



A. M'PIKE, Editor and Publisher.

HE IS A FREEMAN WHOM THE TRUTH MAKES FREE, AND ALL ARE SLAVES BESIDE.

TERMS, \$2 per year in advance.

VOLUME 3.

EBENSBURG, PA., THURSDAY, OCTOBER 28, 1869.

NUMBER 39.

DENTISTRY?

DR. JOHN FRY

Assisted by his Daughter, Having permanently located in Johnstown, he prepared to answer all professional calls, and in particular ARTIFICIAL TEETH on genuine Rubber (Vulcanite) Base, or, if preferred, he will insert them on Gold (20 carats fine), or Silver (chemically pure)—both of his own preparing. Plates, Aluminum, Palladium, Coralline and Adamantine. Also, the Porcelain teeth. Extracting, Filling and Cleaning of Teeth especially performed, avoiding all unnecessary pain.

He could also call attention to his new mode of filling teeth with CRYSTAL GOLD, which is the best preparation ever introduced for filling teeth. He can restore a tooth to its natural color with this gold, and make the filling as hard as a piece of gold coin. Go and have your teeth examined every six months at least, and if there is any decay about them have them filled with Crystal Gold and you will never need artificial teeth. Artificial teeth are a good substitute, but they do not compare with the natural teeth when in a healthy state.

All work done in such manner as not to be noticed in Style, Beauty, Comfort, Lightness, Durability, and warranted to give satisfaction and be harmless to the mouth.

Specimens of his work may be examined by all who desire to see them. The following speaks for itself:

TESTIMONIALS.

Wm. the undersigned, citizens of Latrobe and vicinity, Westmoreland county, Pa., cheerfully submit the following as expressive of our estimate of Dr. Fry's abilities as a Dentist:

We regard Dr. Fry as indubitably adapted to the profession of his choice. His mechanical skill is so perfect that he does not compare with any other modifications and improvements, and we deem it due to him and the public at large to say that, from a long and intimate acquaintance, we can confidently recommend him to all who may feel interested, as an able, faithful and experienced workman.

LATROBE—Eli Ferguson, M. D., John McHenry, M. D., Rev. Jerome Kearney, J. L. Chambers, W. S. Head, Joseph A. Head, Michl. Bosner, David Williams.

UNION—L. T. Beam, M. D., Wm. A. Johnson, Jacob Eicher, N. M. Marker, Esq., Jacob Reiser, P. M., Joseph Scroggs, D. D.

LACONIA—Robert Louthier, Esq., A. Arnold, P. M.

FAIRFIELD—Dr. James Taylor. [my 6 ly.]

DENTISTRY.—The undersigned, a

graduate of the Baltimore College of Dental Surgery, respectfully offers his professional services to the citizens of Ebensburg and vicinity, which place he will visit on the fourth Monday of each month, to remain one week.

Aug. 13. SAM'L BELFORD D. D. S.

DR. H. B. MILLER,

Attorney, Pa., Operative and Mechanical DENTIST. Office removed to Virginia street, opposite the Lutheran church. Persons from Cambria county or elsewhere who get work done by me at the amount of Ten Dollars and upwards, will save the railroad fare deducted from their bills. All work warranted. [Jan. 21, 1869.]

DR. D. W. ZIEGLER, Surgeon Dentist,

will visit Ebensburg professionally on the SECOND Monday of each month, and remain one week, during which time he may be found at the Mountain House.

Teeth extracted without pain by the use of Nitrate Oxide, or Laughing Gas.

A. SPOONAKER. GEO. W. OATMAN.

SHOEMAKER & OATMAN, ATTORNEYS AT LAW,

Ebensburg, Pa. Offices on High street, immediately east of Hunter's hardware store. [Jan. 6, '69.]

D. MILAUGHIN,

TORNEY AT LAW, Johnstown, Pa.—Office in the Exchange building, on the corner of Clinton and Locust streets—up stairs. Will attend to all business connected with his profession. [Jan. 21, 1867.]

L. JOHNSON, J. E. SCANLAN,

JOHNSTON & SCANLAN, Attorneys at Law, Ebensburg, Cambria co., Pa. Office opposite the Court House. [Ebensburg, Jan. 31, 1867.]

JOHN P. LINTON,

TORNEY AT LAW, Johnstown, Pa.—Office in building on corner of Main and Franklin street, opposite Mansion House, second floor. Entrance on Franklin street. [Johnstown, Jan. 31, 1867.]

WILLIAM KITTELL,

TORNEY AT LAW, Ebensburg, Pa.—Office in Colonnade Row, Centre street. [Jan. 21, 1867.]

L. PERSHING, ATTORNEY-AT-LAW,

Johnstown, Pa. Office on Franklin street, up-stairs, over John Benton's hardware store. [Jan. 31, 1867.]

W. M. H. SCHELER, ATTORNEY-AT-LAW,

Ebensburg, Pa. Office in rooms recently occupied by Geo. M. Reade, Esq., in Colonnade Row, Centre street. [Aug. 27.]

GEO. M. READE, Attorney-at-Law,

Ebensburg, Pa. Office in new building recently erected on Centre street, two doors from High street. [Aug. 27.]

KOPPEL, T. W. DICK,

JOHNSTOWN, Ebensburg. KOPELIN & DICK, ATTORNEYS-AT-LAW, Ebensburg, Pa. Office with Wm. Kittell, Esq., Colonnade Row. [Oct. 22-'67.]

F. P. TIERNY,

TORNEY AT LAW, Ebensburg, Pa.—Office in Colonnade Row. [Jan. 5, 1867.]

JOSEPH McDONALD,

TORNEY AT LAW, Ebensburg, Pa.—Office on Centre street, opposite Linton's hotel. [Jan. 31, 1867.]

JOHN FENLON,

TORNEY AT LAW, Ebensburg, Pa.—Office on High street, adjoining his residence. [Jan. 21, 1867.]

MT. GALLITZIN SEMINARY FOR SMALL BOYS!

Ebensburg, Cambria County, Pa. THIS INSTITUTION, under the direction of the Sisters of St. Joseph, is situated in one of the most delightful and healthy locations in the State. The place is famed throughout the country for its bracing air, pure water and magnificent scenery, in which it stands without a rival.

Boys received between the ages of four and twelve years. The discipline and mode of instruction is adapted to the age of the pupil—No COARSE PUNISHMENT.

TERMS PER SESSION: Board, Tuition, Washing, Mending, &c., \$225. no extras.

Each child will be required to be provided with four suits of clothing, (the uniform will be gray trimmed with black, zouave pants,) suitable to the different seasons. He must also have six changes of underclothing, six pairs of stockings, four pairs of boots or shoes, a cloak or overcoat, six towels, six table napkins, a table knife and fork, silver spoon and goblet, dressing box furnished with combs, etc., valise and postage stamps.

Bulletin informing parents or guardians of the health, proficiency, etc., of their children sent every three months.

The Scholastic Year commences on the second Monday of September and closes about the middle of July.

Reference can be made to Rt. Rev. Bishop Donnelly or any of the clergy of the diocese. For further particulars apply to or address MOTHER SUPERIOR, Aug. 5, 1869. Ebensburg, Pa.

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.

EBENSBURG FOUNDRY

AGAIN IN FULL BLAST! NEW FIRM, NEW BUILDINGS, &c. HAVING purchased the well known EBENSBURG FOUNDRY from Mr. Edw. Glass, and rebuilt and enlarged, it almost entirely breaks old machinery, the subscribers are now prepared to furnish COOK, PARLOR & HEATING STOVES, of the latest and most approved patterns THRESHING MACHINES, MILL GEARING, ROBE & WATER WHEELS of every description, IRON FENCING, PLOUGHS and PLOUGH CASTINGS, and in fact all manner of articles manufactured in a first class Foundry. Job Work of all kind attended to promptly and done cheaply.

The special attention of Farmers is invited to two newly patented PLOUGHS which we possess the sole right to manufacture and sell in the county, and which are admitted to be the best ever introduced to the public.

Believing ourselves capable of performing any work in our line in the most satisfactory manner, and knowing that we can do work at LOWER PRICES than have been charged in this community heretofore, we confidently hope that we will be found worthy of liberal patronage.

Fair reductions made to wholesale dealers.

The highest prices paid in cash for old metal, or castings given in exchange.

Other TERMS ARE EFFECTY CASH OR COUNTRY NOTES. COX & WATSON, PHILADELPHIA & CO. Ebensburg, Sept. 2, 1868.

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.

A WORD FROM JOHNSTOWN!

JOHN J. MURPHY & CO., Have constantly on hand a large and well selected stock of seasonable

Dry Goods, Boots, Shoes, Groceries, and a general variety of NOTIONS, &c.—Their stock consists of almost every article usually kept in a retail store, all of which have been selected with care and are offered at prices which cannot fail to prove satisfactory. Call and examine for yourselves. Feb. 28, 1867.—H.

The Poet's Department.

SOMEbody.

Somebody lives in our town, And a curious chap is he; He's posted on every one's affairs— Knows all about you and me.

No matter what secrets you wish to keep, Or what it may be about; You may guard it just as well as you can— Somebody'll ferret it out.

He knows all about your family jars And just how your business stands— Knows how much money you have in stock, And how much you have on hand.

No fraud is detected or building burned, Though the sinners were never so sly, But Somebody knows all about it at once— Just how it was done, and why.

If you ever (excuse me for hinting the thing) Go out, as men say, "on a lark," And flatter yourself that the wife of your breast Is skillfully kept in the dark,

You had better give up such a foolish idea, And reckon the cost from the first, For Somebody'll whisper the tale in her ear, And, then, sir, look out for the worst!

No courtship was ever attempted in town, Though the parties were painfully shy, But Somebody knew it as soon as themselves, And watched them with vigilant eye.

'Tis Somebody sets all the scandal afloat, And brews all the mischief that's made; We should be happier far, I know, If Somebody's ghost were laid.

Tales, Sketches, Anecdotes, &c.

[From the New York Weekly.]

ALLEN KNOX, the Young Engineer.

BY NATHAN D. URSER.

In the spring of the year 1861, Allen Knox was the youngest engineer employed on the Baltimore and Ohio railroad. He was only a little over seventeen, but by his fidelity and skill had won considerable confidence, and was frequently entrusted with important trusts.

The road being new, and much of the rolling stock having been already smashed up by bands of guerrillas—the rebellion then being in its incipency—they had frequently to make up for lack of material by transferring the stock from one portion of the road to another with great rapidity, in order to have as little delay as possible in the heavy transportation business which the repeated calls for troops and munitions of war had flung upon this important artery of communication between the sorely beset national capital and the great West.

As the breaks in the track and in the vast system of mountain trestle-work continued to increase, thus frequently limiting the company to the use of a single track, temporarily, of course, these rapid transfers of material were often attended with imminent danger. The switches were increased in number, the road-signals were multiplied, requiring much more head-work to make out their meaning with celerity, the calculations of time had to be exact to a single second, and, in every conceivable aspect, the perils of the road bore no comparison to what had existed during the years of quietness and peace.

About dusk of the evening of May 13th, young Allen Knox, who had been recuperating for some twenty-four hours at the mountain station of R—, received a brief message from Mr. McEwen, the superintendent of the road, summoning him to meet him with all haste at the station office. Allen proceeded to the office immediately, and found the superintendent waiting for him with his usual brusque impatience.

"Good evening, Allen," he said, "glad to see you on hand so promptly, for there is work to do. Hope you're not altogether tired out, for it'll be a long bump and a hard one."

"I'm pretty well fagged out, Mr. McEwen," rejoined Allen; "but of course I'm on hand for duty as long as I'm able to walk."

"Well said. You have already gained an excellent reputation for so young an engineer; and if you perform this job as bang up as usual, I think I can guarantee that you'll be made a station-master, with a better salary and less work. But there isn't a moment to spare, so listen to me."

He hastily consulted some telegraph dispatches, which he drew from his pocket, then his chronometer, and resumed: "A rebel force is marching on Harper's Ferry, and will undoubtedly invest, or surround the place before daybreak. One locomotive is already there, and I must send another by you, to complete the removal of our rolling stock. You know there is only a single track on our lower grade, since the last destruction of the great trestle-work, just below the Black Mountain cut-off. The locomotive will leave the Ferry for the West by the same track which you will pursue going East, at midnight precisely. It is now almost eight o'clock. Fire up the 'Vixen,' (the name of the locomotive at this point, I believe,) in order to miss a collision with the train coming this way. That is, you must reach the Ferry in four hours. The question is, Allen, can you do it?"

Distance two hundred and fifty-six miles, scant; sixty-four miles an hour. Allen looked rather blank at this proposition, which certainly surpassed anything in his railroad experience, but

he made a point of never backing out from anything, and accordingly said: "I shall, of course, make the attempt, Mr. McEwen, perilous as it is. But I should feel much more confident of success if I had a good fireman, and I doubt if there is such in this neighborhood."

"I have already provided you with one," said the superintendent. "You must have noticed the man on the way to the engine-house as you entered here."

"I certainly did notice a skulking, hang-dog looking fellow, with a rough cloak, peaked hat—"

"That's the man; and he has been specially recommended to me from the Cliffwood Junction, as a first-rate fireman and thoroughly up in his work. Are you satisfied?"

"Certainly, sir."

Allen took the hand which was once more extended to him, and then, without another word, set off at a swift pace towards the engine-house, for he considered every moment precious.

His prejudice against the new fireman, though he was truly a most ill-favored fellow, with a lowering brow and a peculiarly sinister cast of the eye, was temporarily dissipated in the most agreeable manner; for notwithstanding the short time that had been allotted him, he had the 'Vixen' already on the outer track, and was busily employed in throwing aboard a goodly quantity of wood and coal.

"You're the new fireman, are you?" inquired Allen, springing behind the engine and pulling off his coat for hard work.

"Yees, zur," said the man, very gruffly, but speedily following to his position on the iron horse. "I be Tom, as the superintendent said was to fire up for Harper's Ferry. Coal, wood and water all right, zur."

Young Knox sung out to the switchman at the turning off. Twang! went the switch, as the engine flashed by, and in a few moments it was whirling through the mountains at a wild rate of speed, which Allen increased every instant, until it seemed fairly to fly along the track, while the steep, rocky mountain sides reverberated with its crashing advance.

"Hoory—hoory!" shouted the new fireman, casting the dry fuel into the furnace in great quantities, and every now and then pausing to wave his hat over his head excitedly. "Hoory! hoory! now we are going to destruction on the short-cut! Hurry up, ye iron devil! Faster, faster,—I tell ye!"

And he again began tossing in the fuel and raking the fire at a rate which bade fair to make the engine red-hot in a few minutes, while the dancing speed they had already acquired was so furious that Allen could with difficulty retain his feet on the narrow platform of the rocking and reeling machine.

He looked at the strange fireman at first with more curiosity than alarm, but soon observed, with a sinking terror at his heart, that his eyes were ablaze with the lurid light of unmistakable insanity. His whole demeanor, as he continued his wild shouts, was that of a madman. But, in this extremity, the young engineer's position was too critical to permit of any display of terror, so he spoke to him boldly and harshly, ordering him to desist from any further interference with the furnace until receiving orders from him.

If Allen had had any doubts respecting the mental balance of his fireman before, they were now speedily dissipated; for, with a wild laugh, he was answered by a flying billet of wood, which narrowly missed his head.

He had never had such a terrible feeling come over him as at that moment. The engine was going, as well as he could judge, at a rate of fifty-eight or fifty-nine miles an hour, and he found himself confronted on the verge of fate by a furious madman, with murder written in every lineament of his contorted face. But, young as he was, he was prepared to sell his life as dearly as possible, and seizing a stick of wood, instantly stood in his self-defense.

With a hoarse cry, more like the infuriate yell of a wild beast than the utterance of a human creature, the maniac leaped over the narrow barrier between them, and was upon him in a moment. The lad met him with three terrible blows in the face with his head-bonnet, but he seemed to heed them no more than so many taps from a feather fan. Allen then felt himself rolled up in an embrace, which he felt it would be impossible long to resist.

But he fought with the energy of despair. It was long afterward a matter of surprise to him that they both did not pitch headlong off the engine during that brief and terrible encounter. Over the tender, against the frail guard, down upon the iron floor again, they struggled and battled like two fiends, until at length the supernatural strength of the madman conquered the young engineer. The club of the latter dropped from his nerveless grasp, and as the maniac knelt upon his breast, he almost strangled him in his bony clutch.

He then, with his fiercely suppressed breathing, drew strong cords from his pocket, and bound him securely, hand and foot.

During the contest he had not uttered a word, but now when Allen lay, gasping and helpless before him, he sprang to his feet with yells of diabolical glee.

"Oh, you enemy! I was prepared for you!" he cried. "Ha! ha! ha! What malicious imp is this who would dissipate the sovereignty of Hell's Railroad King? Only three minutes could intervene

before the apparently inevitable collision. In the agony of the thought he was inspired with renewed vigor, and turning his head, after the manner of a wild beast, with a single snap of his teeth, he severed the thong that bound his right arm.

The engine was just sweeping, and something fluttered over his face. It was the cord attached to the steam-whistle of the locomotive, which was thus providentially blown into his grasp by the sudden veering of the course.

He seized it despairingly, and as clinging to the chimney, he disengaged his feet and other arm, let off a whistle—a rattler, prolonged, demonic shriek, which echoed through the mountain gorges like the combined force of all pandemonium upraised.

As he released his hold of the rope, and clambered over the edge of the locomotive, he saw the maniac pause for a moment, paralyzed with terror at the unusual din. Then, with a wild mournful yell, he sprang from the engine and disappeared over the precipice along whose dizzy verge it was flying at the time. Going at this fearful rate of speed, young Knox knew that it would be useless to attempt to "break up," and began to look out for a soft jumping-off spot, when he became sensible that the engine was slowly decreasing its speed. The wheels seemed to move as if clogged, and presently the vehicle itself stood stock still upon the track.

At once the truth flashed upon Allen's mind. The wheels and axles had become swollen, by the heat of the tremendous friction they had undergone, to that extent that they now refused to move.

Of course, having sense enough to conjecture this much, he was not such a fool as to give them time to cool before securing all the breaks. He then sent forth his whistle of distress again and again, and finally had the satisfaction of seeing the approaching train back engine, and move slowly back into the town.

Descending very shortly, he was soon in the depot, where he hurriedly narrated his scarcely credited story. But he procured a sane fireman, and the mission upon which he was sent to Harper's Ferry was faithfully performed.

It turned out that the man "Tom" (whose body was never recovered) had, in reality, been recommended to the superintendent, but that, unknown to any of the parties, he was, at the time of his assignment to Allen's engine, laboring under an attack of delirium tremens.

Allen Knox got his appointment as Station Master, but he has never forgotten the terrors of that night.

Pyramid Lake.

The peculiar rock formations, from which this lake derives its name, are remarkable even among the "Rockies." The principal pyramid towers above the lake to a height of more than five hundred feet, presenting in its general outline a remarkably perfect pyramidal form. Close scrutiny shows portions of its sides to consist of volcanic tufa, which greatly resembles a vegetable growth of vast size. In color the pyramidal mounds vary with the varying light. At some moments they convey the impression of a rich, warm, brown tint; at others the tint is a cool gray that more nearly resembles the color which a close examination will prove to be the true one.

A visit to the largest pyramid developed the fact that it was occupied by tenants entirely capable of holding inviolate their prior right of possession against all human visitors. From every crevice there seemed to come a hiss. The rattling, too, was sharp and long continued. The whole rock was evidently alive with rattlesnakes. In every party that ever ventured into a country infested by rattlesnakes are some men who derive a great pleasure in killing eby snakes that may show their head or stound its rattle. A loud shout of "Snakes! rattlers!" brought out the band of exterminators; but such a number of snakes came upon the field that it was clearly beyond the power of our snake-haters to carry on the combat with any hope of final victory. They gave up, and abandoned the locality to the serpentine tribe, which will probably retain the ownership for a period of time indefinite and unlimited.

The water of Pyramid lake is clear, sparkling, and very salt. It abounds in fish, among which are the couler, a sprightly fish, having flesh the color of salmon, and quite as game. In weight this fish ranges from three to twenty pounds, and an occasional specimen rises to the fly that will scale quite twenty-five pounds. Besides the couler there is an abundance of trout, not precisely the speckled beauties of the lake Superior region; neither do they bear a very close resemblance to the sluggish, black, spotted trout of our more Southern States. It is a trout, nevertheless, which rises readily to the artificial fly, and is a pleasing morsel for the epicurean palate. Cooked in the various styles known to the campers, this fish will compare favorably with its eastern brethren. Other varieties of the finny tribe abound in Pyramid Lake; but these are the ones which will be most sought after by any courageous disciple of Izak Walton, who leaves the cars of the Central Pacific Railroad when it strikes the outlet in this curious lake.—Harper's Magazine for September.

A THIRILLING ADVENTURE.

On Saturday evening a thrilling adventure befell the messenger in charge of the car of the American Express Company, on the night express train from Erie to this city. Shortly after leaving the former place he discovered to his consternation that the contents of the car were on fire. The car was packed full of the usual assortment of express freight, consisting principally of dry goods and other merchandise, and the bell rope connecting with the engine had been passed over the top of the car. Both ends of the car were crammed with packages, only a small vacant space being left in the centre at the doors, occupied by the messenger.

The perilous nature of his condition cannot be fully realized. The train was whirling along through the darkness at the rate of 30 miles an hour, and fire was rapidly spreading through the dry combustibles, fast filling the car with heat and smoke. He had no possible means of signalling the engineer, and no means of egress to the other cars or of communication with their occupants. He might shout himself hoarse, and his voice would be drowned by the roar of the train. It seemed impossible for him to give any alarm until the fire should have made such progress as to be discovered by others, but in the meantime he himself must be inevitably suffocated or compelled to take the alternative of leaping from the train. To open the doors of the car would be but to admit the air and give a new impetus to the flames. But the heat and smoke were already stifling and something must be done immediately or he must perish.

Opening one of the doors he wheeled one of the iron safes to the edge of the car and let it fall. It was struck by the steps of the baggage car, producing such a concussion as to alarm its occupants. Rightly conjecturing that something was wrong, the engineer was signalled and the train soon came to a stop. The cause of the alarm was soon discovered, the messenger being found leaning as far as possible out of the car to escape the smoke. Every appliance at command was speedily brought into requisition, and the fire was fortunately extinguished. The safe was picked up and the train resumed its journey, arriving at its destination without further accident. The amount of loss is not known, but it is thought it will not be very large. The fire is supposed to have originated from a spark from the engine.—Cleveland Herald, 4th.

A SUNDAY SCHOOL TEACHER

was giving a lesson on Ruth. She wanted to bring out the kindness of Boaz in commanding the reapers to drop larger handfuls of wheat. "Now, children," she said, "Boaz did another very nice thing for Ruth; can you tell me what it was?" "Married her," said one of the boys.

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The peculiar rock formations, from which this lake derives its name, are remarkable even among the "Rockies." The principal pyramid towers above the lake to a height of more than five hundred feet, presenting in its general outline a remarkably perfect pyramidal form. Close scrutiny shows portions of its sides to consist of volcanic tufa, which greatly resembles a vegetable growth of vast size. In color the pyramidal mounds vary with the varying light. At some moments they convey the impression of a rich, warm, brown tint; at others the tint is a cool gray that more nearly resembles the color which a close examination will prove to be the true one.

A visit to the largest pyramid developed the fact that it was occupied by tenants entirely capable of holding inviolate their prior right of possession against all human visitors. From every crevice there seemed to come a hiss. The rattling, too, was sharp and long continued. The whole rock was evidently alive with rattlesnakes. In every party that ever ventured into a country infested by rattlesnakes are some men who derive a great pleasure in killing eby snakes that may show their head or stound its rattle. A loud shout of "Snakes! rattlers!" brought out the band of exterminators; but such a number of snakes came upon the field that it was clearly beyond the power of our snake-haters to carry on the combat with any hope of final victory. They gave up, and abandoned the locality to the serpentine tribe, which will probably retain the ownership for a period of time indefinite and unlimited.

The water of Pyramid lake is clear, sparkling, and very salt. It abounds in fish, among which are the couler, a sprightly fish, having flesh the color of salmon, and quite as game. In weight this fish ranges from three to twenty pounds, and an occasional specimen rises to the fly that will scale quite twenty-five pounds. Besides the couler there is an abundance of trout, not precisely the speckled beauties of the lake Superior region; neither do they bear a very close resemblance to the sluggish, black, spotted trout of our more Southern States. It is a trout, nevertheless, which rises readily to the artificial fly, and is a pleasing morsel for the epicurean palate. Cooked in the various styles known to the campers, this fish will compare favorably with its eastern brethren. Other varieties of the finny tribe abound in Pyramid Lake; but these are the ones which will be most sought after by any courageous disciple of Izak Walton, who leaves the cars of the Central Pacific Railroad when it strikes the outlet in this curious lake.—Harper's Magazine for September.

A THIRILLING ADVENTURE.

On Saturday evening a thrilling adventure befell the messenger in charge of the car of the American Express Company, on the night express train from Erie to this city. Shortly after leaving the former place he discovered to his consternation that the contents of the car were on fire. The car was packed full of the usual assortment of express freight, consisting principally of dry goods and other merchandise, and the bell rope connecting with the engine had been passed over the top of the car. Both ends of the car were crammed with packages, only a small vacant space being left in the centre at the doors, occupied by the messenger.

The perilous nature of his condition cannot be fully realized. The train was whirling along through the darkness at the rate of 30 miles an hour, and fire was rapidly spreading through the dry combustibles, fast filling the car with heat and smoke. He had no possible means of signalling the engineer, and no means of egress to the other cars or of communication with their occupants. He might shout himself hoarse, and his voice would be drowned by the roar of the train. It seemed impossible for him to give any alarm until the fire should have made such progress as to be discovered by others, but in the meantime he himself must be inevitably suffocated or compelled to take the alternative of leaping from the train. To open the doors of the car would be but to admit the air and give a new impetus to the flames. But the heat and smoke were already stifling and something must be done immediately or he must perish.

Opening one of the doors he wheeled one of the iron safes to the edge of the car and let it fall. It was struck by the steps of the baggage car, producing such a concussion as to alarm its occupants. Rightly conjecturing that something was wrong, the engineer was signalled and the train soon came to a stop. The cause of the alarm was soon discovered, the messenger being found leaning as far as possible out of the car to escape the smoke. Every appliance at command was speedily brought into requisition, and the fire was fortunately extinguished. The safe was picked up and the train resumed its journey, arriving at its destination without further accident. The amount of loss is not known, but it is thought it will not be very large. The fire is supposed to have originated from a spark from the engine.—Cleveland Herald, 4th.

A SUNDAY SCHOOL TEACHER

was giving a lesson on Ruth. She wanted to bring out the kindness of Boaz in commanding the reapers to drop larger handfuls of wheat. "Now, children," she said, "Boaz did another very nice thing for Ruth; can you tell me what it was?" "Married her," said one of the boys.

A GENTLEMAN

was seated with other persons in a room where a country party was being given. He was very much out of spirits, and, indeed, fell upon the