, David L., snare drum.	Stouffer, J. D., 3d B flat cornet.
Huffman, Harry, 1st alto.	Stover, Jacob, 2d B flat cornet.
Jackson, B. D., E flat cornet.	Stover, J. H., 2d tenor.
Kerline, Cloyd W., 1st tenor.	Salsburg, C. C., cymbals.
Kuhns, L. M., bass.	White, Judson, 2d alto.

CITIZENS' CORNET BAND.

Organized in 1878; A. Filer, leader.

Baird, James M., E flat bass.	Nolan, Thomas, E flat clarinet.
Beason, Thos., 1st B flat tenor.	Stouffer, H. W., E flat cornet.
Cantner, John, 2d B flat tenor.	Shade, Howard, 1st E flat alto.
Dibert, William, 2d E flat alto.	Speece, John, cymbals.
Hikes, G. W., solo E flat alto.	Snell, H. F., E flat cornet.
Hoffman, D. F., E flat bass.	Waite, D. A., baritone.
Lindsey, H. M., snare drum.	Waggoner, George, bass drum.
Miller, C. W., E flat cornet.	

GERMAN SOCIAL CORNET BAND.

Organized September, 1878; president, Andrew Auer; vice president, John H. Schmidt; secretary, George Bender; treasurer, John Foster; leader, John Foster.

FROHSINN SINGING SOCIETY.

Organized in 1862; 135 members; president, E. Zensch; secretary, Oscar Hanson; treasurer, Jacob Rink; teacher, J. F. Maeder. New hall erected in 1877.

CONCORDIA SINGING SOCIETY.

Organized in 1870; 126 members; president, Balzer Wolf; vice president, Henry Vetter; secretary, Geo. Hauser; treasurer, Geo. Koelle, jr.; director, Fred. Ehredt.

THE MILITARY.

Considering its age our city enjoys a fair share of military renown. During the war of the rebellion it furnished its quota of men with cheerfulness and alacrity, none of whom brought disgrace upon the flag of our country.

The first company formed in Altoona (1854) was called the "Logan Rangers." H. J. Lombeart was captain; John L. Piper, first lieutenant; Harry Sellers, second lieutenant, and William Renner, third lieutenant. The company numbered about sixty men, many of the survivors still living in Altoona and Blair county. The late Col. John L. Piper, who entered as first lieutenant, afterwards became captain, who was succeeded by Jacob Zink. When this company disbanded another was formed, many of the members of the old company entering into its organization. Jacob Zink was captain; R. J.

Crozier, first lieutenant, and Fred. Schillinger, second lieutenant. It was mustered into the United States service as Company E, 3rd Pa. Vols., April 20, 1861, and served three months.

The Altoona Guards was organized in September, 1854. P. S. Reed was captain; Henry Wayne, first lieutenant, and Ezra Ale, second lieutenant. In the spring of 1855 Captain Reed went west, when Lieutenant Wayne was made captain. Both these men had seen active service—Reed in the Mexican war, and Wayne in the Florida war. On the 20th of April, 1861, the company was mustered into service, under Captain Wayne, as Company B, 3rd Pa. Vols., and was mustered out at expiration of service, July 29, 1861. In the following month the company was re-organized and, on the 26th day of that month, was mustered in as Co. F, 76th regiment Pa. Vols., for three years, with Henry Wayne as captain, who was killed in action at Pocotaligo, South Carolina, on October 22, 1862. On the 28th day of November, 1864, the remnant of the company was mustered out of service. The majority of the men had been killed or discharged on account of wounds and other disabilities.

A company of one hundred men was organized, partly through the instrumentality of Mortimer B. Morrow, and was mustered as Company I, 205th regiment Pa. Vols., on September 2, 1864. Ira R. Shipley was captain; John A. McCahan, first lieutenant, and Henry Elway, second lieutenant. On the 30th of October the captain was discharged. John A. McCahan superseded him, and Henry Hawk, who previously had been sergeant, became first lieutenant, and Henry Elway remained second lieutenant. The company had enlisted for one year, but was mustered out on June 2, 1865, the war having closed.

The "Keystone Zouaves" was organized in 1871, with John R. Garden as captain; Harry A. Miller, first lieutenant, and Charles L. Fettinger, second lieutenant. It numbered about sixty men. Sometime in 1873 this company was re-organized and its name changed to "Latta Guard," when Theodore Burchfield became its captain; Malden Valentine, first lieutenant, and F. R. Barr, second lieutenant.

In 1874 the Fifth regiment N. G. Pa. was formed. The Latta Guard, of Altoona; Juniata Riflemen, of Hollidaysburg, together with companies of Bedford and Cambria counties, composed it. James F. Milliken was elected colonel. He was discharged from the service November 2, 1876. He was succeeded by P. B. Wilson, of Bellefonte, at which time Theodore Burchfield was made lieutenant colonel. Colonel Wilson died in February, 1878. In March, same

year, Theodore Burchfield was elected colonel, and at the present time is the commanding officer of the regiment.

In July, 1878, the National Guard of the State was re-organized, and the Fifth regiment consisted then, as it does now, of Company A, of Ebensburg; Company B, of Bellefonte; Company C, of Hollidaysburg; Company D, of Altoona; Company E, of Philipsburg; Company G, of Lewistown; Company H, of Johnstown, and Company I, of Bedford.

The commissioned field and staff officers of the regiment consist of Colonel Theodore Burchfield, of Altoona; Lieutenant Colonel D. H. Hastings, of Bellefonte; Major P. J. Woleslagle, of Philipsburg; Adjutant W. Sargent, jr., of Altoona; Quartermaster J. A. Rohrer, of Hollidaysburg; Commissary H. D. Tate, of Bedford; Surgeon George F. Harris, of Bellefonte; Assistant Surgeons I. C. Blaisdell, of Wilmore, and A. S. Stayer, of Roaring Spring; Paymaster C. S. Marks, of Lewistown; and Chaplain D. W. Hunter, of Lewistown.

Near Braddock's station, on the 8th of September, 1880, the Fifth, together with six other regiments were inspected by General Gibson, U. S. A., and James W. Latta, Adjutant General of Pennsylvania, who complimented the Fifth as being the first in point of merit. This opinion was also given by General J. F. Hartranft, who was present on the occasion.

Company D, (Fifth regiment) was organized in August, 1879. The commissioned officers are Captain John L. Piper; First Lieutenant Edwin M. Amies, and Second Lieutenant John R. Garden.

MEMBERS.

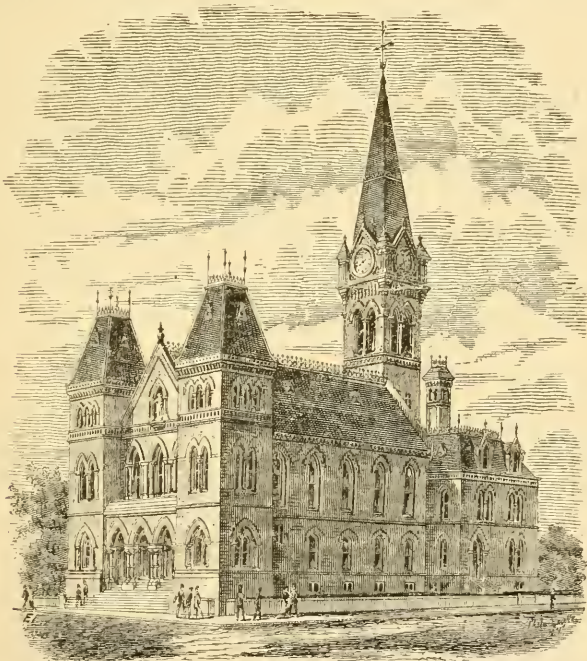
Ball, Wm. H., (corporal.)
 Benson, William
 Bender, A. J.
 Berkowitz, William
 Bonine, R. K.
 Brnubarger, W. H.
 Butler, Joseph, (corporal.)
 Casey, Thomas, (corporal.)
 Christy, F. M.
 Davis, F. M., (corporal.)
 Dagenhart, A.
 Dagenhart, F.
 Douglass, J. P.
 Devlin James
 Enright, William
 Evey, J. T.
 Feeney, John
 Fowle, George D., (sergeant.)
 Guthrie, R. B., (sergeant.)
 Haldeman, B. F.
 Herr, Charles
 Hudson, V. D., (sergeant.)
 Houck, H. J.
 Hill, John
 Kinney, Bryan
 Lippert, Ed.
 Londen, Wm. D.
 Mackey, John A., (corporal.)
 Maher, Wm. E.

McConnell, James A.
 McGough, Thomas F.
 Miller, Luther
 Miller, Frederick
 Montgomery, J. P.
 McDowell, Robert
 Nagle, L. W., (sergeant.)
 O'Donnell, U. B.
 Politt, E. F.
 Reynolds, H. L.
 Roberts, Harry C., (sergeant.)
 Scott, R. W., (corporal.)
 Slep, Ed. J.
 Smith, J. Lincoln
 Spaulding, George T.
 Turner, W. E.
 Turner, W. A.
 Vetter, Max
 Walker, M. H.
 Walker, S. C.
 Weaver, William
 Weiss, Charles T., (corporal.)
 Westfall, William C., (corporal.)
 Wherry, George M.
 Whittle, C. W.
 Woods, Harry L.
 Woodring, John C.
 Zimmerman, W.

HOLLIDAYSBURG.

BY H. H. SNYDER.

Adam and William Holliday were brothers.* They emigrated to this country from the north of Ireland in the year 1750, and settled in Lancaster county in this State. From there they moved to Franklin county and settled on the banks of the Conococheague. They



served in the wars against the French and Indians, of 1755-6 and of 1762-3. Adam was a lieutenant under Col. Armstrong, and accompanied him on his expedition over the mountains to destroy the Indian town of Kittanning. Their route was over the ground on which

*In his history of Juniata Valley, Mr. Jones states that Adam and William Holliday were cousins. This error should be corrected. The grand-daughter of Adam, now residing in Lewistown, a lady of fine intelligence, and good memory, seventy-six years of age, states that they were brothers, and she is at a loss to know how such an error could have originated.

Hollidaysburg now stands. In 1768, these brothers resolved to seek a new location, and, placing all their earthly possessions on pack-horses, faced westward, hoping to reach the banks of the Allegheny and possess themselves of some of the fertile lands which border on that river, and they, like others we read of in history, saw and admired those rich valleys whilst engaged in their military campaigns. But upon their arrival at the place where Hollidaysburg now stands, then a wild and unbroken wilderness, they determined to halt and proceed no farther. They apprehended trouble with the Indians who still held undisputed possession of the lands of that region.

Adam Holliday took out a warrant for one thousand acres of land and erected his "homestead," a rough building of logs, on the brow of the hill from which he could have a good view of the Juniata river as it meandered its course through the forests of beech and maple, sugar and hickory, and had, at the same time, a commanding view of the country beyond. The site of this pioneer hut was the south-west corner of Allegheny and Montgomery streets. William crossed the river, and although somewhat discouraged by the swampy nature of the soil, finally found a location to suit him, in the ravine south of Gaysport, and what was for many years known as the Jackson farms. He purchased one thousand acres from Mr. Peters. Gaysport is built on a portion of this purchase.

ERECTION OF THE FIRST SUBSTANTIAL HOUSE.

The first substantial house was erected about the close of the Revolutionary war, by Mr. Adam Holliday, on the bank of the river near where the bridge between Hollidaysburg and Gaysport now stands. Many of the older citizens of the town have seen and remember the old log house. Here he lived to a good old age, and died in 1801. Soon after the war broke out, and the Indians were hunting white scalps for shipment to Canada, to be paid for with British gold, Lieut. Holliday took command of all the able-bodied settlers, and selecting a favorable site erected a fort, which he named "Roberdeau," in honor of a French officer whom he admired. This fort was located on the flat between the Williamsburg branch railroad and the river, and not far from the "Two locks." It proved, indeed, a place of refuge for the settlers, for here they would gather with their women and children and remain sometimes for weeks. In the year 1781, early in the month of August, William Holliday, having heard from the scouts that the country was clear of Indians, left Fort Roberdeau, accompanied by his two sons, Adam and Patrick, and his

little daughter, Janet, aged about fourteen, and went over to the farm in the ravine to take off a crop of hay, when suddenly and unexpectedly they were attacked by a party of Indians, who lay in ambush, and his two sons and daughter were killed. Mr. Holliday narrowly escaped with his life. The bodies were found where they had fallen. All were scalped. They were buried on the farm, near where they fell, and a rude stone marks their graves. This tragedy, horrible in its details, is part of the history of the early settlement of this part of the country, and is cited as an instance of the cruelty of savages and the hardships of the pioneers. It was many months before William recovered from this fearful shock. The screams of his little daughter, as she was being heartlessly and brutally butchered by the savage fiends, rang in his ears for many months afterward, and at times he was almost bereft of reason. But he did recover from it, and lived for many years afterward, and, dying at a good old age, was laid to rest by the side of his children. The place is still known as the "Holliday burying ground."

Adam Holliday left surviving him a son and a daughter—John and Janet. John was accounted, in his day, the wealthiest man in this country. He removed to the Conemaugh and purchased all that tract of land on which Johnstown now stands, but having no faith in the future greatness of Johnstown,* sold out to Peter Livergood for eight dollars an acre, and returned to Hollidaysburg. He immediately erected a hotel, and in the east end of the building opened a general store. The hotel property was subsequently purchased by Mr. Peter Hewit, father of Mr. James M. Hewit, who occupied it as a hotel, store and post office until the year 1839, when it was torn down and on the same ground was erected the large brick building now known as the "American House."

In the primitive hotel building was born Alexander L. Holliday, son of John Holliday. James M. Hewit was also born in the old hotel building. Both these gentlemen are still citizens of Hollidaysburg. Janet Holliday married William Reynolds, of Bedford county. Her sons—William, James and Holliday—were proprietors of the American House during the years 1853-5. Mrs. Thomas W. Jackson, of Altoona, is a daughter of James Reynolds.

The Blairsville and Huntingdon turnpike, which passes through Hollidaysburg, was completed in 1818. The completion of this im-

* Mr. Holliday's christian name being "John," the town was called *JOHNS-TOWN*. Had not his surname entered into the composition of "Hollidaysburg," Johnstown would doubtless have been called Hollidaysburg.

portant highway was regarded as a long stride in progress. Previous to this time the road through this country was little more than a bridle path, and at an early day was known as a trail, called the "Kit-tanning trail." It crossed the river diagonally, starting at Allegheny street, crossing where the viaduct now stands, and coming out at the steam grist mill of Wood, Morrel & Co. At that time Hollidaysburg consisted of the "Holliday and Adams' Taverns" and a few scattering houses. It now began to assume an air of more importance. The teamsters hauling merchandise between Philadelphia, or Baltimore, and Pittsburg made this a halting place, and almost every night the space in front of the "tavern," now the diamond, would be crowded with heavily laden wagons. The "Adams House," or tavern, as it was called, was the oldest hotel in Hollidaysburg, and was built about the year 1790. Mr. John Bowers, sr., stated in the year 1831, that when a young man, about forty years before that time, he stopped over night at this house. It occupied the ground on Allegheny street, where the buildings of A. F. Osterloh and Mrs. S. C. Snyder now stand. This house was for many years a favorite resort. The elections for Frankstown and Allegheny townships were held in it, the politics of the day were discussed here, and in its ample grounds the men for miles around, even from Frankstown, would gather and play what was then the favorite game of "gale ball."

FIRST SURVEY MADE.

From the best information obtainable, and a careful comparison of dates, it is safe to say that the town of Hollidaysburg was surveyed and plotted as early as 1780, not later than this, and perhaps a few years earlier. Mr. James M. Hewit has in his possession a copy of the original town plot, and it is very unfortunate that it does not contain a date; not even the date when the copy was made. This old paper has been in his possession for upwards of forty years. We know the town was plotted prior to 1781, because Miss Janet Holliday, who was massacred by the Indians in August of that year, was the owner of a lot on Walnut street, between Wayne and Union. This copy was evidently made in a very early period of the century, for the lot on the north-west corner of Allegheny and Wayne streets, now the property of Mrs. Virginia Over, and was owned by her uncle, Christian Garber, as early as 1808, and on the plot it is in the name of Peter Titus. The boundaries of the town were Front street on the west; Union street on the east; Walnut street on the

north, and Mulberry street on the south. There were no lots on the west side of Front street; on the south side of Mulberry street, nor on the east side of Union street. The land between Mulberry street, or the southern limits, and the river was covered by the most beautiful sugar, hickory and walnut trees—it was a famous sugar camp. This beautiful woods long remained a place of resort. It was known as the grove adjoining the basin. Here the patriotic citizens assembled to celebrate

THE FOURTH OF JULY.

One of these good old-fashioned celebrations, which occurred on July 4th, 1836, will be briefly referred to, for the purpose of showing the spirit of Hollidaysburg at that day: John Dougherty, proprietor of the United States hotel, was the caterer of the occasion, or, as was the custom at that time, he was selected by the committee of arrangements to get up the dinner. He and his good wife were recognized as the host and hostess. Everybody assembled at the "United States," where the procession was formed, and, headed by a band of music, proceeded to the grove. C. Garber, esq., was chosen president, and John Dougherty, vice-president. After the reading of the Declaration of Independence, by Mr. John Davidson, the Hon. Samuel Calvin, who had but two months previously made his *debut* as a young lawyer, was introduced to the large assemblage, which "observed much respectful order and attention," and delivered an oration which was well received and highly spoken of. In this oration Mr. Calvin took strong ground against the growing agitation of the slavery question, and denominated the Abolitionists as "*self-styled philanthropists*," and predicted that a continuation of these discussions would eventually lead to war between the North and South. After the good things had disappeared, and everybody was feeling happy, the toasts were read. In those days toasts upon all festive occasions were indispensable. It will no doubt be interesting to many of the citizens of Hollidaysburg to give a few of them that an idea may be had of the feelings and sentiments of the leading citizens of Hollidaysburg forty-four years ago. There were thirteen "regular toasts," and perhaps fifty or sixty by the citizens. Of the regular toasts, we select: "The day we celebrate—worthy the commemoration of freeman." [Yankee Doodle; three cheers.] "The memory of General George Washington." [Drank silent and standing.] By the vice-president of the day: "Beaver Dam Branch, of the Juniata river at Hollidaysburg; yesterday, a rill, too small to float an Indian canoe; to-day, a lake covered with canal boats;

twenty years hence, navigated with steam-boats; go ahead, keep moving." By George R. McFarlane: "The memory of James Madison: The last of the band of sages, who reared the edifice of the Constitution; having lived to see the work of his hands cemented by time, strengthened by the storms which have beat against it, and bidding fair to immortality, he is sunk to rest, full of years and full of honors.

'How sleeps the sage who sinks to rest,
With all his country's wishes blest.'

By Joseph Baldridge: "The yearly return of the Fourth of July: May it always find mankind on an equality." By James Morehouse: "Allegheny Portage Railway: How magnificent an improvement compared with the serpentine pathway by which our forefathers wended their way over the rugged Allegheny." By C. McCormick: "May the people of Hollidaysburg never feel want, nor ever want feeling." By James Cooper: "The fair sex of Hollidaysburg: Long may they continue what they are, a virtuous and intelligent class." By H. Divine: "Pennsylvania improvements over the Allegheny mountain, without incline planes, is only wanting to make them superior to any in the world, and show that nature has formed no barrier to American enterprise." By Jacob Snyder: "The declaration, of July, '76, and the Pennsylvania resolutions, passed by the legislature at the extra session of 1836; the former declaring to the world that we are free and independent States; the latter sustaining, with the firmness of our fathers, the true principles on which the Union of States shall be maintained." By W. G. Campbell: "Mr. Calvin, the orator of the day: May he live a hundred years, and every day like this." By L. H. Williams: "Henry Clay: May the evening of his life be as calm as the morning was glorious." By C. Lowe: "The ladies of Hollidaysburg and vicinity cannot be excelled for virtue, beauty and intelligence." By Wm. M. Lloyd: "Texas, like our forefathers, her sons are struggling for independence: may they be as successful, and convince tyrants that they cannot enchain the spirit of liberty." By the company: "Our Host and Hostess deserve the thanks of this company for the excellent fare and superior style of our dinner."

"BILLY" DONALDSON'S TAVERN.

A stone building stood in the diamond on the ground now occupied by the opera house. It was built early in the century, probably in 1808 or 1810. It was occupied in 1814 as a general store by John Swope, who came from Huntingdon. This property was pur-

chased by William Donaldson, who put an addition to it, and used it for a hotel. "Billy" Donaldson's tavern became very popular. The landlord was a famous character, and many amusing anecdotes regarding him are still narrated. It was also a favorite boarding house, and many young unmarried gentlemen, who subsequently became prominent leading citizens of the town, some of whom are still living, boarded here, amongst whom may be mentioned, Hon. Samuel Calvin, A. L. Holliday, Jacob Snyder, Caleb Chambers, Henry Lloyd, (brother of Wm. M. Lloyd, of Altoona,) John Culbertson, and John Penn Jones.

FRANKSTOWN IN THE LEAD.

But up to the period of 1830-1 Frankstown was the metropolis of this region of country, and the locality of Hollidaysburg was only distinguished by a few houses scattered along the road. The post office was at Frankstown; the churches were at Frankstown, or near there; the stores, with the heavy stocks of goods, were at Frankstown, and if the ladies of fashion, the belles of that day, wished fine dress goods, and of stylish patterns, they must go to Frankstown to purchase them.

ADVANTAGEOUS SITUATION.

Hollidaysburg had its growth and became a town of importance from its situation being at the termini of the Pennsylvania canal and Allegheny Portage railroad. In 1831, when the act authorizing the construction of these public works became a law, Hollidaysburg was but a small hamlet; Frankstown, as before intimated, and Newry were towns of far greater importance. It was generally conceded that wherever the "basin" or canal terminus would be located, a town would spring into existence which would be of considerable consequence, precisely as the location of the shops and principal offices of the Pennsylvania Railroad company created a large and prosperous town. The engineers in charge considered Frankstown as the natural point, and the "basin" was not only "staked off" there, but its construction actually commenced, and on the strength of it Mr. Henry Denlinger commenced the erection of a large three-story brick hotel. Town lots went up rapidly, and for awhile the old town enjoyed quite a "boom." An effort was made to locate the "basin" on the farm of Jacob Wertz, now owned by Mr. George W. Rhodes, and an offer of ten thousand dollars, a good sum at that time, was made for the land; but the old man refused to sell. Perhaps if Jacob had not proved so contrary and obstinate, Hollidays-

burg would never have had any other existence than a resting place for teamsters. The farm of Patrick McCloskey, where the reservoir was subsequently located, was also selected as the place for the canal "basin." The Wertz farm was the place designated by nature for its location, for near that point is the junction of two branches of the Juniata river, and with a proper dam, it is fair to presume that the large expenditure of money for the construction of the reservoir would never have become a necessity.

ENTERPRISE OF JOHN BLAIR.

But John Blair, the same for whom the county was named, (and he was thus honored by his friends in Hollidaysburg for this very action,) was the leading politician in all this region. He represented the west end of Huntingdon county in the legislature, and was also possessed of a widely extended influence. It was he who agitated the building of the turnpike, and who first talked of the expediency of, and insisted upon, crossing the Allegheny mountains with a railroad by means of incline planes. The proposition was at first regarded as chimerical and visionary; but he had taken the levels himself, with a rudely constructed instrument made of birch bark, and he demonstrated from actual observation the feasibility and practicability of the scheme. He was enterprising and progressive, and at the same time awake to his own interests. He was the owner of hundreds of acres of coal lands on the Alleghenies, and he intended that these mineral lands should be developed. He was in the Legislature when the question of the "basin" was being discussed. He wanted it at Hollidaysburg. Huntingdon hooted at the idea of a canal "basin" being located in the mountains, and the Hon. John Williamson, of Huntingdon, in illustration of his point, declared that the eyes of the boatmen would be blinded with the dust which would rise from the bottom of the "basin" located there. Subsequent events went far to prove that Mr. Williamson had a pretty clear comprehension of the thinness of the water in this direction. But John Blair had set his heart on Hollidaysburg. He wanted a turnpike and he got it; he wanted a railroad and he got it; and now he wanted the "basin" located at Hollidaysburg and it was done. If, at a later day, Hollidaysburg had possessed such an able and generous champion and friend as the Hon. John Blair, the city of Altoona, in Blair county, would never have been heard of.

ARRIVAL OF THE FIRST CANAL BOAT.

The first canal boat arrived in Hollidaysburg in the fall of 1833, and was named the "John Blair." The event was celebrated by a grand ball. No building in the town was large enough to accommodate the guests, and the music and dancing was adjourned to the large brick building in Frankstown, known as the "Denlinger hotel." The work on the railroad was so far completed on the 26th of November, 1833, as to permit the passage of the first car over its entire length. On the 18th of March, 1834, the road was opened as a public highway. The Canal and Portage Railroad Exchange, a new and spacious brick hotel, corner of Mulberry and Montgomery streets, was opened to the public April 1, 1834, and was kept by J. C. Williams and R. M. Shaw. The United States hotel was built by John Dougherty, on the corner of Juniata and Wayne streets, about the year 1840.

EDUCATION LOOKED AFTER.

About 1834 the citizens of the town took great interest in education. The common school law had been enacted the year previous, and they were anxious to see it in operation. A large meeting—called then "a great meeting"—of the friends of education was held in the public school house on the 9th day of September. Joseph Adams was president; John Lytle and Samuel Smith, vice-presidents, and John Brotherline and Isaac Yingling, secretaries. On motion of Jacob Snyder, esq., a committee of five persons was appointed for the purpose of drafting a preamble and resolutions expressive of the views of the meeting, and also to select six citizens to be nominated by the meeting as candidates for school directors. The chair appointed Jacob Snyder, David Y. Hileman, John Davis, William McFarland and Joseph Purse as that committee. The committee retired and prepared a lengthy preamble and resolutions, in which was set forth, in strong and effective language, the great advantage to be derived from a good system for the public schools, and predicted the future greatness of the Commonwealth and the country if the law would be properly and liberally enforced. The candidates then nominated for the board of school directors at that meeting were all elected, and it might be well to note here that this was the first board of school directors in Hollidaysburg and in this part of the county. The board comprised Robert McNamara, Suttle F. Henry, John Barr, Henry Stiffler, E. Galbraith and James Smith, sr., of Scotch Valley.

BOROUGH OFFICERS.

The town of Hollidaysburg was organized into a borough, by order of the Court of Quarter Sessions of Huntingdon county, in the month of August, 1836, under the act of Assembly approved April 1, 1835, and became subject also to the provisions of the act of Assembly of April 3, 1851, by order of the Court of Quarter Sessions of Blair county, July 24, 1854. The first election for borough officers was held on the 13th day of September, 1836, and the following gentlemen were elected: Burgess, Dr. James Coffey; town council, Joseph Reed, John Walker, William McFarland, D. Mitchell and S. F. Henry; constable, Simon Brotherline.

THEIR FIRST MEETING.

The burgess and town council held their first meeting on Tuesday, September 20th, and made the following appointment of borough officers: town clerk, Alexander McCormick; (now a citizen of Altoona;) treasurer, James McCahan; assessor, Peter Hewit, esq.; assistant assessor, John Mitchell; street commissioners, Col. Samuel Smith and John Dougherty; street regulators, James Crawford, esq., C. Garber, esq., and Col. John Bingham; firemen, John Irwin, Samuel Frampton, esq., James Clossin and Abraham Brown; collector, James Clossin.

The office of "street regulator" has been for years abolished. It was the duty of these officers to superintend the grading of the streets. This was an important matter. Hollidaysburg had in it many ugly "washes" and gullies; these had to be filled and hills cut down and a proper grade established. Allegheny street had in it a good sized gully or wash-out, which continued itself down through what is now the lot of Moses Brown; in some places it was eight or ten feet deep, and proportionately wide at the top.

HOW MONEY WAS PROVIDED.

The borough had little or no money in the treasury, and the question of raising funds became an important one. All that was wanted, or asked for, was fifteen hundred dollars, and with this modest sum the borough council, assisted by their honest board of regulators, proposed to accomplish the work. It was proposed that a loan be taken of the citizens, but the subject of issuing the bonds of the borough was not broached or, perhaps, thought of. The liberal minded citizen was invited to deposit a sum in the treasury, and as an evidence of this obligation a certificate was given him, which was to be used

by him, or the holder, in the payment of taxes. The ordinance was adopted in June, 1837, and the certificate was in the following language:

"HOLLIDAYSBURG BOROUGH LOAN.

"This is to certify that there is due to bearer from the Burgess, Town Council and citizens of the Borough of Hollidaysburg ONE DOLLAR, bearing an interest, redeemable in the payment of taxes, by virtue of an ordinance passed by the Town Council, June 19, 1837.

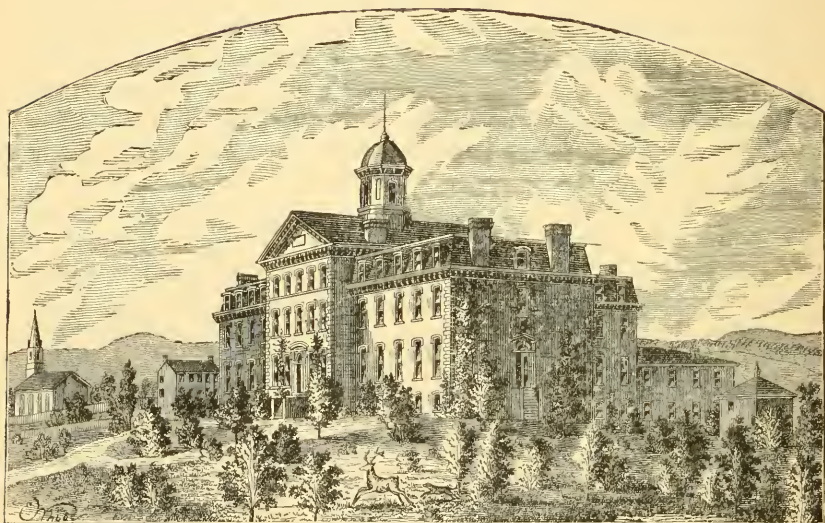
JAMES COFFEY, Burgess."

These borough notes were printed on brown or yellow paper, and were called "shinplasters," and passed current with the merchants and dealers in the town and vicinity. It is said that some of the honest old farmers became indignant and disgusted when it was attempted to circulate this sort of money amongst them, but their dark visaged countenances brightened, and finally radiated with a broad grin, when it became evident that they would bring a pound of coffee, or a quart of whisky as quickly as the gold or silver. These "shinplasters" must have been popular, for since the earliest recollections of the writer the streets of Hollidaysburg have been finely graded and well paved.

RAILWAY FROM PHILADELPHIA TO PITTSBURG.

As early as 1836 the feasibility of the construction of a continuous line of railway from Philadelphia to Pittsburg, and over the Alleghenies without incline planes, was earnestly and enthusiastically discussed. Accordingly a large "Railroad Convention" was called to assemble at Hollidaysburg, on Tuesday the 24th day of January, 1837. The convention was in session two days. It was composed of delegates from Westmoreland, Indiana, Cambria, Huntingdon, Mifflin and Juniata counties. The delegates from Huntingdon county were Gilbert L. Lloyd, Dr. J. H. Dorsey, John M. Owens, James Henderson, David McMurtrie, David Blair, G. W. Russ, William McFarland, Thomas B. Moore, Dr. H. V. Bramwell, J. S. Weisling, Samuel Calvin, Maxwell Kinkead, Edward Bell, D. Buoy, W. R. Hampson, Peter Hewit, John Cresswell, Sr., A. P. Wilson, James A. McCahan, Samuel Royer, Henry Divine, J. Bingham, Dr. James Coffey, S. F. Henry, Anthony G. Stewart, Robert Lowry, A. McCormick, S. Frampton and Thomas J. Kennedy.

A committee was appointed to prepare a memorial to the Legislature and an address to the people of Pennsylvania. A. P. Wilson, Samuel Calvin and John Bingham were of this committee for Huntingdon county. Strong resolutions, favoring and predicting the great importance and utility of the project, were adopted. It was resolved that the convention was firmly and decidedly convinced



HOLLIDAYSBURG SEMINARY.

A BOARDING SCHOOL FOR YOUNG LADIES.

HOLLIDAYSBURG, PA.

W. P. HUSSEY, A. M., PRINCIPAL.

of the perfect practicability of constructing a continuous railroad, without incline planes, from Harrisburg, through the valley of the Juniata, and along the Blacklick, on the western side of the mountain, and passing through Westmoreland county to the waters of the Sewickly, Youghhegheny and Monongahela, to Pittsburg; that the route passes through the richest mineral regions of the Commonwealth; that Pennsylvania was anxious to secure the large trade of the west by the construction of one continuous railroad on the shortest and best route, and passing directly through the middle of the Commonwealth; that this route was demanded by the increasing trade which passes between the eastern and western waters. A committee on finance was appointed, consisting of James A. McCahan, Peter Hewit and Dr. James Coffey. Before adjourning, a resolution was unanimously adopted returning the thanks of the convention to "the trustees of the Methodist Episcopal church, in Hollidaysburg, for the polite manner in which they have given to the convention the use of their commodious building."

NOTABLE STORMS AND FLOODS.

On the morning of the 19th of June, 1838, the town was visited by a terrible storm and flood. The rain began to fall about midnight, and continued, in unceasing torrents, until about six o'clock in the morning. The waters descended furiously in every direction from the high grounds, in immense columns, until all that portion of Gaysport lying between the railroad and the river was covered with a wild and almost irresistible flood. The Juniata had risen about fourteen feet above its ordinary level. The water in the dwellings near the river had risen as high as from four to five feet. This terrible flood did much damage to the canal between Hollidaysburg and Huntingdon, amounting to about half a million of dollars. Joseph Kemp, still a resident of Hollidaysburg, and Henry Lloyd, who died a few months ago in Pittsburg, were at the time connected with the Pilot Line Transportation company, and being in Gaysport during this eventful night, endeavored to make their escape on a porch. The frail craft broke in pieces, and their fate was for a few moments intensely critical. Their escape from drowning was miraculous. A woman, named Mrs. Barrick, and two young children, whilst attempting to escape, were drowned. The store house of Chambers & King was wrenched from its foundation and borne down the stream; the building was crushed against the viaduct and the entire stock of goods lost. Their loss was estimated at \$5,000. John

Bouslough, a merchant, lost much of his stock; also, John Culbertson lost merchandise and furniture; John Keim, a grocer, lost almost his entire stock; Peter Boyles lost a large new stable; John Barr had his furniture damaged and a fine library destroyed; the paint shop of Mr. Egbert was carried away; Mr. A. Ennis lost furniture, books and shingles; the Baltimore and Pittsburg line lost a new stable; Hewit & McComb lost several small houses; Mr. Samuel Sharrer lost considerable material used in boat building; and Mr. Charles Hughes' brick yard and a large stock of brick were destroyed.

The town was again visited with a terrible and destructive freshet October 7, 1847. The rain began falling on the previous day, and by three o'clock on Thursday afternoon the water was over the banks of the river and some three or four feet deep in the buildings nearest the stream in Gaysport. The store house of James R. Patton, the barber shop of Snyder Carr, the office and store building of Justice Smith, Herron's blacksmith shop, the tailor shop of William Charlton, and a warehouse belonging to S. J. Royer & Co., were carried off. Serious damage was done to the canal, and the farmers along the river lost heavily.

FORMATION OF BLAIR COUNTY.

Perhaps no event in the history of the people of Hollidaysburg was the subject of so much interest, and fraught with so much importance as the erection of the new county of Blair, to be composed of parts of Huntingdon and Bedford counties. These counties opposed the measure in season and out of season, and did everything to thwart the wishes and purposes of the ambitious and spirited people of Hollidaysburg. But, notwithstanding, the leading citizens of the town and vicinity labored most earnestly and zealously for the accomplishment of this great and laudable object. The division of the county had been agitated as early as 1839, a meeting for the consideration of this project having been held in the Methodist church on the 21st of January of that year. Christian Garber, a progressive and influential citizen of that day, was president of the meeting. William Williams, Peter Cassiday, Dr. James Coffey, Peter Hewit, John Walker, Samuel Calvin, esq., and Edward McGraw, were appointed a committee to determine the proper boundaries for the new county proposed, and draft petitions, and have the same printed, and after procuring signers forward the same to the Legislature. But their efforts were not crowned with success until February 23, 1846, when the bill erecting the new county was approved by Governor Shunk.

The citizens of "old mother" Huntingdon were considerably exercised, and the people of the new county were exultant. Hollidaysburg, of course, became the county-seat, and the first sessions of court were held in the Methodist church. The commissioners leased of John Mahony a one-story stone tenement house, which, after having the windows covered with iron bars, was used for a jail. When a prisoner wanted to make his escape he would have himself committed to the "dungeon," from which he could easily "bore" through the wall.

MILITARY AFFAIRS.

The Washington Greys, the first military company ever organized in Hollidaysburg, was the pride and boast of the town. It was organized October 5, 1839. Maj. Wm. W. Williams was captain; Dr. J. A. Landis, first lieutenant, and Hon. George R. McFarlane, second lieutenant. The best citizens of the town were in the ranks and carried muskets. They were provided with uniforms, and the people boasted that their's was one of the best drilled companies of the State.

Hollidaysburg was pleased and delighted with a military encampment for the first time, during the week commencing on Monday, the 18th day of October, 1841. The companies in attendance, in addition to the Washington Greys, were the Bedford Artillery, Captain Reamer; the Independent Greys of Bedford, Captain Arnold; Cambria Guards, Captain William A. Smith; Williamsburg Light Infantry, Captain McKiernan, and the Union Cavalry, Captain Bell. They were encamped on the beautiful flat north of the town, known then, and for many years since, as the "Race Course." The field is now owned by Col. William Jack. Maj. William W. Williams, of the Washington Greys was in command, and Maj. Talliaferro, of Bedford, second in command. On Thursday the ladies gave a grand and sumptuous dinner to the richly uniformed troops. The table was spread in what was known as Market square, and extended from near Wayne street to Union, a distance of one hundred and sixty-five feet. It was loaded with all the delicacies the country afforded. After the soldiers and the large concourse of citizens and strangers had partaken to their hearts' content of this bounteous repast, "three times three hearty cheers were given to the ladies of Hollidaysburg, followed by as many salutes, and appropriate music by the bands in attendance." The generous and noble conduct of the ladies on this occasion was spoken of in terms of the highest praise and commendation. The troops were reviewed and inspected by Major Washbaugh and General Compher, of Bedford.

A grand military encampment was held in the town, commencing October 11, 1843. The affair seemed to absorb public attention for the time being. Even the great and mighty questions involved in the political campaign then pending were forgotten, and the town, especially the female portion of it, was in a whirlpool of excitement. Preparations were made on a grand scale for the entertainment of guests, and the following hotels were in readiness, and entertained to the entire satisfaction the large number of strangers that thronged the town for a week: The People's House, by William Donaldson; American House, by J. M. Hewit; Washington Hotel, by Captain Joseph Hammer; Exchange, by D. H. Moore; Juniata Hotel, by Col. J. R. Johnston; United States Hotel, by John Dougherty; Temperance Hotel, by Mrs. Stackpole, in Gaysport; Gaysport "Inn," by John Law; Perry Hotel, by William Barr, and the "Boarding House," by Gideon Marlett. The camp was located on the beautiful slope of the Jackson (now Smith) farm facing Hollidaysburg, and was named Camp Warren. Seventeen companies, and as many bands, were in attendance, well uniformed, fully equipped and proficient in drill and discipline. These were divided into two regiments, numbered the First and Second. Captain R. C. Hale was elected colonel of the First regiment, and Captain William W. Williams, of the Greys, was made colonel of the Second, and A. L. Holliday was elected quarter-master of the brigade. Col. Williams was a gallant looking officer—military from crown to foot. The following companies were in camp: Union Cavalry, Captain Bell; Lewistown Artillery, Captain Porter; Washington Guards, Captain Michael Cresswell; Washington Infantry, Captain W. W. Porter; Mifflintown Guards, Captain S. Davis; Lewistown Guards, Captain R. Sims; Juniata Artillery, Captain D. M. Jamison; Centre Guards, Captain A. Gregg; Penn's Valley Cadets, Captain Lot W. Irvin; Bellefonte Infantry, Captain J. Morrison; Washington Greys, (Johnstown,) Captain J. Potts; Washington Greys, (Hollidaysburg,) First Lieutenant J. A. Landis; Bedford Artillery, Captain J. Reamer; Independent Greys, Captain S. M. Taylor; Montgomery Greys, Captain T. B. Wallace; Conemaugh Greys, Captain John Linton; Somerset Guards, Captain John R. Edie.

On Sunday morning one regiment attended divine service at the Methodist Episcopal church, and the other attended at the Presbyterian church. In the afternoon the entire brigade marched to the Presbyterian church, which was a large and spacious building, and listened to an excellent and appropriate discourse, by the Rev. Dr.

David McKinney, from the text found in Proverbs XII: 2: "A good man obtaineth favor of the Lord; but a man of wicked devices will be condemn."

The Governor of the State, David R. Porter, was present, and reviewed the troops. This was regarded as a first-class military display in every respect, and Hollidaysburg was equal to the occasion.

The commencement of hostilities with Mexico in 1846 put a quietus on military organizations in Hollidaysburg as well as in other localities in the State. Their presence was required at the front. Although the Washington Greys did not go to Mexico as an organization, many of the company volunteered and were found in the ranks of the Second Regiment, Pennsylvania Volunteers, where they acquitted themselves in a manner characteristic of that military spirit of which they gave evidence in their holiday parades. It was not for some years after the close of the Mexican war that the martial spirit began again to be awakened. At one time the town boasted three fully equipped, well drilled companies; these were the "Emmet Guards," the "Hollidaysburg Fencibles" and "Juniata Rifles." Previous to these organizations, however, there existed for a brief period a plucky little company called the "Hollidaysburg Guards," which enjoyed, and was more commonly known by the sobriquet of the "Twelve Apostles." This company had a good band and a very becoming uniform. It was officered by George Bingham, captain; William Stone, first lieutenant, and W. F. McFarland, second lieutenant; but it was with difficulty that its members could be induced to turn out on "muster day." The company had regular "muster days" and never failed to turn out on the 8th of January to celebrate General Jackson's victory at New Orleans. But muster they would, "at the risk of bullets," and frequently the entire column would consist of from twelve to fifteen muskets. Hence the name of "Twelve Apostles." They would march on the sidewalks. The writer was a child during the palmy days of this company, and he remembers, that after hearing the music, and rushing to the front door, the company would suddenly appear filing around the corner. Hence it is that the Mother Goose melody comes to mind simultaneously with the remembrance of this company:

"Rubber dubber goes the drum,
See them 'round the corner come."

The boys hardly ever followed this company. But, notwithstanding the slim attendance on parades, when called upon to do active duty in the service of the State, the ranks were filled up and the mem-

bers turned out to a man. During the building of the tunnel in 1850-51, the Irish raised a little war among themselves, which was of such magnitude that the Pennsylvania railroad company could not settle their dispute or cause a cessation of hostilities. The military had to be called upon, and the "Hollidaysburg Guards" responded promptly and forty rounds of ball cartridges were issued to each man. The knapsacks were supplied with necessary blankets and clothing, and five days' cooked rations filled the haversacks. They were in the field three days, and did not leave until the last infuriated connaught-man or orangeman had surrendered his shot gun and laid down his "shellalh," and had returned to his allegiance and to the blasting of rocks in the tunnel. The company was under fire several times, and the battle of Bennington caused considerable sensation. The Guards captured thirty-three prisoners. Soon after this little experience, the noble and gallant little company ceased to have an existence.

The "Hollidaysburg Fencibles" were organized about the year 1856, with Col. D. H. Hoffius as captain. Colonel Hoffius was a distinguished and highly respected lawyer, then enjoying a large and lucrative practice at the bar, and was besides one of Hollidaysburg's leading citizens. He had passed through the Mexican war, serving as a lieutenant, and was proud of his military record. The "Fencibles" were a good company and the citizens were proud of it. It was composed of some of the best young men in the community. On one occasion the ladies of Hollidaysburg presented the company with a beautiful and very valuable silk flag.

The "Juniata Rifles" were organized on the 22nd of October, 1858, with our worthy townsman, A. M. Lloyd, as captain. This was also a first-class company and merited the praise and approbation of their fellow-citizens. They had their encampments and their festive days—their competitive drills, frolics and fun until the early spring of 1861. The American firmament was overhung by a black cloud; the "cannon's opening roar" was heard in the south; the nation suddenly sprang to arms and the days of "Sunday soldiering" were ended. The "Juniata Rifles" had resolved as early as the 22nd of February to accept the call of the Governor and be ready for active service at a moment's notice. The companies did respond promptly. The Governor's telegram was received on the evening of the 13th of April, and they were in Harrisburg, mustered into the United States' service and on their way to the front on the 20th.

The "Fencibles" were officered by F. P. Minier, captain; (their brave and much lamented captain, David H. Hoffius, having died in

July, 1859) John R. McFarlane, first lieutenant, and Thomas McFarlane, second lieutenant. They were given the post of honor in the Third Pennsylvania Regiment, having been assigned as company "A". Immediately after the organization of the regiment, its captain, F. P. Minier, was elected colonel.

The "Juniata Rifles" were officered by A. M. Lloyd, as captain; Christ. N. Snyder, first lieutenant, and Stephen C. Potts, second lieutenant, and assigned as company "H" of the Second regiment. Nearly all the members composing these companies served in different organizations to the end of the war. Lieutenant Potts was killed in the first battle of Fredericksburg, December 13th and 14th, 1863, whilst acting adjutant of his regiment, the Sixty-second Pennsylvania.

After the close of the war, the enthusiasm for "the pride, pomp and circumstance of glorious war," had subsided; the boys "didn't want any more of it in theirs," and the streets were not again enlivened with the tread of men in martial array until the year 1874, when the "Juniata Riflemen," company "F", Fifth Regiment, National Guards of Pennsylvania, were organized. Jas. F. Milliken, captain; J. Rodgers, first lieutenant, and Martin Bell, jr., second lieutenant. It was mustered out of service in January, 1876.

The military organization which is now the pride and boast of Hollidaysburg—company "C," Fifth Regiment N. G. of Pa.—dates its existence with the autumn of 1878. The company, like the entire corps of the National Guards, is equipped in a first-class manner and could take the field in complete readiness for campaign duty in twelve hours' notice. T. Dallas Wilkins, a young gentleman perfectly familiar with military tactics and having the capacity, in a high degree, of drilling and disciplining men, is captain; James P. Stewart is first lieutenant, and J. D. Hemphil, second lieutenant. The company is composed of the flower of the young gentlemen of Hollidaysburg, and, as many of them are possessed of more than ordinary intelligence, it need scarcely be a surprise to any one, when informed, that at the last encampment at Braddocks, they were highly complimented for their proficiency in drill and for the excellent discipline observed by the men. Hollidaysburg could always boast of a good military organization. Its first company, the old Washington Greys, received the plaudits and compliments of all for excellent marching and drill at the great encampment of 1843, and now company "C," its last company up to this date, received the plaudits and compliments of all for the same accomplishments at the great encampment at Braddocks in 1880.

VISIT OF KOSSUTH.

That distinguished Hungarian, Louis Kossuth, and suite, visited Hollidaysburg on Saturday, January 17, 1852, and remained in the town over Sunday. He was welcomed at the Mountain House, at the Portage Intersection, which stood near what is now called "Y" switches, by four or five hundred citizens. He left the cars under the escort of Hon. George R. McFarlane, and he had scarcely reached the platform until the people began to press closely around him and welcome him in the most cordial manner. He was escorted to the dining hall by Mr. William Shomo, who was chairman of the committee of arrangements. Some two hundred persons dined with him. After dinner, the doors were thrown open and all thronged in. Governor Kossuth was introduced by Col. D. H. Hoffius in one of his characteristic and eloquent speeches. He tendered him, on behalf of his fellow-citizens, a hearty welcome and assurances of their warmest regard for him personally, and their deep sympathy for his betrayed and down-trodden country and their unalterable devotion to the cause of liberty. Governor Kossuth replied in an eloquent speech of over half an hour. Cheers were proposed, by Judge McFarlane, for Kossuth, the rightful Governor of Hungary, and by Dr. H. T. Coffey, for "giving powder and ball to Russia." Thaddeus Banks, esq., on behalf of the committee to receive contributions of "material aid," presented to the governor a purse containing over two hundred dollars in gold. Judge McFarlane offered to make for him fifty tons of cannon balls, and would deliver them whenever called upon. Whilst in town the Governor was the guest of Hon. George R. McFarlane. On Sunday, Kossuth and party attended divine service in the Lutheran church, and heard a discourse by Rev. Lloyd Knight.

DISCOVERY OF IRON ORE.

In May, 1852, discoveries of iron ore were made on lands north of town. These ores were first discovered by Mr. Thorn, a citizen of the town, who owned some fields just beyond the borough limits. He commenced prospecting, and in a comparatively short time found the ore, and threw out about a ton. It proved to be fossil ore. This led to more prospecting by others interested in the neighborhood, and in a short time it was ascertained that the entire country between Hollidaysburg and Brush mountain was underlaid with a good quality of fossil ore. The surrounding hills being filled with a good quality of lime stone, these discoveries soon led to the building of two furnaces, and soon after the building of a large rolling mill and

nail factory. For a time considerable excitement prevailed, and the town seemed to take a new start. These mines have been worked at different points constantly ever since their first development—millions of tons of ore, of good quality, have been taken out and large quantities shipped to Johnstown and other furnaces. The mines are still being worked with profit, and many years will be required to exhaust them. At the present time the mines and furnaces are owned and operated by the Cambria Iron company.

CONSTRUCTION OF THE RESERVOIR.

A meeting of the citizens, for the construction of a reservoir, was held in the town hall, March 6, 1839. At this meeting resolutions were adopted and committees appointed, and the most determined steps were taken to push forward the measure. Robert Williams, Dr. James Coffey, G. R. McFarlane, John B. Royer, J. C. Betts, Peter Hewit and Joseph Kemp were appointed on the most important committee. The Legislature was stirred up, the necessary money appropriated, and the next year the work was commenced and vigorously prosecuted. The contractors were John Mitchell and S. H. Lloyd. The firm of McFarlane & Garber furnished the iron. The work was completed by Henry L. Patterson, who subsequently took the contract.

FIRE APPARATUS AND FIRE COMPANIES.

The first fire engine purchased by the borough was during the fall of 1836, soon after its organization, and cost two hundred and twenty-five dollars. It was a very odd looking and singularly constructed machine, and proved of little service at a fire. In December, 1837, an attempt was made to organize a fire department and take steps to supply a want which was evidently felt—means to subdue a fire in case the borough, which was now a rapidly growing town, should be threatened with such a disaster.

[An effort was at the same time made to form a joint stock company for the purpose of supplying the borough with water. Joseph Crawford, esq., Hon. Joseph Adams, Rudolph Williams, David Mitchell and Robert Williams were appointed a committee to procure from the Legislature an act of incorporation for said company. In the fall of 1867, a little more than thirty years after this meeting, the fond dream of these public spirited citizens was realized, but not one of the above committee were present to witness it.]

There was no regular fire organization until January 26, 1838. The citizens then met at the United States hotel and a company was

formed, and a determination evinced to procure a good engine. But the effort was abortive, and the company organized proved to be nothing more than a "bucket brigade." In the winter of 1841 the "Diamond Engine company" was organized, and this was really the first fire company in the borough. It was then determined to procure two good fire engines. A vote on the subject was had, and the tax-payers were largely favorable to the proposition. In September, 1841, the "Juniata" arrived, and was placed in the hands of the firemen. But the Allegheny engine was not received until April 9, 1842. In 1869 the borough authorities purchased of Mr. Button, the manufacturer of the Button engine, of Troy, New York, the fine steamer "Phoenix," at a cost of \$2,500. It is in charge of a good company, composed of some of the best citizens of the town. It has done good service. In addition to the Phoenix organization, Hollidaysburg boasts of the Allegheny Hook and Ladder company, with a good truck, constructed on the modern plan; the Good Will Hose company, with a first-class carriage, and also a hose carriage managed by the Phoenix company. The fire organization is not only complete in all its details, but is a credit to the borough and those having the management of public affairs.

MARKET HOUSE.

In July, 1841, the borough authorities built a fine market house, on the Blair street front of what was then known as Market square. The building is still standing, and is used for the Hook and Ladder Truck and the Good Will Hose carriage. Each butcher had his own stall, where he dealt out the choicest steaks; and the farmers for many years patronized this market, bringing the products of their farms in front of the building and backing their wagons against the curb. The market was open on Wednesday and Saturday mornings of each week. The hours were from about 3 until 8 or 9 A. M. During these pleasant market times the "early bird caught the worm." Here, at the early blush of dawn, could be purchased the best of everything—vegetables and fruits in their season.

HOLLIDAYSBURG IN 1842.

Hollidaysburg, in January, 1842, is described by J. Penn Jones, esq., (at that time editor and proprietor of the "Register and Enquirer," and which is still ably conducted by David Over, esq., to whom we are indebted for favors,) as follows: "Hollidaysburg is a *great* place! It is great in a great many respects—one of the great-

est perhaps in the interior of the great State of Pennsylvania! It is great as a business place; it is a great place for fun, and great for sobriety and order; great for pretty girls, and good ones, too; (the assertion of the 'Williamsport Emporium' to the contrary notwithstanding;) great for its liberality and enterprise; great for its rapid increase in population, wealth and improvement; great for its muddy streets in wet weather; great for its dusty ones in dry; it's a great place for Washingtonians and Teatotallers; great for industrious men and thinking mechanics, and a great place for sleighing when the ground is frozen! It's a good place to sell saddles of venison, and flour for buckwheat cakes, potatoes, chickens, ice cream, (in summer,) and patent medicines all the year round! But the greatest thing of all, is, it's a great place for taking newspapers—greater in this respect, than any other town of the same population in the world. 'But enough said' about our town's greatness for the present. Not many years ago it was little better than a wilderness. In 1830 it did not contain more than fifteen or twenty houses, and a population of 150 or 200. Where Gaysport stands there was no sign of a town! Swamps and thickets, in which rabbits burrowed and black birds built their nests, were then where now are houses, gardens, streets, alleys and work-shops.

"In 1842 the American House was kept as a temperance hotel by Ira Hoadly, and the bar-room was turned into a reading room.

"The population of Hollidaysburg at the present time, as correctly taken by our borough assessor, Abraham Vantrics, esq., is 2,368; Gaysport, 448; total, 2,816. Gaysport is an incorporated district, cut off from Hollidaysburg proper, by a branch of the Juniata."

GAS INTRODUCED

In 1856 Hollidaysburg was lighted for the first time with gas. The Hollidaysburg Gas and Water company was incorporated by an act of Assembly, approved March 16, 1854, but was not fully organized for the purpose of manufacturing gas until April, 1856. No attempt was at that time made to introduce water. The capital of the company was \$40,000. Sometime during the spring a contract was made with L. R. Titus, of Trenton, N. J., for the furnishing and laying of the pipes, and construction of the works at a cost of \$30,000. The first officers of the company were Thomas C. McDowell, president; J. R. Crawford, secretary; and Thomas Bingham and William McFarland, directors. They held their positions until June, when an election was had and R. M. Lemon was elected president;

R. B. Johnston, treasurer, and Thomas C. McDowell, secretary. The managers were Jesse R. Crawford, Thomas Bingham and Dr. Joseph A. Landis. The work was prosecuted with vigor, and the town was brought from darkness to light by means of a good article of gas in the month of October, 1856.

WATER WORKS AND RESERVOIR.

The Hollidaysburg water works were built by the borough authorities. The act of Assembly authorizing their construction was approved March 16, 1866. James Gardner, William Jack, James Condon, John L. Hemphill and Thaddens Banks were the water commissioners. An article of agreement was made and entered into with John A. Woodward and T. B. Farrington, of Williamsport, Pa., to supply the water pipes. These pipes are of wood, wrapped with iron by a machine invented for this express purpose, and coated with a composition of coal tar and asphaltum. The water is brought from a beautiful spring of free-stone water on the Brush mountain farm of the Hon. Thaddens Banks. Its location is in a beautiful mountain dell, into which the rays of the sun seldom penetrate, and the pure, clear, cold water comes forth from the mountain side, leaping and rushing over large moss-covered boulders, and from the noise thus made it has received the appropriate name of "Roaring Run." The distance, along the line of pipes, from the borough limits to where the stream is tapped, is two and three-fourth miles. Hollidaysburg was truly happy when the pure Brush mountain water leaped from the hydrants for the first time, early in November, 1867. The cost of these works was about \$50,000. It must be remembered that in 1866-7 the cost of iron pipes was from one-third to one-half more than the cost of wooden pipes.

It was ascertained that the small well first used for the reception of the water was insufficient, and a reservoir was constructed of a capacity of two and a half million gallons, at a cost of about \$15,000. The elevation of the reservoir above Brush run is one hundred and seventy-five feet, and above points in town from sixty to one hundred and twenty feet. The water works are managed and controlled by the burgess and town council.

PRESBYTERIAN CHURCH AND ITS PASTORS.

The Presbyterian church, of Hollidaysburg was organized about the year 1778. The Hollidays were Presbyterians. The first preaching that we have any account of was at the house of Mr. William

Holliday, by the Rev. Dr. King, of Mercersburg, Franklin county, in 1772. The Rev. Mr. McDugal, Rev. John Johnson, Rev. Matthew Stevenson, and other ministers, preached here at different times. But it was not until after the arrival of the Rev. David Baird, or Bard, as he was called, came here that a church was fully organized. A frail wooden structure, called a "tent," was erected at the Blue Spring—now owned by Archibald McFadden—which was used as a place of worship. Thomas Blair, (the father of John Blair, for whom the county was named,) Thomas McCune and James Smith, sr., were the first ruling elders of this church.

In 1790 the "tent" was replaced by a house of worship, and was erected on the ground where the cemetery now is. It was built of round logs, and was used until 1818, when it caught fire from the burning woods and was destroyed. A new and more elegant structure, built of hewn logs, immediately took its place, which was occupied until the new brick church was erected in 1836-7 on the corner of Walnut and Clarke streets, the same ground now occupied by the large and commodious building erected in 1869-70.

Mr. Bard, whilst serving this congregation, also served the nation as a member of Congress. He was a member of the 4th and 5th Congress, and of the 8th to the 13th, inclusive. In the 13th Congress, which commenced December, 1813, and had three sessions, Mr. Bard was a member of the committee on claims.

Mr. Bard preached not alone to this congregation, but divided his time between this place, Williamsburg and Sinking Valley. He resided here most of his time; but at the time of his death, which occurred suddenly in Alexandria, Pa., in March, 1815, his residence was in Sinking Valley, where he was buried.

After the death of Rev. Bard, the church was without a regular minister until 1816, when Rev. James Galbraith, who had been preaching in Indiana county, became its settled pastor. He labored here, giving one-third of his time to the church in Williamsburg, until 1835. The same year, Mr. John Dunlap, a licentiate, came with a commission from the Board of Missions. His health being feeble he was never ordained. He went to Cincinnati in 1837 and assumed editorial charge, in connection with Rev. William D. Smith, of the "Presbyterian of the West," published in that city.

In 1838 the congregation called the Rev. William J. Gibson, of Philadelphia, who continued as their pastor until 1841. He removed to Darlington; thence to Philadelphia; thence to Jacksonville, and thence to Duncansville, this county, where he now ministers. The

Rev. Dr. David McKinney was called to this charge in 1841, and continued in the pastorate until 1852. He was one of the leading spirits in the great temperance movement of 1844. He resigned the pastoral charge to take control of the "Presbyterian Banner," which he originated, and which is still published in Pittsburg.

Between the years 1820 and 1841 Alexander Knox, Thomas B. Moore, John B. Riddle, John G. McKee and John Lyttle were ordained ruling elders of the church. During Dr. McKinney's pastorate Jonathan Hamilton, John McCartney, Joseph Smith, Charles Wilson, William C. McCormick and Samuel Moore were ordained ruling elders.

The Rev. David N. Junkin, pastor of the F Street Presbyterian church, of Washington, D. C., having been called to the pastorate, commenced his ministry on the 30th of October, 1853. During his pastorate James D. Rea, Joseph Dysart, Wm. R. Findley, M. D., Thomas Smith and Robert R. Hamilton were ordained ruling elders. In the spring of 1860, the health of Dr. Junkin becoming impaired, he was granted a leave of absence for six months. On the 11th of December, of the same year, the pastoral relations between Dr. Junkin and the church were, at his own request, dissolved. The Rev. David Sterret supplied the pulpit until the first Sabbath in September, 1861.

On the 4th day of August, 1861, the Rev. David Henry Barron received a call to become the pastor of this church, and, it having been accepted, he preached his first sermon as the pastor elect on the second Sabbath of September, 1861. On Tuesday, November 12, 1861, he was installed pastor of the church, in which relation he still continues.

In 1845 a number of families separated from this church and organized as the church of East Freedom. It has since been changed to Duncansville. In 1852 the church of Altoona was organized out of the members of this church. From that has sprung the Second church, of Altoona, and now both are large and flourishing. The present membership of the Hollidaysburg church is 440.

During the pastorate of Rev. Mr. Barron, four members of the session have died, viz: John B. Riddle, Charles Wilson, James D. Rea and Joseph Smith; two have removed from the bounds of the church, viz: Joseph Dysart and Robert Riddle, who now reside in Altoona. Hon. Samuel S. Blair, Hon. A. S. Landis, Crawford Irwin, M. D., and Robert Riddle have been ordained ruling elders. Three of these, Messrs. Blair, Landis and Irwin, with Messrs. Robert R. Hamilton, compose the present session.

In the summer of 1868 the congregation resolved to build a new church as the old structure, which had done good service, was becoming unsafe and had been time upon time condemned. The writer distinctly remembers that during some condemnatory remarks by the Rev. Dr. Junkin, his furious pounding made the feathers or cotton fly from the old pulpit cushion. Fortunately, that same pulpit was the most durable part of the church, and could have easily withstood the Doctor's most vigorous pounding for ages. It was not, however, until the December following that the abandonment of the old church building was fully determined upon. The congregation then (December 13) commenced worshipping in the court house, which they continued to occupy until the 5th of June, 1870, when the chapel was ready for occupancy.

On the 9th of September, 1869, the corner-stone of the new building was laid. The stone occupies a place in the south-west corner of the wall. "First Presbyterian Church," is cut upon one side, and "Sept. 9, 1869," upon the other. The laying of the stone was observed with appropriate ceremonies. The box deposited in the stone contained a sermon by Dr. W. J. Gibson and his photograph; sermon by Dr. David McKinney and his photograph; sermon by Dr. D. X. Junkin and his photograph; sermon by Rev. D. H. Barron and his photograph; history of the church, by Hon. A. S. Landis; one copy of the Bible; Hymnal and Confession of Faith; photograph of the old church building; list of officers and members of the church; fractional currency; one copy each of the "New York World," "New York Tribune," "Presbyterian," "New York Observer," "Hollidaysburg Standard," and "Hollidaysburg Register;" and sixty dollars in Continental currency. The first public service was held in the new church during the sessions of the Synod of Harrisburg, which began on the 19th of October, 1871, but regular Sabbath worship did not begin in the main room until December 31, 1871.

ST. MICHAEL'S ROMAN CATHOLIC CHURCH.

Among the early citizens of this town were a number of Roman Catholics from different parts of Germany. They attended St. Mary's church here. Messrs. Joseph and John Baroner, sr., the Meintels, the Fuchs, Greneders, Lieb, W. Rauch, J. Zanker, J. Heilmeier, and others, finally numbering eighty families, established a German congregation, and built a new church of their own.

The corner-stone of their church (St. Michael's) was laid on November 27, 1862, and in less than a year the church was dedicated

by Rt. Rev. Michael Domenec, Bishop of Pittsburg, who also appointed the first pastor in the person of Rev. George Kirchner. The church is built in an elevated part of the town upon a fine plot of ground. It measures 75x43 feet. Its tower or steeple is 120 feet, and contains a chime of bells. In addition, the German Catholics possess a school-house and a temporary residence for their pastor.

The pastor, Rev. G. Kirchner, labored hard among his flock; he had many sore trials, hard work and at times insufficient rest. Yet he bore it pleasantly in his zeal to promote the welfare of his people. He filled the position of pastor for nearly five years, after which he was transferred to Pittsburg. The second pastor was Rev. John B. Schmidt. Nothing particular was done during his pastorate, save the endeavor to promote the spiritual welfare of the congregation. Rev. J. Rosswog was his successor. He remained about nine months. His pastorate was attended by nothing noteworthy. The next pastor appointed was Rev. George Allman. He was born in Germany, but completed his studies and was ordained in this country. He was beloved here by all classes. The next pastor, was Rev. Julius Kuenzer. He also was born in Germany. His literary abilities were of a high grade; a great scholar in Latin, unexcelled in profane and ecclesiastical history, and well posted in all theological matters. No changes were made during his pastorate of nearly four and a half years. From here he was transferred to Pine Creek, Allegheny county, Pa., where he is still in charge. The present pastor, Rev. Francis J. Kaib, came on December 1, 1878. He is a native of our country, born at Pittsburg, on February 24, 1850. Great improvements have been made up to date under his careful management.

The old school-building has been superseded by a new and elegant one. Mrs. Barbara Zanker, wife of Joseph Zanker, an old citizen of this town, but now deceased, gave to the pastor, toward erecting the new school, \$4,000. Work was commenced at the new building about April, 1879, and was finished for school purposes the following October. The building is large and commodious, measuring 60 feet in depth, 26 feet in width and about 28 feet in height. Besides this improvement, there now stands in the place of the old school building a neat brick dwelling for the good teachers, the Sisters. It is 21 feet front and 33 feet deep and two stories high, and complete in its arrangements. The Sisters have brought the school to a high grade, teaching in both languages—German and English—reading, spelling, writing, grammar, arithmetic, geography, Bible history and catechism, to an average of ninety to one hundred children.

Thus the congregation has prospered under the present pastor. He is a young and active man, and is considered an able speaker in both the German and English languages. Since his advent he has gained the friendship and respect of all classes without exception, and all good wishes attend his ministry among the citizens. Thus, through his earnest endeavors and hard labor, Rev. Francis J. Kailb has raised St. Michael's congregation to such a state that it may be justly considered one of the best in the Catholic diocese of Pittsburg. 1862 and 1880—what a change during this time!

LUTHERAN CHURCH.

It is with difficulty that a complete history of the Lutheran church can at this day be written. Its early records were loosely kept and the original members are either now members of the church in heaven or have removed to other States. In Frankstown, about the year 1824, the First Lutheran church of Hollidaysburg was organized with Rev. G. A. Reichart as pastor, who served until 1830. Rev. Smick filled the pulpit for several years. The old church building is still standing. It was built and finished inside like all other church edifices in those days—galleries around the three sides, a pulpit high in the air, reached by winding stairs, and high back pews. Rev. Jacob Martin became the pastor in 1832, and with his advent the church began to increase in numbers and prosperity. His pastorate continued, with the exception of several years, until 1849. In 1840, the church was without a pastor. In 1846 Rev. Peter Anstadt ministered to the congregation. In 1837, the congregation—many having now settled in Hollidaysburg—contemplated a removal. Mr. Christian Garber, accordingly donated to the church a piece of ground on the hill where the cemetery now is, and in the spring of 1838, ground was broken for a new church edifice. Henry L. Patterson, Jacob Brumbaugh and John R. Martin composed the building committee. The ceremony of laying the corner stone was performed on Saturday, May 14, 1838. The exercises were held in the then new Presbyterian church. Rev. Benjamin Kurtz, of Baltimore, Md., and Rev. Gibson, of Bedford, assisted in the devotional services. In a few years, additional ground was purchased, and used as a cemetery. This building did good service, and was, in its day, a comfortable church. The basement of the church was used for a short time by the public school. During Rev. Martin's pastorate, there were received into the church 466 members and he baptized 320 children. In 1849, Rev. Lloyd Knight was called to be the pastor, and he

served the congregation until 1862. During his pastorate, the new church, on the corner of Allegheny and Union streets, was built and the old church taken down. The corner stone of the new church was laid in June, 1853, amidst imposing ceremonies. Many articles of interest were deposited, and it is to be regretted that a description of them cannot be given. Rev. Daniel Schindler became the pastor in 1862 and served for three years. He was an eloquent preacher and a good man, but there was no notable prosperity during his pastorate. He succeeded in procuring for the church an elegant pipe organ which cost six hundred dollars. Rev. Charles L. Ehrenfeld became the pastor during the summer of 1865, and served the congregation acceptably for five years. He was succeeded by the present pastor, Rev. D. L. Ryder, who preached his first sermon as the regular minister, in the month of January, 1872. During his ministry the church edifice and parsonage have been remodeled and greatly improved. The church is now very neat and comfortable. The walls are handsomely frescoed; beautiful stained glass adorn the windows and the floor is covered with a handsome carpet. The present membership is three hundred and fifty, and the Sabbath-school numbers some two hundred scholars.

BAPTIST CHURCH.

The Baptist church of Hollidaysburg sprung from the church at Williamsburg, which was admitted into the Juniata Baptist Association in 1829. Ten members of that church had their residence in Hollidaysburg, and when it was determined that the canal basin should be located there, and it became evident that the village of Hollidaysburg was destined to become a large and prosperous town, these ten members deemed it expedient and proper for them to organize a church of their own. Accordingly, in August, 1833, they obtained letters of dismission from the Williamsburg church. On November 17, following, a council of the association, which had been previously called, met in the public school building on Walnut street, (the old school building which was torn down some years since), and then and there the Baptist church of Hollidaysburg was organized. Rev. David Williams, pastor of the Williamsburg church, was called and became the first pastor. Sutliff F. Henry and Joshua Williamson were elected deacons of the new organization. But it was not until 1836 that the congregation felt themselves able to build a church edifice. Although this small nucleus soon grew in numbers and influence, their limited means would allow of the erection of but a

small brick building, which was built on the corner of Walnut and Union streets, the site of the present church. Rev. Williams continued to serve the church for several years. Rev. Thomas E. Thomas was the pastor for six months during the year 1837. Rev. John P. Rockafellar, an able and earnest divine, very zealous in the cause of Christ, was called to the pastorate in 1837. He continued to labor among the people, witnessing, in many instances, rich returns for his labors, up to the time of his death, which occurred in 1849, except an interval of three years. He died young, and his early departure was much regretted. Rev. Rockafellar had many warm and true friends. During his ministry, the little brick church was discovered to be too small for the accommodation of the rapidly increasing congregation, and in 1846 the neat edifice now used by the church was built. In 1874 it was remodeled, and the auditorium has been made very comfortable and attractive. During the interval of three years, before alluded to, the pulpit was filled by Rev. Dr. A. K. Bell, and Rev. Henry Wescott. In 1848 the congregation extended a call to Rev. D. J. Yerkes, who continued in the pastorate until 1857. Rev. Yerkes was a brilliant preacher, a good pastor and very successful. He was succeeded by Rev. A. H. Taylor, who continued in charge until 1862. Rev. C. S. Stineman was the pastor for one year. In 1864 Rev. Dr. William Shadrack became the pastor, and continued, greatly admired and respected by all his congregation, until 1868, when Rev. E. C. Clapp was called and served for two years. He was regularly installed pastor in August, 1867, and served his people faithfully until October, 1869. In the spring of 1870 Rev. H. F. King, the present pastor, received a call, which was accepted, and took charge of the congregation during the month of April of that year. Rev. King is very acceptable to the people as a pastor. His heart is in his work, and there is no question of his future success. He is a young, earnest and arduous worker in the cause of his Master.

The Sabbath-school attached to the church is large and in a flourishing condition. M. H. Baldrige, is its superintendent. A. M. Lloyd takes an active interest and has charge of the Bible class—called the "Judson Bible Class."

HOLLIDAYSBURG SEMINARY FOR YOUNG LADIES.

On page 25 reference is made to this institution of learning, which originated from a desire for higher education for young ladies. The building is stone, four stories from the foundation, frontage one hundred and fifty feet, and depth one hundred and sixty feet. It con-

tains, in addition to a large and commodious school hall, a laboratory, recitation, reading, music and art rooms, besides apartments for the principal and his family, and dormitories for boarding pupils. The building contains all the modern conveniences. The location of the Seminary, on an elevated campus, the grounds embracing four or five acres, is a beautiful one, commanding a fine view in every direction. In point of healthfulness the location is unexcelled. While, in no sense, sectarian, the school is, in the best sense, moral and Christian. The work is thorough, broad and liberal, in recognition of the fact that the sphere of woman's activity and usefulness is constantly widening. [See engraving on page 212.]

THE GREAT FIRE IN HOLLIDAYSBURG.

About four o'clock, p. m., on the 14th day of April, 1880, a fire originated, evidently the work of an incendiary, in an unoccupied barn, formerly used as a livery stable by Charles Hewit, located on Wayne street, between Allegheny and Mulberry streets. The Phoenix Steam Fire Engine company, Allegheny Hook and Ladder company and the Good Will hose company promptly responded to an alarm given by the whistle of furnace number one. The wind, however, spread the flames over adjoining frame structures, and in a short time two blocks were on fire, rendering the efforts of the fire department to subdue the flames entirely unavailing. A telegram for aid was transmitted to Chief Engineer Rose, of Altoona. Promptly the Vigilant company with their apparatus, embarked on a special train, consisting of an engine and truck, and the run was made (seven miles) in eleven minutes. The Vigilant was followed by the Empire Hook and Ladder company, who drove to Hollidaysburg, over a rough road, in forty minutes. By this time the fire was under control. Its progress was stopped by the firemen confining their attention to preventing its further spread.

After the fire there remained but one stable, occupied by James Condron, on the two squares ravaged by the flames. The buildings destroyed were the double cottage house owned by the Rollins brothers; green house, photograph gallery and dwelling of Frank Proctor; the large brick house on the corner of Allegheny and Penn streets, owned by Dr. C. Irwin and occupied by Dr. D. S. Hays; also two frame houses adjoining, owned by Dr. Irwin, and a brick house owned by Wm. Thomas, of Altoona, and a small house owned and occupied by the widow Lewis; also stables of A. L. Holliday, J. Bereckheimer, Samuel McFadden, Hon. Thad. Banks, Samuel Milliken, William

Williams, A. F. Osterloh, William Gardner, James Patton, Mrs. Reynolds, Col. J. A. Lemon, G. I. Davis, J. M. Kinports, C. G. Lowry, McFarlane heirs, the stables on the Dr. Irwin lots and the William Thomas lot, and two others. A large number of out houses, sheds, grape arbors, etc., were either broken, burned or damaged.

While the fire was in progress the roof of the residence of Judge Dean, and also on that of Hon. R. A. McMurtrie, caught fire from flying sparks, but were extinguished before serious damage resulted. Several other buildings caught fire from sparks and blazing shingles carried by the wind, among which were the residences of Dr. W. C. Roller, Mrs. Charlotte Irvine, Hon. S. S. Blair, and the stable of David Over, which sustained but little or no damage.

The losses amounted to about twenty thousand dollars, upon which there was about ten thousand dollars of insurance.

BLAIR COUNTY MEDICAL SOCIETY.

From Rowan Clarke, M. D., of Bellwood, we obtained a short and concise history of the Blair County Medical Society. A preliminary meeting was held in Hollidaysburg, July 25, 1848, in pursuance to a notice which appeared in the Hollidaysburg papers, signed by James Coffey, M. D.; J. A. Landis, M. D.; A. Rodrigue, M. D.; Robert W. Christy, M. D., and Harry T. Coffey, M. D. In addition to the gentlemen just named, Wm. R. Findley, M. D., at that time of Frankstown, and John Getty, M. D., of Martinsburg, were present, Dr. John Getty presiding, and Dr. H. T. Coffey, acting as secretary. Drs. J. A. Landis, Wm. R. Findley and H. T. Coffey were appointed a committee to draft a constitution and by-laws. On the 16th November, 1848, an adjourned meeting was held at the Exchange hotel, Hollidaysburg, which was composed of the gentlemen just named. A constitution and by-laws were adopted and signed by those present. The following officers were elected: President, James Coffey, M. D., Hollidaysburg; vice presidents, John Getty, M. D., Martinsburg, and John D. Ross, M. D., of Williamsburg; corresponding secretary, Harry T. Coffey, M. D., Hollidaysburg; treasurer, Robert W. Christy, M. D., Hollidaysburg. The next meeting (the first regular meeting) was held on December 26, 1848, in the office of Dr. R. W. Christy in Hollidaysburg.

The constitution described the object of the society to be the advancement of medical knowledge, and to sustain and elevate the medical profession, to protect the interests of its members, to extend the bounds of medical science, and to promote all measures calculated to

relieve suffering, to improve the health and to protect the lives of the community. Article 3, section 1, says: "No one shall be admitted as a member unless he is a graduate in medicine of some respectable school; or, has a license to practice from some board recognized by the State Medical Society; or, has been a practitioner of medicine for at least fifteen years, and who is in good moral standing in the place where he resides." The balance of the constitution and by-laws is for the government and discipline of its members, and has been but slightly amended since its adoption. The society is also governed by the code of ethics of the "American Medical Association," an admirable code in every respect.

Twenty-seven names are on the roll at the present time, only one of the original members, Dr. John D. Ross, of Martinsburg, being among the number.

The officers for the present year are as follows: President, G. E. Brehman; vice presidents, C. H. Clossin, and R. W. Christy; secretary, Rowan Clarke; treasurer, John D. Ross.

CONCLUSION.

The first postmaster of Hollidaysburg was William Holliday. He was postmaster in 1779, and it is probable was commissioned by the Supreme Executive Council of the State. He and several others addressed a petition to the Council, to which he signed his name as postmaster, on the 29th of May, 1779. John Holliday was postmaster during the administrations of Madison and Monroe, and probably John Quincy Adams. Peter Hewit served during the first part of Jackson's administration. He was followed by Samuel Moore. Wm. McFarland was appointed by Van Buren; Dr. James Coffey, by President Harrison; John Gorley, under James K. Polk; the Rev. J. P. Rockafellar, under President Taylor. Rev. Rockafellar's health becoming poor he was unable to discharge the duties and was succeeded by Joseph Baldrige. Col Wm. G. Murray was commissioned by Franklin Pierce in 1853, and was continued during the administration of James Buchanan. James Bingham was appointed by Abraham Lincoln in 1861, and continued in the office until 1869 or 1870, when John Lingafelt was commissioned by U. S. Grant, and continued to discharge the duties in a very acceptable manner up to the time of his death, in the spring of 1879. His son, James M. Lingafelt, succeeded to the office, and is the present incumbent.

Three of Hollidaysburg's citizens served in the supreme council of the nation. David Bard served as a member of Congress from

March 4, 1797, to March 4, 1801, during the Fourth and Fifth Congresses, and again from March 4, 1803, to March 4, 1815; or, from the Eighth to the Thirteenth Congresses inclusive. He died suddenly on his return from Washington, at Alexandria, on March 12, 1815. He was, as stated in another place, a Presbyterian minister, and up to within a short time of his death, a citizen of the borough and owned the lot now occupied by John Wighamam, on Allegheny street. At the time of his death he resided in Sinking Valley. The Hon. Samuel Calvin represented this district in the Thirteenth Congress, and the Hon. Samuel S. Blair was its representative in the Thirty-sixth and Thirty-seventh Congresses.

The Hon. Hiram Price, who is a member of the present congress from the Second Iowa district, was at one time an active and leading citizen of the borough. General Henry H. Bingham, present member of the First district of this State spent his boyhood days in Hollidaysburg, and his father, Mr. James Bingham, is still an honored citizen. Hon. Ed. Belch, now a prominent lawyer in Missouri, and who served prominently for some years in the state senate, was a citizen; he studied law in the office of Col. D. H. Hoffius, and hung out his first shingle in Hollidaysburg. Hon. Geo. W. Martin, now a prominent citizen of Kansas, and for many years the State printer, looks upon Hollidaysburg as his old stamping ground, and recalls with pleasure the many pleasant days he spent at his first home. Robert Lowry, now a prominent citizen of Davenport, Iowa, was once a leading citizen, and at one time proprietor of the "American House." Many others could be named who have gone out and become prominent members of society elsewhere, but the brief space allowed for this narration, prevents it.

Among the leading citizens may be mentioned the Hon. Geo. R. McFarlane. He was fast rising in prominence, when his sudden and untimely death, in September, 1852, cut short a career which bid fair to be one of high rank in the nation. He was not only a leading citizen of the community, but was a leading and influential spirit in the Democratic party, and through it, was, at the time of his death, on the line of promotion to the gubernatorial chair. Hon. S. S. Blair, a leading citizen, is a distinguished lawyer, standing in the front rank of the Pennsylvania bar, and perhaps the most successful in this section of the State. By many of his friends it is thought only a question of time when he shall take his place on the Supreme Bench. Hon. Samuel Calvin has been an active citizen for forty-four years, and has done much to advance the interests and promote the welfare

of the borough. He held a distinguished place in the old Whig and the Republican parties, and his name was brought forward in several of the State conventions for Governor, and would, perhaps, have succeeded in securing a nomination, had he not peremptorily declined being a candidate. Rabin Wallace, the father of Hon. William A. Wallace, was for many years a citizen and a member of the Blair county bar. Hon. Thad. Banks has been for forty years a leading lawyer and distinguished citizen, and has always taken an interest in all matters and movements calculated to promote the welfare of the borough. Hon. John Dean, for many years an active and enterprising citizen, has, through his own untiring exertions, attained prominence as a lawyer, and since his elevation to the bench has given perfect satisfaction to the people of the Twenty-fourth district, and Hollidaysburg is proud of his legal attainments and his clear and impartial rulings and legal opinions. Hon. A. S. Landis, a lawyer rapidly rising in prominence, was a distinguished member of the late constitutional convention. Hon. B. L. Hewitt, also a prominent member of the bar, has represented the people of the county in the Legislature for a number of years, and he bids fair to distinguish himself in other and more prominent fields of usefulness. Hon. John A. Lemon, who represented this district, for a number of years, in the State Senate, is now the candidate on the Republican ticket for Auditor General of the State. He has always been a prominent and useful citizen, and the people are proud of his advancement. Hon. John Cresswell, jr., has been a resident and a leading citizen for many years, and at one period of his life, a leader of the Democracy in this Senatorial district. He represented the district with honor and dignity in the State Senate, over which body he presided as Speaker. He was the first Blair county man to occupy the Speaker's chair. Mr. Cresswell is also a lawyer of learning and ability.

Hollidaysburg may be an old town and not a big town for its age, but it can truthfully boast of a large number of good and prominent citizens at home and abroad. There are few prettier towns or more healthful localities. Its streets are well shaded and there are few streets that can excel Allegheny for beauty. The town is lacking in but one thing, and that is a large, first-class hotel. It could be made, on account of the pureness of its atmosphere, and beauty of its surrounding scenery, a very desirable summer resort. It is to be hoped that the day is not far distant, when this much needed want will be supplied.

TYRONE BOROUGH.

To J. D. Hicks, esq., of Tyrone, a prominent member of the bar of Blair county, we are indebted for the historical reminiscences contained in the following :

"Tyrone* City," so called in its earliest day by its original proprietors, is one of the comparatively new towns in the central part of the State, and is, in nearly every respect, what may be called a "rail-road town," owing, as it does, its prosperity to the Pennsylvania railroad and its branches.

FIRST BUILDINGS ERECTED.

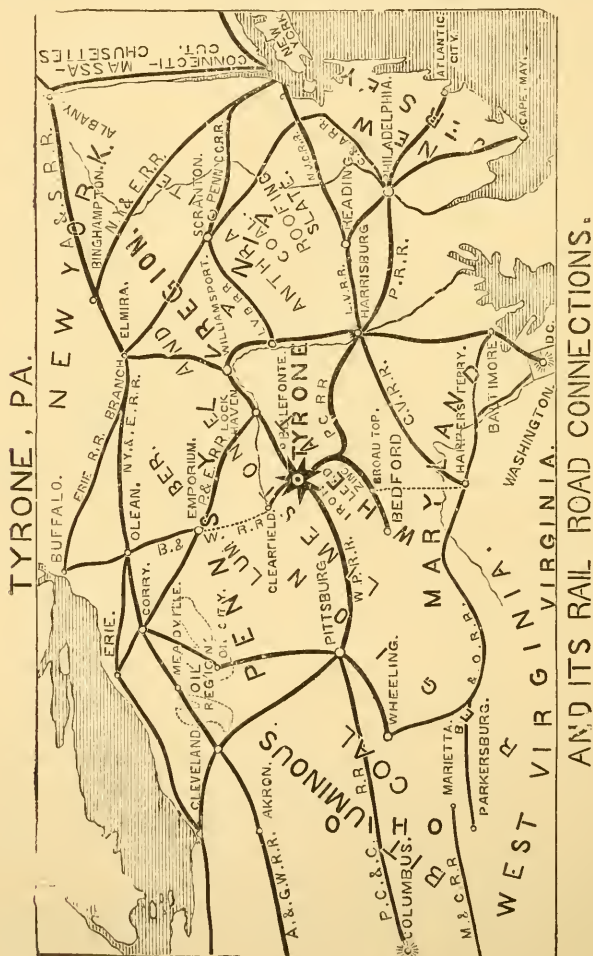
It was originally laid out by Messrs. Lyon, Shorb & Co., an old and much respected iron firm, that, until a few years since, carried on extensive iron-works in different parts of the State. John T. Mathias, at the present day a venerable and highly respected citizen of the town, in 1850, assisted in planning the streets and laying out the lots. He was then the superintendent of what was known as Tyrone Forges. Hon. Jacob Burley built the first house and moved into it in November, 1850, and Rev. John D. Stewart and Mr. Burley started business together in the building first then completed, adjoining, or in close proximity to the same ground now occupied by the City hotel. In 1852 the Central hotel was erected by Joshua Burley, and in 1853 Messrs. Edwin L. Study, Pius Sneeringer and Samuel Berlin, on their way to the far west from Adams county, were induced to interrupt their journey and look at the new town. They were so favorably impressed that they purchased lots and ever afterwards identified themselves with the growth and prosperity of Tyrone. Mr. Study died about a year ago, after being widely and favorably known over the entire State as an active and honorable business man. He was president of the Blair County Banking company at the time of his decease. Mr. Berlin commenced in the drug business, in which he is still engaged. Mr. Sneeringer started in general merchandising and retired but a year or two since. In 1852 the first school-house and the Methodist E. church were added to the many new buildings previously erected, and in the following year the Presbyterian and United Brethren churches were built.

* Commencing its career as a town in 1849, Tyrone was created a borough in 1857; East Tyrone in 1873. The name was derived from the Tyrone Iron works, about one mile east of Tyrone.

RAILROAD FACILITIES.

The railroad facilities of Tyrone are second to no town of like population in the State, and the early completion of the Tyrone and Lewisburg railroad (soon to be effected) makes Tyrone in reality a railroad centre and a point which will be sought after by persons whose inclinations and means would lead them into the manufacturing business.

Through the courtesy of Capt. C. S. W. Jones, editor of the "Herald," we are able to present a diagram of Tyrone:



The above gives all the railroad connections except that of the Lewisburg and Tyrone road, which is now nearly completed, and over which cars run a considerable extent.

TYRONE AND CLEARFIELD RAILROAD.

In 1853 the Bellefonte Plank road was completed, and in 1856 the Tyrone and Clearfield railroad was commenced, by David J. Pruner, but owing to some difficulties the road was in an incomplete condition until 1860, when the Pennsylvania railroad took charge of it and soon laid the rails over what is said to be the steepest gradient in the State, and Clearfield county poured its coal and lumber into the already flourishing borough.

NEW DIVISION OF PENNSYLVANIA RAILROAD.

In 1862 the Bald Eagle Valley railroad superseded the old plank road, and a new division of the Pennsylvania railroad was organized with Mr. Samuel G. Black as superintendent, and D. D. Wood, a well-known and tried railroad man, as train-master. From this time the town grew rapidly.

SUPERINTENDENTS AND CLERKS.

Superintendent Black was succeeded by James Lewis, a brother of Enoch Lewis, purchasing agent, P. R. R., and, in turn, was succeeded by George C. Wilkins. Mr. Wilkins became much interested in the growth of Tyrone and did much towards its improvement. In 1877 Mr. Wilkins was succeeded by S. S. Blair, the present efficient and gentlemanly officer. The first chief clerk of the road was M. H. Taylor, son of the late Judge Taylor. In 1867 Mr. Taylor was succeeded by Josiah D. Hicks, residing in Tyrone. He removed to Altoona in 1868, and was succeeded by Thomas J. Maitland, who was afterwards promoted to the general superintendent's office in Altoona. R. H. Powell succeeded Mr. Maitland, and upon the accession of Mr. Blair to the superintendency Mr. Powell was succeeded by John H. Riley.

SHOPS OF PENNSYLVANIA RAILROAD.

The Pennsylvania railroad, as early as 1868, established shops for repairs in this place, which, for a number of years were under the management of Andrew Vauclain, sr., now of Altoona. He was succeeded by William H. Jackson, at present also a resident of the "Mountain City." Mr. Jackson was succeeded by William H. Carothers, who is, to-day, the same genial fellow he used to be when chief director of the Good Will Fire company of Altoona, in its early history. These shops, from small beginnings, have grown to be extensive, in which are now employed a large number of men.

BOILER AND MACHINE SHOPS AND IMPROVEMENTS.

There are large boiler and machine shops in successful operation, under the management of W. H. Pawling; two large planing mills, owned by Samuel McCamant & Co. and Boyer, Guyer & Co.; a large steam tannery, owned and conducted by D. P. Ray; extensive lime-stone works and quarries of A. S. Morris; saw-mill and shingle-mill; large steam flouring mill in town and others close by; new process steel works in the vicinity, as well as the extensive Tyrone forges, conducted by S. C. Stewart, proprietor, who has long been identified with the prosperity of Tyrone, doing all that could be done to further its interests, and especially in urging the completion of the Tyrone and Lewisburg railroad, which must largely add to the future prosperity of the place. The manufacture of illuminating gas, by the Tyrone Gas & Water company, may be considered as one of the growing industries of the place.

PAPER MILL.

A large paper mill has just been erected in the northern end of the town by Morrison, Bare & Cass, in which about eighty hands receive employment. With a front of 120 feet on Main street, the building extends back 190 feet. The rear wing, on a parallel with the front, is 70 feet, making the walls on three sides 380 feet. Out-buildings in the immediate vicinity have also been erected to subserve the purposes of the company. The interior of the main building is filled with improved and finely adjusted machinery.

BANKING HOUSES.

About 1866 William M. Lloyd opened the first bank in the place, and was shortly after succeeded by the Tyrone bank, with Caleb Guyer as its cashier. For a long time previously, Mr. Guyer had acted as railroad agent, and in that capacity acquired an extensive acquaintance. Both banks did a large business. The latter is still in existence, and Mr. Guyer its efficient head. In the year 1876 the Blair County Banking company was organized, and it, also, has become one of the fixed institutions of Tyrone. Edwin L. Study became its first president, and Gen. Robert A. McCoy, of the famed Pennsylvania Reserves, and private secretary of Governor Curtin, was made cashier.

CHURCHES AND SCHOOLS.

All the leading denominations have commodious churches, so that persons who are inclined churchward cannot go amiss in Tyrone.

The public school building is among the best in the county. The schools are graded, and in a flourishing condition. There are also private schools, and within a short distance of town, is located the Mountain Seminary, a college for young ladies. Churches and schools may not directly add money to the coffers of the people, but they are safeguards thrown around society, and guardians of science, intelligence, morality, and those national virtues for which our forefathers "pledged their lives, their fortunes and their sacred honor."

JUSTICES OF THE PEACE.

J. M. Calderwood and Samuel Jones were the first justices of the peace. Both are living and do honor to the constituency that elected them. Mr. Calderwood is the Adams Express agent, and Mr. Jones is still acting as magistrate.

[For history of Tyrone newspapers see pages 53 and 54.]

MILITARY MEMORANDA.

In 1835, eleven years before the erection of Blair county, David Robinson, (killed by a runaway accident at Frankstown, on Friday, August 6); J. G. Fleck, of Sinking Valley; Allen McGlathery, E. B. Tipton, Robert Riddle, of Altoona; O. P. Haggerty, of Logan township, and Thomas Smith, of Scotch Valley, were seven of the sixty persons who formed a military organization, called "The Union Cavalry Company." The company was organized in Pleasant Valley, and Martin Bell, of Elizabeth Furnace, uncle of Mr. Martin Bell, the Hollidaysburg attorney, was made captain. James Hutchison, now of Altoona, was made first lieutenant, and Joseph Irvin, of Hollidaysburg, was second lieutenant. Mr. Fleck has made some researches in order to ascertain how many of the original members of the Union cavalry are living to-day, and the result has been as follows: B. F. Bell, now residing somewhere in the west, about 67 years old; James Hutchison, of this city, about 70 years; Oliver P. Haggerty, of Logan township, 68 years old; J. G. Fleck, of Sinking Valley, 60 years old; John Hamilton, of Altoona, probably 65 years old; Smith Hamilton, living in the west, 63 years old; Allen McGlathery, of Altoona, 70 years old; David Henshey, of Antis township, about 70 years old; Samuel Noble, who was born in the old log house that formerly marked the site of Altoona, but who now resides in Iowa, aged 60; Thomas Smith, of Scotch Valley, now about 65 years of age; E. B. Tipton, then a resident of Logan township, but now of Altoona, 69 years of age; Robert Riddle, now of this city, about 60 years old; Elias B. McClellan, at that

time clerk at Allegheny Furnace, now living somewhere in the west, at the age of more than 60; Stephen Johnson, then living at Bell's Mills, but now a resident of Indiana county, about 60; Thomas Trout, of Logan township, about 66 years of age; O. P. Trout, then of Logan township, but now in Bedford county, about 60; Joseph Irvin, then of Scotch Valley, but now of Hollidaysburg, about 64; Elias Moore, of Scotch Valley, about 65; James Hopkins, then of Logan township, now of Lee county, Illinois, about 65; A. K. Bell, then of Bell's Mills, but now pastor of the Baptist church of Altoona, about 65 years.

The Sheridan Troop was organized July 15, 1871, with C. S. W. Jones, captain, and J. C. Akers, first lieutenant. Mr. Jones was re-elected captain in 1876. George Grenninger was elected first lieutenant, July 1, 1874, and re-elected to same position July 1, 1879. T. M. Fleck was elected second lieutenant December 1, 1875. The company numbers fifty-eight men, who, fully equipped with uniforms, carbines, revolvers, saddles, bridles, etc., present a fine military appearance. Connected with the troop is a fine cornet band.

EXTENSIVE CONFLAGRATION.

Up to the 8th day of July, 1880, Tyrone met with no serious reverses. About three o'clock on the morning of that day a fire broke out in the livery stable attached to the City hotel. The stable was burned to the ground. Its contents, including nine horses, a number of buggies, carriages, wagons, etc., were also destroyed. The third story of the City hotel, as well as a two-story frame building occupied by the Blair County Banking company, clothing firm of Meminger & Stewart, and by Dr. J. M. Gemmil as an office, disappeared with the flames; also, a frame two-story house with a one-story addition owned by James T. Owens, and occupied by W. B. Stewart as a shoe store and dwelling and by Mrs. S. G. Black as a notion and stationery store. The next victim of the fire was a two-story frame building owned by John A. Crawford & Bro., of Sinking Valley, and occupied by John W. Thomas as a dwelling and by Smith & Gray, grocers. From this point the flames leaped across an alley and attacked a large brick building owned by the heirs of Wesley Nowlin, deceased, and occupied by Templeton, Crawford & Co., as a dry goods store, the roof and upper story of which were partially destroyed. A large frame warehouse in the rear of the store and a frame dwelling house in the same locality, also belonging to the Nowlin estate, met a similar fate. A frame dwelling house, owned

by W. Fisk Conrad, was next consumed. A dwelling house adjoining, owned by Mrs. Rebecca Walker, was totally destroyed. The "Herald" building, adjoining the City hotel, on Main street, the first floor of which was occupied by D. B. Wilson as a book and stationery store, the second floor by the "Herald" printing office, and third floor by the Grand Army of the Republic, was partially destroyed—the first story remaining. Next to the "Herald" building a two-story brick house, owned by Patrick Flynn, the first floor of which was occupied by the Tyrone bank and the second floor as offices by D. T. Caldwell and John A. Mathias, as well as a two-story frame hall adjoining the bank building, also owned by Mr. Flynn, yielded to the flames. The latter building was occupied on the first floor by the post office; P. Sneringer & Sons, tobacco dealers, and George H. Garner, dealer in drugs; second floor, "Democrat" printing office. Next destroyed was a frame building owned and occupied by P. Sneringer as a dwelling, and by Messrs. Van Valzah & Wilson as a dry goods and grocery store; also John Scullin's three-story brick building, occupied by him as a dwelling and merchant tailoring establishment; two-story frame building, used by I. P. Walton as a dwelling and jewelry store. An inconsiderable portion of personal property (goods, furniture, etc.,) was saved, and, in the absence of insurance the loss fell heavily upon many. The insurance, altogether amounted to about \$100,000. The value of property destroyed was in the neighborhood of \$150,000.

In response to a telegram transmitted by J. D. Hicks, of Tyrone, to Chief Engineer Rose, of Altoona, about an hour after the fire broke out, the latter gentleman with the Vigilant Steam Fire company hastened to the scene of the conflagration. When the call for help was received, Chief Engineer Rose and the firemen were in bed. Notwithstanding, in fifty minutes thereafter they arrived in Tyrone, fully equipped, and commenced the work of fighting the fire. Huntingdon had been called upon, and it was not long before it responded with a company of firemen and a steam fire engine. The Empire Hook and Ladder company, of Altoona, next made its appearance. These companies, with the Neptune, of Tyrone, all composed of fearless and active firemen, by concert of action, soon put an end to the devouring element.

REBUILDING COMMENCED.

Removing the debris from the burnt district commenced immediately after the fire, and it was not long before active preparations

were made for the erection of more substantial and imposing buildings on the site of those destroyed.

NEW RAILROAD DEPOT.

The new railroad depot, built on the site of the old one destroyed by fire, has just been completed. The ground plan is $47\frac{1}{2} \times 68$ feet, the basement is of the best and most durable stone, and the building consists of two stories above the basement. The north elevation shows one door in the centre; the east and west elevations, each two doors, and the south elevation, three doors, irrespective of the basement openings and the doors above the first story. On the first floor is the ticket office, dispatcher's office, express office, and several other departments. The apartments on the second floor are fitted and arranged for the office of the superintendent of the Tyrone division, and his assistants. The main front elevation, with its octagonal faces and angles, presents a fine appearance; but the entire building, finished in the best style of railroad architecture, is an imposing and magnificent structure.

NEW IRON BRIDGE.

Besides these industries and improvements we may mention a new iron bridge which now spans the Bald Eagle creek. It is seventy-five feet in length—a very neat and firm structure. It is of sufficient width for wagons to pass each other, with extensions on each side for foot passengers. Soon another bridge, spanning the Juniata river, will be constructed.

TYRONE'S FUTURE PROSPECTS.

The iron-ore fields of Warriors-mark and Nittany valleys, and the Spruce Creek and Half-moon valley mines on the east; the inexhaustible coal* fields and lumber districts of Clearfield and Centre counties on the north and west, and the zinc† and lead mines of Sinking Valley on the south—these resources, coupled with the beau-

*The product ranges from 40,000 to 60,000 tons per week. This coal is said to be superior to that mined in any other bituminous district. It yields, by analysis, seventy-four per cent. carbon, is comparatively free from impurities, makes but little ash, and consequently adds to its combustive power a medium percentage of volatile or inflammable gas. Large bodies of carbonate iron-ore, which mixes advantageously with the hematite and fossil ores of the Juniata valley, exists in part of the coal fields.

† One of the lime-stone belts of the lower Devonian, cropping along the valley, yields a considerable amount of lead and zinc, which, if properly developed through scientific skill, would start a remunerative business in the manufacture of oxides. Silica, or silica, in the form of glass-sand, is also abundant.



SINKING SPRING CAVE, NEAR TYRONE.

tiful Juniata†, which sends forth a never-failing supply of pure water, together with its agricultural resources, must in the near future make Tyrone one of the most important and populous railroad towns of Pennsylvania. The health-imparting influences of the atmosphere, and the beauty of natural scenery, combined with the advantages already recited, point with unerring certainty to this result.

DIRECTORY OF TYRONE.

BOROUGH OFFICERS.

Chief Burgess, C. S. W. Jones.
Assistant do., John F. Rung.

Treasurer, C. J. Kegel.
Solicitor, J. D. Hicks.

TOWN COUNCIL.

1st Ward—Samuel Berlin, E. J. Pruner.
2nd Ward—J. M. Smith, M. G. Crawford.

3d Ward—A. G. Morris, M. J. McCann.
4th Ward—M. Stewart, Jno. Farrell, sr.

SCHOOL DIRECTORS.

J. M. Calderwood.
A. B. Hoove.
S. S. Blair.

D. P. Ray, sr.
J. S. Plummer.
J. H. Holtzinger.

Constable, H. I. Harpham.

Borough Surveyor, H. V. Boecking.

CHURCHES.

Evangelical Lutheran (German) church, organized in 1839.

First Evangelical Lutheran (English) church, organized in 1872. J. H. Walterick, pastor.

Methodist Episcopal church, erected in 1855. Rev. J. F. Riddle, present pastor.

Presbyterian church, organized in 1857. Rev. S. M. Moore, D. D., pastor.

St. Matthew's Roman Catholic church, organized originally in Sinking Valley over thirty-five years ago; church built in Tyrone in 1854. Rev. Father J. C. Farran, pastor.

Young Men's Christian Association, organized in 1870. President, Dr. J. C. Hamilton.

FIRE COMPANY.

The Neptune Hose Company. Organized in 1876. Incorporated as Neptune Steam Fire Engine Company in October, 1880.

†The historic Juniata flows through the valley, and at this point, has cut a narrow channel through the shale rocks of Brush mountain. Flowing nearly in the opposite direction, and reversely through the old primal bed of the Juniata, is the Bald Eagle creek, which joins the river at Tyrone, in its ceaseless "march to the sea." Sinking Run, (see engraving of Sinking Spring,) a beautiful mountain stream, enters a subterranean cavern at the upper end of town, comes to daylight on the margin of the Juniata, and forms its confluence with the river a short distance above the mouth of the Bald Eagle. Sinking run is tapped some distance above the "Sink," by the main water pipe, and supplies the town with pure and unadulterated water. Two other very fine mountain streams flow together below the "Big Fill" on the Tyrone and Clearfield railroad, and the pure, sparkling water comes rushing, gushing, foaming and bounding over the rocks, until it enters the Bald Eagle above East Tyrone. Numerous smaller runs and rivulets drain the basins that enter the great valley.

SECRET SOCIETIES.

Tyrone Lodge, 152, I. O. of O. F., re-organized in 1872. Meets every Wednesday evening in Heller's Hall,

Tyrone Lodge, No. 494, A. Y. M., organized in 1870. Meets the third Monday of each month.

MISCELLANEOUS ASSOCIATIONS.

Bald Eagle Building and Loan Association, incorporated in 1872. Sam'l McCamant, president; J. M. Calderwood, secretary.

Emerald Beneficial Association, branch 231, organized in 1872. William Vogt, president.

Tyrone Gas and Water Company, incorporated in 1868. C. Gnyer, president; A. A. Stevens, secretary.

SHERIDAN BAND.

The Sheridan Band re-organized in 1879. Meets every Tuesday evening.

BANKS.

Tyrone Bank, organized in 1871. Caleb Gnyer, cashier.

Blair County Banking Company, organized in 1874. Robt. A. McCoy, cashier.

BELL'S MILLS, OR BELLWOOD.

We are indebted to Miss Clarke, a daughter of Rowan Clarke, M. D., for the following article: Bell's Mills or Bellwood is a village, on the line of the Pennsylvania railroad, seven miles north of Altoona. It is named for Mr. Edward Bell, who was one of the first permanent residents in the village. Quite a large number of Mr. Bell's descendants are now living in or near Bell's Mills. The village is noted for its beautiful mountain scenery and pure healthy atmosphere. The Allegheny mountains almost completely surround this valley. The only stream of water in it is the Juniata river, and it is so small at this point, that it can scarcely claim the name of river. There are quite a number of mills in the immediate vicinity of Bellwood. It is also one of the principal coaling stations along the Pennsylvania railroad. This place has become quite famous of late as the point to which all parties come on their way over the Bell's Gap railroad. This railroad was built eight years ago. Its chief object was to bring coal from the mines on the mountain to the Pennsylvania railroad cars; but it is much visited by strangers on account of the grand and romantic scenery surrounding it. The road is at present eight miles in length, but the company are building an extension, which, when completed, will make a road twenty miles in length. The highest point is twelve hundred feet above Bell's Mills. The road winds along the side of the mountain, and crosses gorges over seventy-five feet deep. On all sides are mountains, and far below is the valley. On top of the mountain is a beautiful little re-

sort, called Rhododendron Park. This is a favorite place for picnics and excursions. The population of Bell's Mills has increased quite rapidly since the building of this railroad, and the business capacities of the place are much better than before. There are two stores and four churches in the village. In the cemetery are some graves bearing the date of the first years of the century. Bell's Mills has a population of about five hundred people. Nature has done much to make the village beautiful. A few touches from the hand of art would make it as pretty as any place of its size along the Pennsylvania railroad.

ROARING SPRING.

This thrifty little village is located in the southern part of the county, about seventeen miles south of Altoona, on the Morrison Cove railroad at the junction of the Bloomfield railroad. It has a population of about 600 inhabitants. The town derives its name from the spring located on the land of G. H. Spang, of Bedford, Pa. The spring sends forth large volumes of soft lime-stone water, and the beautiful surroundings are used as a favorite picnic ground by adjacent towns. The spring derived the name of "roaring" from the sonorous sound produced by the flow of the water over a rocky precipice at the fountain head, which could be heard for a mile or more. The artificial improvements, made some years ago, had the effect of destroying this gurgling sound. It still maintains its former name of Roaring Spring.

Daniel Bare and his son, D. M. Bare, of the grist and paper mills, purchased the major portion of the land on which the town is located from Job Mann, of Bedford, in 1863. These enterprising gentlemen at once saw that it was a very desirable location for a paper manufactory and the powerful volume of water emanating from the spring could be utilized to drive the machinery. They, in conjunction with John Eby and John Morrison, began the erection of a paper mill which they operated successfully, but it was destroyed by fire. It was again rebuilt and operated again for seven years when it was destroyed by an explosion. Phoenix-like, it arose from its ashes, and now it is one of the most complete paper manufactories in the State, employing in its various departments over one hundred persons. The enterprising firm have large stores in New York and Pittsburg. The mill is operated day and night, and the

mammoth Corliss engine is toiling its ceaseless rounds from Monday morning until Saturday night without stopping.

Besides the paper mill, Roaring Spring has a large grist mill, a commodious school edifice, four churches, telegraph office, etc. The spring itself, with its beautiful grove and charming surroundings, is a favorite resort for lovers of pleasure.

MARTINSBURG.

It is beautifully situated in Morrison Cove, about twelve miles from Hollidaysburg, on a branch of the Pennsylvania railroad, starting from Altoona. "Great Cove," in which it was situated, was settled in 1749, but the name was changed to "Morrison's Cove," in honor of a Mr. Morris, as early as 1770. It is an incorporated borough, with burgess and council. A number of rich ore mines are in the vicinity. This is the seat of the Juniata Collegiate Institute. [See page 25.]

This town was settled by Conrad Martin, a well-to-do farmer from Washington county, Md. Among the early settlers were ex-Sheriff Alexander Bobb, Abraham Stoner and Daniel Camerer. There are six churches within the borough limits—Lutheran, Methodist, Presbyterian, Church of God, German Reformed, and German Baptist. It contains a literary society and a cornet band.

About two and a half miles south of Martinsburg is a village called Fredericksburg, with about two hundred inhabitants, situated on Clover Creek, composed of "The Brethren."

WILLIAMSBURG.

This village is located in the southeastern part of the county, pleasantly situated on the Juniata river. It was laid out in 1794 by a German named Jacob Ake, who purchased the land of Col. Canan. It was called Akestown, but previous to his death he changed its name to Williamsburg, as an honor to his oldest son, William, who was about to leave him and settle in Tuckahoe Valley. The old plan of selling lots on lease, by payment of one Spanish milled dollar yearly, forever, was adopted by him, and to this day, most all the lots yield that tax.

A spring of very fine water flows through the centre of the town, which supplies several mechanical works. The furnace property is at present idle, but five dry goods, one grocery, one hardware and two drug stores indicate business. Homer Hewit has erected on the outskirts of the town an immense house for the propagation of poultry of rare and valuable breeds, as well as swine.

GAYSPORT.

In his history of Hollidaysburg, commencing with page 201, Mr. Snyder makes allusions to Gaysport. We add that it was organized as a borough on June 9, 1841. It contains about eight hundred inhabitants, and is free from debt. It is separated from Hollidaysburg by the Juniata river.

BENNINGTON FURNACE.

This is a small village, composed, principally, of the employes of the furnace located there. The Bennington shaft supplies Hollidaysburg with coal for coke. In the neighborhood are the mines of Deniston, Porter & Co., which supply Gap furnace with coal; also the mines of Kittanning Coal company, of Philadelphia, shippers to market. The place is improving, the Cambria Iron company having recently erected ten double houses, in addition to what they previously built. A good boarding house or hotel is needed. There are two churches; population about 700.

KITTANNING POINT.

This place was so named from the great Indian path or trail, between Kittanning and the valley of the Delaware, which crosses the mountain through this gorge. Coal is extensively mined in the neighborhood, two branch railroads, each two miles in length, running up the ravines to the mines. Population about 250. The post office has been removed to Glen White.

ARCH SPRING.

This is a village with a population of 300 or 400, containing three churches, a post office and a seminary for young ladies. It lies in the vicinity of Tyrone. It derives its name from a natural arch which spans the Sinking Spring. [See engraving on page 18.]

TIPTON.

This village contains three churches, among them a new Methodist church erected in place of the one recently destroyed by fire. Its location is ten miles east of Altoona and four miles west of Tyrone, a station on the Pennsylvania railroad. Its population is about three hundred.

NEWRY AND DUNCANSVILLE.

Newry (a borough) and Duncansville are towns containing between 300 or 400 inhabitants each. The other towns of the county are small settlements from fifty to one hundred inhabitants, all of which contain post offices. Their names appear in the list of post offices of the county, as follows :

POST OFFICES IN BLAIR COUNTY.

Altoona,
Arch Spring,
Bellwood,
Bennington Furnace,
Blue Knob,
Canoe Creek,
Clover Creek,
Curryville,
Duncansville,
East Freedom,
Eldorado,

Fostoria,
Frankstown,
Henrietta,
Hollidaysburg,
Glen White, (Kit'g Pt.),
McKee's Gap,
Martinsburg,
Mines,
Newry,
Olivia,
Ore Hill,

Poplar Run,
Roaring Spring,
Royer,
Sabbath Rest,
Sarah,
Sinking Valley,
Tipton,
Tyrone,
Williamsburg,
Yellow Spring.

APPENDIX.

POPULATION.

The population of Blair county in 1870 was 38,051. In that year the population of each township was as follows:

Allegheny township.....	1,913	Juniata township.....	621
Altoona city.....	10,610	Logan township.....	2,422
Antis township.....	1,893	Martinsburg borough.....	536
Blair township.....	1,571	North Woodbury township.....	953
Catharine township.....	907	Snyder township.....	1,412
Frankstown township.....	1,553	Taylor township.....	1,360
Freedom township.....	1,020	Tyrone township.....	1,006
Gaysport borough.....	799	Tyrone borough.....	1,848
Greenfield township.....	1,233	Woodbury township.....	2,107
Hollidaysburg borough.....	2,952		
Huston township.....	1,335	Total.....	38,051

In 1875 the population of Altoona was 15,320, distributed as follows:

	Fami- lies.	Popu- lation.		Fami- lies.	Popu- lation.
First ward.....	418	2,322	Sixth ward.....	478	2,267
Second ward.....	549	2,769	Seventh ward.....	114	557
Third ward.....	373	2,088	Eighth ward.....	262	1,265
Fourth ward.....	417	2,093			
Fifth ward.....	393	1,998	Totals.....	3,004	15,320

The population of the county in 1880 is 52,733. In one sense this is official, but after the revised report is issued from Washington slight inaccuracies may appear. We give the townships:

Allegheny township.....	2,148	Juniata township.....	723
Altoona city.....	19,740	Logan township.....	4,582
Antis township.....	2,282	Martinsburg borough.....	567
Blair township.....	1,426	North Woodbury township.....	1,695
Catharine township.....	579	Snyder township.....	1,391
Frankstown township.....	1,783	Taylor township.....	2,011
Freedom township.....	1,214	Tyrone township.....	1,002
Gaysport borough.....	764	Tyrone and East Tyrone borough.....	2,937
Greenfield township.....	1,286	Woodbury township.....	1,900
Hollidaysburg borough.....	3,150		
Huston township.....	1,533	Total.....	52,733

It will be observed that the population for the last ten years has increased 14,682. Of this increase Altoona is credited with 9,130; Tyrone and Hollidaysburg, 198.

The following is the enumeration of the various wards of Altoona for 1880:

First ward.....	2,735	Sixth ward.....	3,058
Second ward.....	3,343	Seventh ward.....	825
Third ward.....	2,517	Eighth ward.....	1,967
Fourth ward.....	2,587		
Fifth ward.....	2,708	Total.....	19,740

BUILDING.

Probably five hundred buildings of various kinds will have been erected for the year ending on the 31st of December, 1880, in the city of Altoona. This is strong, practical evidence of the enterprise and progressive spirit of the citizens. Fortunately there has been but little difficulty in procuring materials. Good building stone can be obtained in the vicinity, and lumber can be transported from any point of the compass at very low rates. The best kind of clay for building brick can be procured within a stones-throw of the corporate limits. At the yards of Mr. J. R. Vaughn, pressed, common, paving and angle brick can be procured in any quantity, at any time. The Altoona Fire Clay works, officially conducted by Dr. S. C. Baker, president; M. Kinkead, secretary and treasurer and W. L. Winkle, superintendent, produce the best article of fire clay brick.

We reproduce an article which appeared in the Altoona Daily Sun of July 26, 1880: "Evidence of the prosperity of the building and loan associations of Altoona are plainly visible. Buildings erected through their instrumentality are located, at short distances, all over the city. Outside of this agency, and besides the buildings constructed by individuals at individual cost and for individual benefit, a few citizens of means have aided less prosperous citizens in erecting dwellings, agreeing to receive what otherwise would be paid for rent as so much purchase money on the property, charging little or no interest on the amount invested, thus enabling the beneficiaries to secure homes of their own. One of these gentlemen is Mr. W. J. Heinsling, who has been engaged in this good work for several years. He has assisted quite a number in this way, thus setting an example to others, which, if followed, will result in permanent benefit to the community."

THE CITY PLANING MILL

Is located in the south-western portion of the city. It was erected in the spring of 1873 by a joint-stock company, who gave to it the title of "Peoples' Planing mill." The officers were: John Geesey, president; J. W. Martin, superintendent and treasurer. These, together with James Clabaugh, Frederick Hesser and Louis Paack, constituted the board of directors. The land, buildings, machinery, etc., cost about \$30,000. After the expiration of a year or so, failing to realize its expectations, and consequently unprepared to meet its financial obligations, the company asked for an extension of two years, which was granted by the creditors. Then failing in its payments, an assignee was appointed to dispose of its property. The property was purchased by William Stoke, who, in company with other gentlemen of capital, are now engaged in its conduct, with profit, we trust, to themselves, certainly with credit to the community. The price paid by Mr. Stoke was \$11,700.

The City Planing mill, with its office, a dwelling house, warehouses, sheds, stables, etc., covers two acres of ground. The main building, (the mill) and office are composed of brick, the former 60x150 feet, and the latter a creditable structure, with ample room for the performance of clerical labor. Among other "conveniences," so to term them, is a railroad siding capable of holding eight or ten cars. Additions have recently been made to the machinery, including the latest appliances for the abridgment of labor. Having thus far satisfactorily met the expectations of the public, Messrs. Stoke & Co. have the best wishes of the community.

EXCELSIOR PLANING MILL

Is located on Ninth avenue, between Eleventh and Twelfth streets. It was erected in 1869. John S. Booth and Martin H. Mackey have conducted the establishment since 1876. The frontage occupied by the Planing mill and its appurtenances consisting of various buildings—office, sheds for the storage of lumber, etc.—measures 150 feet. Since Booth & Mackey assumed control of the mill, of which they are owners, much additional machinery has been added, and other improvements made from time to time. Both these gentlemen being practical and experienced draughtsmen, carpenters and builders, are evidently the right men in the right place. Hence no difficulty is encountered by those who wish buildings erected, for plans, estimates and specifications are quickly made out, and the work executed in a manner entirely satisfactory. During the entire period in which they have been engaged in business no complaints have been made by any of those who have availed themselves of their services, for they have conducted affairs, from the commencement up to the present time, upon the strictest principles of integrity. Their business has increased in arithmetical, or we might say, in geometrical progression ever since. Notwithstanding this, their facilities for the fulfilment of orders is fully equal to the demands made upon them.

MOUNTAIN CITY STAR MILL.

The Mountain City Star Mill, of C. Hauser & Son, located at the corner of Eighth avenue and Sixteenth street, Altoona, is a large and substantial structure fitted with all the most approved machinery for the rapid and economic production of the best grades of flour. The engine room is well adapted to its use and contains a forty horse power engine of modern construction and is provided, as are also the

boilers, with the best safeguards against accident. Mr. James Hauser is the engineer, and the splendid condition of the machinery, under his care, proves that he is the right man for the place.

A twenty-four inch belt connects the engine with the main shafting of the mill which contains four run of stone adapted to various work. The burrs, at great expense, are provided with Hoffner's patent coil back lash spring which secures a steady and regular motion without jar.

All wheat is put through one of C. D. Hanna's steamers and dryers before going to the burrs and the firm make the celebrated new process flour which finds so much favor with the best judges. A patent middlings purifier and a Eureka smut machine—the best in use—are among the machinery of the mill, which also contains one of Richmond's smut machines with combined breaker and cleaner.

From the third floor of the mill a fine view is obtained of the city and shops, while the floor itself is crowded with machinery, all in active motion; there being four bolting reels on this floor, each $21\frac{1}{2}$ feet long, which bolt the flour and separate the bran, etc. Here are stored eight thousand bushels of choice wheat selected with great care and especial reference to its flouring qualities. The grain is received at the second floor where it is carefully inspected and weighed and dropped into the receiving bin, and from thence is elevated to the fourth story and conveyed to the smut and brush machines that we have spoken of. These machines separate all impurities and thoroughly cleanse the grain from dust and leave it in a golden shower, pure and clean, on its way to the burrs which grind it. It is first, however, passed through the steamer, and is steamed and dried before it is ground. The burrs are four feet in diameter, and grind fifteen bushels per hour each.

The ground wheat is elevated again and goes through the bolts, purifiers, etc., on the third floor. It descends to the second floor where it is weighed and packed into sacks or barrels to suit the requirements of patrons. The miller is Harry G. Gardner, a prince of good fellows and a practical man, who always makes A No. 1 flour. His assistant, William Hauser, is also a practical miller of rare judgment and great experience.

C. Hauser, sr., one of Altoona's oldest, most reliable, energetic and safe business men, is the senior partner and general manager of the firm while the office business is transacted by his son, C. Hauser, jr., who, to all the good qualities of his father, adds a genial pleasant manner that always attracts and retains friends.

The flour of these mills finds ready sale because of its excellent quality which is even and can always be depended upon to give satisfaction. The firm also deal largely in all kinds of mill products, bran, feed, shorts, grain, seeds, etc., and can always be depended upon to sell at the lowest market prices. Their mill constitutes one of the institutions of which Altoona is deservedly proud and their popularity and business are daily increasing.

NEW AMERICAN SEWING MACHINE.

Agencies are established in every city of the United States, all the countries of Europe, Mexico, Canada and South America. The "American" has taken the first premium at nearly every public exhibition at which it appeared, including the Centennial, where it received two first-class awards, one for the ingenuity and simplicity of its construction, the other for the work done on it. The company claim, with propriety, that it is the best family and light manufacturing machine in existence. D. R. Betts, a polite and courteous gentleman, is the general agent of Central Pennsylvania. His residence is in Harrisburg. E. C. Reese is the popular agent in Altoona.

TERRA COTTA WORKS.

In February, present year, John A. Canan erected a building on Margaret avenue, near the Branch railroad, for the display and sale of Terra Cotta merchandise. On the 20th March he commenced business, and has been doing well ever since. He keeps a complete stock of chimney tops, lawn vases, etc., together with fire-brick flues, and other articles in consonance with, if not legitimately belonging to the business. He deals also in lime, sand, hair, cement, brick, etc. He has the good wishes of the community.

SENATORS AND REPRESENTATIVES.

Below we give a list of Senators and Representatives of the districts to which Blair county was joined, when not entitled to separate representation :

ASSEMBLYMEN.

1847	Blair—Henry Bridenthall and David Blair.
1848	do. —Henry Bridenthall.
1849	do. —Joseph Higgins.
1850	do. —Charles Kinkead.
1851	Blair and Huntingdon—Seth R. McCune and W. B. Smith.
1852	do. do. do. do.
1853	do. do. —James L. Gwin and S. S. Wharton.
1854	do. do. do. and James Magnire.
1855	do. do. —George Leas and G. W. Smith.
1856	do. do. —John M. Gibbons and J. H. Wintrose.
1857	do. do. do. do.
1858	do. do. —Robert W. Christy.
1859	do. do. —Jacob Burley.
1860	do. do. do.
1861	do. do. —James Roller.
1862	do. do. —Thaddeus Banks.
1863	do. do. —R. A. McMurtrie (died in 1880).
1864	do. do. do.
1865	do. do. —James G. Adlum.
1866	do. do. do.
1867	do. do. —Samuel McCannant.
1868	do. do. do.
1869	do. do. —Jos. Robinson.
1870	do. do. do.
1871	do. do. —B. L. Hewitt.
1872	do. do. do.
1873	do. do. —Seth R. McCune.
1874	do. do. do.
1875	do. do. —J. C. Everhart and I. H. Rawlins.
1876	do. do. do. do.
1877	do. do. —Daniel Shock and David M. Jones.
1878	do. do. do. M. Edgar King.
1879	do. do. —B. L. Hewitt and D. A. Gilland.

SENATORS.

1847	Huntingdon and Bedford—John Morrison.
1848-50	Huntingdon, Bedford and Blair—Alexander King.
1851-53	Huntingdon, Blair and Cambria—Robert A. McMurtrie.
1854-59	do. do. do. —John Creswell, jr.
1860-62	Blair, Cambria and Clearfield—Louis W. Hall.
1863-64	do. do. do. —Wm. A. Wallace.
1865-67	Blair, Huntingdon, Centre, Mifflin, Juniata and Perry—Louis W. Hall and Kirk Haines.
1868-70	[District the same]—Chas. J. T. McIntyre and S. T. Shugert—Shugert unseated by contest and John K. Robinson, seated.
1871-73	do. do. —P. Bruce Petriken and D. M. Crawford.
1874-80	Blair and Cambria—John A. Lemon.

COAL TRAFFIC OF THE CITY.

However it may have been before the erection of those immense receptacles for coal, usually called "trestles," in the eastern part of the city, subsequently and ever since our citizens have been supplied with both anthracite and bituminous coals, in large or small quantities, as they desired, at any and all periods of the year. These depositories for coal were erected in 1878, and on July 11, that year, they received the first car-load of coal. There are three "trestles," each 600 feet in length

and each of sufficient width to admit a train of eight cars, including an engine. As many as twenty-two cars, averaging twelve tons each, have been unloaded in a single day. We mention this as an instance of the amount of coal received in a single day, not as an illustration of the celerity with which cars are unloaded, for the contents of one car can be discharged in three minutes' time. The capacity of each "trestle" is about 1,000 tons—hence 3,000 tons at a time can receive storage. We may state, in this connection, that in addition to the quantity here deposited, 2,000 additional tons are consigned to dealers in other parts of the city. Purchasing coal in such large quantities, and by watching the market closely enabled to buy at the lowest rates, G. A. McCormick is prepared to sell coal in large or small quantities, either to dealers or consumers at low figures, resulting in benefit to the community. And in proportion as the city increases in population, the business of this gentleman increases. As an instance, for the season of 1879-80, about 2,600 more tons were sold than during the previous season.

THE ALTOONA IRON COMPANY

Was formed in 1872, for the purpose of manufacturing merchant iron, and was chartered July 10, 1873. The construction of the rolling mill was commenced July 24, 1872, and was put in operation April 16, 1873, with a capacity of 3,000 tons manufacturing iron annually. Since 1874 extensive improvements have been made, and has now a capacity of 10,000 tons manufacturing iron per annum. The officers are: S. C. Baker, president; W. M. Wheatley, secretary and treasurer; S. C. Baker, James Gardner, Robert Smiley, John P. Dean, D. K. Ramey and John Fullerton, directors.

ALTOONA CAR WORKS.

In 1868 shops were erected on the site now occupied by the Altoona Car Works, by the "Altoona Manufacturing Company." A fire, which occurred on May 23, 1879, destroyed the buildings. Recently new and better structures were reared, filled with improved machinery and such other appliances as enable the new management to execute better work, more promptly, and at lower prices. The principal industry, as the title of the establishment indicates, is the manufacture of railroad cars; coal pit wagons, castings of every description, and general machine work occupy a large share of the attention of the company. The works are located at the extreme limits of the south-western portion of the city.

The following gentlemen compose the board of officers: S. C. Baker, president; S. H. Smith, treasurer and secretary; M. A. Green, superintendent; C. Campbell, John Reilly, S. C. Baker, S. H. Smith and M. A. Green, stockholders.

MOUNTAIN CITY FLORAL ESTABLISHMENT.

Allen S. Myers recently established a horticultural garden, so to call it, on Howard avenue, between Ninth and Tenth streets, Altoona, and exhibits a stock of rare plants and flowers, together with such as are in more general demand, at all seasons of the year. He is meeting with success.

CITY PASSENGER RAILWAY.

At a special meeting of the city council, held on the evening of May 12, an ordinance authorizing the construction of a street railway was passed by a large majority of that body, since which time books have been opened by the leaders of the enterprise, and a considerable amount of stock subscribed. The capital required was \$50,000; shares \$50 each par value. The probability is that the road will soon be built and equipped.

CONTEMPLATED ALTOONA AND CHERRYTREE RAILROAD.

The project of constructing a narrow gauge railroad between Altoona and Cherrytree, has not, at this time of writing, assumed a practical shape, further than that several routes have been surveyed by engineers in the employ of the parties interested, who are men of means, influence and energy, residing here and at other points along the proposed route, among whom we may mention James Perry, of Chest Springs; Joseph Bebe, of Carrollton; George Meyers, of Gallitzen township, and Dr. S. C. Baker and D. and C. Moore, of Altoona.

LIGHT COMPANY.

Under date of September 10, 1880, there was granted by the commonwealth of Pennsylvania a charter for "The Altoona Light Company," the corporation to be perpetual. The purpose of the company is to supply the public with light by means other than gas—which means, as we understand, by electricity. It is the intention of the managers to push the matter actively, and they are assured their methods will be both acceptable to the people and successful. The officers of the company are John P. Levan, president; T. H. Wigton, treasurer; John R. Bingham, secretary; N. P. Mervine, solicitor.

MISCELLANEOUS ITEMS OF INTEREST.

THE council of Altoona has not, as yet, determined where the new reservoir or reservoirs shall be located. The water question is treated on pages 63, 65, 153 and 154.

THE telephone, which was recently introduced by J. Chester Wilson has proven a success, most of the leading business men of Altoona having adopted it.

THE Merchants' Exchange, recently organized, we trust will stay with us.

JAMES PHILIP LOWE, at the time of his death, which occurred on May 28, 1880, was the oldest passenger engineer on the Pennsylvania railroad.

J. B. EWING, practicing law in Harrisburg, taught a select school or academy in W. Altoona school house, commencing April 1, 1857.

WE acknowledge our indebtedness to the press of Altoona, Hollidaysburg, and Tyrone, as well as the Philadelphia "Times" and "Chronicle-Herald," Harrisburg "Patriot" and "Telegraph," and indeed to the press of the entire State for notices and other courtesies extended to us.

H. H. SNYDER, esq., commander of William G. Murray Post, No. 39, G. A. R., of Hollidaysburg, who was a member of the same company as Lieutenant Stephen C. Potts, prepared an able biography of that chivalrous gentleman and soldier for publication in the "Grand Army Review," of Philadelphia, the official organ in the department of Pennsylvania. It, as well as the historical delineation of Hollidaysburg in this book, evinces a peculiar aptitude for literary labor.

DURING the first six months of official control (from April until October, 1880), Mayor Howard has collected in fines, building permits, etc., \$1,312.97.

THE foremen and clerks in the "lower shops," on July 22, (1880) presented a corner stone for the new residence of Jno. P. Levan, general foreman, Altoona, which was accompanied by a neat address. Mr. Levan responded in a few well chosen remarks, expressive of his appreciation of the gift.

ONE of the unerring signs of the rapid progress of a town is the establishment of houses exclusively devoted to one branch of a specialty of trade, such, for instance, as that of George A. Streit, who deals exclusively in leather and shoe findings.

WM. FORTENBAUGH, was one of the seven voters who supported Peter Cooper as National Greenback-labor candidate for President of the United States. We will here remark that Charles C. Stanbarger, who was nominated for Mayor of Altoona on the National Greenback-labor ticket, in the spring 1880, but declined, was elected sheriff of Mifflin county, in 1860, for a term of three years, after which he was sent to the legislature by a large majority.

ISAIAH BUNKER, Hollidaysburg, was the first blacksmith whose name appeared on the check-roll in the machine department of the "upper shops."

JOHN DOUGHERTY, now between eighty and ninety years of age, residing at Mt. Union, Pa., was the first engineer on the old Portage railroad.

BERNARD KERR, father of R. A. O. and E. F. Kerr, who died in the west about nine years ago, kept the first store that was located on Tenth avenue, between Thirteenth and Fourteenth streets, Altoona. He did a thriving business in 1855-56.

OUTSIDE the routine of official duties as city treasurer, Dr. Bittner assumes the dual character of dentist and portrait painter. However widely-extended his reputation as a dentist may be, it will be eclipsed, if he don't stop practicing, by his newly assumed profession. The portraits of General Hancock, General Garfield and Rev. Dr. Hamlin are really master pieces of art.

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ERRATA.

Although Dr. Thebault Rivailles can speak several languages: in his professional card, page 181, we should have printed "consultations in French and English" instead of "French and German."

For "shows" in fourth line from top of page 97 read "crosses."

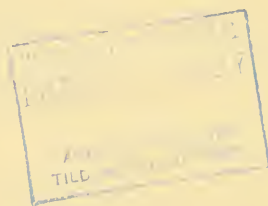
For "William" read "Wilbur" B. Blake, page 82.

For "alacrity," page 198, 11th line from bottom, read "alacrity."



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