A Marriage Lottery.

Marriage is frequently mentioned as lottery, and it certainly is a lottery in a place called Hollandtown, near Green Bay, Wis. It seems there were twelve widow ers in the place, and eleven widows, and that their marriage was advisable. Accordingly a committee was appointed to fix things. A report signed "M. Vandeburg, secretary," says that, "thinking it economy to have them married, and not knowing how to pair them, a committee was selected to hold counsel as to the best mode of coupling." It took this committee the space of one hour to decide as to the methed. It was decided to dispose of them by lot, and "consequently" says the report, "the names of all the widows were placed in a box, and likewise the names of all the widowers." The drawing took place at 5 o'clock p. m., Monday, the 8th, at which time it was decided that

R. Menton shall marry Mrs. DeBruin.

M. Menton shall marry Mrs. Vink. Mr. Bode shall marry Mrs. Vandeburg. Mr. Fustenberg shall marry Mrs. Ker-

J. W. Wessenberg shall marry Mrs.

M. Verkuilen shall marry Mrs. Perren-

boom. Mr. Weyenburg shall marry Mrs. Heesakker.

John Kobusen shall marry Mrs. Till-

Mr. Tenrusen shall marry Mrs. Van Doren. R. Herremans shall marry Mrs. Roff.

Mr. Socre shall marry Mes. Van Blomer. The twelfth widower, we learn from the Green Bay Adeocate, is D. H. Pentermann.

and at present he is happy over his narrow escape; but the committee are casting about for some means to supply him with a partner-advertising that if there are any widows in neighboring towns who would like to take Mr. Pentermann, "ap-Mication can be made to Peter Kersten,

The Recent Storm in England—Great Loss of Life and Property.

The London Morning Post gives the following details of the gale which swept over the midland and northern portions of Eng. land December 16th. :

The gale raged all day at Bolton. Six houses, nearly completed, were blown down at Staleybridge and almost destroy. ed. In Harrogate and vicinity so high was the wind chat at Weoton, a small station near the town, the whole of the railway buildings were blown down just as an early train from Leods arrived. The guard was seriously injured and the line for some time was blocked. In Harrogate itself several houses were unroofed, and one was blown entirely down. At Knaresborough, also, much damage was done by the storm. At Hundersfield the roof of Milnsbridge Church was completely carried away. A terrific storm of wind passed over the Peak of Derbyshire. Many large trees were blown down, and considerable damage was done to farm produce and stacks. A northwesterly gale of unsually violence prevailed on the Tyne, and considerable damage was done to several houses in North and South Shields and Tynemouth, some instances of narrow escape to inmates occurring. Great commotion prevailed in the harbor, several vessels having broken from their moorings, but not much damage was done. A grocer's house at Bowling, near Bradford, was completely destroyed. A bod on which a young woman was sleeping was almost buried in the ruins. Considerable damage was done to the houses, and there were many narrow escapes experieuced. A wagon on the Highland Railway was blown from a siding on the main line, and was run into by a goods train. The engine was overturned, and nine wagons were smashed. The accounts from all parts of Yorkshire, Durham, Shields, Newcastle, Glasgow, the west of Sostland and other districts in the north, tell of an amount of damage to property, and loss of life probably unequalled of late years in any

A Missing Merchant.

gale, however severe.

New York, December 24 .- On the 18th inst., a gentleman arrived at the Stevens house, Broadway, and registered as T. C. Chisholme, Chicago, and was assigned to room 76. He did not turn up that night, but no alarm was felt. Next day he was still absent, and in the afternoon his room was entered, his baggage searched, and a card of Plankerton, Armour & Co., merchants, 129 Broad street, found among his effects. That firm was communicated with and detectives at once set in motion.

Chisholme's friends were communicated with and a most active search has been kept up in a quiet way ever since through the city and neighborhood, but, strange to say, without gaining any clue to the gentleman's whereabouts.

Chisholme is said to be a respectable merchant of Chicago. His visit here was for the purpose of transacting business with Plankerton & Co. His brother arrived in town last night and had an interview with the detectives, who are actively engaged in searching for the missing gentleman, but up to the present nothing has been discovered that throws any light upon his mysterious disappearance.

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ment.

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EXECUTRIX'S NOTICE.— Notice is hereby given, that letters Testamentary on the estate of Howtand II. Brown, late of Toboyne township. Perry county. Pa., deceased, have been granted to the undersigned, residing in the same township.

All persons indebted to said estate are requested to make immediate payment, and those having claims will present them duly authenticated for settlement to

October 21, 1873 ROSANNAH BROWN. Auctioneer. — The undersigned gives notice that he will crymies at any point in Perry or Daupin counities. Orders are solicited and prompt attention will be given.

E. D. WELLS.

New Huffalo,

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SOUTHWARD. ELMIRA MAIL. Leaves Niagara 6.58 p. m. | Lvs. Buffalo 8.50 p. m. Leaves Elmira 5.45s. m. | Williamsport 9.30 s. m Harrisburg L50 p. m. | Ar. Baltimore at 6.30p. m ERIE MAIL.

Lvs. Eric at 11.20 a. m. Williamsport at 11.10 p. m.
Lvs. Sunbury 12.05 a. m., Ar, Harrisburg 2.05 a.m.
Avr. at Baltimore at 8.40, Washington 10.35

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Lvs Williamsport at 1.10 a. m., Sunbury 2.50 a.m.
Lvs. Harrisburg 4.50 a.m., Ar, Baltimove 8.40 a.m.

HARRISBURG ACCOMMODATION, Leaves Niagara 6.45 a. m. | Buffalo 7.39 a. m. Leaves Canandaigua 11.40 a. m., Elmira 2.48 p. m. Lvs Williamsport at 6.59 p. m., Harrisby 6.1050 p.m. Arr. at Baltimore at 2.25 a. m. Washington 6.13a. m. For further information apply at the Ticket omes, Pennsylvania Ballroad Depot.

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General Manager.

READING RAIL-ROAD.

WINTER ARRANGEMENT.

Monday, Nov. 11th, 1873.

Trainsleave 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 2.00 a. m., 12:50 and 5.30 p. m., Philiadelphia at 7.50, 2:15 a. m., 5.30 and 7.15 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 4.05 p. m., stopping at Lebanon and principal way stations; the 4.05 p. m., train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Rouykill Haven and Auburn, via Schuykill Schuykill Haven 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 6.30 p. m., and Allentown at 7.20 a. m., 12:25, 210, 4:35 and 8.35 p. m., and Allentown at 7.20 a. m., 12:50 and 6.30 p. m., and Allentown at 7.20 a. m., 12:50 and 10:30 p. m., and 2.30 p. m., atopping at all stations.

Leave Pottsville at 6.00, 5.05 and 9.10 a. m., and 2.30 p. m., atopping at all stations.

Leave Pottsville at 6.00, 5.05 and 9.10 a. m., and 2.30 p. m., dorphing at all stations.

Leave Pottsville at 6.00, 5.05 and 9.10 a. m., and 2.30 p. m., dorphing at all stations.

Leave Pottsville at 6.00, 5.05 and 9.10 a. m., and 2.30 p. m., for Philadelphia, New York, Reading, Harrisburg, &c.

Leave Pottsville at 6.00 a. m., passes Reading at 7.40 a. m., arriving at Philadelphia at 4.50 p. m., passes Reading at 7.30 a. m., arriving at Philadelphia at 4.40 p. m., passes Reading at 7.10 p. m. arriving at 7.15 p. m. arriving at Philadelphia at 8.00 p. m., for Philadelphia at 4.40 p. m., passes Philadelphia (Ninth and Green.) at 4.50 p. m., passes Penliadelphia (Ninth and Green.) at 4.50 p. m., passes Penliadelphia (Ninth and Green.) at 4.50 p. m., and Reading at 7.40 a. m., and 6.50 a. m., passes Reading at 7.40 a. m., and 6.50 a. m.,

town at 6:46 a m, returning, leaves Philadelphia (Ninth and Green.) at 4.50 p m.
Columbia Raifroad Trains leave Reading at 7:40 a m, and 6:15 p m; for Ephrata, Litiz, Lancaster, Columbia, &c.; returning leave Lancaster at 5:20 a m, and 3:30 p m, and Columbia at 8:15 a m, and 3:20 p m.

Perklomen Raifroad trains leave Porklomen Junction at 2:65 a m, 2:25, 2:55 and 6:00 p m; returning, leave Pennsburg at 6:00 and 4:25 a.m., and 12:15 and 4:15 p, m., connecting with trains on the Reading Raif foad.

Pickering Valley Raifroad trains leave Phornix-ville at 9:00 a m, 3:05 and 5:50 p m; returning, leave Byers at 6:30 a m, 12:40 and 4:20 p m, connecting with trains on Reading Raifroad.

Colebrookdale Raifroad trains leave Pointstown at 9:40 a m and 1:05, and 6:20 p m, returning leave Mount Pleasant at 5:50, and 11:23 a m, and 3:00 p m, connecting with trains on Reading Raifroad.

Chester Valley Raifroad trains leave Bridgeport at 8:30 a m, 2:32 and 5:35 p m, returning, leave Downingtown at 6:40 a m, 12:20 and 5:40 p m, connecting with trains on Reading Raifroad.

On Sundays: leave New York at 5:30 p m, Phil delphila at 8:00 a m and 2:15 p m, leave Pottsville at 8:0 a m, and 2:35 p, m, leave Harrisburg at 5:30 a m, and 2:00 p.m, leave Alentown at 8:55 p,m, leave Reading at 4:10, 7:40 a m, for New York, and at 3:40 a m, and 2:00 p.m, for Philadelphia. for Harrisburg, at 7:30 a.m., and 10:15 p.m., and at 9:40 a.m., and 4:10 p.m., for Philadelphia.

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J. E. WOOTTEN,

General Superintendent

Reading, Pa., November 19, 1873.

Pennsylvania R. R. Time Table.

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CTAGES leave New Germantown daily at four o'clock h.m. Landisburgat 7, 30 a.m. Greenpark at 8 a.m. New Bloomfield at 955 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.

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THE subscriber wishes to notify the citizens of Bloomfield and Newport that he is running a Daily Line between these two places, and will hard Freight of any kind, or ryomply deliver packages or messages entrusted to his care.

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