

The Atlantic.

Our exchanges come to us now laden with accounts of the terrible accident to the steamer Atlantic of the White Star Line, which occurred on the 1st of April. The vessel started from Liverpool on March 20, and according to the Captain's statement during the first part of the passage had favorable winds. On the 24th, 25th, and 26th ult, the ship experienced heavy gales which brought her down to one hundred and eighteen miles a day. On the 31st of March the engineer's report showed about one hundred and twenty-seven tons of coal on board. The Captain then judged the ship to be 400 miles east of Sandy Hook and as the steaming eight knots an hour he concluded the risk to great to push on for fear the ship in the event of a gale, would be shut out from any port of supply, so he decided to beat up for Halifax. At 1 p. m. on the 31st inst., Sambro Island was distant 170 miles, the ships speed ranging from 8 to 12 knots an hour. At midnight the Captain judged the ship to have made 122 miles, which would place her 48 miles south of Sambro. In the Captain's account he says further: "My first intimation of the catastrophe was the striking of the ship on Mars Islands and remaining there fast. The sea immediately swept away all the port boats. The officers went to their stations and commenced clearing away the weather boats. Rockets were fired by the second officer. Before the boats could be cleared, only ten minutes having elapsed, the ship keeled heavily to port, rendering the starboard boats useless.

Seeing that no help could be got from boats, I got the passengers into the rigging and outside rails and encouraged them to go forward where the ship was highest and best exposed to the water. The third officer, Mr. Brady, Quarter-masters Owens and Speakman, by this time having established communication with the outlying rock about forty yards distant by means of a line, got four other lines to the rock, along which about 200 persons passed between the rock and the shore. The passage was 100 yards in width, and a rope was successfully passed across this, though many were drowned in the attempt. At 5 a. m. the first boat appeared from the island, but was too small to be of any assistance. Through the exertions of Mr. Brady the islanders were aroused, and by 6 a. m. three larger boats came to their assistance. By their efforts all that remained on the side of the ship and on the rock were landed in safety and cared for by a poor fisherman, named Chaney, and his daughter. During the day the survivors, to the number of 429 were drafted off to the various houses scattered about the resident magistrate, Edmund Ryan, rendering valuable assistance. The chief officer having got up into the mizen rigging, the sea cut off his escape. He stood for six hours by the women who had been placed in the rigging. The sea was too high to attempt his rescue. At 3 p. m. a clergyman, Rev. M. Ancient, succeeded in getting him a line and getting him off. Many of the passengers of the saloon and steerage died in the rigging from the cold, among the number was the purser of the ship.

Before the boats went out I placed two ladies in a life-boat, but finding the boat useless, carried them to the main rigging and left them, and went to encourage others to get forward on the side of the ship. At this juncture the boilers exploded and the boat rolled over to leeward. The ship then was lying on her beam ends. Finding myself useless there, I went to take the ladies forward, but found them gone, nor did I see them afterwards. Many passengers at this time could not be stimulated to any effort to save themselves but lay in the rigging and died from fright and exposure.

I remained on the side encouraging, helping, and directing until about 15 were landed, when becoming useless, I left the ship, two other boats being close to, and embarked the remainder. On reaching shore, I dispatched Mr. Brady, the third officer, off to Halifax, across the country to telegraph the news of the disaster, and obtain assistance, Mr. Marrow, the Cunard Line agent, promptly responded, and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for and forwarded to New York, the first opportunity, in charge of the first and fourth officers. The third officer and four men being left at the island to take care of the dead as they came ashore. Capt. S. Hendon, diver, has received provisional authority as to the salvage and material. The second officer was lost with No. 30 life-boat."

The Atlantic started from Liverpool with nearly a thousand passengers on board, out of which from 500 to 600 persons found a watery grave. The news of this terrible disaster spread over the whole country like wild fire, casting a gloom over all minds. Imagination carries us to the fated steamer, Atlantic on that dreadful night, and we see clinging to the rigging, nearly a thousand human beings, despairing, and dying. And it sends a thrill through the stoutest heart, and causes the cheek of the bravest to blanch. By this terrible disaster many homes are made desolate and many persons who were anxiously awaiting the return of their loved ones, are doomed to bitter disappointment. Of all the sad and heartrending casualties of the sea, this one seems to stand out pre-eminently above all the rest, as the saddest.

There must be some cause for this, and from the newspaper accounts it seems that a short supply of coal, and the ignorance or carelessness of the Captain, are the prime causes, and now an investigation is talked of. Thus it always is, hundreds of human beings are ushered into eternity, at a moment's warning by a railroad accident, or from casualty of the sea; an investigation is had, and perhaps some officer is suspended, or discharged, this seems to satisfy the public mind, and it sinks into lethargy, until again aroused by some terrible holocaust.

A Southern Journal says of the cotton crop for this season: "The money paid for it in its raw state will not fall short of \$330,000,000. Of this sum about \$35,000,000 will have gone to speculators and first purchasers—leaving \$295,000,000 to the producers. Alabama's share is nearly \$35,000,000—estimating her crop at 400,000 bales."

ACCORDING to the report of the State Superintendent of Common Schools for 1872 we find that the State, outside of Philadelphia, had during the year 14,415 schools; 16,780 teachers; an attendance of 699,802 pupils, an average of 464,127; an average school term of six months. She paid her male teachers \$40.55 per month, and her female teachers \$31.96. She expended for school houses \$2,555,637.39; for tuition \$3,221,421.78, for contingencies, \$863,738.96, and for all school purposes, \$6,620,498.13.

GRAND OPENING

Winter Arrangement BUFFALO, NEW YORK AND PHILADELPHIA RAILWAY. Time Table adopted SATURDAY, March 1, 1873. Trains depart from and arrive at the Buffalo, New York & Philadelphia Railway depot, corner of Exchange and Louisiana streets.

ON AND AFTER MARCH 1, 1873. UNTIL further notice, Trains will run as follows:

LEAVING BUFFALO 7:30 a. m. Local Freight and passenger, arriving at Emporium at 6:10 p. m. 12:00 m.—Philadelphia Mail—arriving at Emporium at 6:00 p. m. 2:30 p. m.—Local Freight and passenger, arriving at Olean at 8:05 p. m. 5:00 p. m.—Olean Accommodation—arriving at Olean at 8:25 p. m. TRAINS LEAVE EMPORIUM. 1:10 p. m.—Mail—Arriving at Buffalo at 7:10 p. m. 7:00 a. m.—Local Freight and Passenger Arriving at Buffalo at 5:50 p. m. LEAVE OLEAN. 5:15 a. m.—Accommodation—arriving at Buffalo at 8:25 a. m. 7:23 a. m.—Local Freight and passenger, arriving at Buffalo at 5:50 p. m. SUNDAY TRAINS. Leave Buffalo at 10:00 a. m., arriving at Olean at 1:15 p. m. Leave Olean at 2:45 p. m., arriving at Buffalo at 6:00 p. m. Passengers for Intermediate points on the Philadelphia & Erie Railway leave Buffalo at 12 m., arriving at Emporium at 6 p. m., Renovo at 8:35 p. m., Lock Haven at 9:45 p. m., and Williamsport at 11:05 p. m. Leave Williamsport 8:30 a. m., Lock Haven at 9:45 a. m., Renovo at 11:05 a. m., Emporium at 1:10 p. m., arriving at Buffalo at 7:10 p. m. For list of Stage Connections apply at Ticket Office. Buffalo Omnibus Line running from all trains. H. D. LYMAN, Gen'l Pass Ag't. J. D. YOEMANS, Superintendent.

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Elk County Directory. President Judge—L. D. Westmore. Additional Law Judge—Hon. Jno. P. Vinson. Associate Judges—Chas. Lahr, J. V. Houk. District Attorney—J. K. P. Hall. Sheriff—D. C. Oyster. Prothonotary—Fred. Schoning. Treasurer—C. R. Earley. County Superintendent—Rufus Lucore. Commissioners—Robt. Campbell, John Barr, Geo. Ed. Weis. Auditors—Clark A. Wilcox, George D. Messenger, and C. W. Barret. County Surveyor—Geo. Wilmaley. Jury Commissioners—Joseph Kerner and Charles Mead.

RUFUS LUCORE, Attorney-at-Law, Elk County, Pa. Office in Hall's new Brick Building. Claims for collection promptly attended to.

IN THE MATTER OF THE COURT OF COMMON PLEAS OF ELK COUNTY. No. 24 of April Term 1873.

NOTICE is hereby given that Alvan B. Freese and others have made application to the Court of Common Pleas of Elk County, to be incorporated under the name, style and title of "The Reformed Church of Wilcox," and that no sufficient reason appearing to the contrary a decree of incorporation will be made at the next term of said Court.

FRED. SCHENING, Prothonotary. GEO. A. RATHBUN, Atty.

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BUSINESS CARDS. G. A. RATHBUN, Attorney-at-law, Ridgway, Pa. 22 lf. JOHN G. HALL, Attorney at law, Ridgway, Elk county Pa. [mar-22/66] J. O. W. BAILEY, ATTORNEY-AT-LAW. v1n24pl. Ridgway, Elk County, Pa. Agent for the Traveler's Life and Accident Insurance Co., of Hartford, Conn. REYNOLDS HOUSE, REYNOLDSVILLE, JEFFE BROWN CO., PA. H. S. BELNAP, PROPRIETOR. J. D. PARSONS, Manufacturer and Dealer in Boots and Shoes. Main st., oppo to the Hotel, Wilcox Pa. J. S. BORDWELL, M. D., Eclectic Physician and Surgeon, has removed his office from Centre street, to Main st. Ridgway, Pa., in the second story of the new brick building of John G. Hall, opposite Hyde's store. Office hours: 8 to 9 a. m.; 1 to 2 p. m. 7 8 p. m. Jan 9 73 G. G. MESSENGER, Druggist and Paracetic corner of Main and Mill streets, Ridgway, Pa. A full assortment of carefully selected Foreign and Domestic Drugs. Prescriptions carefully dispensed at all hours, day or night. v1n5y. T. S. HARTLEY, M. D., Physician and Surgeon, Ridgway, Pa. Office in Walker's Building. Special attention given to Surgery. Office hours from 8 a. m. to 10 p. m. Residence on corner of South and Court streets, opposite the new School House. All calls promptly attended to. v1n2yl. CHARLES HOLES, Watchmaker, Engraver and Jeweler, Main street, Ridgway, Pa. Agent for the Howe Sewing Machine, and Morton Gold Pen. Repairing Watches, etc. done with the same accuracy as heretofore. Satisfaction guaranteed. v1nly. W. C. HEALY, DEALER IN DRY GOODS, GROCERIES, PROVISIONS, PRODUCE, FRUITS, &c. v1n8lf. West End, Ridgway, Pa. HYDE HOUSE, RIDGWAY, ELK CO., PA. W. H. SCHRAM, Proprietor. Thankful for the patronage heretofore so liberally bestowed upon him, the new proprietor, hopes, by paying strict attention to the comfort and convenience of guests, to merit a continuance of the same. Oct 30 1869. THE OLD BUCKTAIL'S HOTEL, Kane, McKean Co., Pa. R. E. LOOKER, Proprietor. Thankful for the patronage heretofore so liberally bestowed upon him, the new proprietor, hopes, by paying strict attention to the comfort and convenience of guests, to merit a continuance of the same. The only stables for horses in Kane and well kept night or day. Hall attached to the Hotel. v1n23yl. HALL & BRO Attorneys-at-Law ST. MARY'S, ELK COUNTY PENNSYLVANIA. JOHN G. HALL, JAS. K. P. HALL KERSEY HOUSE, CHESTERVILLE, ELK CO., PA. JOHN COLLINS, Proprietor. Thankful for the patronage heretofore so liberally bestowed upon him, the new proprietor, hopes, by paying strict attention to the comfort and convenience of guests, to merit a continuance of the same. S. A. ROTE, PHOTOGRAPHER, AND DEALER IN Chromos, Stereoscopic Views, Picture Frames, &c. WEST END, RIDGWAY, ELK CO. PA v2n2lf. FRED. SCHENING, WHOLESALE AND RETAIL DEALER IN PIANO-FORTES, ORGANS, SHEET MUSIC, and MUSIC BOOKS. Pianos and organs to rent and rental applied if purchased. Prothonotary's Office, Ridgway, Pa. v2n20lf. NEW STAGE ROUTE. J. C. BURNS, Proprietor. The subscriber having secured the contract for carrying the U. S. Mail between REYNOLDSVILLE & BROCKWAYVILLE has placed on that road a line of hacks. Hacks leave the Exchange Hotel in Reynoldsville every Tuesday, Thursday and Saturday on the arrival of the Brockwayville stage, and return the same day. These hacks connect at Brockwayville with the Ridgway stages, making connection with trains on the P. & E. Road, both east and west. Every attention to the comfort of patrons of this line will be given, and a liberal patronage solicited. Aug. 13-72lf. THE NATION, IN ENGLISH AND GERMAN Nothing like it. Strikes everybody, as just the book they need. It is an Encyclopedia of the Government. Single pages in it are of themselves worth the price of the book over 500 pages and only \$2.50. A ICH HARVEST, for Canvasers—ladies and gentlemen—farmers, teachers and students. One agent took 75 orders in a few days, with circular alone, before the book appeared. \$20 A DAY can be cleared in fair territory. Write at once for circular and information. NEW WORLD PUBLISHING CO., Cor. 7th and Market Streets Philadelphia. v1n37yl.