

RAILROADS.

PHILADELPHIA AND READING R. R.
ARRANGEMENT OF PASSENGER TRAINS.

May 12th, 1878.

TRAINS LEAVE HARRISBURG AS FOLLOWS
 For New York, at 5.20, 8.10 a. m., 2.00 p. m., and 7.55 p. m.
 For Philadelphia, at 5.20, 8.10, 9.45 a. m., 2.00 and 3.57 p. m.
 For Reading, at 5.20, 8.10, 9.45 a. m. and 2.00, 3.57 and 7.55 p. m.
 For Pottsville, at 5.20, 8.10 a. m., and 3.57 p. m., and via Schuylkill and Susquehanna Branch at 2.40 p. m.
 For Auburn via S. & R. R. at 5.30 a. m.
 For Allentown, at 6.20, 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 Philadelphia.

SUNDAYS

For New York, at 5.20 a. m.
 For Allentown and Way Stations at 5.20 a. m.
 For Reading, Philadelphia and Way Stations at 1.45 p. m.

TRAINS FOR HARRISBURG, LEAVE AS FOLLOWS:

Leave New York, at 8.45 a. m., 1.00, 5.30 and 7.45 p. m.
 Leave Philadelphia, at 9.15 a. m., 4.00, and 7.20 p. m.
 Leave Reading, at 7.40, 7.40, 11.30 a. m., 1.30, 6.15 and 10.35 p. m.
 Leave Pottsville, at 6.10, 9.15 a. m., and 4.35 p. m.
 And via Schuylkill and Susquehanna Branch at 8.15 a. m.
 Leave Auburn via S. & R. R. at 12 noon.
 Leave Allentown, at 12.30, 5.50, 9.05 a. m., 12.15, 4.30 and 9.05 p. m.

SUNDAYS:

Leave New York, at 3.30 p. m.
 Leave Philadelphia, at 2.00 p. m.
 Leave Reading, at 4.40, 7.40, a. m., and 10.35 p. m.
 Leave Allentown, at 2.30 a. m., and 9.05 p. m.

J. E. WOOTEN, Gen. Manager.
 C. G. HANCOCK, General Ticket Agent.
 *Does not run on Mondays.
 *Via Morris and Essex R. R.

Pennsylvania R. R. Time Table.

NEWPORT STATION.

On and after Monday, June 25th, 1877, Passenger trains will run as follows:

EAST.

Millintown Acc. 7.32 a. m., daily except Sunday.
 Johnstown Ex. 12.32 p. m., daily except Sunday.
 Mail, 6.54 p. m., daily except Sunday.
 Atlantic Express, 9.54 p. m., flag, daily.

WEST.

Way Pass. 9.08 a. m., daily.
 Mail, 2.10, 3.57, 7.55, 11.57 p. m., daily except Sunday.
 Millintown Acc. 6.55 p. m., daily except Sunday.
 Pittsburgh Express, 11.57 p. m., (Flag)—daily, except Sunday.
 Pacific Express, 5.17 a. m., daily (flag).
 Trains are now run by Philadelphia time, and it is 13 minutes faster than Allentown time, and 4 minutes slower than New York time.

J. J. BARLOW, Agent.

DUNCANNON STATION.

On and after Monday, June 25th, 1877, trains will leave Duncannon as follows:

EASTWARD.

Millintown Acc. daily except Sunday at 6.12 a. m.
 Johnstown Ex. 12.58 p. m., daily except Sunday.
 Mail 7.30 p. m., daily.
 Atlantic Express, 10.29 a. m., daily (flag).

WESTWARD.

Way Passenger, 8.35 a. m., daily.
 Mail, 2.09 p. m., daily except Sunday.
 Millintown Acc. daily except Sunday at 6.15 p. m.
 Pittsburgh Ex. daily except Sunday (flag) 11.38 p. m.

W. M. C. KING, Agent.

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—AND—

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Testing their Christianity.

"Full many a shaft at random sent,
 Finds mark the archer little meant."

IF HIRAM LYNDE had been an Irishman, he would have been amply satisfied with his position as gardener and hostler for Mark Harrington, Esq., which yielded him good wages. But he was a staunch Northern Vermonter, who found it hard to realize there is a wide social distinction between the employer and employee in the suburbs of New York. To be considered an upper servant, and to be forced to eat in the kitchen with Bridget Malone and Ann McCarty chafed his pride terrible.

Every Sunday Hiram harnessed a pair of superb black horses in a costly, soft cushioned carriage, and drove the Harrington family to church. While they were worshipping within he waited outside or rode slowly around the streets to pass away the time, but was always promptly back when the congregation dispersed, to take them home.

Month after month went by. Bitter feelings in the meantime had gained mastery in Hiram Lynde's heart, and angry mutterings were often on his lips, which he found hard to suppress.

One fine morning he drove with the Harringtons to church as usual. As they slowly ascended the steps, and disappeared within the sanctuary, a strange light shone in his eyes, and shaking his hand fiercely after them, he exclaimed:

"Proud hypocrites! There they go to worship God and advertise their fine fortune, through their velvets, silks and laces. They put money into the contribution box for the poor with jeweled hands; but nary a farthing do they care for the souls of one of them. Nearly a year I brought them regularly to church, but nobody has said a word about my going it. If preaching is good for them, why isn't it for me, too? Ah, I'll try an experiment. I'll bring their fashionable religion out in a strong light, or prove it all a sham. Ha, ha! yes, I will."

Four days passed. A purpose had ripened in Hiram's breast, and he longed to put it into execution.

One morning as he was weeding in Mr. Harrington's garden, he saw Joe Phelps leaning against the gate.

"Hello, Joe! come here," he called pleasantly.

Joe skipped up the gravel walk to his side. His mother was a hard-tolling widow, who earned a scanty livelihood for herself and six children by washing. Joe's clothes were so worn that great patches covered his knees and elbows, and only great skill in mending and darning held them together. Hiram surveyed him closely.

"Pretty poor clothes you wear; hardly fit for a pauper," he remarked sneeringly.

"They are the best I have," replied Joe, the hot blood mounting to his face from wounded pride.

"Want a chance to earn a new suit in an easy way, in one hour?" asked Hiram.

"Yes, indeed," answered Joe, joyfully.

"Joe, I'll make you a fair, square offer. Next Sunday morning, if you'll wear these same old clothes and be barefooted just as you are now, and go into the church just after the Harringtons get in, and take a seat in their pew with them—its number is 105—I'll give you the best suit of summer clothes in Darrow's store."

"Oh, you are fooling me," laughed Joe.

"Never was more serious in my life," said Hiram, earnestly. "I want to mortify these purse-proud Christians. I want to see how these big feeling people will act, to be in a row with a poor boy, half covered with patches and darning."

"Oh, I don't want to go into their pew," said Joe, quickly. "Tisn't using them well; it's mean."

"As you please," replied Hiram, indifferently. "There's plenty of other boys who'd jump at the chance."

Joe reflected a moment and said: "Yes, I'll do it. Mother would have to do a great deal of washing to get me a summer suit. I'll do it to save her; but I hate to awful."

When Sunday came, Joe waited till he saw the elegant carriage of Mark Harrington go by, and then followed hard after it. He reached the church just after the family had entered it.—Hiram was holding the horses in front of the steps. Giving the reins to a friend standing by, he and Joe made their way through the vestibule, up the stairs to the inner door.

Here Hiram waited and watched, with a chuckling heart, the boy as he timorously went through the broad aisle till he came to the pew 105. Mr. Harrington was sitting at the foot, and Joe slipped in between him and his daughter Helen. While the faces of both showed great surprise.

"That was capitally done," thought Hiram exultantly. "Joe is a trump anywhere. Now the rich and the poor are side by side, and in God's eyes one is no better than the other."

On their way home the odd incident of Joseph Phelps sitting uninvited in their pew was glibly discussed by the Harringtons.

"Poor boy," said Miss Helen, pityingly. "It is plain his starved soul is reaching out for something higher. We must encourage and help him."

"But it was so funny to see him pop down by you. I thought I should laugh outright," said Miss Fannie.

Hiram listened in astonishment. No word of indignation or mortification came from the lips of those he had called fashionable Christians. His plan to humble their pride had failed.

On Monday Joseph called around to receive the promised remuneration for his service. Hiram was true to his word, and gave him a good summer suit of clothes, which made him very happy. Towards evening Joseph Phelps received a notice through Bridget Malone, the cook, that her master, Mark Harrington, wished to see him.

He entered that gentleman's presence tremblingly. He had committed a grave offense by taking a seat beside him uninvited, and he was quivering in expectation of being accused of it.

"Joseph, did you enjoy hearing Mr. Catlin preach yesterday?" asked Mr. Harrington, with a smile.

"No—yes—I guess I did—I don't know, sir," was the stammering reply, with wild frightened eyes, and a face spotted like an adder.

A low giggle came from Miss Fannie, who was sitting in the bay window with Miss Helen.

"Do you want to keep on going to church?" asked Mr. Harrington, kindly and encouragingly.

"Yes, sir,"

"Then you shall. I'll give you an order to take to Mr. Darrow, and you may select such a suit of clothes as you need, and I'll pay for them."

A joyful light bounded into Joseph's eyes.

"Father," said Miss Helen, "he will need a hat, and boots, stockings and handkerchief. Let him get these," and turning to Joseph she inquired: "How would you like to go into Mr. Crawford's class of boys in Sunday school?"

"Oh, very much, ma'am," said he, in a choking voice.

"I'll ask him to receive you."

"I own a pew, No. 40, in the gallery," said Mr. Harrington. "You can have a seat up there. You are a good boy. All you need is a chance to rise in the world."

"Thank you, thank you, sir. Thank you, Miss Harrington. I shall never forget your kindness, never, never," and with gratitude shining in his eyes he left the house.

"In twenty-four hours after, Joseph appeared before Hiram Lynde dressed in his best.

"Do I look like a pauper now?" he questioned proudly.

"No: you look like a gentleman's son. Where did you get all those new clothes?"

"Mr. Harrington gave me this suit; and Miss Helen gave me my hat, stockings and boots; and I'm going to keep on going to church, and I'm going into the Sunday school."

"By Jingo! this beats all creation!" exclaimed the amazed Hiram.

"I'm in luck," went on Joe, gaily.—"You gave me a suit of clothes for sitting in Mr. Harrington's pew, and they have given me another. It was a tiptop bargain you made with me."

"It cost me a half month's wages," responded Hiram. "Well, they have done handsomely by you, that's a fact. They never took no more notice of me than if I'd been a worm. I thought their religion a sham. Well, my experiment didn't humble them after all: it just set them up higher."

This conversation had a listener least expected. Miss Helen was standing behind a spruce tree, and every word came straight to her ears. She went into the house and faithfully reported them. "It was a trick of Hiram's," she said. "He wanted to prove our profession. We haven't been kind and considerate enough of him. He is a good man and we ought to treat him differently—just as if we were in his place, and he in ours."

Hiram Lynde's experiment proved beneficial in three ways. He learned by it that "fashionable Christians" even, who wear velvets, silks and jewels have often noble hearts which beat in helpful sympathy for the needy. It was the means of introducing Joseph Phelps to Mr. Harrington and his family and they ever after took a deep interest in his welfare. Finally, it revealed to the Harringtons the duty of being considerate towards those serving them, and the lesson was never forgotten.

On sped the years, bringing many changes. Hiram Lynde is a respected, useful man. By carefully saving his

earnings and the loan of a few hundred dollars from Mr. Harrington, he has been able to purchase a fine little farm which made him very happy.

Joseph Phelps is a successful merchant. He is always loyal to the right, a light to his church and a blessing wherever he goes.

AN INTERESTING HISTORY.

A FEW weeks since before the Historical Society of Pennsylvania, Mr. Solomon W. Roberts, Civil Engineer, read a paper entitled "Reminiscences of the first Railroad over the Allegheny Mountain," in the construction of which Mr. Roberts was engaged.

The speaker said that an event of great importance in the history of Pennsylvania was the undertaking of an extensive system of internal improvements at the expense of the Commonwealth, but the history of this great enterprise, which cost about forty millions of dollars, has never been written. The bright hopes with which the work was begun, the large premiums at which the five per cent. loans of the State were for a time sold, the great revulsion of feeling and the fall of prices, which caused the loans to sell at one time for about 33 cents on the dollar, the subsequent sale of State works to corporations, and the complete recovery of the State credit, are facts well worthy of remembrance.

The geographical position of Pennsylvania is peculiar and remarkable.—Washed on its southeastern border by the Atlantic tides, it extends on the northwest to the shores of Lake Erie, and includes in Allegheny county the head of the Ohio river. Various lines of internal improvement were proposed in the early history of Pennsylvania, but the rugged topography of much of the territory delayed their execution.

The level character the country between Albany and Buffalo enabled New York to construct the Erie canal, which was opened for use in October, 1824.—This stimulated action on the part of the Legislature of Pennsylvania, and the Pennsylvania Canal was begun on the 4th of July, 1826.

In the year 1827 the writer, (Mr. Roberts), entered the service of the Lehigh Canal and Navigation Company.—He is a native of Philadelphia, educated in Friends' Academy. He witnessed the construction of the Mauch Chunk (gravity) railroad, and of the Lehigh Canal from Mauch Chunk to Easton.—When the work on the Lehigh was done, Sylvester Welch was employed by the State as principal engineer of the Western Division of the Pennsylvania Canal, and removed to Blairsville, Indiana county, among the Alleghenies, taking the writer with him.

After many discouragements, the canal was opened in December, 1830, from Pittsburg to Johnstown. About this time there was much discussion as to the best mode of crossing the Allegheny Mountains, so as to form a connection between the canal on its eastern and western sides, and it was first proposed to carry the canal over the mountains, but this was found to be impracticable.

On the 21st of March, 1821, the law was passed authorizing the Board of Canal Commissioners to commence the construction of a "portage" railroad over the Allegheny mountain, and they appointed Sylvester Welch Principal Engineer, and the writer his Assistant. On the 8th of April (forty-seven years ago) explorations were begun near the summit with a party of sixteen persons, the weather being very cold, and the running of the line commenced. The railroad over the mountains was to connect the western division of the canal, which commenced at Johnstown, with the eastern division of the canal, which terminated at Holidaysburg. The distance from Holidaysburg to Johnstown is about 36 miles, and the summit of Blair's Gap is about 1400 feet above the former and 1200 feet above the latter. The highest elevation of the road, as ascertained by recent railroad surveys, was 2222 feet, or 161 higher than the highest point on the Pennsylvania Railroad. The general design adopted for the Portage Railroad was this: The principal part of the elevation was to be overcome by inclined planes, which were to be straight in plan and profile, to be on an average somewhat less than half a mile long and to have an angle of elevation of about five degrees, so that the average height overcome by each plane might be about 200 feet. The planes were to be worked by stationary steam engines and endless ropes. As ultimately constructed there were ten inclined planes, five on each side of the mountain, with an aggregate elevation of 207 feet, and their whole length four miles and four-tenths. The section of railroad between the planes were located with very moderate grades, and the minimum radius of curvature was about 450 feet. On these sections the cars were to be drawn by horses or mules.

There were eleven levels, so called, or rather grade lines, and ten inclined

planes on the Portage, the whole length of the road being 36 69-100 miles. The planes were numbered eastwardly from Johnstown, and the ascent from that place to the summit was 1171 58-100 feet in 26 58-100 miles, and the descent from the summit to Holidaysburg was 1398 71-100 feet in 10 10-100 miles. Almost the only part of the Portage Railroad now in use is the Horseshoe bend viaduct, used by the Pennsylvania railroad as a part of its main line. It was built at a cost of about \$55,000.

Mr. Roberts gave many details of the work of construction and incidents attending the operations. The road was graded for a double track, and all the culverts and bridges were built of stone. The writer had the western half under his charge, W. Milnor Roberts had charge of the eastern. The first track and turnouts were laid in April, 1832, but the second track was not completed until 1835. The rail used on both tracks were imported from England, and had to be hauled up the Alleghenies by horse power, a slow and laborious process. In locating the line, our leveling instruments were good, but the instruments for running curves were poor, and the work was mainly done by a surveyor's compass. At that time the importance of straightness on a railroad was not appreciated.

At the staple bend of the Conemaugh river, four miles from Johnstown, a tunnel was made through a spur of the mountain, near which the stream makes a bend of nearly two and a half miles.—The length of the tunnel was 901 feet, and it was 20 feet wide and 19 feet high within the arch. The cost was \$27,500. The road was intended as a great, durable highway, and with this view, stone sills were used instead of wooden sills were used instead of wooden ties. Yet it had to be superseded in twenty years.

On the 26th of November, 1833, about two years and a half from the beginning of the work, the first car passed over the road, carrying a committee from Philadelphia representing the Board of Trade, who were returning from Ohio. On the 18th of March, 1834, when canal navigation opened, the Portage railroad was opened for public use as a public highway, the State furnishing the motive power on the inclined planes only. The experiment of making the road a public highway was very unsatisfactory. Individuals and firms employed their own drivers with their own horses and cars. The cars were small, had four wheels and each would carry about seven thousand pounds of freight. Usually four cars made a train, and that number could be taken up, and as many let down an inclined plane at one time, and from six to ten such trips could be made in an hour. The drivers were a rough class, and as it was not practicable to make them work by a time table, the consequence was that there was much confusion when there was only one track through the drivers meeting each other at points where there were no turnouts.

The matter finally became so bad that, after much opposition, the Legislature passed an act allowing locomotives to be used the road, and the first one used was the Boston, constructed in the city of that name, before the days of heavy locomotives to climb steep grades. The number of locomotives was gradually increased, and in 1834 Mr. W. Baldwin, of Philadelphia built three. The business of the road in 1835 amounted to 20,000 tons of freight and 20,000 passengers. The cost of the road at the end of the year 1835 was \$1,634,357.49 at the contract prices.

The Pennsylvania Railroad was organized in 1847, and in September, 1850, opened for travel from Harrisburg to a point of connection with the Portage Railroad at Duncansville. In 1854 the company ceased to make use of the State road, as they had constructed a summit tunnel and did not use inclined planes. After a protracted negotiation the State sold its line to the Company, and in August, 1857, the Governor transferred the main line of canals and the Portage Railroad Company. Shortly thereafter the Portage went out of use.

A Novel Arrangement.

The New Hampshire method of preventing railroad accidents where the tracks cross the streets in the cities and towns in that State, is worth considering. At the crossing, on either side of the street, stand two high posts, so arranged that on the approach of a train the tops of the posts fall across the street and unite in the centre forming a perfect fence, while at the same time, by a curious contrivance, a sign bearing the word "Danger," in bold characters is displayed in front of the barrier. No team can pass while the posts are down, but, when the train passes, by some automatic arrangement the posts resume their upright position and the crossing is again opened for vehicles and pedestrians. You never hear of an accident at a crossing in that State.