

A Woman and Three Children Burned to Death.

On Wednesday evening, about 6 o'clock, an accident of a very distressing character occurred at the residence of Mr. Thomas Carr, near Morton station on the line of the West Chester and Philadelphia railroad, about ten miles from the city. Some of the neighbors were startled by loud cries which emanated from the house and upon rushing to the premises, found the contents of one of the lower rooms in flames.

Mrs. Carr was burned in a horrible manner, and was in the last agonies of death. Three children who were in the room, were also badly burned. The injured persons were removed and then those who had reached the scene obtained buckets of water and extinguished the flames before they had extended beyond the room in which it originated. Mr. David Anderson, who was among the first to arrive and was foremost in extinguishing the fire, had his hands severely burned.

Mrs. Carr was dead when taken from the house.

The three children who were burned were named Mattie, George and Willie, and were aged respectively 11, 6 and 3 years. They lingered in great agony until about 11 o'clock, when they died.

An older daughter of Mr. Carr's was in an upper room at the time of the disaster, and thus escaped being one of its victims.

One of the children who was burned was able, before dying, to give some of the particulars of the horrible catastrophe. According to her statement, her mother had in her hand a can containing what is claimed to be non-explosive fluid. The top of the can was unscrewed, and Mrs. Carr was preparing to fill the lamps. A lighted lamp was standing some distance off. The can exploded, and the contents were scattered over the clothing of all who were in the room, and at once took fire.

Mr. Carr was in the city at the time, and did not reach his home until some time after the accident.

Frightful Fall.

The St. Louis Democrat says:—On Saturday, about 12 o'clock M., an unfortunate accident occurred at the Turkey Hill coal pit, about five and one-half miles east of Belleville. The pit at which the accident occurred is owned by Fred Sheeve, who had in his employ Gilbert C. Collins, who was for a long time clerk in the store, but sometimes worked at the top of the pit in dumping the cars as they came into the screen. There are usually two screens to a pit, which is divided into two apartments one being used to hoist the car and the other to take the empty car back.

Since the strike one of the screens was not used on account of being too large, and all the coal had to be screened by the one screen in use. Mr. Collins, who was at the top on Saturday, received a car from one of the pits, and ran it on to the dumps. After emptying it, instead of running it back to the place where it came from, he started the car to the unoccupied part of the pit.

Discovering his mistake too late, he tried to hold the car from going down the pit, lost his balance, and fell down after and on top of the car, a distance of 120 feet, to the bottom of the shaft. He was picked up by the miners below and sent up to the top. His upper jaw was cut in two, his breast was crushed in and his left leg was broken. Although fatally injured he was sensible of his condition, lived two hours after the accident, and died at 2 o'clock.

A Curious Accident.

The Jersey City Journal says: On the evening of January 1st, Wm. Lautier, driver of No. 5 Engine, J. C. Fire Department, started for supper, his residence being in Sixth Street. When near home he slipped upon a piece of ice, falling backward, and the flesh near the shoulder blade was penetrated by the point of a well sharpened lead pencil, which stood upright embedded in the hard crusted snow.

The pointed wooden dagger pierced through his two coats, underclothing, and then through the whole body, coming slightly out—the end—in his breast, near the armpit. He ate his supper and did not feel much pain until two hours later—though he thought he felt a little sore. He went back to the engine house and there and then he said he thought he had broken a bone in his fall.

His coats were stripped off and then his friends saw the sharp point of the pencil protruding slightly, the other and unsharpened end being embedded in his back. All who saw the sight were astonished, as well they might be. Dr. Reeves was immediately sent for, and he and Foreman Hogan had to take pinners and cut and slash at the flesh before they could get hold of the pencil so as to pull it out. The job of extracting it was difficult. Lautier now lies at home weak in condition, though he will recover.

It is reported that the Chinamen employed at the Beaver Falls cutlery are on a strike for higher wages. It is said to be among the last importation, who want seventy-five cents in gold, instead of sixty, as the contract stipulates.

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RAILROADS.

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WINTER ARRANGEMENT.

Monday, December 2, 1872.

Trains leave Harrisburg for New York, as follows: At 5.30 and 8.10 A. M. and 2.00 P. M. connecting with trains on the Pennsylvania Railroad, and arriving at New York at 12.35 3.50, and 9.45 P. M., respectively.

Returning: Leave New York at 9.00 A. M., 12.50 and 3.30 P. M., Philadelphia at 7.30, 8.45 A. M., and 3.30 P. M.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Allentown and Philadelphia at 5.30 and 9.10 A. M., 4.30 and 4.05 P. M., stopping at Lebanon and principal way stations; the 4.05 P. M. train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad leave Harrisburg at 3.40 P. M.

East Pennsylvania Railroad trains leave Reading for Allentown, Easton and New York at 7.30 and 10.55 A. M., and 3.30 P. M. Returning, leave New York at 9.00 A. M., 12.50 and 3.30 P. M., and Allentown at 7.30 A. M., 12.25, 2.10, 4.35 and 8.55 P. M. Way Passenger Train leaves Philadelphia at 7.30 A. M., connecting at Reading with train on East Penn'a. Railroad, returning leaves Pottsville at 4.35 P. M., stopping at all stations.

Leave Pottsville at 6.00, 8.05 and 9.10 A. M., and 2.30 P. M. Haverhill at 10.00 A. M., Shamokin at 5.00 and 11.02 A. M., Ashland at 7.18 A. M., and 12.50 P. M., Mahanoy City at 7.53 A. M. and 12.54 P. M., Tamaqua at 8.35 A. M. and 2.10 P. M. for Philadelphia, New York, Reading, Harrisburg, &c.

Leave Pottsville via Schuylkill and Susquehanna Railroad at 8.05 A. M. for Harrisburg, and 11.45 A. M., for Pottsville and Trenton.

Pottsville Accommodation Train leaves Pottsville at 6.00 A. M., passes Reading at 7.40 A. M., arriving at Philadelphia at 10.15 A. M. Returning leaves Philadelphia at 4.45 P. M., passes Reading at 7.15 P. M., arriving at Pottsville at 9.00 P. M.

Pottsville Accommodation Train leaves Pottsville at 6.45 A. M., returning leaves Philadelphia (Ninth and Green,) at 4.30 P. M.

Columbia Railroad Trains leave Reading at 7.30 A. M. and 6.15 P. M.; for Ephrata, Litz, Lancaster, Columbia, &c.; returning leave Lancaster at 8.30 A. M. and 3.30 P. M., and Columbia at 8.15 A. M. and 3.20 P. M.

Perkiomen Railroad trains leave Perkiomen Junction at 7.35 and 9.00 A. M., 2.55 and 5.40 P. M.; returning leave Green Lane at 8.15 A. M. and 4.20 P. M. connecting with trains on Reading Railroad.

Pickering Valley Railroad trains leave Phoenixville at 9.10 A. M., 3.10 and 5.50 P. M.; returning leave Byers at 6.35 A. M., 12.45 and 4.20 P. M., connecting with trains on Reading Railroad.

Colebrookdale Railroad trains leave Pottsville at 9.00 A. M. and 1.20, 6.25 and 7.15 P. M., returning leave Mount Pleasant at 6.00, 8.00 and 11.25 A. M. and 3.00 P. M., connecting with trains on Reading Railroad.

Chester Valley Railroad trains leave Bridgeport at 8.30 A. M., 2.30 and 5.53 P. M., return, leave Downingtown at 6.55 A. M., 12.30 and 4.40 P. M., connecting with trains on Reading Railroad.

On Sundays: leave New York at 5.30 P. M., Philadelphia at 8.00 A. M. and 3.15 P. M. (the 8.50 A. M. train running only to Reading.) Leave Pottsville at 8.10 A. M., leave Harrisburg at 5.30 A. M. and 2.00 P. M.; leave Allentown at 8.05 P. M.; leave Reading at 7.15 A. M. and 10.15 P. M. for Harrisburg, at 7.30 A. M. for New York, and at 9.40 A. M., and 4.15 for Philadelphia.

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Pennsylvania R. R. Time Table.

NEWPORT STATION.

On and after October 27th, 1872, Passenger trains will run as follows: EAST. Harrisburg Accom 12.24 P. M., daily. Sunday, Mail, 7.30 P. M., daily except Sunday.

WEST. Way Pass, 9.05 A. M., daily. Pacific Express, 5.00 A. M. (flag) daily. Mail, 2.42 P. M., daily except Sunday. Mixed, 6.36 P. M., daily except Sunday. J. J. BARCLAY, Agent. P. S.—Mail East reaches Philadelphia at 11.39 A. M.

DUNCANNON STATION.

On and after Sunday, October 27th, 1872, trains leave Duncannon, as follows: WESTWARD. Way Passenger, 8.12 A. M., daily except Sunday Mail, 2.08 P. M., daily except Sunday. Mixed, 5.58 P. M., daily except Sunday. Pittsburgh Ex. (flag) 12.08 A. M., daily except Sunday.

EASTWARD. Harrisburg Accom 12.59 P. M., daily except Sunday Mail, 6.02 P. M., daily. Cincinnati Express (flag) 8.30 P. M., daily. Wm. C. KING, Agent.

Northern Central Railway.

WINTER ARRANGEMENT.

Through and Direct Route to and from Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls. ON AND AFTER SUNDAY, October 27th, 1872, the trains on the Northern Central Railway will run as follows:

NORTHWARD. MAIL TRAIN. Leaves Baltimore, 8.30 A. M. Harrisburg, 1.25 P. M. Williamsport 6.20 P. M., and arr. at Elmira, 10.30 P. M.

CINCINNATI EXPRESS. Lvs. Baltimore, 8.10 P. M. arr. Harrisburg, 11.20 P. M. FAST LINE. Leaves Baltimore, 1.15 P. M. Harrisburg 4.50 P. M. Arr. at Williamsport, 8.50 P. M.

NORTHERN EXPRESS. Lvs. Baltimore 10.25 P. M. | Lvs. Harrisburg 4.25 A. M. Arrives at Elmira 12.40 A. M. | Lvs. Niagara 9.55 P. M.

NIAGARA EXPRESS. Lvs. Baltimore 7.40 A. M. | Harrisburg 10.50 A. M. Arrives at Canandaigua at 2.00 P. M. | Niagara, at 1.10 A. M.

SOUTHWARD. MAIL TRAIN. Leaves Elmira 5.30 A. M. | Williamsport 9.15 A. M. Harrisburg 2.40 P. M. | Arr. Baltimore at 6.30 P. M.

PHILADELPHIA EXPRESS. Leaves Canandaigua 3.45 P. M. | Elmira 6.30 P. M. Williamsport 11.45 P. M. | Harrisburg at 1.30 A. M. Arrives at Baltimore at 8.45 A. M.

ERIE EXPRESS. Lvs. Erie at 9.05 P. M. | Williamsport at 9.25 A. M. Lvs. Sunbury 9.40 A. M. | Arr. Harrisburg 11.00 A. M.

PACIFIC EXPRESS. Lvs. Harrisburg 11.00 A. M. | Arr. Baltimore 3.00 P. M.

NIAGARA EXPRESS SOUTH. Lvs. Canandaigua 1.30 A. M. | Elmira 2.20 P. M. Williamsport 6.10 P. M. | Sunbury 8.50 P. M. Harrisburg 10.40 P. M. | Arr. Baltimore, 2.15 P. M.

For further information apply at the Ticket office, Pennsylvania Railroad Depot.

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STAGES leave New Germantown daily at four o'clock A. M. Landisburg at 7.30 A. M. Greenpark at 8 A. M. New Bloomfield at 9.15 A. M. Arriving at Newport to connect with the Accommodation train East.

Returning leaves Newport on the arrival of the Mail Train from Philadelphia, at 2.30 P. M.

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