

Winter along the Pacific Rail Road. Mr. W. Milnor Roberts, Chief Engineer of the Northern Pacific Railroad, in a letter dated February 27, 1873, makes the following authentic statement:

On the finished lines across Minnesota, from Duluth to Fargo, the Road has been run all winter with remarkable regularity and freedom from snow difficulties. There has been less necessary delay on the Northern Pacific Road this winter than upon the roads east of it to Chicago and New York.

In common with the rest of the country and with Europe, Minnesota, Wisconsin, Iowa, and the entire Northwest have had a most unusual winter season. There have been some days of very severe weather, but it was quite as cold about the same period in some of the Eastern States.

In January, at Duluth, the thermometer ranged as follows during the middle of the day; 12° above zero; lowest on the 9th when it was 8° below zero; the highest 22° above, on the 20th. Absolute lowest, early in the morning of the 28th, 25° below zero. At Duluth, in February, to the 15th, average, 20° above; lowest, 1° below; highest, 31° above zero; absolute lowest, early in the morning of the 2d, 17° below.

At Fargo, on the western border of Minnesota, in the open prairie of Red River Valley, the range of the thermometer in January was as follows: average 6° above; lowest, 16° below; highest, 31° above zero; absolute lowest, early in the morning of the 9th, 30° below zero. At Fargo, in February, to the 15th, the average was 11° above; lowest, 10° below; highest, 33° above; absolute lowest, on the 1st, 10° below zero.

In the Rocky Mountains, east of the main divide, at Bozeman, near the highest elevation of the Northern Pacific route, from the 5th to the 25th of January inclusive, the average temperature was 35° above zero; lowest, 22° above; highest, 44° above; absolute lowest, early in the morning of the 23d, 16° above zero. It is noticeable how much milder the weather has been at Bozeman, near Fort Ellis, and about 5000 feet above the sea, than in Minnesota and Wisconsin, near the level of the lakes. The farmers of western Montana began their spring ploughing in the latter part of January, the winter in that section being considered over, and the roads were dry and dusty.

On the western slope of the Rocky Mountains, in eastern Washington Territory, the local papers state that the farmers of Walla Walla valley were ploughing their fields on the 28th of January, though the early part of the winter had been, as elsewhere, unusually cold for the region.

The winter climate along the Pacific Division of our road, between the Columbia River and Puget Sound, which is in regular daily operation, may be inferred from the fact that at Portland, Oregon, the average temperature of January was 45° above zero; the highest was 58° and the lowest 34° above. Snow fell on one day, the 2nd, to the depth of two and a half inches. Grass has been green throughout the winter about Puget Sound, and several varieties of flowers were in bloom out of doors in January and February.

Our experience on the finished line, and authentic reports from the remainder of the route, satisfy me that the Northern Pacific Road, if completed from Lake Superior to Puget Sound, would have been kept in regular operation the entire distance the last winter without difficulty.

Riotous Strikers. One of the beauties of a strike was shown at St. Josephs last week, when the engineers on the St. L. & N. R. R., struck because an engineer was employed who did not belong to the "brotherhood." Several locomotives were thrown from the track, property was destroyed, water-tanks were stopped and every was put in the axle-boxes of running trains. Governor Woodson ordered a detachment of the National Guard to go up the road and arrest the strikers and preserve order.

When the afternoon train on the North Missouri Railroad arrived, it was met by all the railroad employes in the city, who ordered the engineer to leave the road. They finally consented, to his returning with the train and mails, but refused to permit him to run the train if a single passenger got aboard. The entire police force of the city was present and prevented a more serious disturbance. The strike seriously interrupts travel from this point. At Kansas City an engine was ditched into a turn-table pit and the turn-table destroyed, thus preventing any engine from being run out of the round-house. Trains left Kansas City guarded by police.

Sudden Retribution. At Syracuse on the 17th inst., Albert Keeler, aged 21, killed Ida Spencer, aged 14. The murderer was the nephew of the girl's father, living in Canada, and had been on a visit to his uncle. After the murder he hastened to the railroad depot with the intention of leaving on a train just starting, but missing his hold as he attempted to get on board, fell back on the track and had his neck broken.

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Monday, December 2, 1872. Transfers to Harrisburg for New York, as follows: At 9:30 and 10:30 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.

Pennsylvania R. R. Time Table. NEWPORT STATION. On and after December 23d, 1872, Passenger trains will run as follows:

DUNCANNON STATION. On and after Sunday, December 22, 1872, trains leave Duncannon, as follows:

Northern Central Railway. WINTER ARRANGEMENT. Through and Direct Route to and from Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls.

Northward. MAIL TRAIN. Leaves Baltimore, 8:30 a. m. | Harrisburg, 1 p. 25 | Williamsport 6:20 p. m., and arr. at Elmira, 10:30 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.

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