

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. Peter's 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 accidents will, it is feared, be discovered when the 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 phenomena which ever occurred in the State of Iowa took place on last Wednesday a week. On Tuesday evening the terrible storm began, and continued 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 portions of the arctic regions.

Shot in the Act of Eloping.

The Christianburg, Va., Messenger says: A young man, whose name we cannot learn, 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 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 taken 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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RAILROADS. READING RAIL-ROAD. 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 12:30, 5:50, and 9:45 P. M., respectively. Returning: Leave New York at 9:00 A. M., 12:50 and 5:50 P. M., Philadelphia at 7:30, 8:45 A. M., and 3:20 P. M. Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Allentown and Philadelphia at 5:30 and 9:10 A. M., 2:40 and 4:05 P. M., stopping at Lebanon and principal 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 10:30 A. M., and 4:30 P. M. Returning: Leave New York at 9:00 A. M., 12:50 and 5:50 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. Herndon at 10:00 A. M., Shamokin at 5:00 and 11:02 A. M., Ashland at 7:15 A. M., and 12:20 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 Pinegrove and Tremont. 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. Pottstown Accommodation Train leaves Pottstown at 6:45 A. M., returning, leaves Philadelphia (Ninth and Green,) at 2:00 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 8:25 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 6:15 A. M., 12:35 and 4:30 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 Pottstown at 9:40 A. M. and 1:20, 6:25 and 7:15 P. M., returning, leave Mount Pleasant at 6:30, 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., 2:40 and 5:25 P. M., returning, leave Downingtown at 6:55 A. M., 12:30 and 5:40 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 3:35 P. M. (the 8:00 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 8:55 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. Commutation, Mileage, Season, School and Excursion Tickets, to and from all points, at reduced rates. Baggage checked through; 100 pounds allowed each Passenger. J. E. WOOTEN, Asst. Supr. & 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: 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. Mixed 6:36 P. M., 2:42 P. M., daily except Sunday. Mixed 6:36 P. M., daily except Sunday. J. J. BELMONT, Agent. P. S. - Mail East reaches Philadelphia at 11:10 P. 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) 12:05 P. M., daily except Sunday EASTWARD. Harrisburg Accom 12:24 P. M., daily except Sunday Mail 6:52 P. M., daily except Sunday Cincinnati Express (flag) 8:52 P. M., daily. W. M. C. KING, Agent. Northern Central Railway. WINTER ARRANGEMENT. Through and Direct Roads 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, 5:30 A. M. [Harrisburg, 1 P. M. Williamsport 6:30 P. M., and arr. at Elmira, 10:30 P. M. CINCINNATI EXPRESS. Lvs. Baltimore, 8:10 P. M. Arr. Harrisburg, 11:50 P. M. FAST LINE. Leaves Baltimore, 4:50 P. M. Arr. Harrisburg 4:50 P. M. Arr. at Williamsport 5:35 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 Canadawaga 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 4:05 P. M. | Ar. Baltimore at 6:30 P. M. PHILADELPHIA EXPRESS. Leaves Canadawaga 5:45 A. M., Elmira, 6:30 P. M. Williamsport 11:55 P. M., Harrisburg at 6:30 A. M. Arrives at Baltimore at 8:40 A. M. ERIE EXPRESS. Lvs. Erie at 9:05 P. M. | Williamsport at 9:25 A. M. Lvs. Sunbury 9:40 A. M., Ar. Harrisburg at 11:30 A. M. PACIFIC EXPRESS. Lvs. Harrisburg 11:50 A. M., Ar. Baltimore 3:00 P. M. NIAGARA EXPRESS SOUTH. Lvs. Canadawaga 1:50 P. M. | Elmira 2:20 P. M. Williamsport 6:30 P. M. | Sunbury 8:05 P. M. Harrisburg 10:40 P. M. | Ar. Baltimore 2:15 P. M. For further information apply at the Ticket office, Pennsylvania Railroad Depot. ALFRED R. FISKE, General Superintendent. Stage Line Between Newport and New Germantown. STAGES leave New Germantown daily at four o'clock A. M. Landsburg at 7:30 A. M. Greencastle at 8 A. M. New Bloomfield at 9:45 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. Z. RICE, Proprietor. A Great Offer! Horace Waters, 481 Broadway, N. Y., will dispose of NEW PIANOS, MELODEONS and ORGANS of the first-class makers, including Waters', at very low prices for cash, or part cash, and balance in small monthly installments. New 7-octave first-class PIANOS, modern improvements for \$275 cash. Now ready a CONCERTO PARLOR ORGAN, the most beautiful style and perfect tone ever made. 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