Terrible Catastrophe. Over 500 Lives Lost. 10 Per Cent.

A despatch from Halifax dated the 1st inst., says:

The steamship Atlantic, of the White Star line, from Liverpool March 20th, for New York, running short of coal made for Halifax. When about 20 miles from port, off Cape Prospect, at 2.30 o'clock this morning, she ran ashore on Meagher's She had on board over one thousand men, women and children, only 450 of whom 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 of the disaster here, the Cunard 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 Captain's statement regarding the affair is as follows: On the S1st of March the engineer's reports showed about one hundred and twenty-seven tons of coal on board. We were then 460 miles east of Sandy Hook with wind southwest and high westerly swell and falling barometer, the ship steaming eight knots per hour. I considered the risk too great to push on as we might find ourselves in the event of a gale, shut out from any port of supply, and so decided to bear up for Hallfax. At 1 p. m. on the 31st Sambro Island was distant 170 miles, the ship's speed varying from eight to twelve knots per hour. Wind south with rain, which veered to westward at 2 p. m., with clear weather. At midnight I judged the ship to have made 122 miles. which would place her 48 miles south of Sambro, and I then left the deck and went into the chart room, leaving orders about the lookout and to let me know if they saw anything and call me at 3-o'clock a. m., intending then to put the ship's head to the southward and await daylight. My first intimation of the catastrophe, was the striking of the ship on Marrs Island 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 clapsed, 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 the rails and encouraged them to go forward where the ship was highest and less exposed to the water. The third officer, Mr. Brady, "Quartermaster 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 people passed between the yards in width, and a rope was successfully passed across this, by which means about fifty got to land, 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 Clancy, and his daughter. During the day rock and the shore. The passage was 100 Clancy, 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 mizzen 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 aft 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, 1 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

A Spunky Female.

A most extraordinary woman was a passenger on a horse car in Cleveland recently. She had with her a pet poodle, and she see presently. The gentlemanly conductor J. M. GIRVIN & SON, had something else with her, as we shall stated to her in the mildest manner that dogs were not permitted to ride in that car, and that hers must be put out. The damsel straightway arose, drew a revolver from her pocket, and said: "Unless you drive on without molesting my dog, I'll make you cat this straw." There was a make you cat this straw." There was a scene. Ladies left the car. But the woman with the pistol didn't. And the dog didn't. And the dog didn't.

Oil Cloths.—We are offering some beautiful styles of Oil Cloths in various widths at low prices; call and see them.

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Present the following plan for consideration to uch persons who wish to become members:

The payment of SIX DOLLARS on application, FIVE DOLLARS annually for FOUN YARAS, and thereafter TWO DOLLARS annually during life, with pro-rata mortality assessment at the death of each member, which for the First Class is as follows:

Age	Assess- ment	Ape	Assess	Age	Assess	Age	Assess ment
15	60	24	73	41	92	54	1 70
17	60	39	70	43	96	57	1 92
19 20	64	33	79 81	46	1 00	59	2 16 2 28
21	67	34	83	47	1 12	60	2.40
23 24	68	365 217	86	50	1 24	(02 (03	2 55
25 26	70	38	88 89	52	1 40	65	2 65
27.	72	40	187	263	1 60		

Will entitle a 4member to a certificate of ONE THOUSAND DOLLARS, to be paid at his death to his legal belts or assigns, whenever such death

to its legal heirs or assigns, whenever such death may occur.

A member, or his heirs, may name a successor, but if notice of the death of a member to the Secretary is not accompanied with the name of a successor, then the Society will put in a successor and ill the vacancy, according to the Constitution of the Society.

Should the member die before his four payments of fice dollars are made, the remaining unpaid part will be deducted from the one Thousand Dollars due his heirs; his successor will then pay only two dollars annually during his lifetime, and the mortality assessments.

29. Male and Female from fitteen to sixty-five years of age, of good moral habits, in good health, hale, and sound of mind, irrespective of creed, or race, may become members. For further infomation, address

(See'y U. B. Mutual Ald Society.)

LEBANON, PA.

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D. S. EARLY, Harrisburg, Pa.

631 8m pd] \$4,000 TO BE CREDITED TO

It is a well-known fact that a Mutual Company JAMES H. GRIER, 25tf See'y of Penn'a Central Insurance Co.

Perry County Bank!

Sponsler, Junkin & Co.

THE undersign td. having formed a Banking Association under the above name and style, are now ready to do a General Banking business at their new Banking House, on Centre Square,

OPPOSITE THE COURT HOUSE, NEW BLOOMFIELD, PA.

We receive money on deposit and pay back on demand. We discount notes for a period of not over 60 days, and sell Drafts on Philadelphia and

On time Deposits, five per cent, for any time over our months; and for four months four per cent. We are well provided with all and every facility for doing a Banking Busiless; and knowing, and

for some years, feeling the great inconvenience un-der which the people of this County labored for the want of a Bank of Discount and Deposit, we have have determined to supply the want; and this being the first Bank ever established in Perry county, we hope we will be sustained in our efforts, by all the ness men, farmers and mechanics.

This Banking Association is composed of the folowing named partners: W. A. Sposslen, Bloomfield, Perry county, Pa. B. F. JUNEIN, WM. H. MILLER, Carlisle,

OFFICERS: W. A. SPONSLER, President. WILLIAM WILLIS, Chahfer New Bloomfield, 3 5 1y

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IN ALL COUNTRIES OF THE WORLD!

Being a Comprehensive Account of their Manners and Customs, and of their Physical, So-cial, Mental, Moral, and Religious Characteristics. By Rev. J. G. WOOD, M. A., F. I. S. 500 Engravings, 1500 Super Royal Octavo Pages in two volumes, or two volumes in one.

Agents are making over \$100 per week in selling this work. An early application will secure a choice of territory. For terms address the jubbshers,

5 41 ly Hartford, Conn., or Chicago, Ill. CLARK'S PURE PERSIAN Insect Powder,

For the destruction of all kinds of Insects, viz: ROACHES, BED-BUGS, ANTS, FLEAS, MOTHS, &c., &c. Also Insects on Animals, Fowls, Plants,&c

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Warranted Pure.

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Bloomfield Academy!

Spring Session Begins Monday, April 7th, 1873.

THIS school is designed to be a classical and normal institute of the first grade. Students are prepared theroughly for any college in the land. Those desiring to be teachers receive a thorough normal drill on all studies taught in the public schools. All others are carried forward in the higher academic studies and on completion of course receive certificate of graduation.

Excellent boarding is provided in the building of the institution and the school is pleasantly lo-The working force is as follows:

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For further information, address Principal, WM. GRIER, Proprietor, 7 10tf New Bloomfield, Perry co., Pa.

Pensions, Bounties, &c.

WIDOWS, Minor Children, Mothers Fathers, &c., of Soldiers who were killed or died of disease contracted in the Service of the United States, can now make application for Pension.

Also Soldiers who contracted disease or were wounded, ruptured, or in any way disabled in the war of 1861.

When widows die or re-marry, the child or children under sixteen years of age are entitled to a Pension.

The time for filing claims for additional bounty has been extended six months. Particular attention given toold suspended case in the different departments at Washington, D. C. If you have, or think you have a claim against the Government, call on or address the undersigned. No charge for information.

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Is the only Known Remedy for Brights, Disease, and has cured every case of Diabetes in which it has been given, Irritation of the Neck, of the Bladder and Inflammation of the Kidneys. Ulceration of the Kidneys and Bladder, Revention of Urine, Diseases of the Prostate Gland, Stone in the Bladder, Gravel, Brick Dust Deposit, and Mucous or Milky Diseharges, and for Enfectled and Delicate Constitutions of both Sexes, attended with the following symptoms: Loss of Power, Loss of Memory, Difficulty of Breathing, Weak Nerves, Wakefulness, Pain in the Black, Flushing of the Body, Eruption on the Face, Pailld Countenance, Lassitude of the System, etc.

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A new town at East Mahanoy Janetion, Schuyl-kill County, Pa.,

Where four different Railroads make connection, and there are Fourfeen Daily Passenger Trains, and close to the greatest Anthracite Coal Trade in the State.

Persons buying lots can make ONE THOU-SAND DOLLARS within the next ten years, by investing \$25 FOR A LOT, and can have FIVE YEARS TIME TO RAISE THE MONEY.

*** All kinds of labor commands the highest rages and any person can find employment. Pro-luce, Provisions, Goods and all kinds of Wares wing the highest City Prices.

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RAILROADS.

READING RAIL-ROAD.

WINTER ARRANGEMENT.

Monday, December 2, 1872.

town at 6:35 a m. returning, leaves Philadelphia (Ninth and Green.) at 4:39 p m.
Columbia, Railroad Trains leave Reading at 7:30 a m. and 6:15 p m: for Ephrata, Litiz, Lancaster, Columbia, &c.; returning leave Lancaster at 8:20 a m, and 3:30 p m, and Columbia at 8:15 a m, and 3:30 p m, and Columbia at 8:15 a m, and 3:29 p m.
Perkiomen Railroad trains leave Perkiomen Junction at 7:35 and 9:00 a m, 2:55 and 5:40 p m; returning, leave Green Lane at 6:15 a m, 12:35 and 4:20 p m, connecting with trains on Reading Rail Road.
Pickering Valley Railroad trains leave Phoenix-ville at 9:10 a m, 3:10 and 5:50 p m; returning, leave Byers at 6:35 a m, 12:45 and 4:20 p m, connecting with trains on Reading Railroad.
Colebrookdale Railroad trains leave Pottstown at 9:40 a m and 1:20, 6:25 and 7:15 p m, returning leave Mount Picasant at 6:50, 8:00 and 11:25 a m, and 3:30 p m, connecting with trains on Reading Railroad.
Chester Valley Railroad trains leave Bridgeport at 5:30 a m, 2:40 and 5:35 p m, returning, leave Downingtown at 8:35 a m, 12:30 and 5:40 p m, connecting with trains on Reading Railroad.
On Sundays: leave New York at 5:30 p m, Phil delphia at 5:00 a m and 3:15 p m, for Harrisburg, at 7:30 a m, for New York, and at 8:40 a m, and 4:15 for Philadelphia.
Commutation, Mileage, Season, School and Excursion Tickets, to and from all points, at re-

Commutation, Mileage, Season, School and Ex-cursion Tiekets, to and from all points, at re-duced rates.

Baggage checked, through the duced rates.

Baggage checked through: 100 pounds allowed each l'assenger.

J. E. WOOTTEN,

Asst. Supt. & Eng. Mach'ry.

Reading, Pa., December 2, 1872.

Pennsylvania R. R. Time Table.

NEWPORT STATION. On and after December 22d, 1872, Passenger trains will run as fellows:

J. J. BARCLAY, Agent. P. S.—Mail Eastreaches Philadelphia at II. 10p. M

DUNCANNON STATION.

On and after Sunday, December 22, 1872, trains leave Duncaunon, as follows:

WESTWALD.

Way Passenger. 831 A. M., daily except Sunday
Mail. 2.68 P. M., daily except Sunday
Mixed, 5.68 P. M., daily except Sunday.
Pittsburgh Ex.(Hag) 12.68a. m., daily except Sunday

EASTWARD.
Harls'burg Accom 12.59 F. M., daily except Sunday
Mail 6.52 P. M.
Cincinnati Express (flag) 9.52 p. m. daily.
WM. C. KING, Agent.

Northern Central Railway.

WINTER ARRANGEMENT.

Through and Direct Routs to and from Washing-ton, Baltimore, Elmira, Erie, Buffalo, Rochester and Niapara Falis.

ON AND AFTER SUNDAY, October 27th, 1872, the trains on the Northern Central Rallway will run as follows: NORTHWARD.

MAIL TRAIN.

Leaves Baitimore, 8.30 a.m. | Harrisburg, L. p. 25 Williamsport 6.20 p. m., and arr. at Elmira, 10.30m CINCINNATI EXPRESS, Lvs.Baltimore, 8.10 p.m. arvs.Harrisburg,11,20 p.m.

FAST LINE.
Leaves Baltimore 1.15 p. m. | Harrisburg 4.50 p.m.
Arrat Williamsport 8.50 p.m.,
NORTHERN EXPRESS.
Lvs. Baltimore10,25 p.m. | levs. Harrisburg 4.25 a.m.
Arrives at Efmira 12.40 a.m. Lvs. Niagara 9.55 p.m.

NIAGARA EXPRESS, Lvs. Baltimore 7,40 a.m., Harrisburg 10.50 a. m. Arrives at Canandalgua at 8,00 p. m. Niagara, at 1,10 a. m.

SOUTHWARD.

MAH. TRAIN. Leaves Elmira 5.30 a. m. | Williamsport 9.15 a. m Harrisburg 2.05 p. m. | Ar. Baltimore at 6.30 p.m PHILADELPHIA EXPRESS.

Leaves Canaudalgua 2.45-p. m., Elmira 6.30 p. m.

Williamsport II.08. p. m., Harrisburg at 5.50 a. m.

Arrives at Baltimore at 5.45 a.m.

ERIE EXPRESS.
Lvs. Erie at 9.05 p. m. Williamsport at 9.25 a. m.
Lvs. Sunbury 9.40 a. m., Ar. Harrisburg 11.30 a. m.

PACIFIC EXPRESS. Lvs. Harrisburg 11.50 a.m., Ar. Baltimore 3.00 p.m

NIAGARA EXPRESS SOUTH.

Lvs Canandaguall.50a.m. | Elmira 2.20 p. m

"Williamsport 6.10 p.m. Sunbury 8.60 p. m

"Harrisburg 10.40 p.m. | ar. Baltimore, 2.10 p.m.

For further information apply at the Ticket office, Pennsylvania Railroad Depot.

ALFRED R. FISKR,

General Superintendent.

Stage Line Between Newport and New Germantown.

STAGES leave New Germantown daily at four o'clock a. m. Landisburg at 7, 30 a. m. Greenpark at 8 a. m. New Bloomseid at 93 a. m. Arriving at Newport to councet with the Accommodation train East. commonation train East.

Ecturning leaves Newport on the arrival of the
Mail Train from Philadelphia at 2.30 p. m.
Z. KICE. Proprietor.

A Great Offer! Horace Waters, tell dispose of NEW PIANOS. MELOHEONS and ORGANS, of six first-class makers, including Waters, at Very Lose Prices for Cush, or past Cush, and balance in small mouthly installments. New i-octave first-lass PIANOS, modern improvements, for \$275 cash. Now ready a CONCERTO PARLOR ORGAN, the most beautiful siyle ond perfect tone ever made. Hustrated Cutalogues mosted. Sheet Music and Music Merchandsecter.