THE CENTRE REPORTER,

FRED. KURTZ.....Editor.

Centre Hall, Pa., April 10, 1873.

TERMS.—The REPORTER is published weekly at $2 per year, in advance, or $2.50 when not paid in advance. For six months half these rates.

Advertisements $1.50 per square (ten lines) for three insertion. Advertisements for 3, 6 and 12 months, at reduced rates.

Any person sending us the names of six new subscribers, with the cash will receive the REPORTER one year free.

Rate's History.

The senate resumed consideration of the bill to pay Samuel P. Bates the sum of ten thousand dollars, for services as state historian, being alledged deficiences in the appropriation of 1867 and 1868. After considerble discussion, the bill was defeated—yeas 11, nays 18.

The above we extract from the Senate proceedings of 14th. Every taxpayer will thank the Senate for its action; this Bates' history matter has been a huge swindle all through and a humbug to boot. It should have been booted out of the legislature at its inception, and thus saved the State several hundred thousand dollars.

The Harrisburg Patriot says, between 5,000 and 6,000 small California salmon were put in the Susquehanna at that point several weeks ago, but this initiatory movement to stock the river with the delicious food fish should be rapidly followed by other efforts of a similar character. Spawn can be collected by millions in that state at a trifling cost, and as the eggs bear transportation thousands of miles without injury nothing but patient industry on the part of fisheries commissioners is needed to supply all our western streams with salmon.

Veto by Wholesale.

Gov. Hartranft sent in a veto the other day, which kills off a great many acts—several hundred, we believe, of the character as spoken of in the following by the *Patriot*, of the 2nd inst: Yesterday morning Governor Hartranft sent to the house a message vetoing a bill to extend the time for the "payment of the enrollment tax on "certain acts heretofore passed." Under existing law all private acts are subject to an enrollment tax, which must be paid within one year from the date of their approval. Had Governor Hartranft signed this bill not less than sixteen hundred and twenty-two defunct private acts of assembly would have been brought to life by a stroke of his pen. Those acts relate to almost every conceivable subject within the range of legislation, from railroad and bank charters to divorces. The greater portion consists of acts of incorporation lying in the office of the secretary of the commonwealth ready for use at any time where they would be likely "to do the most good."

On 1st inst., a bill annulling a marriage contract was passed in the House, at Harrisburg. The reasons were based upon disagreement on religious views, as we find by the following extract: The bill annulling the marriage contract between Joseph F. Kirby and Mary, his wife, was read. Also, an affidavit setting forth that the parties were married on the condition that the latter should renounce her religious faith, she being a Roman Catholic and Kirby a Protestant; that she adhered to her church, went to confession, had her baby christened by a Catholic priest, against his will; that in consequence of disagreements the parties separated several times and attempted again to live together, but finally Mary left taking with her a child, and refused to return. The bill passed—yeas 38, nays 28.

We see that the gamblers and prostitutes in Denver had a revival recently. Now let the political prostitutes at Washington follow suit, its about time they change for the better, else our country will soon be on a level with Sodom in iniquity.

Objection is made to the promotion of Frederick Grant, the President's son, to the position of Lieutenant Colonel, over the heads of several hundred older officers. As no reason has yet been assigned for the elevation of the gentleman, and as it is claimed to be in direct contravention of the rules governing the military service, the point of order seems well taken. While the meanness and bitterness of the Democratic press in following the President's children through their European tour and intruding on privacy which ought to have been sacred deserved to be reprobated, it does seem that the anti-administration sharpshooters have now a fair and legitimate target. The reasons for the favor conferred upon Mr. Grant, jr., should be specified; if none be forthcoming, then it is permissible to presume that his father's position and influence were unduly considered; and for this there can be no excuse.

The Senate and House, at Harrisburg, cannot agree upon an apportionment bill. The House bill was an infamous, but not unlooked for, gerrymander, giving the democrats only 7 out of the 27 districts; the senate made some changes in the bill but not of a nature to do more justice to the democracy, but the House would not agree to the amendments hence a conference was the result The conference agreed upon a report, but the report was not satisfactory, and the House refused to accept it. Both the bills place Centre in a democratic distirct, but one of them tacks us to the counties along the Juniata, just where we folks do not wish to be. We have no interests nor associations with them, and do not belong to their school of political morals exactly. Those folks along the Juniata river are professional politicians, wire-pullers and schemers, and their company is not at all acceptable to us.

The result of this disagreement will be that no apportionment bill will be passed this session. This is just as well, and better, as there will be no congresssional election for two years, we can afford to wait, and hope for a better legislature next winter and a fairer bill.

The centennial appropriation bill, which passed as amended in the senate, differs very materially from the House bill. The act now appropriates one million, of which $250,000 are taken from the state treasury, the balance to come from a tax upon the gross receipts of the Philadelphia passenger railways. The bill as passed by the House, with the amendments of Mr. Orvis, took nothing from the state treasury, but made the entire appropriation dependent upon the tax upon the gross receipts of the passenger railways, and according to Mr. Orvis' calculations this source would have realized a quarter million above what was granted in the House bill, which surplus would have fallen to the commonwealth, and the state would have gained half a million had the original housebill been adhered to, instead of being minus $250,000.

The Church and the Constitution.

Our Presbyterian friends, in a Ministerial Association held in Philadelphia last Saturday, brought a solid weight of common sense to bear on the question of the proposed Religious Amendment to both the National and Peonsylvania Constitutions. Their opposition was based, among other reasons, upon the fact that it was certain to create a Christian and Anti-Christian party in politics, which they held to be "one of the greatest calamities which could befall the Church," in which opinion we heartily concur. We cannot have too much Christian spirit in politics, and the sooner our Presbyterian or and other brethern infuse that very lacking leaven into the lump, the better. But as for a formal acknowledgment of Christ, it would be about as beneficial to the Ship of State in its present condition as the prayer scribbled at the ends of old bills of lading, "God bless the good bark and send her safe deliverance." These ministers very reasonably hint that a religious spirit would be more appropriately exercised just now in clearing this atorsaid ship from "the torrent of corruption now sweeping through it" than in nailing a banner of the Cross to the masthead.

Another reason which they give for opposition to the so-called reform is that which suggests itself to any honorable man—that it violates the sollemn compact of religious freedom which this country offers to people of every creed, and completely "disfranchises our excellent Hebrew population and many other good citizens." There is nothing new nor even noteworthy in this simple declaration of human rights. Yet we are glad that it has been made and made so strongly by men leading one of the most influential religious sects in Christendom. The maxim of Aaron Burr that "a man might have a fortune, or he might not, but he always had an opinion and the right to have it," is one which few sects, when they held political power, have had sufficiently broad vision to preceive and acknowledge. Even our presbyterian friends have know such days of blindness. John Knox would hardly have recognized an English Jew as among the "excellent of our population." That his disciples have enlarged their creed and grown more liberal in practice is due, not to any change in the spirit of Christianity, but that they perceive more clearly that "Where the spirit of God is there is liberty."

There has been but little prospect of success at any time for this proposed change in the Constitution. The common sense of the people has always been strongly against it. But it is more fitting that opposition should come from Christian teachers—and we are glad that one sect has taken the initiative in making it.—N. Y. Obs.

Spiritualism.

Anniversary Celebration in Boston.

Boston, April 2.—The twenty-fifth anniversary celebration of modern spiritualism drew a full audience in the Music Hall last evening. Alexander Putnam presided, and addresses were made by Robert Dale Owen, Emma Hutchings, Jenny Leys, Mrs. N. M. L. Palmer, and John Wothberbee. Mr. Owen claimed that inspiration was one source of all religion; that Socrates, 2,000 years ago, held substantially the same views that were promulgated by spiritual inspiration and performed the same miracles that were witnessed in the present age. The Church had to accept what science dictated, and he hoped that spiritualists would not fall into Swedenborg's error of claiming that their principles were infallible. He closed by exhibiting a folded slate, upon the inside of which, when closed, he said was written a message purporting to be from Theodore Parker, confirming the generally accepted belief in immortality. The audience appeared to be in perfect accord with the speakers, and adjourned at ten o'clock.

FRAU JENNY LIND GOLDSHMIDT is visiting now in Berlin, and delighting private circles with the music of her stil fine voice. Some effort is being made to have her assist in a public concert, but she has not yet consented. The great despoiler, time, has not been idle with his workings in the fair face of the beautiful Swede. We would scarcely recognized her as the graceful woman whose singing so thrilled and charmed us almost 23 years ago.

UNPATENTED LANDS.—The surveyor general of the State of Pennsylvania is making an effort to collect the taxes due on unpatented lands in the different counties of the State. Farmers who own lands for which no patent had ever been granted have received notice that if the account is not paid this month the attorney general will proceed to force a sale.

An Important Change Proposed in the Local Option Law.—In the House of Representatives at Harrisburg, on Saturday last, a supplement to the Local Option law was favorably reported from the committee on vice and immorality, providing that the manufacturers and venders of ale, beer and native wines, are exempted from the law of March 27, 1872.

A young man at Nashville, Illinois, was lately killed by walking, while asleep, into a fly-wheel.

San Francisco, April 6.—Advices from Prescott to March 29 state that Major Brown's command struck the Apaches at Loulo Basin and killed thirty-eight warriors and captured seventeen squaws.

A RAILROAD WAR.

THE PENNSYLVANIA CENTRAL VERSUS THE BALTIMORE AND OHIO.

A telegram dated Pittsburg, March 29, describes a conflict between those two mammoth corporations, the Pennsylvania Central and the Baltimore and Ohio railroad companies, now in progress in Westmorland county, this state, as follows:

Two "mighty corporations," the Pennsylvania Central and the Baltimore and Ohio, are at war, and an engagement in which bloodshed is likely to result is momentarily apprehended. It appears that a short time ago an attempt was made by the Southwestern railroad to effect a connection with the Mount Pleasant branch of the Connellsville railroad at Fountain Mills, a small station between Bradford and Mount Pleasant.

The Southwestern, which is but the Pennsylvania Central, completed its track to Fountain Mills and desired to make the connection; but this was not agreeable to the Connellsville company, which is the Baltimore and Ohio. Accordingly the latter corporation massed a large force of men at the mills and checkmated the operations of the Southwestern company. Finding that it was impossible to carry their point, the latter company ran their track across the Mount Pleasant branch down to the terminus. But though the Southwestern company were worsted in this encounter they were not defeated, and kept a sharp look out on the Connellsville company in order, if possible, to catch the latter off guard.

Yesterday A. O. Tinsman, president of the Bradford and Mount Pleasant road, issued an order to the effect that the Connellsville railroad had forfeited all right to their road, and that the directors would, therefore, take possession of and run it to Bradford. The issuing of this order raised great excitement, as it was at that point that the act had been consummated which transferred a whole line of road from the possession of the Connellsville company.

T. A. Scott arrived on Friday and went down on the Southwestern road from Greensburg, and the initiated knew that a movement of some kind was in contemplation, and accordingly were on the *qui vive* for development. The Connellsville company, strange to say, were unaware that a direct movement was intended, and took no precautions to concentrate men enough on their leased road to protect their interests. About two years ago the Pittsburg, Washington and Baltimore company leased from the owners of the Mount Pleasant road that concern for nineiy-nine years. This gives the Connellsville company a connection with the Mount Pleasant and Central and control of the extensive freight business of that region.

The terms of the lease were in effect that the lessees of the road were to pay the owner of the Mount Pleasant branch six per cent. per annum on the stock, and the Connellsville people were to have exclusive control at these terms. The owners of the road were Israel Painter, the Overholts and A. O. Tinsman, the greater part of the stock, and consequently the road. These gentlemen are well known capitalists of this section of the country, and the Pennsylvania road had an eye on this territory, and controlling, as it does, the Southwestern, naturally its interests were identical with those of the latter corporation.

A private understanding had been arrived at between Tinsman and the magnates of the "Big Corporation," a line of action was agreed upon. The Southwestern, under the plea that they had not received a cent of the interest which they were to receive from the Connellsville road, thought the time had come to bring about a change. The directors considering the lease annulled, last night after the down train had passed from Mount Pleasunt, proceeded to tear up the connection at Bradford.

The Southwestern railroad, headed by the Superintendent Pitcairn, one of the right bowers of that gigantic monopoly, the Pennsylvania railroad, were in waiting with five locomotives and a number of passenger and freight cars, to take immediate possession of the road. A full brass band was in attendance, with a great gathering of spectators, who lustily cheered their laborers as they plied their picks and crowbars in the work of tearing up the rails. The gang worked earnestly till after dark, when the last rail was displaced, and the branch was disconnected with Garrett's road.

This concern, under the fostering care of the mighty Pennsylvania Central, put on their passenger trains and freight trains and to-day run all trains on schedule time. They seem determined to remain in possession of the road, and have at each Scott station a force of two hundred and fifty men camped out like an army. A car loaded with stores and provisions was despatched to the men to-day, and they have instructions to hold the road at all hazards. The men are armed and prepared for desperate work if necessary.

It is the general belief that the Pittsburg, Washington and Baltimore railroad company will appear with a large force of men to-morrow and endeavor to regain possession and repair the damage done. If they obtain possession it will be by force, which will result in bloodshed.

The St. Louis and Cairo narrow-guage railroad, the first railroad running into St. Louis that has been constructed on the narrow-guage principle, is open to Sparta, forty-eight miles, and cars are now running between that point and East Carondelet, opposite South St. Louis, the present northern terminus of the road. It is reported that the whole line of the road, 151 miles, will be completed in running order by the middle of July, as the road-bed is already prepared with the exception of a few unimportant breaks, and the iron and ties are ready for puting down. The width of the guage is three feet. The first six miles of this road from St. Louis runs through one of the finest sections of Illinois, mostly level, alluvial land, producing enormous crops, after which it enters a hilly region which is rich in coal and mineral deposits. This road is intended to form a link in a continuous line of narrow-guage railroad between St. Louis and Mississippi City, on Ship Island harbor, on the Gulf of Mexico, the southern portion of which is already under construction.

IMPORTANT LAW DECISION.—The Supreme Court of Massachusetts has decided in the case of the Union mutual fire insurance company of Boston that neither the expiration of a policy nor its cancellation releases the holder from liabillity to assessment for all losses which occurred while he was a member of the company.

The Recent Tornado.

The Partial Destruction of Canton, Mississippi—Full Particulars.

Memphis, Tenn., April 1.—The following particulars of the storm in Mississippi have been received An extra issued from the Canton Mail office says:

"We had gone to press last night and had begun printing off our paper, when there came up the most fearful and destructive tornado ever experienced in this region of country. The course of the tornado seemed to be from the northwest and its track was scarcely seventy yards wide, sweeping directly through the centre of the town.

Houses were utterly destroyed and blown away. The Pearce house is in ruins and the stores and shops above it. A one story brick store was leveled to the ground. Mrs. Powell's residence and one occupied by Mr. Seager, the residence of R. C. Smith, the colored Methodist church and a small cottage occupied by a colored man and his family were utterly demolished. The wife of the colored man was buried beneath the ruins and instantly killed. Colonel Jones' building is a complete wreck.

The one story brick store occupied by Mrs. Sadler as a confectionery and bakery establishment is all a mass of ruins. Mr. L. Ludeman who was in Mrs. Sadler's had an arm broken. The house was utterly demolished. One side of the court house is leaning eastward while the roofing is in tatters. Mr. John Howcott's house a new and substantial building, was blown down and either from a lamp or being struck by lightning was burned.

After the storm was spent the wildest disorder prevailed. The fire bell rang and people rushed hither and thither. Quantities of timber and trees obstructed the streets. Men were moving from point to point to rescue those in distress. Women with children in their arms went about the streets distracted, not knowing where to go.

It is miraculous that in all the destruction of houses here that only one life was lost. There were numbers of narrow escapes, and a great many persons were injured more or less. There is no calculating now the damage done to property.

Indian Murderers.

Depredations on the Frontier—Several Men Murdered.

LEAVENWORTH, April 2.—Direct and trustworthy advices from the southwestern frontier tell of further depredations. On the 10th of March four government surveyors left camp and strolled down the river. Not returning that night, their friends became alarmed and began the search of them. Four miles out they struck an Indian trail of twenty ponies, and three miles further found the bodies of the surveyors buried under the sand a few inches deep. The murdered men were David Short and E. M. Deming, of Arkansas city, C. H. Davis, of Cream Ridge, near Chillicothe, Mo., and Englishman named R. Pool. Eight hundred Cheyennes were in camp two miles from the surveyors, and the latter, fearing and attack, returned to Arkansas City, 150 miles distant. Two more parties are out in that region with Dr. Colby and William M. Gough, of Washington. Apprehensions are felt for their safety.

Thirty armed men, with thirty days supplies, left Arkansas City on March 28, to warn and protect the surveying parties. Settlers on the frontier are indignant, and no doubt will retaliate on the Indians.

Seven Murders in Six Months.

Information reached here to-day that the body of a brother of Senator York had been found in the woods, two miles west of Osage Mission. He had been shot and the body concealed in some thick bushes. This makes seven persons missing and supposed to have been murdered between Osage Mission and Independence within the past six months.

OUR PRINCE IMPERIAL.

How Lieut. Fred. Grant got Upon Sheridan's Staff With the Rank of Lieutenant-Colonel—The True Story—What Old Army Officers Say About it.

[*Correspondence of the Sun.*]

Washington, March 31.—You must know that we have in the Executive Mansion just now Administration and a Household. That is the way old officers of the regular army stationed here speak of the double-headed concern. The administration does things in a direct way; the Household is an indirect way. Gen. Sherman has had occasion to understand exactly how these two influences are brought to bear to effect the same end.

Not many weeks ago the Household, not the Administration, suggested in the blandest manner to Gen. Sherman that it would be very agreeable if he would appoint Lieut. Freddy a member of his staff, to fill either of the vacancies occasioned by the retirement of Porter and Dent. If this were done, he would be transferred to duty at the Executive Mansion, where he would have the benefit of parental care. This the impulsive old General promptly but respectfully declined to do. "If," said the General, "the young man had seen four or five years' service in the field with his regiment, and shown himself worthy of promotion, I would not have objected. As it is an act which would be regarded as the very worst form of favoritism, and could not fail to give offense to old and meritorious officers, to say nothing of its bad influence on the discipline of the army." Since that time Gen. Sherman has not been popular with the Household. The fact is Sherman had Freddy under his care in Europe, and knows his little weaknesses mentally and otherwise, Freddy, in fact, had to be "dragged through West Point." To tell the plain truth Freddy is not the brighest youth in the world; but he is decidedly fast, and has little failings which, if he were to apply for admission into a "Young Men's Christian Association," might be declared objectionable. But he came by these little failings naturally enough.

Secretary Belknap, and not the Administration, was responsible for bringing Freddy to Washington to see the big show on inauguration day. You see, I am bound to do the Administration justice. Gen. Whipple assigned Freddy to do duty in the procession to attend at the paternal carriage. Somehow or other Freddy got lost, or, as one of Sherman's staff styled it, "mixed up," and did not find his way home until after 5 o'clock.

Now as how Freddy got on Sheridan's staff. Sheridan has always been popular with the Household. He was here, and heard the story of Sherman's bluff refusal to make Freddy a member of his staff. And could he do anything less than make the family (Household I should have said) happy by at once offering to make Freddy a member of his, with the rank of lieutenant-colonel? The feelings it has created on the part of officers of the regular army is not so much against the administration as against Gen. Sheridan personally. If you examine the regulations you will see that a general officer in command of a department has a right to select his own staff officers; but it is expected that he will exercise judgement and discretion—that he will select officers of experience, and competent to the duties required of them. That Sheridan did not do this is what is objected to here by every officer of the regular army I have conversed with. Freddy was in Sheridan's command. Had he been in any other, the sanction of the Secretary of War would have been necessary.

The rank, as you are aware, is not permanent, only temporary. But the axiom is once a cononel always a colonel; and it is said by army officers here that the Household was very anxious to get Freddy "endowed" with the rank of Colonel, as he intends to resign soon and go into mercantile business with a distinguished friend of his father in New York, and it would be a feather in his cap if he could carry the rank of colonel out of the army.

What puzzles army officers here in regard to this singular bit of favoritism is as to what sort of a compromise was made with Forsythe, who is universally beloved, and regarded as one of the very best officers of the army. You were in error in saying Forsyth would not be relieved. "What has Forsyth been promised?" is the question been asked here. "I don't think Sheridan would have made such an appointment without Forsyth's agreeing to it, and having something better promised," says another. "I don't like this kind of promotions," says an officer who has seen thirty-four years' service. "They smack of family influence, and are damnable so far as the interest of the service is concerned." We shall see what turns up for Forsyth.

A TERRIBLE FATE.

Loss of the Steamer Atlantic.

896 PERSONS ON BOARD.

Over 585 Drowned.—Including all the Women and Children.

Halifax, N. S., April 1.—The steamship Atlantic, of the White Star line, from Liverpool, March 20th, for New York, running short of coal, made for Halifax. When about twenty miles from port, off Cape Prospect, at 2:30 o'clock this morning, she ran ashore on Meagher's head. She had on board over

One Thousand Men, Women and Children.

Only two hundred and fifty succeeded in landing. The remainder, including all the women and children, were lost. The captain and third officer were saved. The first officer was drowned.

On the first receipt of the news here a Cunrad and government steamer started to the assistance of the Atlantic, but the third officer, who arrived here at 5:30 this afternoon, says the vessel and cargo are a total loss.

THE SURVIVORS AT HALIFAX.

Arrangements for Sending Them to Their Destinations—The Government Inquiry.

Halifax, April 2.—The Delta's passengers, in number 320, landed at the Cunrad Wharf late this afternoon. They were mostly men from twenty to twenty-five years of age. Many were in a pitiable condition; without shoes, feet swollen and bruised, clothes torn and drenched, some with bits of carpet, matting, and blankets around them, and all fretted and sick from exposure all night. On reaching the locality it was found that a considerable number more than first named had been picked up and saved; among them some old and feeble persons, who died after being rescued from exhustion and cold. The Lady Head is bringing seventy-seven more. All who have arrived here have been comfortably vitualled and cared for. It is expected that the divers will be successful in saving goods if the weather proves favorable. The chief officer, though a long time in a perilous position alone on the wreck, was at last saved. He supported a lady who was on the rigging with him until she died. The second officer, Worthington, the pursuer, and Christie, chief steward, were lost. Captian Williams is here. It is understood the Government will commence an investigation at once. The agent of the Cunrads and others are making arrangements to forward all who are able to go to New York by steamer. In the meantime all that is necessary will be done by the citizens and authorities for the comfort of the survivors.

THE SEARCH FOR THE BODIES.

Divers at the Wreck—Probable Recovery of Portions of the Cargo.

Halifax, April 2.—The steamer Delta has just arrived this afternoon with the survivors from the wreck, and arrangements are made to have them well cared for. She reports that the Atlantic has not broken up, and the cargo, which is large and valuable, is not therefore adrift, with the exception of that on deck, which was very little. Several vessels with diving-apparatus had arrived at the wreck and commenced operations for the removal of dead bodies and cargo. The sea was still rough, but the wind had gone down so that they could approach the locality without danger.

The Carlotta's passengers, who got in early yesterday morning, say that the night was very dark, rainy, and windy, and that they were very anxious. She saw nothing of the Atlantic.

The disaster was so soon over that hundreds could know nothing of the danger. Of 300 women and children, a majority were swept out of the steerage, and drifting ing beyond the vessel on immense waves were carried seaward and seen no more. The bodies recovered will be buried at Prospect Village.

The report that Russell Sturgis and Franklin W. Smith were passengers by the steamer Atlantic is incorrect. They took another steamer.

One Hundred Bodies Recovered.

The passengers were taken care of by the Cunrad agents on their arrival here this afternoon. About 150 of them will go by the steamer Chase to Portland tomorrow, the remainder going by the steamer Falmouth to-morrow night, if there is room for them. About 100 bodies have been recovered at Prospect. The agents here have ordered 100 coffins to be sent down at once. The city authorities and the Provincial Legislature have taken measures to relieve passengers that may require it. The steamship company's agents are doing all in their power for the welfare of the passengers.

Henry M. Wellington, a son of Henry M. Wellington, of Boston, aged thirty-five years, and connected with a dry-goods house, is the only Bostonian among the passengers known to have been lost. He had been absent in Europe for several months on a pleasure excursion.

A Passenger's Statement.

Halifax, N. S., April 2.—A steerage passenger makes the following statement: I turned into my berth about 11 o'clock Monday night. The night was dark but starlight, and the weather fine. I knew the ship was going into Halifax for coal. The last I remembered was that two bells, one o'clock, struck. I then went to sleep and woke up with a shock, and remarked to my mate, 'There goes the anchor.' I thought, of course, we were safe in Halifax harbor; but as soon as she made a second plunge, I said, "Good God, she's ashore." With that we got up and dressed. The companion-way was thronged with the lower steerage passengers. Seeing that the sea was commencing to break over the ship and lower down the companion-way, I got out as many as possible to take to the bunks and hold on by the iron stanchions. There we remained until after daylight. The ship had fallen over, and the steerage was full of water, one side only being out of it. Our only chance of escape was the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through a port and held fast to the side of the ship for about two hours, and then went to shore by the life line. When I left the ship there were still a great many in the rigging.

Jas. McAllister, a passenger belonging to Glasgow says:

I was sleeping in my berth when the vessel struck. I was in the forward steerage, in the three tiers of which there were some 300 persons, every one of whom appeared to have been awakened by the first shock. A fearful rush was made for the saloon deck, which was gained by many, but others were forced back and perished where they stood. About 10 minutes after I gained the saloon deck, the steamer careened over and sunk, and those who had not grasped the bulwarks and rigging were washed over-board, and the frozen corpses could be seen drifting in every direction. A few women, not more than half a dozen, managed to reach the deck, but none were saved. One woman was lashed to the mizzen rigging by her husband. Her name is not known, but she perished where she was, and her frozen body afterward dropped down and was washed away. I was on the steamer from the time she struck till about 5 o'clock, when I managed to reach the rock by the aid of the line taken out by Quartermasters Speakman and Owen and third officer Braddy. The rock, not a large one, was crowded with men, and one man, a passenger, perished from exposure. We remained on the rock nearly six hours, and we were rescued by small boats from shore. Many who attempted to reach the rock were drowned.

The scene about the steamer was fearful. The lifeless body of the purser could be seen hanging over the side of the steamer, his head jammed in between the rails, and the sea causing the trunk and legs to keep in a continual motion. Hundreds of other bodies could be seen in a similar position. Among the heart-rending scenes, one or two were particularly sad. One gentleman, Albert Sumner of San Francisco, committed suicide by jumping from the rigging into the water, first taking off his coat. Others who were near him endeavored to dissuade him, but they were too much benumbed to prevent him. He said, "There is no prospect of rescue, and it's useless to remain here and suffer." and then he jumped overboard. One lady, a saloon passenger, was heard to say to her husband, "Leave me and save yourself. You can't save both." But he refused, and they went down together, clasped in each other's arms. It was the occasion of much remark that with very few exceptions the married men all perished. When they found it impossible to save their wives and little ones, they prefered to die with them to deserting them. Many instances are known where the men could have escaped alone, but refused to do so. This was especially noticeable among the German emigrants and Americans.

At one time during the weary watch before dawn the foreboom broke loose from its fastenings and swinging round instantly crushed to death about 20 persons who were gathered on the house. When the boats came from the shore to rescue the survivors the sailors repeatedly pushed passengers aside or knocked them down and jumped into the boats. By direction of the officers the boats did not go too near the wreck, fearing that a rush might swamp them. The boats apprached within a few yards and the people in them called to those on the steamer to jump in the water, one by one. When they did so the boatmen stood by and pulled them into the boats.

REPORTED PLUNDER OF THE BODIES—GALLANTRY OF THE FIRST OFFICER.

Halifax, N. S., April 3.—The wreck continues to be the subject of conversation. The papers give full details of the disaster and statements of the officers. Captain Williams is censured by the people here for his conduct, and the feeling is general that there should be a searching investigation. Capt. Williams went down to the scene of the wreck to look after property. Hopes are entertained that the greater portion of the cargo will be saved. The vessel is still in the same position, the bow and masts being out of the water. Statements are made that the crew of the ship indulged in plunder of the dead bodies. One instance is related of a wretch who mutilated a lady's hand to obtain possession of a diamond ring on her finger. Her body and that of Mrs. Fisher, of Vermont, and Miss Meritt, of Chicago, washed ashore yesterday and lay side by side among eighty others. These bodies will be forwarded to their respective homes. One woman passenger was confined only six hours before the disaster.

Two men reported saved, whose names were unknown, have arrived here. They are James Bateman, of London, England, and Edward Mills, of Belfast, Ireland. Bateman was the only one who succeeded in getting his wife up in the rigging, where she died from exposure. Among the steerage passengers who gained the deck were a young Englishman with his wife and child. Just after they had succeeded in getting into the rigging a wave snatched away the child. The young woman said she was too much exhausted to attempt to move, and entreated her husband to go forward and save himself. He did so, but Mr. Firth, chief officer, refused to leave her, and stood by her until she died and dropped into to the sea, and then it became impossible for him to shift to a place of greater safety. He was the last person taken off.

Cause of the disaster was running short of coal, a criminal carelessness.

The correct number lost is 585; number saved 311.

The Farmers.

Rousing Mass Convention at Springfield, Ill.

Springfield, April 2.—Incoming trains of last night and this morning brought considerable accessions to the Farmers' Convention, which met here to-day, and nearly all the counties in Northern and Central Illinois are represented. The attendance from the southern part of the State is not so full, but there are a number of representative farmers from that section.

Temporary President.

The Convention met in the court house at ten o'clock A. M., and was called to order by W. C. Flagg, President of the State Farmers' Association, who briefly stated the objects of the Convention, and nominated Hon. W. M. Smith, of McLean county, Ex-Speaker of the Illinois House of Representatives, for temporary President. In taking the chair he simply thanked the Convention for the honor done him, and stated that he was in full sympathy with the meeting, whose object he understood was to give to the representatives of the people now assembled in the Legislature here such an expression of the views of the farmers of the State as they cannot fail to understand.

Temporary Secretaries were chosen; the call for the Convention read, and the usual Committees appointed when a recess was taken until 2 P. M. The Committees on Credentials and Permanent Organization reported, the latter as follows:

Permanent Organization.

For President—D. W. Davis.

Vice Presidents for the State at large—W. C. Flagg of Madison, and T. Enos Smith of the *Bureau*, with an additional Vice President from each Congressional district, and a number of Secretaries.

Gov. Beveride was introduced and spoke briefly on the subject which had drawn the Convention together. He cautioned the people not to make war upon the railroads to abolish them, but simply to bring them under the proper control of the people through their Representatives.

Ex-Governor Palmer's Views.

Ex-Governor Palmer then took the stand by invitation and made a short speech.

He took the ground that the railroads are public highways and their managers public agents, both subject to the same control by the Legislature as other highways and other public agents, but the real managers of our railroads were not the officers who lived along the line or at the other end of it, but the jobbers in the stocks of these roads in Wall street, who, by their manipulations, wrung from the people extortionate prices for freight and oppressed both producers and consumers, and as a remedy for this great evil he would like to see a law passed repealing the laws now in force, which make the stocks of these roads personal property, and then impose the same conditions upon the transfer of these stocks as are now imposed on the transfer of the roads themselves.

In conclusion he urged them to be patient and persistent and they would be certain to secure their objects at least.

TERRIFIC STORM.

Seven Persons Killed and Nineteen More or Less Injured.

Burlington, Ia., April 5.—The most terrific rain, hail and wind storm ever known here came up at a minute's notice this afternoon, creating fearful havoc and causing loss of life. The storm struck the city on West hill, tearing the roof from one of the school houses and descending through the business portion of the city. Buildings were unroofed and a great deal of damage done. The moss horrible part of the catastrophe was the destruction of T. N. Pond's butter and egg depot on Jefferson street and the death of seven persons. The house was blown down and twenty-five persons buried beneath the ruins. Mr. Pond and three others were taken out dead. Nineteen others were rescued more or less injured.

THE LICENSE MAJORITY.

Returns from All the Voting Counties in the State.

The following are the majorities for and against license in the state as given by our exchanges.

	For	Against
Adams	613	
Allegheny	10,438	
Armstrong		750
Beaver		1,220
Bedford		156
Berks	8,229	
Blair		2,422
Bradford		2,246
Bucks	3,265	
Butler		699
Cambria	44	
Carbon	1,141	
Centre		1,438
Chester		2,101
Cameron		281
Clarion		900
Clearfield		480
Clinton		441
Columbia	740	
Crawford	524	
Cumberland		756
Dauphin	1,360	
Delaware		215
Elk	721	
Erie	750	
Fayette		2,079
Franklin		853
Fulton	273	
Forest	2	
Greene		1,300
Huntingdon		1,170
Indiana		948
Jefferson		962
Juniata		779
Luzerne	1,743	
Lancaster	3,589	
Lawrence		1,697
Lebanon	2,373	
Lehigh	4,246	
Lycoming		1,250
M'Kean		123
Mercer		977
Mifflin		878
Monroe	691	
Montgomery	4,206	
Mentour		102
Northampton	4,824	
Northumberland	271	
Perry		579
Pike	341	
Schuykill	5,826	
Sommerset		316
Susquehanna		1,842
Sullivan	164	
Snyder	945	
Tioga		1,200
Union		238
Venango		616
Warren		934
Washington		1,682
Wayne	381	
Westmoreland		724
Wyoming		1,337
York	1,849	
	58,921	36,771
	36,771	
Majority for license	22,050	

The cities of Pennsylvania are included in the foregoing table of counties. The majorities in them were as follows?

	For.	Against
Allegheny	2,205	
Allentown	837	
Altoona		963
Carbondale	52	
Chester	203	
Corry	240	
Erie	1,321	
Harrisburg	68	
Lock Haven	178	
Lancaster	1,708	
Meadville	523	
Pittsburg	7,734	
Reading	1,715	
Scranton	1,546	
Titusville	552	
Williamsport		850
Wilkesbarre	573	
	19,455	1,788
	1,788	
	17,572	

The counties omitted in the above table are Philadelphia and Potter, the former of which votes in October and the latter having years ago decided in favor of no license. The majority against prohibition in all the counties of the state in 1854 was over 5,000.

SUIT FOR DAMAGES.—The case of John A. Dale of Tionesta, against the Philadelphia and Erie Railroad Company, was tried in this place last Friday, and resulted in a verdict in favor of Judge Dale for $2,400 and costs. The plaintiff was one of sufferers in the accident which occurred near Williamsport in August, 1871. He was seriously injured, and has not recovered at this time.

BOSTON

Boot & Shoe Store!

A NEW ESTABLISHMENT

With New Goods & New Prices!

Having determined to engage in business at this place, we have opened up in Room

NO. 5 BUSH'S ARCADE,

BELLEFONTE, PA., the largest, most complete and cheapest stock of

BOOTS, SHOES, GAITERS, SLIPPERS, &C.,

that has ever been opened up in this part of the State. At our store you can find in the Boot and Shoe line

Anything You Want,

from the finest boot to the cheapest slipper, and we know if you once call and EXAMINE OUR STOCK AND PRICES.

you will concede that it is to your interest to purchase from us.

WE SELL AT BOSTON RATES.

Repairing Neatly Done.

B. L. BATCHELLER & CO.

July 19tf.

B. O. DEININGER. A. C. MUSSER.

MILLHEIM MARBLE WORKS.

New Firm—New Enterprse.

DEININGER & MUSSER,

(Successors to B. O. Deininger)

We would most respectfully inform the public, that they have taken charge of this old and successful establishment, and propose to carry on the same under renewed auspices.

They have on hand, and will make to order

MONUMENTS, COUCHES, TOMBS & HEADSTONES, of any possible design, and price. We use the best grades of marble—ITALIAN, CARARA, (AMERICAN STATUARY, RUTLAND &c., and say with perfect assurance, "Our work is our reference."

Shop, least f Bridge, Millheim.

apr26.1y.

J. ZELLER & SON

DRUGGISTS

No 6 Brockerhoff Row, Bellefonte, Pa

Dealers in Drugs, Chemicals, Perfumery, Fancy Goods &c., &c.

Pure Wines and Liquors for medical purposes always kept. may 31, 72.

F. P. WILSON. THOMAS A. HICKS.

HARDWARE STORE!!

WILSON & HICKS,

Bellefonte, Pa.,

(Successors to IRWIN & WILSON.,)

Respectfully inform the citizens of Centre and other counties, that they have one of the largest and best selected stock of Hardware to be found, consisting of Iron, Steel, Nails, Horse Shoes, Axels, Spring Wagon Skeins and Boxes, Complete stock of carpenter tools and builders hardware, locks, oils, paints, glass, varnishes, brushes, cucumber pumps and tubing. Lamps af all kinds, scales, cutlery,

WOOD AND WILLOW WARE.

Full line of saddlery and coach makers goods, wood work for buggies and wagons, ploughs, harrows, cultivators and grindstones. Looking glasses and mirror plates. Picture frames made to order. They also have the celebrated cook stove,

SUSQUEHANNA,

every one warranted to give perfect satisfaction. All kinds of parlor stoves. We are determined to sell at the lowest prices for cash, or on short credit—not to exceed three months. Call and see us, as we take pleasure in showing our goods.

WILSON & HICKS.

mar16tf. Bellefonte, Pa.

HARDWARE, PAINTS, OILS, &C. THE PLACE TO BUY CHEAPEST.

Gift & Flory's

New Shoe Store!

AT CENT