# 8

# The Times, New Bloomfield, Pa.

#### Terrible Snow Storm.

The recent snow storms in Minnesota are stated to have been unparalleled in violence and in disastrous results. On the lines of the Winona and St. Peters railroad, the snow had drifted to the height of the telegraph poles, and packed so tight that men sent to clear the track were actually able to step over the top of the poles. A party of the men who worked westward from New Ulm, discovered the frozen body of a man, seated in his wagon, five feet deep under the snow. The heads of the horses were just visible through the drifts. The unfortunate man was only twenty rods distant from the station of Nicollet. He left there about two o'clock on the seventh of January, with a couple of horses before the storm broke out. It is supposed that he then turned back, and, losing his way, wandered in a circle around the station, finally perishing almost within call of help. An other man was found frozen dead, standing by his barn door. Two other men were also found frozen stiff near New Ulm, and still another is supposed to have perished,

as his team reached home without him. Many other fatal accelents will, it is fear-ed, be discovered when he snow subsides, as the storm came on very unexpectedly, and it is thought that few who were exposed to its fury can have escaped. The Chicago Tribune says : "Every possible exertion that could be made to relieve sufferers and afford means of access to and for them was put forth promptly;; but, so unparalleled and unendurable was the violence of the storm, that little more could be done than wait for its subsidence. Although dread suspicions of the extent of the disasters are all that can be formed, sufficient is known to warrant the belief that the suffering forced upon luckless settlers of New Ulm, many of whom were almost destitute of protection, must have resulted in absolute starvation in more cases than have yet been reported."

### A Black Snow Storm in Iowa.

The Dubuque Telegraph says: One of 'the most singular phenomenons which ever 'occurred in the State of Iowa took place on -last Wednesday a week. On Tuesday evening the terrible storm began, and continned to increase in fury till Wednesday morning, when the limit of its vast extent was made manifest. It was noticed that when the wind first began to blow, the surface of the snow was white as usual, while, on Thursday morning, when people awoke, they found the surface covered with black earth.

At first it was supposed that this was only the soot which had been blown out of the chimneys, but, when it was ascertained that the blackness extended all over the State, it was found that the supposition was incorrect. The only manner by which we can account for this singular circumstance is as follows : When the wind was blowing with such uncommon rapidity and force, it probably took the snow from the tops of the hills as well as on other high points in the State.

The loose earth was not proof against its strength, and so it was taken up, carried for miles and miles, and finally let down to give to the "beautiful snow" a different coloring. Whether this - theory is correct or not, certain it is that the phenomenon exists. This black snow is suggestive of the blood-red snow which falls in certain

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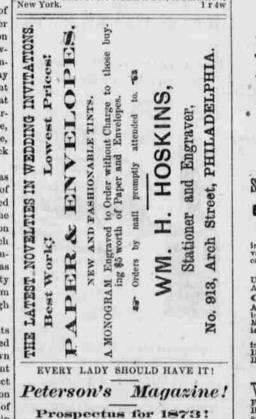
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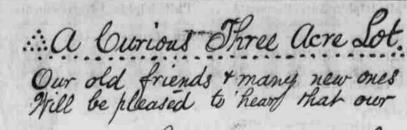
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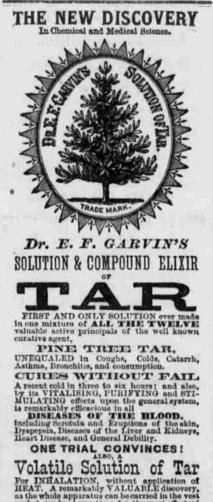


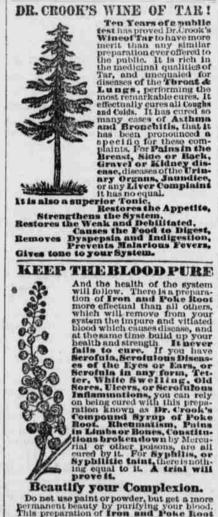
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DR. CROOK'S WINE OF TAR !

# READING RAIL-ROAD. WINTER ARRANGEMENT.

RAILROADS.

#### Monday, December 2, 1872.

Trainsleave Harrisburg for New York, as follows: At 5.30 and 8.10, A. M., and 2.00, F. M., connecting with trains on the Pennsylvania Railroad, and arriving at New York at 12.35 3.50, and 9:45 p. m., respectively. Exturning: Leave New York at 9.00 a. m., 12.50 and 5.39 p. m., Philadelphia at 7.30, 545 a. m., and 3.30 p. m.

arriving at New York at 12:33 5.64, and 9:45 p.
 m. respectively.
 Returning: Leave New York at 9.00 a.m., 12.60
 and 5:30 p.m., Philadelphia at 7.30, 8.45 a.m., and 3:30 p.m.
 Leave Harrisburg for Reading. Pottsville, Tama-yan Minersville, Abland. Shamokin, Allentown and Philadelphia at 5.30 and 5.10 a.m., 2.90 and 4.60 p.m., stopping at Lebanon and principal way stations; the 4.60 p.m., train connecting for Philadelphia, Pottsville, and Columbia conty. For Pottsville, Sciuyikiil Haven and Auburn, via Schuyikii and Susquehanna Railroad teave Harrisburg at 3.40 p.m., and 4.00 p.m., train connecting for Philadelphia, Pottsville, Sciuyikii Haven and Auburn, via Schuyikii and Susquehanna Railroad teave Harrisburg at 3.40 p.m.
 East Pennsylvania Bailroad trains leave Reading for Allentown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.30 m., 12.60 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientown at 7.20 m., 12.50 and 5.30 p.m., and Alientow at 7.50 m., and Scienceking at all stations.
 Teave Pottsville at 6.00, 8.05 and 9.10 a.m., and 2.50 p.m., Mahaanoy City at 7.51 a.m., and 12.20 p.m., Mahaanoy City at 7.51 a.m., and 12.50 p.m., Tamaqua at 8.55 a m and 2.10 p.m. or Philadelphia, at 8.55 a m. and 12.54 p.m., ansult 2.30 p.m., and the 2.50 p.m., and the 2.50 p.m., and the 2.50 p.m., and the 2.51 m., and 12.54 p.m., and the 2.50 p.m., and the 2.50 p.m., and the 2.50 p.m., and the 2.50 p.m., and the 2.51 m. Aliento at 8.55 a m. and 2.20 p.m., and the 2.50 p.m., and the 2.51 m. and 12.54 p.m., and the 2.50 p.m., and the 2.51 m. and t

4.20 p.m., connecting with trains on Beading Kall Rond.
Pickering Valley Eallroad trains leave Phœnix-ville at 9.10 a m. 3:10 and 5:50 p.m.; returning, leave Byers at 6.35 a us. 12:35 and 4:20 p.m.; connecting with trains on Beading Kallroad.
Colebrookdale Eallroad trains leave Pottstown at 9:40 a m and 1:20, 6:25 and 7:15 p.m.; returning leave Mount Pleasant at 6:90, 8:00 and 11:25 a m. and 3:00 p.m.; onnecting with trains on Reading Railroad.
Chester Valley Railroad trains leave Bridgeport at 8:30 a m, 2:40 and 5:20 p.m.; returning, leave bowningtown at 6:55 a m. 1:29 and, 5:40 p.m.; onnecting with trains on Reading Railroad.
Chester Valley Railroad trains leave Bridgeport at 8:30 a m, 2:40 and 5:20 p.m.; returning, leave bowningtown at 6:55 a m. 1:29 and 5:40 p.m.; onnecting with trains on Reading Hailroad.
On Sundays: leave New York at 5:30 p.m.; phil delphia at 5:30 a m and 3:50 p.m.; teave Eading to 3:30 a m and 2:50 p.m.; teave Reading to 1:20 p.m.; at 7:30 a m. for New York, and at 9:40 a.m.; and 4:30 a.m.; for Marrisburg, at 7:30 a.m.; for Philadelphis.
Commutation, Mileage, Season, School and Ex-

Commutation, Mileage, Season, School and Ex-encision Tickets, to and from all points, at re-duced rates.

duced rates. Baggage checked through: 100 pounds allowed each Fassenger. J. E. WOOTTEN, Asst. Sups. & Eng. Mach'ry. Reading, Pa., December 2, 1872.

Pennsylvania R. R. Time Table.

### NEWPORT STATION.

On and after October 27th, 1872, Passenger trains will run as follows:

J. J. BARCLAY, Agent. P. S.-Mail Eastreaches Philadelphia at 11.10P.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. Mixed, 5.68 p. M., daily except Sunday. Fittsburgh Ex.(flag) 12.08a. in., daily except Sunday.

EASTWARD. Haris'burg Accom 12.50r. M., daily except Sunday Mail 6.52 P. M., Cincinnati Express (flag) 2.52 p. m. daily. WM. C. KING, Agent.

Northern Central Railway.

portions of the arctic regions.

# Shot in the Act of Eloping.

The Christianburg, Va., Messenger says: A young man, whose name we cannot learn wooed and won the affections of a Miss Price, daughter of Mr. Chapman Price, formerly of this county, but now a resident of Craig. The parents of the young lady bitterly opposed her marrying the youth in question because of his dissipated habits,

But, as is usual in such cases, opposition only added fuel to the flame and confirmed the maiden in her determination to cling to her lover through | thick and thin. Last week, learning that Mr. Price would be from home, he procured a buggy and went to his residence to elope with his daughter to West Virginia to be married.

His affianced was ready and willing to go with him, but the mother set her foot firmly down and vowed that he should not take the girl from the house, at the same time pointing to the gun and telling him that if he attempted to carry her off she would shoot him. Treating these as the idle threats of a woman, the lovers continued their preparations for departure.

All things being ready they proceeded to the buggy; the young lady was handed in; the youth had Ltaken his seat by her side, and was in the act of driving off, when Mrs. Price cut short the whole proceeding by shooting the aforesaid youth with the gun above mentioned. The physician who dressed the wound pronounces his recovery extremely doubtful, if not impossible.

The Palatka (Fla.) Herald says of the great Okeechobee Lake : "It is large enough to float all the navies in the world. You can there see animals nowhere mentioned in books on animated nature. This lake is sixty miles long and from ten to twenty miles wide. It is far beyond the habitation of civilized man. Its shores are seldom troubled by hunters, and even the Indians keep far south of its borders."

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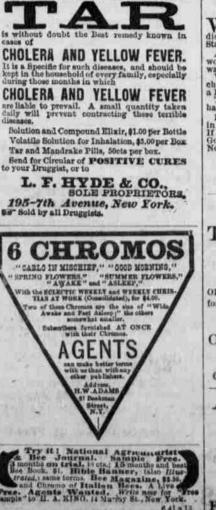
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# WINTER ARRANGEMENT.

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ON AND AFTER SUNDAY, October 27th, 1872, the trains on the Northern Central Baltway will run as follows :

NORTHWARD.

MAIL TRAIN.

Leaves Baltimore, 8.30 a.m. | Harrisburg, L. p. 25 Williamsport 6.20 p. m., and arr. at Elmira, 10.30m

Williamsport 6:39 p. m., and ari, av Einira, 10.30m CINCINNATI EXPRESS, Lvs.Baltimore, 8:10 p.m. arvs. Harrisburg, 11.20p.m. FAST LINE. Leaves Baltimore 1.16 p. m. | Harrisburg 4.50 p.m. Arr. at Williamsport 5.35p.m., NORTHERN EXPRESS, Lvs. Baltimore 10.25 p.m. | tws. 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 8.00 p. m. Niagara, at 1.10 a. m.

### SOUTHWARD.

MAIL TRAIN. Leaves Elmira 5.30 a.m. | Williamsport 9.15 a.m. Harrisburg 2.05 p.m. | Ar.Baltimore at 6.30 p.m

PHILADELPHIA EXPRESS. Leaves Canandalgua 2.40 p. m., Elmira 6.30 p. m. Williamsport II.05, p. m., Harrisburg at 5.30 a. m. Arrives at Balfimore at 8.46 a.m.

ERIE EXPRESS. Lvs. Frie at 9.55 p. m. Williamsport at 9.25 a. m. Lvs. Sunbury 9.40 a. m., Ar. Harrisburg 11.30 a. m

PACIFIC EXPRESS. Lvs. Harrisburg 11.50 a.m., Ar. Baltimore 3.00 p.m. NIAG ARA EXPRESS SOUTH. Lvs Canandaguall.50a.m. |Emira 2.20 p. m. 'Williamsport 6.10 p.m. |Sunbury 5.00 p. m. 'Williamsport 6.10 p.m. | ar. Baltimore 2.10 p.m. Rec further information analy at the Tokat

For further information apply at the Ticket office, Pennsylvania Railroad Dejot. ALFRED R. FIRKE. General Superintendent.

#### Stage Line Between Newport and New Germantown.

STAGES leave New Germantown daily at four o'clock a.m. Landisburg at 7. 30 a.m. Green-park at 8 a.m. New Bloomfield at 9% a.m. Arriving at Newport to connect with the Ac-commodation train East. commodation train East. Returning leaves Newport on the arrival of the Mail Train from Philadelphia, at 2.30 p.m. Z. RICE. Proprietor.

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