

Railroads in the Far West.

The following letter was received by Jay Cooke & Co. from W. Milnor Roberts, a prominent civil engineer, and one of the commission sent out by Jay Cooke & Co. to examine a route for the Northern Pacific Railroad Company eastward from Puget Sound.

SALT LAKE CITY, June 18, 1869.—Messrs. Jay Cooke & Co.—Gentlemen:—We arrived here yesterday morning by stage, twenty-eight miles from the railroad station. "Deseret" changed the day we left Omaha to "Wintah," after a prominent range of snow mountains, in sight of which we were nearly all day of the 16th. The view of these snow-clad summits, standing at an elevation of eleven or twelve thousand feet above the sea, is both beautiful and grand.

The railroad from Omaha to Cheyenne, 516 miles, is equal, in all respects, to the best of our first-class Eastern roads, and superior to most of them on account of its easy grades. On this whole distance the road is remarkably smooth, so that it is easier to write as the cars are going than on any railroad I know of. Nearly the whole of it is ballasted with fine gravelly material. It is all prairie land, and all the way in the valley of the Platte river or its branches. At "North Platte," 291 miles from Omaha, the line takes the valley of the South Platte, and runs on the north side of it to "Julesburg," 377 miles from Omaha. Thence it follows the "ledge pole" fork of the South Platte to "Pine Bluff," 473 miles from Omaha. It then passes across an easy "ridge" or "table" of the waters of "Cedar Creek," another tributary of the South Platte, and descends to Cheyenne, 516 miles from Omaha. Omaha, the starting point, is 760 feet above the sea; Cheyenne is 5221 feet above the sea; so that the total rise is 4461 feet in 516 miles, or an average of 9.6-10 feet per mile; the maximum rise for short distances being 35 feet per mile, excepting that in getting out from Omaha there is, at present, a grade of 62 feet per mile, which, however, on the completion of the bridge across the Missouri at Omaha, now in progress, will be reduced to about 40 feet per mile, and which, occurring at an important city, is not of much moment. Practically, the railroad from Omaha to Cheyenne is a straight line for 516 miles, with rising grades below 50 feet per mile, and averaging about 10 feet per mile. The entire distance is a grass country, but most of the way it may be cultivated, and produce spring wheat, corn, potatoes, oats, &c. At present it is virgin soil, ranged over by antelopes, occasional Indians and emigrants, and latterly by the railroad, and now dotted with railroad villages and every fifteen miles, these villages are connected by a regular line of rail, no local trade existing along the route till we reach Cheyenne, where the stage road runs to "Denver," 110 miles off.

As far as Cheyenne we were honored with the company of ex-Secretary Seward and his family. At Cheyenne he was welcomed by a crowd and a band of music; and here he bade our party farewell, intending to proceed to Denver, and afterwards to the Pacific. Cheyenne bears somewhat the same relation to the passage of the Black Hills range of the Rocky Mountains that Altoona bears to the Allegheny range on the Pennsylvania Central R. R.; only, however, in this, that at Cheyenne the grade increases, and continues gradually increasing to the pass of the mountain, the summit at Sherman, the highest point reached by the railroad, nowhere between the Atlantic and the Pacific Ocean—Sherman being 8,235 feet above the sea.

But here the resemblance ceases. The ascent of the Black Hills, from Cheyenne to Sherman, a distance of 38 miles, is entirely different from that on the Allegheny slope. In the 38 miles the rise is 2314 feet, or an average of 60 feet per mile, and the maximum at any point 85 feet per mile. But in attaining this easy ascent there is no heavy crest, no deep fills, the deepest cuts only about 20 feet, and no tunnels, and on the very top, at Sherman, it is supposed that there is a slight depression, requiring an embankment about four feet high.

I watched this portion of the line critically all the way, although it was by moonlight, in the darkness of the night, looking from the hind platform of the locomotive, and I was particularly struck with the fact that there is little more work on these 38 miles than on the route approaching Cheyenne from the East, and no appearance of a mountain ascent. Such is this remarkable pass.

In fact, it was not necessary that even this summit should be passed by the railroad, for the Laramie Fork, as well as the main North Fork of the Platte, cuts through the Black Hills, and could have been followed with regularly ascending grades, though on more circuitous and more costly routes. Where the line now crosses the Laramie west of the Black Hills, it is 7123 feet above the sea, or 1112 feet lower than the Sherman summit; and at the crossing of the North Platte, west of the Black Hills, it is only 6477 feet above the sea, or 1658 feet below Sherman.

These features are not generally understood by our people in the East. On the entire distance, 540 miles from Omaha to Sherman, on the highest summit passed between the two oceans, the work is absolutely trifling, the curves of the easiest kind, and the grades are as above stated.

From the Sherman summit, descending the slopes of the Black Hills, the work is heavier and the grades somewhat undulating, the maximum descending, grade being 86 feet per mile for about ten miles into the valley of the Laramie. The general range of the height of grade above the sea, from the Laramie, crossing 234 miles west of Sherman to Green river, is from 7000 to 6000 feet in a distance of 274 miles, between Laramie and Green river, with no very heavy work at any point. At Green river the grade is 6112 feet above the sea, and at the Aspen summit, 924 miles further west, it is 7463 feet. Aspen is the second highest summit on the Union Pacific Road, and it is 772 feet lower than Sherman, at a point 939 miles from Omaha. At Deseret, or Wintah now, we left the cars to go over to Salt Lake City, 28 miles south of the railroad, by stage over a tolerably good road, which we passed in a little less than six hours, between 1 and 7 o'clock, on the morning of Thursday, June 17.

I will not take time to write a description of this curious city, or of the little incidents attending our journey and stay here since yesterday morning. I prefer to generalize a little in connection with the Union Pacific Railroad, as far as we have passed over it. It is a good, well-located and well-constructed railroad in most of the distance from Omaha to Wintah, 1024 miles. From Piedmont west for about 90 miles the track was hastily laid during the winter, and at a number of points trestle-work still supplies the place of the most permanent bridge structures which are in process of erection; but it will require only a short time and no large expenditure of money to make it as good as the best in the country. We made very good times over even the worst parts of

it, with my extraordinary motion of the cars. I could take notes comfortably on the very roughest portions. I can have no doubt, therefore (having been over all excepting 60 miles of the Union Pacific), that the whole 1084 miles will, in a very short time, be equaling out to the best roads in the East.

Respecting the business to be done on these one thousand and eighty-four miles, it is obvious that it must be almost wholly through travel and transportation. There can be no local trade or travel excepting what may come in from Denver, at Cheyenne, and from Salt Lake City, at Wintah, or that vicinity. Branch railroads will be at once constructed to both Denver and Salt Lake City. At all other points the only business must be such as arises from the working of the road, nothing more.

After some years the country between Omaha and Cheyenne will be settled and cultivated, and thus create local business; but beyond Cheyenne the nature of the ground is such that very little settlement can take place in the present age, a large portion of the distance being sage desert and alkali plains. Concerning the through traffic and travel I am not yet prepared to speak.

As to snow, my opinion is, from the best data I have been able to gather, that the snow difficulty on the Black Hills, and on the Union Pacific line (1084 miles) generally, has been greatly exaggerated in the newspapers, and that it will not prove to be as very formidable. Last winter was, however, a favorable one; less snow than usual fell, and the railroad was obstructed for several weeks; but it is to be considered that the track was being laid in the dead of winter, and that there was not time to perfect all the appliances for guarding against the snow or for removing it from the cuts. There will be more or less trouble from snows every winter, doubtless; but I feel constrained to come to the conclusion that with first-class snow-plows and management, the difficulty from snow between Omaha and Promontory Point will be little if any greater than on some of the New England railroads. All our party are well, and perfectly harmonious.

Very truly yours,  
W. MILNOR ROBERTS.

—The terms of Senators Yates, of Illinois, Grimes, of Iowa, Ross, of Kansas, McCleery, of Kentucky, Fessenden, of Maine, Wilson, of Massachusetts, Norton, of Minnesota, Platter, of Nebraska, Craig, of New Hampshire, Cattell, of New Jersey, Anthony, of Rhode Island, Fowler, of Tennessee, Williams, of Oregon, and Howard, of Michigan, expire March 4, 1871, and most of the elections for their successors will take place next year. This gives great importance to the elections of next fall for the State Legislatures.

1869. A NEW THING. 1869.  
A BIG THING. 1869.  
And a GOOD THING in EBENSBURG.  
ROYALTY SUPERCEDED!

The "House of Tudor" Surrendered TO THE SMALL FRY!

NEW STORE! NEW GOODS!  
New Inducements!

High Street! Low Prices!

A. G. FRY  
Has taken possession of the rooms on High Street, (three doors from Centre Street,) recently occupied by R. H. Tudor, into which he has just introduced a mammoth assortment of

DRY & DRESS GOODS,  
Groceries, Hardware, &c., consisting of everything and much more than any dealer in this "neck of timber" has ever pretended to keep, and every article of which will be SOLD VERY CHEAP FOR CASH! OR IN EXCHANGE FOR COUNTRY PRODUCE.

NO DEALER KEEPS BETTER GOODS!  
NO DEALER SELLS CHEAPER!  
NO DEALER SELLS MORE!

TRY FRY! TRY FRY!! TRY FRY!!!  
Buy from Fry! Buy from Fry!!!

TRY FRY IF YOU WANT TO BUY the finest Dress Goods at the fairest prices.

TRY FRY IF YOU WANT TO BUY Muslins, Checks, Ginghams, Tickings, Shirtings, Denims, Drills, Jeans, Cloths, Cassimeres, Satinettes, Delaines, Lawns, Prints, &c., &c., and wish to get the full worth of your money.

TRY FRY IF YOU WANT TO BUY Boots and Shoes for Men, Ladies' and Children's wear, unexcelled in quality and where undersold in price.

TRY FRY IF YOU WANT TO BUY Hardware, Queensware, Glassware, Carpets, Oil Cloths, &c., of the handsomest styles at the lowest figures.

ELEVEN YEARS  
Of experience with a constantly increasing demand for Roback's Medicines is sufficient evidence of their intrinsic merit, and places them in the very first rank for curing the diseases for which they are recommended. Sold by all Druggists.

COSTIVENESS,  
Or Constipation of the Bowels, should always receive prompt attention, as it pre-disposes the system to disease. The timely use of such a salubrious cathartic remedy as Roback's Blood Pills has saved much sickness, disease and death, and many persons to-day are indebted to these pills alone for their existence, as the certificates in our possession will attest.

DROPSY,  
And Dropsical Swellings, are always relieved, and often permanently cured, by the alterative effect which the timely use of Roback's Blood Purifier, when taken in conjunction with Roback's Blood Pills, is sure to produce.

DINNER PILLS.  
All persons of bilious habits, after eating or drinking too freely, will find great relief in the use of Dr. Roback's Blood Pills. They aid digestion by stimulating the stomach, thus avoiding the pain, nausea, sour eructations, &c., which follow from eating too heartily.

ERYSIPELAS  
Often arises from the morbid condition of the entire system, and no better remedies can be found than Dr. Roback's Blood Pills and Blood Purifier.

CONVALESCENTS,  
Or persons recovering from Fevers or any of the malignant forms of disease, will find Roback's Stomach Bitters invaluable as a tonic and stimulant for removing all the prostrating effects which follow disease. It supplies the great want so long felt for a safe and reliable tonic and appetizer.

LIVER PILLS  
Are Pills that have a direct and powerful action on the liver, and relieve any inactivity or congested state of that important organ upon which depends the whole process of digestion. The importance, then, of procuring a Pill that shall have such direct action without the ill effects of mercury, is manifest to every eye. Such Pills are Roback's Blood Pills. They are obtained purely vegetable, and can with certainty be relied upon, and are safe at all times.

MELANCHOLY  
Is one of the many diseases of the nervous system arising from a low state of the constitutional health or severe prostration after long continued sickness, and requires invigorating remedies like Roback's Stomach Bitters to restore the nerves to their natural vitality.

ALTOONA NOT YET IN RUINS!  
WOLF'S MAMMOTH CLOTHING BAZAAR!! STILL RIGHT SIDE UP!

ALL WANTS SUPPLIED!  
ALL TASTES SUITED!  
ALL BUYS PLEASED!  
Suits for Old People!  
Suits for Middle Aged!  
Suits for Young America!

CLOTHING! CLOTHING!  
TO FIT EVERY MAN AND BOY!

GENT'S FURNISHING GOODS  
OF EVERY DESCRIPTION.

BOOTS & SHOES, HATS & CAPS,  
OF ALL STYLES AND SIZES.

Trunks, Valises, Traveling Bags,  
Umbrellas, &c. &c.

STOCK THE LARGEST!  
GOODS THE VERY BEST!  
STYLES THE NEATEST!  
PRICES THE LOWEST!

CLOTHING MADE TO ORDER  
of any goods or style desired.

CALL AND SEE!  
CAN SUIT YOU IN GOODS & PRICES!

WOOD, MORRELL & CO.,  
WASHINGTON STREET,  
Near Pa. R. R. Depot, Johnstown, Pa.,  
Wholesale and Retail Dealers in

FOREIGN AND DOMESTIC DRY GOODS,  
MILLINERY GOODS,  
HARDWARE,  
QUEENWARE,  
BOOTS AND SHOES,  
HATS AND CAPS,  
IRON AND NAILS,  
CARPETS AND OIL CLOTHS,  
READY-MADE CLOTHING,  
GLASS WARE, YELLOW WARE,  
WOODEN AND WILLOW WARE,  
PROVISIONS AND FEED, ALL KINDS,  
Together with all manner of Western Produce, such as FLOUR, BACON, FISH, SALT, CARBON OIL, &c., &c.

Wanamaker Brown Clothing 6th & Market Sts Oak Hall PHILADELPHIA. Samples sent by mail when written for.

THE GREAT PACIFIC RAILROAD IS FINISHED! First Mortgage Bonds OF THE UNION AND CENTRAL PACIFIC RAILROADS BOUGHT AND SOLD. DE HAVEN & BROTHER, Bankers and Dealers in Governments, No. 40 S. Third Street, PHILADELPHIA.

LAWSON & BAKER, FRANKLIN STREET, In the Old Post Office Building, JOHNSTOWN, Pa., WHOLESALE GROCERS AND DEALERS IN WESTERN PRODUCE!

LAWSON & BAKER keep constantly on hand a large supply SUGARS, SYRUPS, MOLASSES, TEAS, COFFEES, FLOUR, BACON, POTATOES, DRIED AND GREEN FRUITS, TOBACCO, CIGARS, &c., &c.

ANDREW MOSES, MERCHANT TAILOR, SUTTER'S BUILDING, CLINTON ST., JOHNSTOWN.

JOHN CROUSE, WHOLESALE DEALER IN FOREIGN AND DOMESTIC WINES AND LIQUORS.

ST. JAMES' HOTEL, (Conducted on the European Plan), 405 & 407 LIBERTY STREET, OPPOSITE THE UNION DEPOT, PITTSBURGH, PA.

PITTSBURGH STAR, No. 429 Liberty Street, OPPOSITE UNION PASSENGER DEPOT, PITTSBURGH, PA.

UNION HOUSE, EBENSBURG, Pa., JEROME A. PLOTT, Proprietor, spares no pains to render this hotel worthy of a continuation of the liberal patronage it has heretofore received.

MOUNTAIN HOUSE, EBENSBURG, Pa., R. P. LINTON & CO., Proprietors. The Table is always supplied with the choicest delicacies; the Bar is supplied with careful liquors, and the Stable attended by experienced and boarders taken by the week, month or year, on reasonable terms.

A. C. DIBERT, WITH BOKER & BROTHERS, Manufacturers, and Wholesale Dealers in CITY AND EASTERN MADE BOOTS AND SHOES, No. 432 MARKET STREET, Below Fifth, South Side, PHILADELPHIA.

M. L. OATMAN, DEALER IN CHOICE FAMILY GROCERIES, CONSISTING OF Double Extra Family Flour, GRAIN, FEED, BACON, SALT, FISH, FRESH VEGETABLES, ALL KINDS OF FRUITS, SUGARS, TEAS, COFFEES, SYRUPS, MOLASSES, CHEESE, &c. Also, a large stock of the Best Brands of Cigars and Tobacco, STORE ON HIGH STREET, Four Doors East of Crawford's Hotel, EBENSBURG, Pa.

JOHNSTOWN and EBENSBURG MARBLE WORKS! Having again taken charge of the branch Marble Works at Ebensburg, which he will operate in connection with his extensive establishment at Johnstown, the subscriber adopts this method of informing the citizens of Cambria county, that he keeps a constant supply of the best ITALIAN AND AMERICAN MARBLE, which he is prepared at stated times in Ebensburg and work put up wherever desired, or delivered at any point named.

CHAIR MANUFACTORY, W. P. PATTON, JOHNSTOWN, Pa., ALL KINDS OF CHAIRS, such as common Windsor Chairs, Fret Back Chairs, Vienna Chairs, Bustle Chairs, Rina Backed Chairs, Sociable Chairs, Cane Seat Chairs, ROCKING CHAIRS, OF EVERY SIZE, SPRING SEAT CHAIRS, Settees, Lounges, &c., &c.

CABINET FURNITURE of every description and of latest STYLES, WITH PRICES TO SUIT THE Tastes of all.

REVERE THE MEMORY OF FRIENDS DEPARTED! MONUMENTS, TOMBSTONES, &c.

Loretto Marble Works, ALL KINDS OF MONUMENTS AND TOMBSTONES, as well as TABLE and BUREAU TOPS, and all other work in his line. None but the best American and Italian Marble used, and perfect satisfaction guaranteed to all cases at prices as low as like work can be obtained in the cities or elsewhere.

EBENSBURG DRUG AND BOOK STORE. HAVING recently enlarged our stock we are now prepared to sell at a great reduction from former prices.

FROM HON. GEO. W. WOODWARD, Chief Justice of the Supreme Court of Pennsylvania, PHILADELPHIA, March 15, 1867.

FROM HON. JAMES THOMPSON, Judge of the Supreme Court of Pennsylvania, PHILADELPHIA, April 28, 1868.

FROM REV. JOSEPH H. KENNARD, D. D., Pastor of the Tenth Baptist Church, Philadelphia.

FROM HON. GEORGE M. BAKER, Esq., U. S. District Attorney, Philadelphia.

FROM HON. JAMES M. HENLY, Proprietor, PHILADELPHIA.

JANNEY & ANDREWS, 123 Market St. PHILADELPHIA.

PETERSIDES, WITH HICKMAN, HOLL & CO., WHOLESALE TOBACCO DEALERS, S. E. Corner Third and Market Sts., PHILADELPHIA.

HOOFLAND'S GERMAN BITTERS, 415D

HOOFLAND'S GERMAN TONIC. Prepared by Dr. C. M. Jackson, Philadelphia. Their introduction into this country from Germany occurred in 1825.

THEY CURED YOUR FATHERS AND MOTHERS, And will cure you and your children. They are the best of all medicines in the country.

Hoofland's German Bitters is entirely vegetable, and contains no alcohol, opium, or any other deleterious ingredients.

Hoofland's German Bitters is a combination of all the ingredients of the Bitters, with pure German Wine, Orange, &c.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

Hoofland's German Bitters is a medicinal tonic, and is the best of all medicines in the country.

The Cambria Freeman WILL BE PUBLISHED EVERY THURSDAY MORNING.

At the following rates, payable in advance, months from date of subscription: One copy, one year, \$2.00; One copy, six months, \$1.25; One copy, three months, \$0.75.

Those who fail to pay their subscription until after the expiration of six months will be charged at the rate of \$2.50 per year. Twelve numbers constitute a quarter; twenty-five, six months; and fifty numbers, one year.

RATES OF ADVERTISING. One square, 12 lines, one insertion, \$1.00; Each subsequent insertion, Auditor's Notices, each, Administrator's Notices, each, Executors' Notices, each, & Stray Notices, each.

Special and business Notices eight cents per line for first insertion, and four cents each subsequent insertion. Resolutions of Societies, or communications of a personal nature must be paid for as advertisements.

WE HAVE made arrangements to do all kinds of fancy Job Printing, such as Pamphlets, Show Cards, Bill and Letter Heads, Handbills, Circulars, &c., in the style of the art and at the most moderate prices.

L. J. LANGSTROTH'S PATENT MOVABLE COMB BEES. INTRODUCED IN THIS COUNTY BY A PERSON having a family right can have the bees transferred from an old box to a new one.

BUY A FAMILY BEEHIVE! Henry C. Kirkpatrick, of Carroll county, Md., has introduced a new kind of beehive.

PETER CAMPBELL, Carrollton, Md. Peter Campbell has one fine obtained from the State of Maryland.

EBENSBURG FOUNDRY AGAIN IN FULL BLAST! NEW FIRM, NEW BUILDINGS, &c.

HAVING purchased the well known EBENSBURG FOUNDRY from Mr. E. Glass, and rebuilt and enlarged it with new machinery, besides refitting it with new machinery, the subscribers are now prepared to furnish COOK, PARLOR & HEATING STOVES.

FROM HON. GEO. W. WOODWARD, Chief Justice of the Supreme Court of Pennsylvania, PHILADELPHIA, March 15, 1867.

FROM HON. JAMES THOMPSON, Judge of the Supreme Court of Pennsylvania, PHILADELPHIA, April 28, 1868.

FROM REV. JOSEPH H. KENNARD, D. D., Pastor of the Tenth Baptist Church, Philadelphia.

FROM HON. GEORGE M. BAKER, Esq., U. S. District Attorney, Philadelphia.

FROM HON. JAMES M. HENLY, Proprietor, PHILADELPHIA.

A. D. CRISTE, WITH LITTLE & BAIRD, WHOLESALE GROCERS AND COMMISSION MERCHANTS, 112 & 114 SECOND AVENUE, PITTSBURGH, PA.

SPENCE'S NEW PHOTOGRAPH GALLEN. Is now in perfect order for executing photographs in every style of the art.

W. F. ALTFATHER, MANUFACTURER AND Wholesale and Retail Dealer in HAVANA AND DOMESTIC CIGARS, PLUG AND FINE CUT Chewing and Smoking Tobacco, MAIN STREET, JOHNSTOWN.