

drawn by one horse, which at stated times was relieved by another which rode along in the boat; there was no stop except at the locks, where the boats were raised higher, usually a few houses stood at each lock where we were able to purchase food, the men usually ran out at the stops and hurried to get food in time. The people, mostly Germans, took advantage of our hurry and prices were raised on us in proportion to our eagerness, it seems they are infected with avarice and deceit. The farmers are said to be hospitable and honest.

So came we Sunday morning the 6th of July at 9 A. M. to Hollidaysburg. I cannot name all the towns and villages we passed. At this place we lay the whole day because on Sundays all business rests. We cooked in the open air on fireplaces hastily erected, and prepared sufficient food to last us next day, for the Canal stops here and our boats with all therein are loaded on railroad wagons,¹ but this is easy — the track runs into the water, the cars are let down, and the boats floated on them and the load drawn up the incline by means of a wire rope attached to a windlass worked by four horses. This morning at 7 the train of wagons started, it is astounding what human hands can do. Sometimes the train was drawn up steep inclines by a wire rope and steam engine, which pulls up on one side of the mountain and lets down on the other; at the levels, sometimes locomotives, at others horses, pulled the train and sometimes down easy inclines neither was used. We went fast enough without. Sometimes we passed through tunnels under mountains; it is an astonishingly costly and bold

¹ This mountain-climbing road was a division of what afterwards became the Pennsylvania Railway system. The distance between Hollidaysburg and Johnstown was 37 miles, and the road attained in one place an elevation of 2,491 feet above sea level. It was completed March 18, 1834. See Flint's *Railroads of the U. S.* (Phila., 1868), pp. 87, 88. Flint says: "There were two very long incline planes, at the top of each of which two stationary engines were placed, and were worked with the usual endless rope. Four cars were drawn up and four were let down at the same time. A safety-car attended each trip, and could stop all the cars, in case of accident to the rope."—ED.