

DRAGGED TO SEA BY A SHARK.

A colored man named James Ellis, says the Galveston (Texas) News, tells a wonderful story about the narrow escape of a companion who accompanied him out upon the beach last week to fish. The two men, it seems, have been in the habit of fishing every morning, at an early hour, and always go amply prepared with hooks and lines adapted for the capture of members of the flabby tribe of all sizes. On the morning specified above, Ellis and his companion, Wash, throw in their lines, after wading out some distance into the surf, and according to his usual custom Wash tied the line about his left wrist. A short time afterward Ellis, who was some distance to the eastward, heard Wash shouting: "I've got him! I've got him!"

"What have you ketches?" asked Ellis. "I believe it's a whale or a jewfish!" answered Wash. As Wash made this answer Ellis noticed that he was being dragged forward into the gulf, and started to render assistance. In the meantime Wash was being dragged rapidly out to sea, at times struggling with all his might on his feet, and at other times submerged beneath the waves. It was then that Ellis fully realized the peril of his companion, having remembered his habit of tying the line about his arm while fishing.

It was an awful moment. With all his efforts Ellis found that it would be impossible to reach the struggling man. Already he had passed the first bar; a few moments more and he would be in deep water, and not being able to swim even if he succeeded in releasing himself from the line, he must certainly perish. Suddenly, however, he was noticed to stop, and standing upon his feet raised both hands above the waves. "Wash," shouted Ellis, rushing forward, "has you done got loose?" "Yes, but, Lord bless you, it was a tight squeeze, sure enough."

"What was it?" asked Ellis. Wash replied that when he first fastened on to it, he thought it was a big red fish or gar, but a few jerks convinced him that it was either a whale or a shark, most probably the latter. At one time after crossing the bar he saw it leap out of the water, and it appeared to be about ten feet long, as near as he could calculate. The probability is that Wash will hold his line in his hand the next time he goes out to fish.

A FRIEND WORTH HAVING.

In the death of Mr. Levi Blossom, Milwaukee loses a public-spirited citizen, and Senator Mat. Carpenter loses a confidential adviser, to whom he may attribute no small share of his success. Mr. Blossom was one of the first to suggest the building of a lake shore road from Milwaukee to Chicago. The project was regarded as utterly chimerical, as it was thought impracticable for the road to compete with the water route. But he entered upon the work with extraordinary energy, and by a series of addresses to the people along the proposed line, induced them to subscribe liberally for its construction. Thus the scheme was pushed forward to realization in the road which now constitutes the Milwaukee division of the Chicago and Northwestern system. It shows how abundantly Mr. Blossom's prescience was vindicated that now another road has been built parallel to this, and that both enjoy remunerative business.

And this was by no means the only enterprise that he conceived with admirable judgment, and promoted with resistless energy and fertility of resource. Mr. Blossom's relations with Mr. Carpenter were close and intimate during a long term of years. The former entertained toward the latter a warm personal friendship and a high appreciation of his abilities. When Mr. Carpenter became a candidate for the Senate, Mr. Blossom, by sagacious counsel and vigilant mentorship, doubtless contributed more than any other one cause to his election. When Mr. Carpenter visited New Orleans last spring, Mr. Blossom accompanied him, and persons who were intimate with both, could see in the former's speeches in that city, which advanced him considerably in the estimation of the public, the traces of his companion's advice. It is evidence of the friendship which the deceased felt towards the eloquent senator, that his confidence in his future never flagged, and that in a recent conversation with the writer, he expressed an absence of all misgiving but Mr. Carpenter would acquit himself of the Long Branch scandal, and suffer no interruption of his political career.—Chicago Times.

The editor of the Panama Star, apologizes for the non-appearance of his paper by saying that he had to haul off to dig buckshot out of his legs.

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The Rochester Chronicle offers three cents per pound for poetical contributions, and writers are not limited as to subjects.

That "little birds do in their nests agree" is no credit to the little birds, because it would never do for them to fall out.

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Allegheny Valley Rail Road.

Oil Creek & Allegheny River Railway, and Buffalo, Corry & Pittsburgh R. R.

ON AND AFTER Monday, February 2, 1874, trains will run as follows:

STATIONS, Northward, Southward

Table with 4 columns: Station, Time Northward, Time Southward, and another time column. Stations include Pittsburgh, W. Pen June, Kittanning, R. B. June, Brady Bend, Parker, Easton, Scrubgrass, Franklin, Oil City.

Table with 4 columns: Station, Time Northward, Time Southward, and another time column. Stations include Oil City, Scrubgrass, Easton, Parker, Brady Bend, R. B. June, Kittanning, W. Pen June, Pittsburgh.

Table with 4 columns: Station, Time Northward, Time Southward, and another time column. Stations include Titusville, Corry, Mayville, Buffalo.

Trains run by Philadelphia Time. J. J. LAWRENCE, Gen'l. Sup't.

PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER H. P. Sunday, May 1, 1870, Trains arrive at and leave the Union Depot, corner of Washburn and Liberty street, as follows:

ARRIVE. Mail Train, 1.30 a. m.; Fast Line, 12.12 a. m.; Wall's accommodation No. 1, 7.50 a. m.; Brinton accommodation No. 1, 7.50 a. m.; Wall's accommodation No. 2, 8.55 a. m.; Cincinnati express, 9.20 a. m.; Johnstown accommodation, 10.50 a. m.; Braddock's accommodation No. 1, 7.00 p. m.; Pittsburgh express, 1.30 p. m.; Pacific express, 1.50 p. m.; Wall's accommodation No. 3, 2.35 p. m.; Homewood accommodation No. 1, 3.55 p. m.; Wall's accommodation No. 4, 4.50 p. m.; Brinton accommodation No. 2, 1.10 p. m.; Way Passenger, 10.20 p. m.

DEPART. Southern express, 5.20 a. m.; Pacific express, 2.40 a. m.; Wall's accommodation No. 1, 6.30 a. m.; Mail Train, 8.10 a. m.; Brinton accommodation No. 1, 10.20 a. m.; Braddock's accommodation No. 1, 5.10 p. m.; Cincinnati express, 12.35 p. m.; Wall's accommodation No. 2, 1.10 a. m.; Johnstown accommodation, 4.05 p. m.; Homewood accommodation, No. 1, 8.50 p. m.; Philadelphia express, 3.50 p. m.; Wall accommodation No. 3, 5.05 p. m.; Wall's accommodation No. 4, 6.05 p. m.; Fast Line, 7.40 p. m.; Wall's No. 5, 11.00 p. m.

The Church Trains leave Wall's Station every Sunday at 9.05 a. m., reaching Pittsburgh at 10.05 a. m. Returning leave Pittsburgh at 12.50 p. m., and arrive at Wall's Station at 2.10 p. m.

Cincinnati express leaves daily. Southern express daily except Monday. All other Trains daily, except Sunday.

For further information apply to W. H. BECKWITH, Agent. The Pennsylvania Railroad Company will not assume any Risk for Baggage except for Wearing Apparel, and limit their responsibility to One Hundred Dollars value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSAT General Superintendent, Altoona Pa.

Allegheny Valley Rail Road.

ON AND AFTER Monday, June 1, Trains will run as follows—(Philadelphia Time):

Trains leave Oil City for Pittsburgh at 2.15, 8.20 p. m., and 8.45 a. m., arriving at Pittsburgh at 10.00, 3.40 p. m., and 6.10 a. m.

Trains leave Pittsburgh for Oil City at 7.20 a. m., 1.00 and 8.30 p. m., arriving in Oil City at 2.34 a. m., 8.15 and 8.05 p. m.

Trains leave Oil City for Buffalo at 2.45 p. m., 6.50 p. m., arriving in Buffalo at 8.55 p. m., 1.10 a. m.

Trains leave Buffalo for Oil City at 6.05 a. m., and 12.25 p. m., arriving at Oil City at 2.00 p. m., and 8.05 p. m.

All trains given above run through from Pittsburgh to Buffalo and return, without change of cars. Trains run on Philadelphia time, which is 20 minutes faster than Pittsburgh time. The time at Buffalo is L. S. & M. S. R'y time which is 25 minutes slower than Philadelphia time.

Oil City accommodation leaves Brady's Bend at 6.40 a. m., arriving in Oil City at 1.50 p. m. Leaves Oil City at 6.05 p. m., arriving at Brady's Bend at 9.15 p. m.

At Red Bank Junction this road runs with the Eastern Extension which runs to Reynoldsville.

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PITHOLE VALLEY R'Y.

ON AND AFTER Monday, June 5, 1871, Trains will run as follows:

TRAINS NORTHWARD.

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TRAINS SOUTHWARD.

Table with 4 columns: Station, Time Northward, Time Southward, and another time column. Stations include Pithole City, Woods, Prathers Mill, Oil City.

All Trains make close connections at Oil City with trains on the Oil Creek & Allegheny River Railway, North and South.

Two Lines of Stages run daily between Pithole City, Miller Farm and Messantville, making connection with arriving and departing Trains. J. T. BLAIR, H. WICKHAM, Sup't. Ticket Agent, Pithole City, Pa.

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