To take the train from Mifflin to Lewistown, there being no road worthy of the name between the two towns, and the canal towpath having been left unrepaird since the time of the Johnstown flood, and the suggestion was made us on this very trip, by a country resident not one hundred miles east of Mifflin.

What a treat, we would have missed had we followed his well-meant but out-of-date recommendation! The unspeakable stretch of loose stones and protruding ledges of rocks that was heretofore the only wagon-way between Mifflin and Lewistown, has been transformed almost entirely into a smooth stone road; on my several previous trips I had never come across but one buggy in this wilderness, and its owner was leading his horse by the head, evidently for the same reason that I was carrying mine on my shoulder at the time we

Half way up the ascent, take care to bear R, and presently we go down the other side of the mountain Likewise of the ledges of rock lying across you way to the railroad by the river side at Specesville flag station (12½ m.).

REED TOWNSHIP.

A notable township is the one we have just entered. It owns just half a hundred voters and the last census credited it with 209 inhabitants. You will in vain look within its boundaries for a minister, a Sunday school, a lawyer or a justice of the peace, for industrial works of any kind or for a place where intoxicating liquors can be had; on the other hand, if you were to search the records of the criminal court for the past twenty-five years you would find exactly one single case from this township.

A GLANCE ACROSS THE RIVER.

Three-quarters of a mile farther we cross the railroad and follow the canal once more. To enjoy comfortably the view of hustling Duncannon, at