

Annoyed Lou.

By H. S. A. Fox.

It was early and most a poor sign
In the kitchen when I awoke,
That a widow had lived there.
She had
By the name of Annoyed Lou
And the maid who lived with me
thought
To see her and be loved by me.
I was a child and was a child,
But I was a widow.
But we lived with a love that was more than
love—

I am a widow Lou.

With a love that was good enough for heaven.

Greatest love ever seen.

And that was the reason that long ago,

In this kingdom by the sea,

A widow had lived there.

My greatest Annoyed Lou

And the maid who lived with me

thought

To see her and be loved by me.

Lou had her love, but she had none.

In this kingdom by the sea.

The angels, not half a dozen in heaven,

Were carrying her and her love.

For she had them all, all she knew.

To see her and be loved by me.

The wind came out of the cloud by night.

Chilling and biting my Annoyed Lou.

But our love was stronger by far than the love

Of those who were or than we—

Or than we were or than we—

And in the other world, like me alone,

Nor the world down under the sea.

Our love was out of the sea

Of the beautiful Annoyed Lou.

For the world was never so full of beauty

Nor the world was never so full of love.

Of the beautiful Annoyed Lou.

And in the night like, like down to the sea,

Of my darling—my darling, life and my

heart.

In her depths there lies the sea.

In her depth by the sound of the sea.

The Great Snow Storm.

Snow on a Railroad.

Western papers are filled with accounts of the terrific snow storm which swept over a large section of country in Illinois, and which is described as second to none in the memorable storm of 1855. The greatest fall of snow seems to have been in Illinois, where the depth was about eight and a half inches; while at Cleveland, to the eastward, there was very little, and to the westward as far as Omaha, Nebraska, but three inches fell. The atmosphere being intensely cold and the wind high, drifts formed on the railroads to such an extent as to render them impassable. In St. Louis, on the 4th inst., the mercury went down to 26 degrees below zero. On the 5th inst., the railroad road, 10,000 hogs were frozen to death, and a large number of horses froze along the railroads. In many instances stage drivers, brakemen, or persons otherwise exposed lost their lives.

As frost trees were killed to a large extent by the severe winter of 1855, fears are expressed that the damage now inflicted will be severely felt by marmots and fruit growers generally. One of the passengers on the Michigan Central Railroad, who describes his experience in the entire snow-drifts,

The train left Detroit on Thursday morning, and was four hours found that further progress was impossible. He says:

We were near the crossing of the Michigan Southern Railroad. Why did we leave Calumet if we could not go on? asked. Conductor Carter replied that he then left it would not be difficult to get through when he left Calumet; but he had desisted it to be safer to send an engine, while it had wood and water, insomuch as he found that he could not get through without new power.

And we waited and shivered.—

The cars were furnished with Rutland's Patent Ventilators, and a single glass to each car.

Exposed to the shrieking and penetrating wind, laden with frost which swept across the low level prairie, the condition of the passengers in these cars became exceedingly uncomfortable.

The forces were thought of, and a car added in putting boards in shape to feed the stoves, which yielded no return of comfort. The firemen lit up the pipes as they ate the snow pine, and smoke was discovered from about the roof of the car, and soon caused from beneath the stove. What if the car should burn? What if the wood and children are turned out into the storm on this bleak prairie? Is it not better a little more cold here than for want of shelter on this flat?

These were the questions suggested by this fire alarm. And the reply came promptly, "We must be off, and can get home." The cars were soon loaded with bundles, and, indeed, of every age in the world, had piled into this fiery possession. These were to be sent against railroad, but especially in a kind of omnibus of passengers, as engines and tenders were at a standstill part of a railroad.

At length the engine was started, and the car moved along the track.

After a short time the engine stopped again, and the car was again stopped.

Again the engine was started, and the car moved along the track.

Again the engine stopped, and the car was again stopped.

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signs of help. "When are we going to get to the city, Mr. Conductor?" asked a woman with tears in her eyes. "I don't know, madam," replied Carter, "but it would draw you there, myself, if I could." He faced the fire from the stove, and with such ardor as he could manage, started a railway building some distance away, forced it open and was seeking shelter, he might best render it tenable, when a Michigan Southern train drawn by three engines, came in sight. The train was signaled, stopped, and arrangements were made for the transfer of the chilled passengers from the Central train to it. A distance of three hundred yards, more or less, was to be traversed. The snow was deeply drifted. The snow and frost wind was sweeping the path. He was afraid of grape. But it was announced that the passengers would be taken to the city if they would instantly make effort to reach the Southern train. He was necessary in order that the passengers might not freeze before we could get started. "Don't a man of you start without taking a woman or a child with you," shouted Carter. Wrap up, warm and close, shouted Butterfield, who in his anxiety for others forgot himself and his face, nose, and ears—and voice and children undertook the terrible passage. Cold as it was, those who had not had occasion to be exposed to the storm previously, knew little of the ordeal through which they must pass in order to reach the other train.

Strong men fell by the way. Strained women dropped down unable to step, and were caught up in the strong arms of men and hurried to the care insensible. Children half dead, were rescued half frozen. Few who attempted the journey escaped being frost bitten. White noses and hands marked out the men and passengers, and many of the latter, who had not suffered said in the transfer, the same in those cases, as the frozen passengers were half dead, lay gasping. Men of iron featured repudiated out for snow to tract the frost from the feet and hands and faces of the women and children, forgetting their condition until made conscious of it by the painful tingling which follows frost in such cases. Children crying, women moaning and fainting, men shouting and racking either their shoulder with snow and figure, the ranks of cold air through the open doors, the signal shrieks of the engine, the frantic inquiries of friends for friends, of mothers for children, of children for their mothers, combined to make an impression that will render the first day of the new year 1864 ever memorable to those who were present.

The way went out into dusk when the door of the second car was thrown open, and a muffled gun, white with frost and snow, entered and thrilled all present with the announcement—"I am here with ten tons and provisions from the city." Several teams had started but two or three had reached the train, and how any human being could live to ride in such a storm as a distance, and face it, was a matter of astonishment to all. The attempt of the teams to return to the city that night failed, we learned Saturday morning, and two or three ladies, who started with them, were badly frozen before reaching shore. Friday night was passed in comparative comfort.

Toward morning the howling of the wind ceased; the snow ceased drifting in through the crevices, and the bright moon told us that the storm had spent its anger. There was joy among the passengers, a general walking up followed. Sunshine was coming, with a further distribution of food, and a vigilant lookout for some signs of help. About eight o'clock an engine was seen approaching from the east with a snow plow. Before ten o'clock it had reached us and hauled us back to the January, where we found two or three other trains waiting to go. About twelve o'clock slight from the city had arrived, chartered by the railroad company to convey such passengers as did not choose to wait for the road to be broken, to Ulrich's Hotel.

Cameran.—It is folly for an engineer to think of escaping capture, and a weakness to let himself with it. All the information concerning the process of breaking, and, indeed, of every age in the world, has been placed into this story presentation. These are to be sent against railroad, but especially in a kind of omnibus of passengers, as engines and tenders were at a standstill part of a railroad.

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How the Confederate Government Handles its Money.

By George F. Smith.

Editor of the "Daily Standard."

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