

A Rail Road Train Robbed.

A special dispatch from Des Moines gives the following account of an attack on a railroad train:

The train left Council Bluffs at five o'clock, with four coaches and two sleepers; the rear sleeper was filled with a company of aristocratic Chinese, on their way to New England colleges; there were also two baggage cars, on which was the through California mail and express matter, consisting of near two thousand dollars in the express safe, and three tons of bullion. When about sixty-five miles west of this city about 8.30, at a sharp curve in the road and in an isolated spot, with no houses within seven miles, the train moving at about twenty-five miles an hour, the engineer, John Rafferty, suddenly saw one rail move from its place, he instantly reversed his engine, and applied the air brakes, and while in the act of doing it, bullets came pelting into the engine house like hail.

The engine was thrown off the track, and tumbled over, throwing out the engineer John Rafferty and the fireman and the former falling on the latter, dead. It is supposed he was killed by the concussion, as no bullet wounds are found on his body. The fireman escaped unhurt. The train being very heavy, ran about one hundred feet and stopped; the engine ran up into the bank and turned over, and the three baggage cars doubled up and were badly smashed. As soon as the train stopped, six large, athletic men, masked in full Klux style, appeared at the express car, in which were Conductor William Smith, Superintendent Boyce, the express messenger, John Burgess, and three other persons, and commenced firing rapidly into the car, yelling, "get out of there, damn ye, get off there!" two bullets passed through the clothes of the conductor, one grazed the skull of the baggage man, and one the side of the head of the messenger.

The inmates jumped out, when they were ordered to the rear under cover of half a dozen navy revolvers. Two of the robbers marched up and down the train, threatening to shoot any person who showed their heads, saying, "get down out of sight, damn you, or we will shoot you."

The robbers then took about two thousand dollars from the express safe, cut open the mail sacks, but took no letters, and mounted each a horse and rode off across the prairie, in a southerly direction, the whole being done in less than ten minutes. They very fortunately did not cut the telegraph wires, and Superintendent Boyce at once hastened to the nearest station and telegraphed in all directions. An engine and a posse of men were sent out from Council Bluffs on the Burlington and other roads to intercept the robbers in a southerly direction. Their dresses and voices indicated they were regular bushwackers, and they evidently intended to get the usual valuable express matter by the route on Mondays, but which went through on an extra train on Sunday night.

The robbers, during the day, stole a spike bar and hammer from a hand-car house, at the nearest station, drew the spikes from an end of the rail, and fastened a small cord to the end of the rail and secreted themselves several rods away, and as the engine approached, pulled the rail out of place.

The promptness of the engineer and the airbrakes saved the passenger from harm, as not one was injured nor hurt. A track was at once laid around the wrecked car, and the train resumed its trip, arriving here at 7.30 this morning, bringing the dead body of the engineer, who resided here, and who leaves a wife and three children.

Up to this time nothing entirely reliable in regard to the pursuit and capture of the railroad robbers has been received, though they have crossed into Missouri, and are making for the wilds of Mercer county in that State. The total amount taken by the robbers from the train is now known to be \$2,337.

The Young Rascal.

Frederick A. Showers, whose extensive forgeries on his father in Philadelphia have been mentioned, did not confine his rascally financial operations to that city. While in Pittsburg some time before his arrest he paid a visit to a friend of his father and produced a letter of introduction, in which it was stated that any money given him would meet with ready payment from his father. The next day Showers called on the gentleman again and presented a \$800 forged check, which the latter cashed, having no idea that it was bogus until so informed by the young man's father. From Pittsburg Showers went to Chicago, where he continued his dishonest work until recognized one day by a merchant of Pittsburg, whom he had swindled. The youthful candidate for penitentiary distinction at one time resided in this city and his father, who has been unable to reform his evil habits, is the president of the company which owns the stock yards just above the Harrisburg limits.—Harrisburg Patriot.

The cholera has played havoc at Mount Vernon, Indiana. The town is half depopulated, the people fleeing to other places. Nine out of ten of one family died of the dread disease. In three other cases four were taken from a family, leaving but one survivor.

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MICHAEL BITTING, WM. H. RUD. April 22, 1873.

New Pension Law. UNDER an act of Congress approved March 3, 1873, widows of officers who were killed, or died of disease contracted in the service, are now entitled to \$2.00 per month for each of their children.

The guardian of a minor child of a soldier who heretofore only received \$5.00 per month pension is now entitled to \$10. per month. Soldiers who receive invalid pensions can now have their pensions increased to any sum or rate between \$5. and \$15. per month.

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RAILROADS. READING RAILROAD. SUMMER ARRANGEMENT. Monday May 26th, 1873.

Transleave 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, 5.50, and 9.55 P. M., respectively.

Returning: Leave New York at 9.00 A. M., 12.50 and 5.30 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 8.10 A. M., 2.00 and 4.55 P. M., stopping at Lebanon and principal way stations; the 4.55 P. M. train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad leave Harrisburg at 4.40 P. M.

Leave Pennsylvania Railroad trains leave Reading for Allentown, Easton and New York at 7.30 and 10.35 A. M., and 4.00 P. M. Returning, leave New York at 9.00 A. M., 12.50 and 5.30 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 Penna. 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 6.09 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 Pinesgrove and Tremont.

Pottsville Accommodation Train leaves Pottsville at 6.00 A. M., passes Reading at 7.30 A. M., arriving at Philadelphia at 10.10 A. M. Returning leaves Philadelphia at 5.15 P. M., passes Reading at 7.40 P. M.; arriving at Pottsville at 9.20 P. M. Pottstown Accommodation Train leaves Pottstown at 6.45 A. M., returning leaves Philadelphia (North 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 8.20 A. M., and 3.30 P. M., and Columbia at 8.15 A. M., and 3.30 P. M.

Perkomsen Railroad trains leave Perkomsen Junction at 9.00 A. M., 2.55 and 6.30 P. M.; returning, leave Green Lane at 6.00 A. M., 7.40 A. M., 12.35 and 4.20 P. M., connecting with trains on the Reading Rail Road.

Pickering Valley Railroad trains leave Phoenixville at 9.05 A. M., 3.05 and 5.50 P. M.; returning, leave Byers at 6.50 A. M., 12.40 and 4.20 P. M., connecting with trains on Reading Railroad. Colebrookdale Railroad trains leave Pottstown at 9.40 A. M. and 1.05, and 6.20 P. M., returning leave Mount Pleasant at 6.00, 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 6.25 P. M., returning, leave Downingtown at 7.00 A. M., 12.30 and 5.40 P. M., connecting with trains on Reading Railroad. On Sundays: leave Downingtown at 5.30 P. M., Philadelphia at 8.30 A. M., and 3.15 P. M., leave Pottsville at 8.10 A. M., and 2.35 P. M., leave Harrisburg at 5.30 A. M., and 2.00 P. M., leave Allentown at 4.35 and 8.55 P. M.; leave Reading at 7.40 A. M., and 10.15 P. M., for Harrisburg, at 7.30 A. M. for New York, at 7.40 A. M., for Lancaster at 9.10 A. M., and 4.10 P. M., 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. WOOTTEN, Asst. Supt. & Eng. Mach'ry. Reading, Pa., May 26th, 1873.

Pennsylvania R. R. Time Table. NEWPORT STATION.

On and after June 29th, 1873, Passenger train will run as follows: WEST. Pacific Express, 5.03 A. M., daily. Way Passenger, 9.00 A. M., daily. Mail, 2.44 P. M., daily except Sunday. Mixed, 6.36 P. M., daily except Sunday.

EAST. Harrisburg Accom, 12.24 P. M., daily. Sunday Mail, 7.05 P. M., daily except Sunday. J. J. BARCLAY, Agent.

DUNCANNON STATION. On and after Sunday, May 26th, 1873, trains leave Duncannon, as follows: WESTWARD. Pacific Express, 4.37 A. M., (flag) daily. Way Passenger, 8.25 A. M., daily. Mail, 2.08 P. M., daily except Sunday. Mixed, 5.58 P. M., daily except Sunday.

EASTWARD. Harrisburg Accom, 12.50 P. M., daily except Sunday. Mail, 8.05 P. M., daily. WM. C. KING, Agent.

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

ON AND AFTER SUNDAY, June 29th, 1873, the trains on the Northern Central Railway will run as follows: NORTHWARD. MAIL TRAIN. Leaves Baltimore, 3.30 A. M. | Harrisburg, 1.30 P. M. Williamsport, 6.20 P. M., & arr. at Elmira, 10.50 P. M.

CINCINNATI EXPRESS. Lvs. Baltimore, 5.10 P. M. | arr. Harrisburg, 11.20 P. M.

PAST LINE. Leaves Baltimore, 1.15 P. M. | Harrisburg, 4.45 P. M. Arr. at Williamsport, 8.30 P. M.

NORTHERN EXPRESS. Lvs. Baltimore, 11.55 P. M. | lvs. Harrisburg, 2.55 A. M. Arrives at Elmira, 12.05 A. M. arr. Niagara, 8.55 P. M.

NIAGARA EXPRESS. Lvs. Baltimore, 7.40 A. M. | Harrisburg, 10.40 A. M. Arrives at Canandaigua at 7.40 P. M. Niagara, at 11.45 P. M.

SOUTHWARD. MAIL TRAIN. Leaves Elmira, 5.45 A. M. | Williamsport, 9.30 A. M. Harrisburg, 2.10 P. M. | Arr. Baltimore at 6.35 P. M.

SOUTHERN EXPRESS. Leaves Canandaigua, 7.15 P. M. | Elmira, 11.05 P. M. Williamsport, 3.10 A. M. | Harrisburg, at 8.15 A. M. Arrives at Baltimore at 12.25 P. M.

ERIE EXPRESS. Lvs. Erie at 9.05 P. M. | Williamsport, at 7.55 A. M. Lvs. Sunbury 8.40 A. M. | Arr. Harrisburg, 11.30 A. M.

PACIFIC EXPRESS. Lvs. Harrisburg, 11.30 A. M. | Arr. Baltimore, 8.00 P. M.

NIAGARA EXPRESS SOUTH. Lvs. Canandaigua, 9.00 A. M. | Elmira, 1.50 P. M. Williamsport, 5.15 P. M. | Sunbury, 6.40 P. M. Harrisburg, 11.00 P. M. | Arr. Baltimore, 2.25 A. M.

For further information apply at the Ticket Office, Pennsylvania Railroad Depot. A. CASSATT, General Manager.

Stage Line between Newport and New Germantown. STAGES leave New Germantown daily at four o'clock A. M., Lancaster at 7.30 A. M., Green Park at 8 A. M., New Bloomfield at 9.2 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 12.30 P. M. Z. KICK, Proprietor.

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