

THE INDIANS OF NEW MEXICO, THE ZUNIS, MOQUIS, NAVAJOS, APACHES, &c.



THE AMERICAN. SUNBURY. SATURDAY, MAY 24, 1851.

H. B. MASSER, Editor and Proprietor.

V. B. PALMER is our authorized agent to receive subscription and advertising at his office, in Philadelphia, New York, Boston and Baltimore.

To ADVERTISERS.—The circulation of the Sunbury American among the different towns on the Susquehanna has not exceeded if equalled by any paper published in Northern Pennsylvania.

FOR GOVERNOR: WILLIAM BIGLER. Subject to the decision of the Convention.

EDITOR'S TABLE.

Business Notices.

The June number of Godey's Lady's Book has been received, and like its predecessors it is well filled and richly embellished.

Mr. J. S. YOUNG, advertised a new stock of Dry goods, Groceries, Queensware &c., at his Store in Market Street in this place.

ADVERTISED SALE.—The sale of the property of James Johnson, dec'd., by his Adm'r, has been adjourned to the 4th of June next.

RELIGIOUS NOTICE.

THE PRESBYTERY OF NORTHUMBERLAND, will hold an adjourned meeting in the Presbyterian Church, of Sunbury, on Tuesday, May 27, at 11 o'clock, A. M.

PRINTING INK.—A few kegs for sale for cash at this office.

AGRICULTURAL MEETING.

Our farmers and others should not neglect to attend the Agricultural Meeting which will be held at the Court House, in this place, to-day, (Saturday.)

The "Sullivan County Democrat," is the title of a new paper at Laporte.

We perceive by the Lewistown Chronicle, that a County Convention will be held at New Berlin, on Tuesday next, in reference to the completion of the Susquehanna and Sunbury and Erie Rail Roads.

The Navajos are a bold, brave, active and numerous tribe; possessing more wealth than all the other Indians of New Mexico.

THE SUSQUEHANNA RAIL ROAD CONVENTION ON TUESDAY LAST.

The Rail Road Convention held in this place on Tuesday last was numerously attended, notwithstanding the unfavorable state of the weather.

R. M. Magraw, Hon. John P. Kennedy, Zenas Barnum, Michael Herr, Henry Tiffany, Enoch Pratt, P. H. Sullivan, Alonzo Lilly, B. H. Richardson, Wm. E. Mayhew, Alexander Fisher, Wm. Murdock, Thomas Whitridge, T. E. Hambleton, O. C. Tiffany, Wm. S. Gittings, Wm. Woodville, Mr. Lee.

Mr. Magraw, the President of the Baltimore and Susquehanna Rail Road, who has been from the start a warm and zealous friend of this improvement, was exceedingly active in its cause.

These conclusions are hastily drawn from a march through the country inhabited by these Indians and a few days intercourse with each of the respective tribes.

Very respectfully, A. W. DONIPHAN.

NEVER rob a church or printing office.

51 miles, and the grades will be descending, and average less than two feet to the mile. Between this place and Dauphin, a distance of about 40 miles, the road will be intersected by rail roads running from four Coal regions, viz: the Shamokin, Trevorton or Mahanoy, Lykens Valley, and the Dauphin. We will then be within six hours ride from Baltimore, and eight hours from Washington, making these places accessible, at all times, with the finest and most extensive Coal regions in the world.

The following brief synopsis of the remarks of some of the speakers, hastily sketched by us, while acting as one of the Secretaries of the Convention, may not prove uninteresting to our readers.

Gen. William F. Packer, addressed the Convention at length upon the subject for which they were convened. His speech was listened to with marked attention, and abounded in much useful and interesting statistical information.

Showing the total value of our Lake trade for the year 1848 to be over 186 millions of dollars, 40 millions more than the whole foreign export trade of the United States.

He also referred to the vast income of the improvements of New York leading to the Lakes, viz: the Erie Canal—the Rail Road from Albany to Buffalo—the New York and Erie Road, and the Western Road from Albany to Boston, the profits of which were \$5,439,325 making the profits for a single year nearly five and a half millions of dollars.

He also referred to the advantages of the Susquehanna route in points of distance, viz: the distance from Elmira to New York is 283 miles; from Elmira, by the valley of the Susquehanna, to Philadelphia is 277 miles; and from Elmira to Baltimore, is 256 miles; by which it will be perceived that Philadelphia and Baltimore are both nearer to Lake Erie by this route, than New York!

On motion of C. W. Hedges, Esq., a Committee of five persons were appointed to prepare business for the Convention. When the President appointed the following, viz: Chas. W. Hedges, R. M. Magraw, Wm. F. Packer, A. B. Warford, and William L. Dewart.

On motion the Convention adjourned to meet again at 2 o'clock, P. M. The Convention having assembled at the time appointed, Mr. Hedges, Chairman of the Committee, reported the following resolutions:

Resolved, That the proposed rail way connection between the Northern terminus of the York and Cumberland Rail Road, connecting, as it does, with the great Pennsylvania Rail Road—the Dauphin and Susquehanna—the Trevorton and Mahanoy, and the Shamokin and Sunbury, and extending to the New York and Erie Rail Road, is a project of great national as well as local importance.

Resolved, That in the opinion of this Convention, the agricultural and mineral products of the valley of the Susquehanna, will throw upon the proposed rail way, a tonnage which will yield more than a full return for the amount of capital required for its completion, while the immense trade and travel between the Lakes and the Gulf, must make it one of the greatest thoroughfares in the United States.

Resolved, That it is essential to the immense trade, and especially to the Coal and Iron trade from the valley of the Susquehanna, to the great Lakes on the North, and the Chesapeake on the South, that the rail ways to be constructed to connect these extreme points, should be of the uniform Pennsylvania and Maryland gauge—and that the Companies whose roads will form this great line of rail way, be earnestly requested to build their improvements to conform to that gauge, and that a Committee of five be appointed to confer with the several Companies on this subject.

Resolved, That an executive Committee to consist of fifty-six persons be appointed to assist in the furtherance of the objects of this Convention.

Mr. Gonder of Lancaster, referring to one of the resolutions in regard to the contemplated wide gauge on the Williamsport and Elmira road, suggested that all difficulties on that score could be adjusted.

Gen. Wm. F. Packer, of Lycoming, then addressed the Convention at considerable length on the subject for which they had assembled. He spoke of the proposed road in a local as well as a national point of view, and proved by statistical information, its great importance and its ultimate value, as it must necessarily become the great thoroughfare from the Lakes to the Atlantic.

HON. JOHN P. KENNEDY, of Baltimore, followed Mr. Packer in an eloquent speech on the subject—such a one as might be expected from a scholar and a statesman. He assured the Convention that Baltimore would heartily unite with them, and use every effort to accomplish this great enterprise.

THE Turkish "trousers" have been introduced into St. Louis. The females are awaked.

Rail Road Convention.

SUSQUEHANNA RAIL ROAD CONVENTION.

Pursuant to public notice, the friends of the Susquehanna Rail Road assembled in Convention at the Court House, in this place, on Tuesday the 20th inst., at half past 11 o'clock.

President. GEN. SIMON CAMERON.

Vice Presidents. WM. E. MAYHEW, ENOCH PRATT, ALONZO LILLY, O. C. TIFFANY, THOS. WHITRIDGE, WM. MURDOCK, LEWIS DEWART, REUBEN FOGLEY, A. JORDAN, IRA T. CLEMENT, HUGH BELLAH, GEO. C. WELKER, JOS. R. PRIESTLEY, Wm. FORSYTH, JESSE C. HORTON, WM. CAMERON, ELI SIFFER, JOHN WALLS, SAMUEL HEBURN, R. M. FRICK, CHAS. A. KUTZ, JOHN F. COWAN, WM. WILSON, CHAS. D. ELDRID, GEO. B. WEISER, JAMES FREELAND, SIMON SALLADE, JOHN P. LEBERICK, JAS. J. NAILLE, WM. GLENN, F. K. BOAS, DAVID R. PORTER, HENRY C. EYER, JACOB W. MCCRACK, FELIX MADOCK, Secretaries. Dea H. Richardson, Thos. E. Hambleton, H. B. Masser, Geo. B. Youngman, C. J. Bruner, Wm. Wilson.

WM. F. PACKER, Baltimore. JOHN H. COWDEN, " G. SCHAEFER, " C. D. ELDRID, " THOS. W. LLOYD, " J. F. COWAN, " WM. A. PETRIKEN, Muncy. SAMUEL T. BROWN, Milton. R. M. FRICK, " JAMES CAMERON, " ELI SIFFER, " JOHN WALLS, " Geo. F. MILLER, " JOS. R. PRIESTLEY, Northumberland. AMOS E. KAPP, " WM. FORSYTH, " JOHN B. PACKER, Sunbury. HUGH BELLAH, " H. B. MASSER, " WM. MCCARTY, " Geo. B. YOUNGMAN, " WM. L. DEWART, " HENRY C. EYER, Selingsgrove. JACOB W. SMITH, " JAS. K. DAVIS, " DR. GEO. B. WEISER, Georgetown. DAVID BRINDLE, " WM. MILLER, " Geo. W. BOWMAN, " NICHOLAS BOYER, Halifax. JOHN SPRES, " HENRY SHAMMO, " JOHN HALDEMAN, " JOHN H. SMITH, " JEREMIAH HORNER, " James COOPER, " Geo. URBAN, " A. B. WARFORD, " PHILIP DOUGHERTY, " SIMON CAMERON, " JOHN A. GAMBLE, " GEORGE CRANE, " GEORGE TONBY, " G. W. HOLLENBACK, " ALISON WHITE, " Geo. A. CRAWFORD, " H. L. DIEFFENBACH, " R. M. MAGRAW, " HENRY TIFFANY, " WM. MURDOCK, " P. H. SULLIVAN, " ALONZO LILLY, " JOHN P. KENNEDY, " ALEXANDER FISHER, " WM. E. MAYHEW, " B. H. RICHARDSON, " THOMAS WHITRIDGE, " On motion it was resolved that these proceedings be published. There being no further business, the Convention then adjourned. (SIGNED BY THE OFFICERS.)

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BEFFALO contains thirty-two churches and 50,000 inhabitants.

true interests, and aid in the construction of the road. C. W. Hedges, Esq., made a few remarks, stating that some of our citizens interested in our mineral regions, would themselves put under contract about 15 miles of rail road along the route of the contemplated road between this and Harrisburg. That a town of six hundred inhabitants had sprung up within a year past in this coal region, which in a few years could send to market one million of tons of coal.

Robert M. Magraw, of Baltimore, also made a few remarks in relation to the improvements on the Susquehanna.

The following persons were appointed a Committee in relation to securing a uniformity of gauge for the contemplated Rail Road upon the Susquehanna:—

R. M. Magraw, Baltimore. R. H. Richardson, " A. B. Warford, " H. B. Masser, Sunbury. R. M. Frick, Milton.

The following persons were appointed an executive Committee for the purposes mentioned in the preceding resolutions.

WM. F. PACKER, Williamsport. JOHN H. COWDEN, " G. SCHAEFER, " C. D. ELDRID, " THOS. W. LLOYD, " J. F. COWAN, " WM. A. PETRIKEN, Muncy. SAMUEL T. BROWN, Milton. R. M. FRICK, " JAMES CAMERON, " ELI SIFFER, " JOHN WALLS, " Geo. F. MILLER, " JOS. R. PRIESTLEY, Northumberland. AMOS E. KAPP, " WM. FORSYTH, " JOHN B. PACKER, Sunbury. HUGH BELLAH, " H. B. MASSER, " WM. MCCARTY, " Geo. B. YOUNGMAN, " WM. L. DEWART, " HENRY C. EYER, Selingsgrove. JACOB W. SMITH, " JAS. K. DAVIS, " DR. GEO. B. WEISER, Georgetown. DAVID BRINDLE, " WM. MILLER, " Geo. W. BOWMAN, " NICHOLAS BOYER, Halifax. JOHN SPRES, " HENRY SHAMMO, " JOHN HALDEMAN, " JOHN H. SMITH, " JEREMIAH HORNER, " James COOPER, " Geo. URBAN, " A. B. WARFORD, " PHILIP DOUGHERTY, " SIMON CAMERON, " JOHN A. GAMBLE, " GEORGE CRANE, " GEORGE TONBY, " G. W. HOLLENBACK, " ALISON WHITE, " Geo. A. CRAWFORD, " H. L. DIEFFENBACH, " R. M. MAGRAW, " HENRY TIFFANY, " WM. MURDOCK, " P. H. SULLIVAN, " ALONZO LILLY, " JOHN P. KENNEDY, " ALEXANDER FISHER, " WM. E. MAYHEW, " B. H. RICHARDSON, " THOMAS WHITRIDGE, " On motion it was resolved that these proceedings be published. There being no further business, the Convention then adjourned. (SIGNED BY THE OFFICERS.)

On arriving at Boston, I found the same languor, the same dearth of improvement.—No commerce, mechanics unemployed, so much so with the shipwrights, that an association of the few who could command a little capital, was formed, for the purpose of setting up three small ships, to keep the carpenters from starving or emigrating. These ships were sold at a loss, as I think in 1788-89, for account of the association. Seamen's wages were seven dollars a month; house servants, for men, four; and for females, fifty cents a week. So demoralized were the merchants, and inefficient the state government, that smuggling was in universal practice. I myself have seen one half of a cargo clandestinely stowed away in the store, and only the other half entered at the custom-house, and this by one of the first mercantile firms. The clerks and apprentices were rascals, if not abettors, in this dishonorable work.

Boston had decreased in population, falling off several thousands from its colonial number to 18,000, which it contained at the census of 1790. The certificates of debt of the United States were sold at twelve dollars for a hundred! (24. 64. on the pound.) Each state, as well as Massachusetts, governed its own mercantile marine according to its own laws. Of course there was no uniform tariff, and the customs of each varied, leaving one on another as their respective legislatures directed.

From this chaotic position, this state of disorder and confusion, the federal constitution, under which we now live, came with talismanic power to operate a perfect cure, and set everything right.

It was that instrument, under the guidance of a merciful Providence, which raised this disunited and prostrate people to their feet, and put courage and hope into their hearts. It was this governing principle of union, that made them feel again like Americans, and restored those sentiments of honor and kind brotherhood, which had nearly become extinct.

With what eagerness did every state hail its adoption, and aid in its organization!—Such a procession in its honor was displayed at Philadelphia as had never, in magnificence, been surpassed in that city. It was the occasion of a jubilee in every adopting state. Two only, North Carolina and Rhode Island, kept aloof for a year or two, and then came cordially into the federal ranks; where, up to this moment, they, in common with their elder and younger brothers, have partaken of a degree of prosperity far exceeding the most romantic predictions of the warmest expectant.

When our present constitution went into operation, in 1789, one of the chief elements of its brilliant beginning was produced by Alexander Hamilton's system of finance, which brought the continental and state debts up to their par value, and thus created a capital, perfectly available, of about one million of dollars. Credit followed, smuggling stopped, revenue was raised, and a career of prosperity entered upon, that stands unmatched in the history of the world!

To relinquish all this! But I stop; I will not believe in the possibility of such distraction. With many thanks to Rev. Dr. Boardman, for his useful exertions and display of pure patriotism at this important juncture, I send you this, my brief essay, to recall the past; and shall be happy if it be acceptable to you, or in any way useful among your friends. Ever, with great respect, Your friend and humble servant, SAMUEL BRACK.

To A. W. Mitchell, M. D.

UNWORTHY HIS NAME.—One of the South Carolina Congressmen, Gen. WALLACE, says he is for going out of the Union by the shortest road.

MARRIED.

On the 14th inst., by the Rev. R. Dueniger, Mr. MICHAEL DONAYAN, to Miss SOPHIA BECKER, formerly of Northumberland.

of commerce, manufactures and money, they were unable to pay their debts, and were generally disconcerted. Bodies of armed men in Massachusetts and New Hampshire interrupted the proceedings of the Courts of Justice. Daniel Shays assembled in the first named state an armed party of insurgents, sufficiently formidable to require for its suppression a strong force under General Lincoln. The poor, weak Congress never thought of interfering, but left the states to fight their own battles. In Massachusetts the equipment of Lincoln's army was the work of a few men in Boston, who had still something left; part of which they lent for the occasion to the state government, whose treasury, after Shays' defeat, was so exhausted, that not enough was left for the most common current expenses. So low, indeed, was it, that my father, who was a member for Boston, of the General Court, at that period, told me that he had been applied to by Jacob Kuhn, its well known messenger, for a loan of 7s. 6d.—(a dollar and a quarter)—to buy candles for an evening session of the House of Representatives!

In the month of June, 1787, on my return from a residence of a few years in France, I arrived at New York. The present generation will scarcely be able to realize the state of prostration and decay in which I found that city. Built chiefly of wood, with a very few vessels at its ruined wharves, it did not show the smallest sign of revival. The British had evacuated more than three years before, and while they held possession, about 1782, an extensive fire destroyed Trinity Church, in Broadway, and both sides of that street down to Fort George; and now, four or five years after, not the smallest effort had been made to clear away the rubbish from a single building. So spiritless, so dead, was its population of about twenty thousand to every desire to restore their town! The next year, in view of the adoption of the present constitution, Mr. Macomb and others began to rebuild. This was the state of the city of New York when the country was without a national government, and when each separate commonwealth was left to shift for itself.

On arriving at Boston, I found the same languor, the same dearth of improvement.—No commerce, mechanics unemployed, so much so with the shipwrights, that an association of the few who could command a little capital, was formed, for the purpose of setting up three small ships, to keep the carpenters from starving or emigrating. These ships were sold at a loss, as I think in 1788-89, for account of the association. Seamen's wages were seven dollars a month; house servants, for men, four; and for females, fifty cents a week. So demoralized were the merchants, and inefficient the state government, that smuggling was in universal practice. I myself have seen one half of a cargo clandestinely stowed away in the store, and only the other half entered at the custom-house, and this by one of the first mercantile firms. The clerks and apprentices were rascals, if not abettors, in this dishonorable work.

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OBITUARY. Died, in Irish Valley, Shamokin tp., on the 24th May, MARY RACHAEL SINTON, wife of John Sinton, and daughter of George and Susanna Bastian, aged 54 years, 7 months and 7 days.

[The deceased before her departure was anxious to leave this world, and exhorted her friends and relatives to be also prepared to follow. She was a useful woman, and an excellent neighbor, attending to the wants and ministering to the comforts of the sick. She was interred at Sunbury, on Sunday the 4th inst.]

On the same day, of Consumption, SUSANNA MOODY, wife of Allen Moody, and daughter of John and Susanna Mutchler, aged 37 years, 6 months and 18 days.

[The death of the deceased was sudden, and was caused by the rupture of a blood vessel while at the door. She died soon after she was taken into the house. She was buried on Sunday the 4th inst., in the Grave Yard of the Methodist Meeting House, in Irish Valley.]

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