RAILROADS.

PHILADELPHIA AND READING R. R ARRANGEMENT OF PASSENGER TRAINS.

May 12th, 1878.

TRAINS LEAVE HARRISBURG AS FOLLOWS TRAINS LEAVE HARRISBURG AS FOLLOWS
For New York, at 5.20, 8.10 a. m., 2.00p. m.,
and *7.55 p. m.
For Philadelphia, at 5.20, 8.10, 9.45 a. m.
and 3.57 p. m.
For Reading, at 5.20, 8.10, 9.45 a. m. and 2.00
3.57 and 7.55.
For Pottsville at 5.20, 8.10 a. m., and 3.57
p. m., and via Schuyikill and Susquehanna
Branch at 2.40 p. m.
For Anburn via 8. 8. B. Rr. at 5.30 a. m.
For Anburn via 8.6. S. Br. at 5.30 a. m.
For Allentown, at 5.20, 8.10 a. m., and at 2.00,
3.57 and 7.55 p. m.
The 5.20, 8.10 a. m., and *7.55 p. m., trains
have through cars for New York.
The 5.20, a. m., and 2.60 p. m., trains have
through cars for Philadelphia.
SUNDAYS:

SUNDAYS:

For New York, at 5.20 a.m.

For Allentown and Way Stations at 5.20 a.m.

For ileading, Philadelphia and Way Stations at 1,45 p. m. TRAINS FOR HARRISBURG, LEAVE AS FOL

Leave New York, at 8.45 a. m., 1.00, 5.00 and *7.45 p. m. Leave Pulladelphia, at 9.15 a. m. 4.03, and 7.29 p. m. Leave Reading, at 44.40, 7.40, 11.20 a. m. 1.30. 6.15 and 10, 35 p. m. Leave Pottsville, at 610, 9.15 a.m. and 4.35

Leave Pottsville, at a 10, and an arabat p. m.
And via Schuyikili and Susquehauna Branchat s.lba. m.
Leave Auburn via S. & S. Er. at 12 noon.
Leave Aucutown, at †2.30 5.00, 9.00 a. m., 12.15
4.30 and 9.00 p. m.
SUNDAYS:
Leave New York, at 5.30 p. m.
Leave Philidelphia, at 7.20 p. m.
Leave Reading, at 4.40, 7.40, a. m. and 10.35 p. m.

p. m Leave Allentown, at2 30 a. m., and 9,05 p. m. J. E. WOOTEN, Gen. Manager, C. G. HANCOCK, General Ticket Agent. *Via Morris and Essex R. R.

Pennsylvania R. R. Time Table.

NEWPORT STATION. On and after Monday, June 25th, 1877, Pas-senger trains will run as follows: EAST.

DUNCANNON STATION.
On and after Monday, June 25th, 1877, trains will leave Duncannon, as follows:
EAST WARD.
Mifflintown Acc. daily except Sunday at 8.12 A. M. Johnstown Bt. 1255F. M., daily, except Sunday, Mail 7.39 F. M., Atlantic Express 10.20 F. M., daily (flag)

Way Passenger. S.33 A. M., dally Mail, 2.09 P. M. dallyexceptSunday, Millintown Acc. dally except Sunday at 6,15 P. M. Pittsburg Ex. daily except Sunday (flag) 11.33 P. M. W.M. C. KING Agent.

KANSAS FARMS

-AND-

FREE HOMES.

The Kansas Pacific Homestead

is published by the Land Department of the Kan-sas Pacine Rallway Company. to supply the large and increasing demand for information respect-ing KANSAS, and especially the magnificent body of lands granted by Congress in aid of the construction of its road. This grant comprises

OVER 5,000,000 Acres

OF LAND, consisting of every odd section in each township, for a distance of twenty miles on both sides of the road, or one half of the land in a belt of forty miles wide, extending to Denver City, Colorado, thus forming a continuation of the belt of country which, from the Atlantic coast westward, is found to be in a climate, soil, and every production of nature, the most favored.

THE KANSAS PACIFIC IS 114 Miles the Shortest Road from Kansas City to Denver.

The favorite route of the tourist and the best line to the

SAN JUAN COUNTRY.

A copy of the Homestead will be mailed free to any address, by applying to S. J. GILMORE, D. E. CORNELIA, Land Commissioner, Gen'l Passenger Ag't. Salina. Kans. Kansas City, Mo. March 5, 6mo

GOLD! Great Chance to make money. If you can't get Gold you can get Greenbacks. We need a person in EVERY TOWN to take subscriptions for the largest, cheapest and best Hiustrated family publication in the World. Any one can become a successful agent. The most elegant works of art given free to subscribers. The price is so low that almost everybody subscribes. One agent reports making over \$150 in a week. A lady agent reports taking over \$00 subscribers in ten days. All who engage make money fast. You can devote all your time to the business, or only your spare time. You need not be away from home over night. You can do it as well others.—Full particulars, directions and terms tree. Elegant and expensive Outlit free. If you want profitable work send us your address at once—It coats nothing to try the business. No one who engages falls to make great pay. Address "The People's Journal," Portland, Maine.

PATENTS obtained for mechani-other compounds, ormental designs, trade-marks, and labels. Caveais, Assignments, Interferences, suits for Infringements, and all cases arising un-der the PATE "T Laws, promptly attended to.

INVENTIONS THAT HAVE BEEN REJECTED by the Patent Ofneed may still, in
most cases, be patented by us. Being opposite the
Patent Office, we can make closer searches, and
secure Patents more promptly, and with broader
claims, than those who are remote from Washmater.

TNVENTORS send us a mod-your device; we make examinations free of carries, and advise as to patentability. All cor-respondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SE. We refer to officials in the Patent Office, to our clients in every State of the Union, and to your senator and Representative in Cung. ess. Special references given when desired.

Opposite Patent Omia, Washington. Address:

FLANNELS-A splendid assertment of Flan PRINTING of every description neatly ex.

reasonable rates.

THE WHALER'S STORY.

'SLICK,' right ahead!" sung A out the mast-headman, on board the bark Volunteer.

"Keep your eye on it," responded the mate, from the deck. "There may be something in it."

We stood on for a few minutes toward the spot, when another hail came down from aloft.

"Something looming up in the slick, either a dead whale or a carcass."

The mate seized the telescope, and jumped up the rigging, striding two ratlines at a step.

As the language used by the seaman might seem to embody a "distinction without a difference," it may be well to inform the general reader that the word "careass," as used by whalemen, always means the worthless stock, or the bones and flesh after the fat has been stripped off. It is thus employed distinctivelya whale being called a whale, dead or alive, so long as he has his unctuous jacket on. The "slick" is a smooth, glassy appearance of the sea, for a considerable extent around and to windward of the floating body, caused by the escape of oil and fatty particles.

With the aid of the glass the object in question was soon made out to be a dead whale, with a "waif" planted in him. As we drew nearer, the waif assumed a strange appearance; for,instead of being a small white or black flag, such as is commonly used for the purpose, it seemed a stiff, stationary object, like a sign-board, glistening brightly in the sunlight. We were not a little puzzled to account for this phenomenon.

The whale, though considerably swelled above the surface of the sea, was evidently in a fair condition, and could not have been dead above three days at most. We hove to at a suitable distance to windward, and lowered a boat to examine and make preparations for taking the prize alongside.

The captain, impelled by curiosity in the matter of the strange waif, went in the boat himself. We pulled up to the whale's side, the dash of our oars disturbing a myriad of ravenous birds which had settled on and near the whale, while other myriads were sitting in the slick all round him.

"It's a sheet of copper!" said Captain Hayden. "Who ever heard of a whaler using copper waifs? Pull out the waifpole, Dan," he continued, to the boatsteerer, " and pass it into the boat. I want to have a look at the patent arrangemet."

The upper end of the waif-pole was found to have been split down for a considerable distance, and the waif, a whole sheet of new sheathing-metal, was jammed firmly into the cleft of the wood.

"There's writing on it," said Dan, as he lifted it into the boat.

"Let me see. Pass it along this way!" was the impatient order of the captain.

He seized and held it up, reading aloud this inscription, which was graven or scratched on the copper with some pointed tool:

"To any seaman who has a heart in his bosom: The ship Parthenia, of London, took fire from her try-works, night of July 18th, 29 degrees north, and 171 degrees east, and was totally destroy-ed. Thirty of us are adrift on the ocean, in four open boats, having saved nothing but what we stood in, with a very ing but what we stood in, with a very small stock of provisions. I shall steer east-south-east, toward the Sandwich Islands, trying to keep the boats together as long as possible. My hope is in being picked up by some vessel, as there is little chance of our reaching any land alive. God help us, and send us aid!

J. R. INGALLS, Master of Parthenia,"

"July 18th," said the captain, referring back to the date. "Why, that is night before last. They can't have killed this whale since they left the wreck, surely W

" No, sir," answered Dan, pointing to the stump, where the whale had been unjointed at the "small." "The flukes are gone; he has been cut from alongside a ship."

"That's true, though I hadn't noticed it before; for I was looking at this copper waif, all the way from the ship. She must have had this whale in the flukechain, and was boiling another, when she took fire."

"Shall we hook on to him?" asked the boat-steerer.

"No, no, of course not. The claims of humanity before all. It seems hard that some sixty barrels of oil must be abandoned to the birds; but we should be worse than savages, if we hove to now to cut in a whale. Pull ahead!" he snapped out, as he threw the boat's head round toward the vessel.

In a few minutes, the Volunteer's canvas filled on an east-south-east course and the best eyes in the ship were doing duty at the mast-heads. We steered until dark in the same direction without having seen anything. She was then brought to the wind, and put under short sail.

Through the night we were lying aback, and making short boards. The

gun was fired every hour, and not content with hoisting the signal-lanterns, a bonfire was kept alive in an iron pot, mounted on the try-works.

" A bad spot in the ocean to be turned adrift in the boats," observed the mate to the captain, as they walked the deck together that night. "So far from the nearest land."

"Yes, it seems almost desperate, the chance of living long enough to reach Sandwich Islands. But it seems to me, if it were my case, that I shouldn't have taken that route. I should rather have headed westward, toward Japan. I don't know,though," he added, musingly; "there are some reasons against it too. He may have thought his course safest in respect of weather; as it is not uncommon to catch a taste of a typhoon even where we are now, and still heavier to the westward."

"It was a bright idea, his leaving his report on that whale he cut adrift."

" Quite original," said Capt. Hayden. "I don't believe I should ever have thought of it in such a case."

"I don't believe you or I would have thought of cutting the whale adrift at all, with the ship on fire amidships. It must have taken some time and labor to unjoint him with spades."

"It is odd, and I have thought a great deal about it since I came on board. It is still more odd that they should have spent time in writing that inscription so carefully, to state that they escaped with only what they stood in. The story would seem to indicate great hurry in leaving the ship."

"But you know, sir, they may have done it in the boat, after they pushed off. For, of course, they would hover near the ship all night, or as long as the bonfire was blazing, as that was their best chance of being picked up."

"Yes, that's true," was answered, thoughtfully.

" And they may have cut the whale away with their boat-spades, as they lay to the windward of the ship. These things which seem odd, would, no doubt, be all explained satisfactorily, if we could only find the poor fellows. I shall run two or three days on this course, and we must use every means to avoid passing them in the night."

"Another day went by without discoveries, though we carried all sail, and passed over a long stretch of ground, the cross-trees and rigging swarming with lookouts. At nightfall we shortened sail again, and kept the bonfire raging, firing the periodical guns as before through the night.

The first light of day showed us a ship within a mile under our lee, on the same track with us. She hoisted English colors at her gaff, and back her maintopsail as a signal of a desire to communicate. We answered by showing our American ensign, and keptaway to speak the stranger, which brought us nearly on the course we meant to steer to continue our mission of mercy.

"It will be well to speak him," the captain said, " and give him the news about the burning of his countryman. Two ships in search of the boats will double the chance of their being fallen in with."

We had on board an English seaman. who had joined us at Guam, under the name of Jack Booth; one of the steadiest and best men in the forecastle. This man now came aft to the break of the quarter-deck, hat in hand, and stood waiting respectfully, as he wished to speak to the captain.

"Well, Jack, what's the word this morning ?"

"I want to ask you, sir, if you know that ship under our lee?"

"Know her? No, of course I don't, only that she is one of your countrymen, by the bunting she hoists."

"I know her, sir," said Booth, sturdily. "That's the Parthenia!"

" The what ?"

" The Parthenia, sir, that you suppose to be burnt." "Why do you say so? How do you

know it is ?" "I was in her last year, sir, and I know every rope of her standing rig-

ging. There's a dozen marks about her that I could swear to." "But you must be mistaken, Jack," said the captain. "The Parthenia is burned, and we have the story engraved

on copper." "Can't belp that, sir, answered the man, dogmatically. "That's the Par-

thenia, or I never sailed in her." "But what's your idea of this report on the waif?" asked the captain, somewhat shaken by Jack's firmness. " How do you account for that ?".

"Well, of course I can't explain it in full, sir. But she had a second mate, one of the greatest scoundrel to be found afloat-an out-and-out cut-throat, sir .-He was always tampering with the men, and hinting mutiny, and tried hard to lead me into a plan of taking the ship. I pretended to side with him, and got his whole intentions out of him. But when I undertook to warn Captain Ingalis, he wouldn't listen to me at all. He thought he could trust Mr. Bolt-

wood's word as far as he could mine, and cut me short before he bad heard the half that I could have told him. I felt hurt about this, and that's the way I came to ask for my discharge at Guam."

"Well, what's your opinion of this strange affair? Speak out what you think."

"Well, as I told you, sir, I can't fully understand it. But I'll lay my life that this ship is the Parthenia; I am more and more certain of it every minute, as we draw nearer to her. And I am almost as certain that that pirate Boltwood is at the bottom of this puzzle, in some way or other."

"But, supposing - for that is what you evidently think - that he has mutinied and got command of the ship, is it likely that he would want to speak us, or indeed, speak anybody?"

"Yes, sir. I know what his plan is -to go to one of the Mulgrave Islands, and make himself a great chief there.-He has lived there before among the savages, and if he could go there with all the plunder of a ship, he would have all the power and riches that he wants. He told me all this; and that if he got the ship, he should change her name, and pass for a new-comer on the ground, speak other vessels, and buy all the tobacco and fire-arms he could get before he ran her for the Mulgraves. There he is, now, on the taffrail with his trumpet - that's Boltwood, sir, or I'm not Jack Booth! What he wants is to buy muskets and tobacco, and of course he daren't go into any port to get them."

" Is the ship armed?" inquired the captain. " No more than yours is, sir; with a

six-pounder and a few muskets."

"Well, Jack, I am under great obligations to you for telling me all this, whether it proves as you say or not-But of course you know this Boltwood."

"Ay, sir, and that fellow along side of him too. That's his right-hand man, Harris-at least, that's the name he sails under-and as great a villain as his leader."

" Ranger, of London," said the mate, who had been reading the stranger's name through the telescope.

"Ay, that name's as good as any,' muttered Jack Booth; "but he can't humbug me with it."

It was time for the captain to take his

stand with the trumpet for hailing her; but Booth still hovered near, keeping his face turned so as not to be recognized by those on board the strange ship. The captain's name was reported to be Stanwood, and he invited Captain Hay-

den to come on board, as he wished to make a trade with him, he said. "Didn't you notice, sir," asked Jack, after we had passed, "that the name

was newly painted - that the 'Ranger' is brighter than the 'London,' and has a different look ?"

"I see," said the captain; "and I want to look into the matter a little, just to unmask him, if I can.

He ordered his boat lowered away, and while this was being done, he conferred aside with the mate. The boat-steerer. Dan, also received a few words of instruction, and we pushed off, I being in my regular place at the stroke-oar.

We approached the ship in such a way as to have a fair view of her stern, and then pulled slowly up alongside .-The name "Ranger" was painted on a strip of canvas, and tacked on over her true name, as was easy to be seen, when we passed the counter.

Dan threw up his wrap in so clumsy a way, that it fell short, and he himself fell backward into the boat. Without stopping to haul his wrap in again, he began cursing and swearing, and seized his boat-hook, which he had taken care to have at hand. He made three or four false attempts to hook on at the ship's side, which only had the effect of pushing the boat astern, while the socalled Harris stood-looking over the quarter-rail, and laughing at our awkwardness.

At the moment the boat's head fell astern of the ship, Dan, using his boathook with the greatest dexterity, got a firm hold of the strip of canvas bearing the ship's name. With a single jerk downward, it was neatly torn off, hanging down more than half its length, and the letters "P-A-R-T-H" appeared in full view.

The captain had been storming away at us to ship out our oars, and pretended to be much mortified at our lubberly manner of going alongside and falling adrift again. He now picked up a paddle, and raised it in the air as if he were going to break it over some of our heads. But this, as I afterward knew, was a signal, and was responded to at once.

Up went the little blue flag at the main-royal of the Volunteer, and several men rushed up her rigging, while the sound of "Blo-o-o-ows!" was heard at intervals.

"Pull ahead all!" said Capt. Hayden, dropping the paddle again. "You'll excuse my leaving you, Capt, Stanwood,

but my mate sees whales, and I must get on board as fast as possible. Ay! ay! where's your eyes there, aloft, that you don't see that whale ?" he roared to his own lookouts-for of course the must heads were manned, to keep up the appearance of an honest whaler.

It was not to be wondered at that they had not seen the whale, lnasmuch as none was in sight. But our trick was not long undiscovered, for, as Harris jumped on the stern for a last look at us, his glance caught the strip of canvas hanging down.

Before we were alongside our own ship, the Parthenia had braced full, and boarded her tacks, showing no further wish to trade with us. We parted from her thus; having, of course, no power to right the wrongs on board of her.

But the reign of Boltwood was short, for when we anchored at Honolulu, after our season was up, the Parthenia lay there, in charge of a British naval officer.

It appeared that Captain Ingalls and the chief mate had been killed by Boltwood and his gang, who also cut the whale from alongside, and fixed the copper waif in him. This was done to account for the disappearance of the ship, and to avert suspicion, as it was thought pretty certain that somebody would see and read it. The decoy of leading us off in search of the boats, that they might speak us and obtain tobacco and fire-arms, perhaps by forcible means, was near being successful; and would have been so, but for Jack Booth being with us, and knowing the ship sowell.

The mutineers, who numbered about half the crew, had, as they supposed, cowed the remainder, and felt themselves secure. But they had only half done their work. A counterplot was artfully managed by the well-disposed part of the men, who found an opportunity to rise and retake the vessel .-Harris was killed in this affair; and the arch mutineer, Boltwood, was stunned, put in irons, and brought in, to be delivered up, with the vessel, to the British admiral.

Had he got us on board the Parthenia, we should, no doubt, have been detained until he could have found means to get what he wanted from our ship. The name on her stern would have attracted no attention, had not our suspicions almost satisfied us beforehand that it was a false one.

Our depositions, giving the particulars of this strange affair, were taken, to be used as evidence; and Jack Booth, his cruise being up, went home in the Parthenia, with the prisoners, as an important witness. I never heard fromthem afterward, but presume that Boltwood and his associates in crime met with their just deserts.

The First Step.

There is no step so long as the first step in any direction, especially a wrong one. Having once taken it you are very likely to go further. One who steals a penny will remember it when he thinks of stealing a sovereign. If he steals the sovereign first, when he is tempted by thousands he will remember that he is already a thief. A perfectly innocent person dreads the soll of any sin upon his soul, but after the slightest smirch he cannot say, "I am clean." The vulgar proverb, "One might as well be hung for a sheep as a lamb," means a good deal. Often the lamb was stolen years before, and now why not take the sheep? An idle word, half oath, half exclamation, leads the boy to swearing. Once having sworn he will swear again. The first step may not be much in itself. but in its relation to our lives it is a giant's stride. It is well to remember

A Queer Bargain.

Of Governor Briggs, of Massachusetts, it is remembered that for several years before his death he never wore a collar, appearing thus unadorned at his levees and on all public occasions. Few men knew the strange reason for this .-He had a neighbor whom he liked exceedingly, and who was on the way to become a confirmed drunkard. With this man the Governor remonstrated warmly, until at last the listener answered: "I will never drink again if you will never again wear a collar." " Agreed," said the Governor.

Each kept his word; the man was saved and the Governor paid no manner of attention to the sometimes sharp criticism upon his apparent carelessness in his dress.

A Brittle Boned Horse.

A curious accident occurred at Farm ington, Mich., recently. A horse own_ ed by Mrs. Collins, of Battle Creek, val ued at \$600, was lying down in a stable and upon being roused sprang up, and in doing so broke the bones of one of his legs, making in necessary to kill him. Upon examination it was found that the animal's bones were as brittle as pipe stems.