A Western Wedding.

A correspondent from Neola, Iowa, furnishes the following account of a wedding

One night last week a party drove up, assembled in the parlor of a hotel, and sent for the landlord. They had come in from the prairie and were in search of an official to tie the knot that should make them one and inseparable forevermore. I was invited to witness the ceremony, and ascending to the parlor found the expectant bridegroom, a man about 40 years of age, and a fair and blushing damsel of sweet 16, waiting impatiently the arrival of the parson. For some reason no preacher could be found, and they were obliged to fall back at last upon a very young fellow, a newly-elected Justice of the Peace, who had never before officiated at a ceremony of this kind. He was very nervous at the idea of having to perform the ceremony, and brought with him a copy of "Every Man His Own Lawyer," through which he looked for the desired form. Not finding any, and the crowd growing impatient, he told the couple to stand up and hold up their right hands. This done, he pronounced the following charge: "You, and each of you, do solemnly swear that in the case now upon hearing you will tell the truth, the whole truth, and nothing but the truth, and that you will love, honor, cherish, and obey each other during the term of your natural fives, so help you God." Both answered solemnly, "I will." Then the Justice charged them a dollar each, and pronounced them man and wife.

One of the friends then produced a jug of whiskey from their sleigh, and proceeded to compound a punch, of which the whole party drank freely, and then had a dance. As they could find no music their efforts were principally confined to jigs and break-downs. At last the party concluded to put the happy couple to bed. The bride was willing to go, because she said she was tired, and her shoes pinched her feet. The girls of the party took her off to her chamber, and soon announced to the bridegroom that everything was ready. The young fellows then intimated to the bridegroom that they proposed to divest him of his wearing apparel. He objected, and then a scuffle commenced. The bridegroom was as strong as an ox, and getting angry he blackened one fellow's eye, and tore another one's coat off his back.

Finding that they could not get him up stairs, they went up to see if they could not make the bride get up and come down-But she had locked the door and would not let the crowd in. Some of them got a hammer and nails, and getting a ladder put it upon the outside of the house, climbed into the bride's apartment, and nailed up the door firmly, saying that if the bridegroom would not let them put him to bed, he should not get into the room, anyhow. They hid the ladder and went off.

The happy man finding the way clear walked quietly to his room and attempted to enter. He could not get in, and he shouted "My dear, open the door !" She informed him that it was nailed up. He then tried to kick it open, when the landlord interfered, and told him he was not going to have his furniture and his house ruined in that way. He went out and tried to find the ladder, but he could not do it. At last some one remembered that a lightning-rod man had some ladders at the other barn, and down the newly married soul hastened. He secured a ladder, and at half-past five in the morning succeeded in joining his bride in the room above.

A Female Soldier.

The military annals of most European countries, says the London Echo, records a few instances of women who having succeeded in entering the ranks of the army, have highly distinguished themselves in the apparently incongruous profession of arms. Such a fact has, however, according to the Opinions, been unprecedented in the Italian Army. It was discovered however, the other day, that a young soldier named Marcotti, who was to receive his discharge on the 1st of next month, having enlisted in 1866, is one of these heroines. Julia Marcotti, the Amazon in question, belonged to a numerous and poor family, living at San Ambrozio, near Turin, and worked in the mines of Upper Piedmont, to which latter circumstance her extraordinary physical strength may, probably, be attributed,

She enlisted in 1866, at the time when Italy was about to engage in the struggle with Austria, her motive being to save her brother, who was married and had six children, from being obliged to serve. Not only did Julia perform all a soldier's duties as well as her comrades, but she fought in the first rank at the battle of Custozza, and obtained the medal of military valor. On hearing of the case, King Victor Emanuel sent for the woman, bestowed upon her the Cross of the Crown, and desired that she should be sent home with a pension of 800

Down in Texas horse thieves go in gangs, headed by a pretended clergyman, who gets up protracted and zealous meetings, and while he is taking the congregation upwards on the wings of his eloquence the rank and file make a descent, steal all the horses, and are off before their presence is known.

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ment.

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EXECUTRIX'S NOTICE, — Notice is hereby given, that letters Testamentary on the estate of Rowland H. 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 raining will present them duty authenticated for settlement to

ROBANNAH BROWN.

October 21, 1873 ROBANNAH BROWN, Executrix

RAILROADS.

Northern Central Railway. WINTER ARRANGEMENT.

Through and Direct Route to and from Washing ton, Baltimore, Elmira, Eric, Bufulo, Rochester and Niagara Falts.

On AND AFTER MONDAY, December 1, 1873, the trains on the Northern Central Railway will run as follows:

NORTHWARD.

ELMIRA MAIL

Leaves Baltimore, 8.25 a.m. | Harrisburg, 1.30 p.m.
Williamsport 7.10 p. m., & arr. at Elmira, 10.20pm.
ERIE MAIL

Leaves Baltimore 11.15 p. m. | Harrisburg 3.05 a.m.
Williamsport 7.10 a. m. | Arr. at Erie 7.20 p. m.
BUFFALO EXPERSS:

Lvs. Baltimore 1.35 p. m. | levs. Harrisburg 5.05 p. m.
Arrives at Buffalos.50 a. m. arr. Niagara 10.13 a.m.

Lvs. Harrisburg at 8.25 a. m., Subbury 11.10 a. m.,
Arrives at Williamsport 12.55 p.m.

SOUTHWARD.

ELMIRA MAIL. Leaves Niagara 6.58 p. m. | Les Buffalo 9, 80 p. m. Leaves Elmira 5.45a. m. | Williamsport 9.30 a. m Harrisburg 1.50 p. m. | Ar Baltimore at 6.30p.m ERIE MAIL.

Lvs. Erie at 11.20 a. m. Williamsport at 11.10 p. m. Lvs. Sunbury 12.55 a. m., Ar. Harrisburg 2.06 a.m. Arr. at Battimore at 8.40, Washington 10.35 BUFF ALO EXPRESS. Lvs Williamsport at 1.10 a. m., Sunbury 2.50 a.m. Lvs. Harrisburg 4.50 s.m., Ar. Baltimore 8.40 a.m.

H ARRISBURG ACCOMMODATION, Leaves Niagara 6.45 a. m. | Buffalo 7.30 a. m. Leaves Canandaigua 11.46 a. m., Elmita 2.48 p. m. Lvs Williamsport at 6.50 p. m., Harrisby 3.10.50 p. m. Arr. at Baltimore at 2.25 a.m. Washington 6.13a.m. For further information apply at the Ticket office, Pennsylvania Railrond Depot. A. J. CASSATT, General Manager,

READING RAIL-ROAD.

WINTER ARRANGEMENT.

Monday, Nov, 11th, 1873.

Trainsleave Harrisburg for New York, as follows: At 5.30 and 5.10, 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.

At 3.33 and 8.10, A. M., and 2.00, P. M., Connecting with trains on the Pennsylvania Raliroad, and arriving at New York at 12:35 3.50, and 9:45 p. m., respectively.

Returning: Leave New York at 19:05 a. m., 2.50 and 5:30 p. m., Philadelphia at 7.30, 9.15 a. m., 3.50 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, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Raliroad leave Harrisburg at 5.00 p. m.

East Pennsylvania Raliroad 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 7.20 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's. Raliroad, 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., Mahanoy City at 7:53 a m. and 2:12 p. m. for Philadelphia, New York, Reading, Harrisburg, and 12:50 p. m., for Philadelphia, New York, Reading, Harrisburg, and 12:05 p. m., for Philadelphia at 4:50 a. m., assess Reading at 7:30 a. m., arriving at Philadelphia at 19:30 a. m. Returning leaves Pottsville via Schuylkilland Susquehanna Raliroad at 8:05 a. m. for Harrisburg, and 12:05 p. m., for Philadelphia at 4:50 p. m., assess Reading at 7:30 a. m., arriving at Philadelphia at 4:50 p. m., assess Reading at 7:30 a. m., arriving at Philadelphia at 4:50 m., passes Reading at 7:30 a. m., arriving at Philadelphia at 4:50 m., passes Reading at 7:30 a. m., and 6:16 m.; for Epirata, Litiz, Lancester, formed at 8:00 and 6:10 m.; for Epirata, Litiz, Lancester, formed at 8:00 and 6:10 m.; for Epirata, Litiz, Lancester, formed at 8:00 and 6:10 m.; for Epirata, Litiz, L

town at 6:45 a m, returning, leaves Philadelphia (Ninth and Green.) at 4:30 p m.
Columbia Raiiroad Trains leave Reading at 7:40 a m, and 6:15 p m; for Ephrata. Litiz, Lancaster, Columbia, sec. returning leave Lancaster at 8:20 a m, and 3:30 p m, and Columbia at 8:15 a m, and 3:20 p m.
Perkiomen Bailroad trains leave Perkiomen Junction at 9:05 a m, 2:25, 2:55 and 6:00 p m; returning, leave Pennsburg at 6:00 and 7:25 a. m., and 12:15 and 4:15 p. m., connecting with trains on the Reading Bail Road.
Pickering Valley Railroad trains leave Phoenix ville at 9:05 a m, 3:95 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 Railroad.
Colebrookdale Railroad trains leave Pottstown at 9:40 a m and 1:05, and 6:20 p m, returning leave Mount Pleasant at 5:50, 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, 2:32 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 Railroad.
On Sundays: leave New York at 5:30 p m. Phil delphia at 8:00 a m and 3:15 p m, leave Pottsville at 8:00 a m, and 2:35 p. m, leave Harrisburg at 5:30 a. m, and 2:00 p m, leave Harrisburg at 5:30 a. m, and 2:40 a m, and 4:10 p. m, for Philadelphia, and at 4:00 p. m, for New York, and at 9:00 a m, and 4:10 p. m, for Philadelphia.

leave Reading at 4.15, 7.40 a. m., and 10.15 p. m., for Harrisburg, at 7.30 a. m., for New York, and at 9.40 a. m., and 4.10 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 Fassenger.

J. E. WOOTTEN,

General Superintendent

Reading, Pa., November 10, 1873.

Pennsylvania R. R. Time Table.

NEWPORT STATION. On and after November 1, 1873, Passenger trains will run as follows:

Pacific Express. 5.14 a. M. (flag) daily.

Pacific Express. 5.14 a. M. (flag) daily.

Way Pass. 9.09 a. M., daily.

Mixed 6.54 P.M., daily except Sunday.

Mixed 6.54 P.M., daily except Sunday.

Stage Line Between Newport and New

Germantown.

Germantown daily at four o'clock a. m. Landisburg at 7. 30 a. m. Greenpark at 8 a. m. New Bloombeld at 194 a. m. Arriving at Newport to connect with the Accommodation train East.

Returning leaves Newport on the arrival of the Mail Trainfrom Philadelphia, at 2.30 p. m.

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J. S. WHITMORE. SHOE THREAD, Bloomfield, January 25, 1870. WHITMORE,

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AND GENERAL COLLECTOR,

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