

The Bloomfield Times.

Tuesday, December 9, 1873.

A Terrible Catastrophe.

One of the most terrible accidents on record happened at sea on the 23d ult., to the French Steamer Ville de Havre.

The Ville de Havre was cut down in mid ocean on Saturday morning, November 23, by the sailing ship Loch Earn, from Glasgow.

On the night of the 21st it was windy and a heavy sea on, but bright and starlight. The captain went below at midnight leaving the second officer of the ill-fated steamer in charge.

The Loch Earn's bow had cut a fissure in the deck 12 feet in depth, and the iron plating of her side was crushed for a distance of 30 feet.

The means of escape were crippled by two boats being crushed by the mainmast and mizzenmast, both of which fell over in five minutes after the collision.

The whale boat saved a load of passengers, who were put on board the Loch Earn. The boat then returned to the wreck and saved a second load.

One of the officers of the steamer swam to the Loch Earn. The captain of the Havre is reported to have been quite exhausted by his three days and nights of interrupted duty.

Among the survivors was one lady whose husband and four children perished. Three young ladies lost their father and mother.

The Loch Earn was much damaged by the collision and hoisted signals of distress. The Trimountain sighted her and responded at 8 o'clock in the morning.

The long boat was not crushed on deck, but after being lowered the mizzen-mast falling upon it killed nearly all the occupants.

I undressed myself, and with a companion jumped overboard and swam towards the Loch Earn, then half a mile distant.

For a moment the shrieks were terrible; then all was silence; it was the silence of death. The captain remained on the bridge of the vessel during the whole time and went down with the ship.

Captain Urquhart, of the Trimountain, says the survivors attribute no blame to the officers of the Loch Earn for the catastrophe.

The passengers of the Ville de Havre say Captain Surmount during many days of fog took every precaution, and was con-

stantly on the bridge of the steamer. No one explains how the collision occurred.

A later report says the bow of the Loch Earn was stove in completely, and the ship is only kept afloat by water-tight fore compartment.

A later despatch to the Tribune says that the ship M. A. Marshall, which arrived at Bristol last night, spoke the ship Loch Earn after the accident.

The captain of the Loch Earn was apparently in bed at the time of the collision. There was some confusion at first but it was stopped as soon as possible.

Arkansas Forests Burning.

The Little Rock Gazette says: Extensive fires are raging in the forests in every direction. A gentleman who came down over the Cairo and Fulton Railroad tells us that he was hardly out of sight of burning trees between Moark and this city.

It is feared that many small farmers have lost not only their residence but their stock, much of which has been caught in the burning timber. The fires are spreading in all directions, and as the weather continues dry there is no knowing what awful scenes we may yet be called upon to record.

A tragedy occurred at Harrodsburg, Ky., on Thursday, illustrating the consequences of the training which tolerates redress of personal grievances by a resort to the pistol or bowie knife.

The trial of a law suit in which P. B. Thompson was the principal on one side and Theo. Davies Jr., on the other, was in progress and each principal was attended during the whole trial by his sons fully armed.

Mr. Williams, a manufacturer, of Yantic, Connecticut, displayed his thoughtfulness to good purpose when he was obliged recently to run his mills on half time.

Last Monday morning, while Mr. Joseph Young was attempting to adjust the belting connected with a revolving wheel in the P. R. R. Company's boiler shops, in Altoona, his arm became entangled in some portion of the machinery.

The New Jersey Court of Pardons has postponed the consideration of the petition of Louis Waldenburger of Egg Harbor City until the next session of the court.

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The Most Popular Medicine Extant. 1840. Over 30 Years, 1873. SINCE THE INTRODUCTION OF PERRY DAVIS' PAIN-KILLER!

And after thirty years' trial the "PAIN-KILLER" may justly be styled the great medicine of the world, for there is no region of the globe into which it has not found its way.

Thirty Years are certainly a long enough time to prove the efficiency of any medicine, and that the PAIN-KILLER is deserving of all its proprietors claim for it, is amply proved by the unparelled popularity it has attained.

Removed in a few hours with harmless Vegetable Medicine. No fee asked until the entire worm, with head, passes.

Vick's Floral Guide is published quarterly at 25 cents a year. The first number for 1874 has been received, and is a beautiful and most interesting publication for those interested in floral pursuits.

Chapped Hands, face, rough skin, pimples, ringworm, salt-rheum and other cutaneous affections cured, the skin made soft and smooth, by Juniper Tar Soap, made by Caswell, Hazard & Co., New York.

Dispepsia is a Hydra-Headed Monster, from which nearly all the ills the human flesh is heir to originate. The Peruvian Syrup, a protected solution of the protoxide of Iron, is a long-tried and well-established remedy for this distressing complaint.

Having laid in a very heavy stock of WINTER AND FALL GOODS which must be closed out, I have decided to offer my entire assortment at prices

Regardless of Cost! Persons wanting BARGAINS will "hit the nail on the head," by giving me a call.

The Best Prints only 10 Cents per yard and other goods in proportion.

A splendid assortment of Winter BOOTS & SHOES is included in the above offer.

F. MORTIMER, New Bloomfield, Pa. November 19, 1873.

Children often look Pale and Sick BROWN'S VERMIFUGE COMFITS will destroy Worms without injury to the child, being perfectly WHITE, and free from all coloring or other injurious ingredients usually used in worm preparations.

OBSTACLES TO MARRIAGE. Happy Relief for Young Men from the effects of Errors and Abuses in early life.

Happy Relief for Young Men from the effects of Errors and Abuses in early life. Manhood restored. Impossibilities to Marriage removed.

County Price Current. BLOOMFIELD, December 5, 1873. Flax Seed... 1.50 Potatoes... 1.25 Butter 1/2 pound... 20 cents Eggs 1/2 dozen... 20 Dried Apples 1/2 pound... 5 @ 12 cts. 1/2 bush. Pricked Peaches... 12 @ 15 cts. Cherries... 5 cts. " Filled... 15 @ 18 cts. Blackberries... 6 @ 8 cts. Onions 1/2 bushel... 75 "

NEWPORT MARKETS. (Collected Weekly by Kough & Brother.) DEALERS IN GRAIN & PRODUCE. NEWPORT, December 6, 1873. Flour, Extra... 47 00 " Super... 5 00 White Wheat 1/2 bu... 1 40 Red Wheat... 1 30 @ 1 30 Rye... 65 @ 70 Corn... 40 @ 40 Oats 1/2 32 pounds... 28 Barley... 75 Clover Seed... 4 00 @ 4 00 Timothy Seed... 3 00 Flax Seed... 1 70 Potatoes... 35 @ 40 Ground Alum Salt... 1 90 @ 1 90 Limeburner's Coal... 2 40 Stove Coal... 4 75 @ 5 75 Pea Coal... 3 00 Fish Coal... 25 cts. 1/2 bush. Cross Ties, 3 1/2 feet long... 50 @ 50 cents Bacon... 8 @ 8 FISH, SALT, LIME AND COAL Of all kinds always on hand and for sale at the Lowest Market Rates. Five per cent off for Cash.

CARLISLE PRODUCE MARKET. COLLECTED WEEKLY. BY R. WOODWARD & SON. Carlisle, December 5, 1873. Family Flour... 47 00 Superfine Flour... 4 50 Superfine Rye Flour... 4 50 White Wheat... 1 50 Red Wheat... 1 45 Rye... 65 Corn... 40 Oats... 40 Cloverseed... 4 00 Timothyseed... 2 75 Flaxseed... 1 80 G. A. Salt... 1 75

Philadelphia Price Current. [COLLECTED WEEKLY BY] J. C. McNaughton, J. C. Eselman, W. D. Eselman J. C. McNaughton & Co. (Established 1867.) (Successors to Postlethwaite, McNaughton & Co.) General Commission Merchants, No. 204 South Front St. Consignments of Lumber, Grain, Fruit, Poultry, Butter, Eggs, Game, &c., solicited.

PHILADELPHIA, December 6, 1873. Flour—Superfine... 3 50 @ 4 25 " Extra... 4 25 @ 5 00 " Fancy... 7 00 @ 8 50 White Wheat... 1 75 @ 1 85 Red Wheat... 1 62 @ 1 65 Rye... 65 @ 65 Cloverseed... 7 @ 8 per bush Timothy Seed... 3 00 @ 3 50 bush Corn... 44 @ 65 Oats, white... 47 @ 50 Oats, mixed... 41 @ 44 Lard, country... 6 @ 9 per bush Onions, red and yellow... 4 50 @ 5 00 per bush Eggs... 28 @ 30 Butter—prime roll... 25 @ 28 " common... 18 @ 22 Wool—washed... 45 @ 50 per bush " unwashed... 25 @ 30 per bush Spring Chickens... 16 @ 17 Live... 13 @ 14 Feathers—Live Geese—prime... 70 @ 75 " " Interior... 25 @ 35

The Household Panacea and Family Liniment is the best remedy in the world for the following complaints, viz: Cramps in the Limbs and Stomach, Pain in the Stomach, Bowels, or Side, Rheumatism in all its forms, Bilious Colic, Neuralgia, Dysentery, Colds, Fresh Wounds, Burns, Sore Throat, Spinal Complaints, Sprains and Bruises, Chills and Fever. For Internal and External use.

Its operation is not only to relieve the patient, but entirely removes the cause of the complaint. It penetrates and pervades the whole system, restoring healthy action to all its parts, and quickening the blood.

THE HOUSEHOLD PANACEA IS PURELY Vegetable and All Healing. Prepared by CURTIS & BROWN, No. 215 Fulton Street, New York For sale by all druggists. 27 b 1 yr.

Thirty Years' Experience of an old Nurse. Mrs. Winslow's Soothing Syrup is the prescription of one of the best Female Physicians and Nurses in the United States, and has been used for thirty years with never failing safety and success.

Children often look Pale and Sick BROWN'S VERMIFUGE COMFITS will destroy Worms without injury to the child, being perfectly WHITE, and free from all coloring or other injurious ingredients usually used in worm preparations.

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RAILROADS. READING RAILROAD. WINTER ARRANGEMENT.

Monday, Nov. 11th, 1873. 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 12.30, 3.50, and 9.45 p. m., respectively.

Trains leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Allentown and Philadelphia at 5.30 and 8.10 a. m., 2.00 and 4.30 p. m., stopping at Lebanon and principal way stations; the 4.30 p. m. train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad leave Harrisburg at 3.50 p. m.

East Pennsylvania Railroad trains leave Reading for Allentown, Easton and New York at 7.30 and 10.35 a. m., and 4.00 p. m. Returning, leave New York at 9.00 a. m., 12.50 and 5.30 p. m., and Allentown at 7.20 a. m., 10.40 and 3.55 p. m.

Way Passenger Train leaves Philadelphia at 7.30 a. m., connecting at Reading with train on East Penn'a. Railroad, returning leaves Pottsville at 5.30 p. m., stopping at Allentown.

Pottsville Accommodation Train leaves Pottsville at 6.30 a. m., 10.40 and 9.10 a. m., and 2.30 p. m., Herndon at 10.00 a. m., Shamokin at 6.00 and 11.02 a. m., Ashland at 7.18 a. m., and 12.20 p. m., Mahanoy City at 7.55 a. m. and 12.54 p. m., Tamaqua at 5.15, 8.35, 12.15 and 2.15 p. m. for Philadelphia, New York, Reading, Harrisburg, &c.

Columbia Railroad Trains leave Reading at 7.40 a. m., and 6.15 p. m.; for Ephrata, Litz, Lancaster, Columbia, &c.; returning leave Lancaster at 8.20 a. m., and 3.30 p. m., and Columbia at 5.15 a. m., and 3.20 p. m.

Perkiomen Railroad Trains leave Perkiomen Junction at 9.05 a. m., 2.25, 2.55 and 6.00 p. m.; returning leave Perkiomen at 6.30 a. m., and 7.25 a. m., and 12.15 and 4.15 p. m., connecting with trains on the Reading Railroad.

Pickering Valley Railroad Trains leave Phoenixville at 9.05 a. m., 3.05 and 5.00 p. m.; returning, leave Phoenixville at 6.20 a. m., 12.40 and 4.20 p. m., connecting with trains on Reading Railroad.

Colebrookdale Railroad Trains leave Pottstown at 9.40 a. m. and 1.05, and 6.20 p. m. returning leave Mount Pleasant at 5.30, and 11.25 a. m., and 5.00 p. m., connecting with trains on Reading Railroad.

Chester Valley Railroad Trains leave Bridgeport at 8.30 a. m., 2.32 and 5.33 p. m., returning, leave Downingtown at 5.40 a. m., 12.20 and 4.20 p. m., connecting with trains on Reading Railroad.

On Sundays: Leave New York at 5.30 p. m., Philadelphia at 8.00 a. m. and 3.15 p. m., leave Pottsville at 8.0 a. m., and 2.35 p. m., leave Harrisburg at 5.30 a. m., and 2.35 p. m., leave Allentown at 6.55 p. m., leave Reading at 4.15, 7.40 a. m., and 10.15 p. m., for Harrisburg, at 7.30 a. m. and for New York, and at 9.40 a. m., and 4.10 p. m., for Philadelphia.

Commutation, Mileage, Season, School and Excursion Tickets, to and from all points, at reduced rates. Baggage checked through; 100 pounds allowed each Passenger. J. E. WOOTTEN, General Superintendent Reading, Pa., November 10, 1873.

Northern Central Railway. SUMMER ARRANGEMENT. Through and Direct Route to and from Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls.

ON AND AFTER SUNDAY, June 29th, 1873, the trains on the Northern Central Railway will run as follows: NORTHWARD. MAIL TRAIN. Leaves Baltimore, 8.30 a. m. | Harrisburg, 1.30 p. m. Williamsport 6.20 p. m., & arr. at m. 10.30 p. m.

CINCINNATI EXPRESS. Lv. Baltimore, 8.10 p. m. arr. Harrisburg, 11.20 p. m. FAST LINE. Leaves Baltimore, 1.15 p. m. | Harrisburg 4.45 p. m. Arr. at Williamsport 8.30 p. m.

NORTHERN EXPRESS. Lv. Baltimore 11.50 p. m. | Lv. Harrisburg 3.55 a. m. Arrives at Elmira 12.05 p. m., arr. Niagara 8.50 p. m. NIAGARA EXPRESS. Lv. Baltimore 7.40 a. m. | Harrisburg 10.40 a. m. Arrives at Canandaigua at 7.40 p. m. Niagara, at 11.45 p. m.

SOUTHWARD. MAIL TRAIN. Leaves Elmira 5.45 a. m. | Williamsport 9.30 a. m. Harrisburg 2.10 p. m. | Arr. Baltimore at 6.35 p. m. SOUTHERN EXPRESS. Leaves Canandaigua 7.15 p. m. | Elmira 11.05 p. m. Williamsport 3.10 a. m. | Harrisburg at 8.55 a. m. Arrives at Baltimore at 12.25 p. m.

ERIE EXPRESS. Lv. Erie at 9.05 p. m. | Williamsport at 7.55 a. m. Lv. Sunbury 9.40 a. m. | Ar. Harrisburg 11.30 a. m. PACIFIC EXPRESS. Lv. Harrisburg 11.50 a. m. | Ar. Baltimore 3.00 p. m. NIAGARA EXPRESS SOUTH. Lv. Canandaigua 1.30 a. m. | Elmira 1.50 p. m. Williamsport 5.15 p. m. | Sunbury 6.40 p. m. Harrisburg 11.00 p. m. | Ar. Baltimore, 2.25 a. m. For further information apply at the Ticket office, Pennsylvania Railroad Depot. A. J. CASSATT, General Manager.

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 Bloomfield at 9.2 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 12.30 p. m. Z. RICE, Proprietor.

Pennsylvania R. R. Time Table. NEWPORT STATION. On and after November 1, 1873, Passenger trains will run as follows: WEST. Pacific Express, 5.15 a. m. (flag) daily. Way Pass, 9.00 a. m., daily. Mail, 11.00 a. m., daily except Sunday. Mixed, 6.54 p. m., daily except Sunday. EAST. Mail, 7.05 p. m., daily except Sunday. Harrisburg Accom 12.22 p. m., daily. Sunday J. J. BARCLAY, Agent.

Daily Express and Freight Line BETWEEN BLOOMFIELD & NEWPORT! THE subscriber wishes to notify the citizens of Bloomfield and Newport that he is running a Daily Line between these two places, and will haul Freight of any kind, or promptly deliver packages or messages entrusted to his care.

Orders may be left for him at the stores of J. Mortimer & Co., New Bloomfield, or Milligan & Munser, Newport, Pa. J. S. WHITMORE, Bloomfield, January 25, 1870. WILLIAM M. SUTCH, Justice of the Peace, AND GENERAL COLLECTOR, New Bloomfield, Perry County, Penn'a. Special attention paid to Collections of all kinds. Deeds, Bonds, Mortgages and Agreements easily executed. 71st