

Terrible Catastrophe. Over 500 Lives Lost.

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 Head. 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 31st of March the engineer's reports showed about one hundred and twenty-seven tons of coal on board. We were then 400 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 Halifax. 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 Marris 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 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 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 rock and the shore. The passage was 100 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 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, 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.

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 had something else with her, as we shall see presently. The gentlemanly conductor 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 dame straightway arose, drew a revolver from her pocket, and said: "Unless you drive on without molesting my dog, I'll make you eat this straw." There was a scene. Ladies left the car. But the woman with the pistol didn't. And the dog didn't.

10 Per Cent. Investments

REAL ESTATE

SECURED BY MORTGAGE ON THREE TIMES THE SUM LOANED. Interest Payable Semi-Annually at the Banking House of ALLEN, STEPHENS & CO., IN NEW YORK CITY.

WE ARE INVESTING FOR EASTERN parties many thousands of dollars per month in first mortgages on improved property in Illinois, and such has been the demand for these desirable securities, that we have, during the last fifteen months, placed in them nearly One Million of Dollars, the semi-annual interest on which has in each and every case, been promptly paid. These mortgages are in the form of Trust Deeds, and can be closed in twenty days, should there be a failure to pay interest or taxes when due.

WILSON & TOMS, Dealers in Real Estate Ten Per Cent. Securities and School Bonds.

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The U. B. Mutual Aid Society of Pennsylvania.

Present the following plan for consideration to each person who wish to become members:

Table with columns: Age, Assessment, Amount, etc. showing financial details of the mutual aid society.

Will entitle a member to a certificate of ONE THOUSAND DOLLARS to be paid at his death to his legal heirs or assigns, whenever such death may occur.

Agents Wanted! D. S. EARLY, Harrisburg, Pa.

\$4,000 TO BE CREDITED TO MUTUAL POLICY HOLDERS. The Pennsylvania Central Insurance Company having had but little loss during the past year, the annual assessment on Mutual Policy-holders will not exceed 50 per cent. on the usual one year cash rates.

JAMES H. GRIER, Sec'y of Penna Central Insurance Co.

Perry County Bank!

Sponsor, Junkin & Co.

THE undersigned, 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.

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 New York.

WILLIAM WILKS, Cashier, New Bloomfield, Pa.

J. M. GIRVIN & SON, Commission Merchants.

Baltimore, Md.

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

A Curious Three Acre Lot.

Our old friends & many new ones Will be pleased to hear that our Business has so increased, that We are compelled to still further Enlarge our store for our large Fall & Winter stock which is the best We ever had. If all our Rooms were spread out they would cover all of a 3 acre lot. Please take This, as our urgent invitation for You to visit Oak Hall Buildings On the corner of 6th & Market Sts. And see 3 Acres Mens & Boys Clothing Yours Very Truly Hanamaker & Brown.

WANTED Book Agents

Funny Side of Physic. 800 Pages, 250 Engravings. A startling expose of Medical Humbugs of the past and present. It ventilates Quacks, Impositors, Traveling Doctors, Patent Medicine Vendors, Noted Fake Cheats, Fortune Tellers and Mediums, and gives interesting accounts of Noted Physicians and Narratives of their lives.

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IN ALL COUNTRIES OF THE WORLD! Being a Comprehensive Account of their Manners and Customs, and of their Physical, Social, Mental, Moral, and Religious Characteristics.

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.

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 thoroughly for any college in the land.

Excellent boarding is provided in the building of the institution and the school is pleasantly located.

Rev. JOHN EDGAR, A. M., Principal, Teacher of Classics and Advanced Studies.

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Miss S. LIFE, Teacher of Music, Painting and Drawing.

Miss E. M. MORROW, Teacher of Preparatory Department.

Prof. J. R. PLICKINGER, Teacher of Penmanship.

W. M. GRIER, Proprietor, 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.

LEWIS POTTER, Attorney for Claimants, NEW BLOOMFIELD, PA.

RAILROADS.

READING RAILROAD.

WINTER ARRANGEMENT.

Monday, December 2, 1872.

Trains leave Harrisburg for New York, as follows: At 5.30 and 8.10 A. M., and 2.00 P. M., connecting with trains on the Pennsylvania Railroad, and arriving at New York at 12.55, 5.50, and 9.45 P. M., respectively.

Leave Harrisburg for Reading, Pottsville, Tamqua, Minersville, Ashland, Shamokin, Allentown and Philadelphia at 5.30 and 8.10 A. M., 2.00 and 4.00 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 Railroad leave Harrisburg at 8.40 P. M.

East Pennsylvania Railroad trains leave Reading for Allentown, Easton and New York at 7.30 and 10.55 A. M., and 4.00 P. M. Returning, leave New York at 9.00 A. M., 12.50 P. M., and Allentown at 7.20 A. M., 12.25, 2.15, 4.35 and 8.55 P. M.

Columbia Railroad trains leave Reading at 7.30 A. M., and 3.30 P. M. for Ephrata, Litz, Lancaster, Columbia, &c.; returning leave Lancaster at 8.20 A. M., and 3.30 P. M., and Columbia at 8.15 A. M., and 3.20 P. M.

Perkiomen Railroad trains leave Perkiomen Junction at 7.55 and 9.00 A. M., 2.55 and 4.00 P. M.; returning, leave Green Lane at 4.15 A. M., 12.35 and 4.20 P. M., connecting with trains on Reading Railroad.

Pickers Valley Railroad trains leave Phoenixville at 9.10 A. M., 3.30 and 5.50 P. M.; returning, leave Ebers at 6.55 A. M., 12.45 and 4.20 P. M., connecting with trains on Reading Railroad.

Colebrookdale Railroad trains leave Pottstown at 9.10 A. M., 1.20, 6.25 and 7.15 P. M., returning leave Mount Pleasant 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 6.55 A. M., 12.30 and 5.40 P. M., connecting with trains on Reading Railroad.

On Sundays: leave New York at 6.30 P. M., Philadelphia at 8.00 A. M. and 2.15 P. M. (the 8.00 A. M. train running only to Reading, leave Pottsville at 8.10 A. M., leave Harrisburg at 6.30 A. M. and 2.00 P. M.; leave Allentown at 8.55 P. M.; leave Reading at 7.15 A. M. and 10.15 P. M. for Harrisburg, at 7.30 A. M. for New York, and at 9.40 A. M., and 4.15 for Philadelphia.

Communication, Mileage, Season, School and Excursion Tickets, to and from all points, at reduced rates.

Baggage checked through; 100 pounds allowed each Passenger. J. E. WOOTEN, Asst. Supt. & Eng. Mach'ry, Reading, Pa., December 2, 1872.

Pennsylvania R. R. Time Table.

NEWPORT STATION.

On and after December 23d, 1872, Passenger trains will run as follows: EAST. Harrisburg Accom 12.24 P. M., daily except Sunday. Mail, 7.30 P. M., daily except Sunday.

WEST. Way Pass, 9.05 A. M., daily. Pacific Express, 5.40 A. M. (flag) daily. Mail, 6.50 P. M., daily except Sunday. Mixed, 6.30 P. M., daily except Sunday.

P. S.—Mail East reaches Philadelphia at 11.10 P. M. DUNCANNON STATION. On and after Sunday, December 22, 1872, trains leave Duncannon, as follows: WESTWARD.

Way Pass, 8.31 A. M., daily except Sunday. Mail, 2.08 P. M., daily except Sunday. Mixed, 5.08 P. M., daily except Sunday. Pittsburgh Ex. (flag) 12.08 A. M., daily except Sunday.

EASTWARD. Harrisburg Accom 12.50 P. M., daily except Sunday. Mail 6.52 P. M., daily except Sunday. Cincinnati Express (flag) 12.52 P. M., daily. W. M. C. KING, Agent.

Northern Central Railway.

WINTER ARRANGEMENT.

Through and Direct Route to and from Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls.

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

MAIL TRAIN. Leaves Baltimore, 8.30 A. M. | Harrisburg, 1. p. 25 Williamsport 6.20 P. M., and arr. at Elmira, 10.30 P. M.

CINCINNATI EXPRESS. Lvs. Baltimore, 8.10 P. M. Arrvs. Harrisburg, 11.20 P. M.

FAST LINE. Leaves Baltimore 1.15 P. M. | Harrisburg 4.50 P. M. Arr. at Williamsport 8.30 P. M.

NORTHERN EXPRESS. Lvs. Baltimore, 10.50 P. M. | Lvs. Harrisburg 4.25 A. M. Arrives at Elmira 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 Canandaigua at 8.30 P. M. Niagara, at 1.10 A. M.

SOUTHWARD. MAIL TRAIN. Leaves Elmira 5.30 A. M. | Williamsport 9.15 A. M. Harrisburg 2.05 P. M. | At Baltimore at 6.30 P. M.

PHILADELPHIA EXPRESS. Leaves Canandaigua 2.45 A. M. | Elmira 6.30 P. M. Williamsport 11.05 P. M., Harrisburg at 8.30 A. M. Arrives at Baltimore at 8.40 A. M.

ERIE EXPRESS. Lvs. Erie at 9.55 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. Canandaigua 1.50 A. M. | Elmira 2.50 P. M. Williamsport 6.10 P. M. | Sunbury 8.30 P. M. Harrisburg 10.40 P. M. Ar. Baltimore, 2.15 P. M.

For further information apply at the Ticket office, Pennsylvania Railroad Depot. ALFRED R. FISKE, General Superintendent.

Stage Line Between Newport and New Germantown.

STAGES leave New Germantown daily at four o'clock A. M. Landenberg at 7.30 A. M. Green Park at 9 A. M. New Bloomfield at 10.30 A. M. Arriving at Newport to connect with the Accommodation train East.

Returning leaves Newport on the arrival of the Mail Train from Philadelphia, at 2.30 P. M. Z. KROE, Proprietor.

A Great Offer!

Horace Waters, 481 BROADWAY, N. Y. will dispose of NEW PIANOS, MELODIONS and ORGANS at very low prices, including Waters' at very low prices for cash, or on Cash, and balance in small monthly payments.

New 7-octave first-class PIANOS, modern improvements for \$275 cash. Now ready a CONCERTO PIANO ORGAN, the most beautiful and perfect tone ever made. Illustrated Catalogue mailed. Sheet Music and Music Merchandise.

KEARNEY'S EXT. BUCHU.

TRADE MARK.



KEARNEY'S FLUID EXTRACT BUCHU.

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, Obstruction of the Kidneys and Bladder, Retention of Urine, Diseases of the Prostate Gland, Stone in the Bladder, Gravel, Brick Dust Deposit, and Mucous or Milky Discharges, and for Endures or Suppression of Customary Excretions.

Used by persons in the decline or change of life, after confinement or labor pains, bed-wetting children, etc.

KEARNEY'S EXT. BUCHU. Cures Diseases Arising from Imprudence, Habits of Dissipation, etc., in all their stages, at little expense, little or no change in diet, no inconvenience, and no exposure. It causes a frequent desire, and gives strength to Urinate, thereby removing Obstructions, Preventing and Curing Stricture of the Urethra, Alleviating Pain and Inflammation, so frequent in this class of diseases, and expelling all poisonous matter.

KEARNEY'S EXT. BUCHU. \$1.00 per bottle or six bottles for \$5.00, delivered to any address, secure from observation. Sold by druggists everywhere. Prepared by KEARNEY & CO., 104 Duane St., N. Y. to whom all letters for information should be addressed.

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A Rare Chance!

\$200 to \$300 per month can be made by good Reliable Agents or business men SELLING LOTS, HUNTING COLONISTS or EMIGRANTS for "GRIER CITY."

A new town at East Mahanoy Junction, Schuylkill County, Pa.

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

Persons buying lots can make ONE THOUSAND DOLLARS within the next ten years, by investing \$125 FOR A LOT, and can have FIVE YEARS TIME TO RAISE THE MONEY.

All kinds of labor commands the highest wages and any person can find employment. Produce, Provisions, Goods and all kinds of Wares bring the highest City Prices.

REAL ESTATE AGENTS, JAMES H. GRIER, Pottsville, Schuylkill Co., Pa.

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