

Foreign News.

ARRIVAL OF THE AMERICA.

THREE DAYS LATER FROM EUROPE. Particulars of the Berthing of the Amazon.

ENGLISH REVERSES AT THE CAPE OF GOOD HOPE.

HAIKAR, Jan. 25.

The steamship America, from Liverpool, with dates to the 10th inst., arrived last night at 11 o'clock, bringing three days later intelligence and 26 passengers, 18 of whom are for Boston.

The America has encountered for the last ten days a series of very severe westerly gales.

France continues tranquil. The promulgation of the new Constitution had been postponed for ten days.

It was reported that Lord Normanby, the British Minister, had a serious misunderstanding with the President relative to Belgium, and was about to return to England. The funds had fallen, in consequence, one per cent.

The intelligence from the Cape of Good Hope is most disastrous to the British forces.

ENGLAND.

The dissolution of the English Cabinet is deemed to be inevitable. After a Cabinet Council on the 8th inst., Lord John Russell proceeded to Windsor Castle to confer with the Queen. It was generally believed that the Whig Government would fall through before the meeting of Parliament.

Baron Kimmery, of the Hungarian Committee, at London, died of a broken heart, caused by an article in the London Daily News.

Lieut. Pym, has, by the advice of the Russian geographers, abandoned his project of crossing Siberia in search of Sir John Franklin.

The London Times says, the attempts to strengthen the Whig Ministry by alliances with the Peelites has signally failed, and the Prime Minister has been compelled to meet Parliament without any addition to his strength.

The Marquis of Lansdowne has tendered his resignation as President of Council.

The Duke of Cumberland and Sir James Graham, the great free trade leaders, had arrived in town, and the former paid a visit to her Majesty.

The Customs Reform Committee, from Liverpool, had an audience with Lord John Russell, who promised that the subject of their complaint would receive the immediate attention of the Government. At the same time, a deputation of Spanish bondholders, opposed to coercion, had an interview with the Foreign Secretary.

LOSS OF THE STEAMER AMERICA.—FURTHER PARTICULARS.—The America brings further particulars of the burning of the Royal Mail Steamship Amazon, Capt. Symonds, already announced by the last arrival. She was hoisted on the morning of the 4th, one hundred and ten miles southwest of the Solly Islands. The ship was completely gutted, and subsequently exploded. Capt. Symonds and four of the chief officers, the surgeon, also Elliot Warburton, the author of the "Crescent and the Cross," were among the lost. Many of the passengers were suffocated in their berths, so sudden was the spread of the fire. Soon as the alarm was given, a desperate and despairing rush was made for the boats. Two of them were swamped alongside, and every soul in them perished. Two others, containing nine passengers and thirty-seven seamen, got clear of the burning wreck, and were picked up by an English and German vessel, and carried respectively to Plymouth and Brest. The origin of the fire is a mystery, but is generally attributed to spontaneous combustion among the coals. The total number on board was 155, of which 55 were passengers. Of these passengers forty-one perished, only thirteen being saved. Sixty-nine of the crew perished, only thirty-one being saved. The total number lost was 111. Her cargo was valued at over £25,000, consisting of specie and quicksilver.

PROTEST AGAINST KOSSUTH'S RETURN TO ENGLAND.—The Daily News copies a statement from a Hamburg paper announcing that the Ottoman Porte has addressed a note to the English Government, protesting against the return of Kossuth to England, his liberation having been granted under the express condition that he should take up his residence in the United States.

The re-establishment of friendly relations between the Porte and Austria renders it necessary that these conditions be fulfilled.

The present rates of gold at London leaves but a small profit on importations from the United States.

PARIS, Friday, Jan. 9.—A conspiracy has just been discovered, the object of which was to let loose the convicts in the hulks at Rochefort.

Sixty persons have been arrested at Montpellier on charges connected with the late disturbances.

It is announced that the promulgation of the Constitution of France will take place between the 15th and 20th inst. The reason for the delay is to allow time for the publication of the more urgent of the organic laws.

The prisoners lately confined at Ham, consisting of Gen. Changarnier, Lamoriciere and their companions, have been set at liberty on the frontier, with the injunction not to return to France.

A grand review of the Home Garrison of Paris was to come off at the Champ-de-Mars, on the 22d.

PARIS BOURSE.—Fines, 105; Three, 71.

FRANCE.

In all parts of France the most steadfast tranquility prevails. The Minister of the Interior has decreed the closure of the Republican meetings from the public edifices, and the restoration of the ancient historical names to buildings, etc.

Telegraphic reports from Paris to the 9th, state that the marked coolness between the President and Lord Normanby, in relation to Belgium had ceased great excitement.

Gauguin's Messenger states that the return of the British Minister to England, which was expected to take place on the 10th, would be an event greatly to be deplored by all parties. The report had caused a visible decline in the funds.

AUSTRIA.

A German journal announces that great sensation had been caused at Vienna by the receipt of intelligence that Don Juan Infanta second son of Carlos, had run away from his wife with an English Governess. His wife is sister of the Duke of Modena.

The Austrian Lyoda boasts that Prince Swartzenburg virtually dismissed Lord Palmerston.

HUNGARY.

Throughout Hungary things were an unquiet aspect, and a number of political arrests have been made.

From the Plain Ledger of the 28th inst.

SUNBURY AND ERIE RAIL ROAD.

We understand that, at the meeting of the Committee, held last night, in the Board of Trade Room, the sum of one hundred thousand six hundred dollars was subscribed towards the project. This following letter expresses a strong opinion in favor of the enterprise, from one whose experience in such matters renders his opinion valuable. This is rendered doubly so by the "substantial aid" with which the sincerity of it is evidenced.

PHILADELPHIA, Jan. 22d, 1852.

Dear Sir:—I have before me your favor of the 17th instant. You do not over-estimate the interest I feel as a citizen of Philadelphia in the construction of the Sunbury and Erie Rail Road.

That enterprise has not been regarded by me as a rival to the Pennsylvania Railroad. I have considered the construction of both as essential to the proper development of the resources of the State and the prosperity of our city. When completed, each work will send out its branches to the more inaccessible counties, and gathering the trade of nearly the entire Commonwealth, pour it into one common centre, destroying that diversity of feeling among her citizens at present fostered by their divided markets.

The amount yet to be raised to complete the Pennsylvania Rail Road, is so comparatively small, that we may, without endangering the progress of that great work, spare some of our means to insure the early commencement of yours, which is not considered a rival, but a kindred enterprise, each calculated largely to increase the wealth and population of both our city and State—thus one exerting a favorable influence upon the business of the other.

I hazard nothing in saying, that the increased value of property in Philadelphia and the counties contiguous to the line of these roads, directly resulting from their construction, will equal the whole cost of both; while the commercial, manufacturing and mining interests cannot fail to reap advantages to an equal extent.

The region to be travelled by this road, is at present without a direct outlet to market, and its inhabitants seek that of a rival city, through the circuitous channels afforded by a neighboring State. This condition of things should not be suffered to continue.

The superiority of the harbor of Erie is shown by the extension of the New York and Erie Rail Road to it, the completion of which, instead of proving injurious to your enterprise, will in connection with the anticipated construction of this road, concentrate there a large portion of the trade of the Lakes, and increase the population and productive capacity of the vast region tributary to it.

The wise provision of the act of the last session of our Legislature, breaking the gauge of the track at Erie, will also discharge at that point, from the Ohio Road, a considerable amount of travel and freight during the close of navigation, which will tend to increase the importance of the place and give to your route the advantages, as soon as completed, of a terminal point of large trade.

The broad gauge of the Erie Road, so often referred to as a mark of its superiority, instead of affording any practical advantage will be found by experience to add to the cost of transportation.

The superiority of the gradient upon your line united with its shorter distance, and its comparatively low cost, must enable you, as soon as your road is completed, to cross nearly the whole of the trade and travel between Erie and the seaboard, which, was the individual local business of the country travelled will be ample to secure any reasonable dividends upon your stock.

In no other section of the State will the effects of an improvement of the kind be so manifest in the advance in the value of lands, and the rapid increase in the resources of the country, as upon the line of this road, which, with the accumulations of the through business, must soon demand a double track.

Seeing no other road projected which promises equal benefits to the State and Metropolitan, or stronger inducements for the safe and profitable investment of capital, I have little difficulty in bringing my mind to meet your views, and accordingly subscribe one hundred shares to the stock of your company, upon the conditions printed in your subscription book. Although, the amount may not be equal to your expectations, it is as large as my means will justify. Trusting that your efforts will meet the success they merit, I look forward to the completion of the two great Rail Roads of Pennsylvania, as the instruments of regaining to Philadelphia her former proud position as the first city of the Union.

Very truly yours,

J. EDGAR THOMPSON, Civil Engineer.

To D. L. MILLER, Jr., Esq., President.

The Committee then adjourned until next Friday week, to meet at the same place.

WHEELING BRIDGE CASE.—Washington, Jan. 26.—The Supreme Court of the United States, in the case of the Wheeling Bridge, to-day rendered a decision against the Bridge Company.



SATURDAY, JANUARY 31, 1852.

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 is not exceeded (if equalled) by any paper published in Northern Pennsylvania.

EDITOR'S TABLE.

Business Notices.

GOODY'S LADY'S BOOK.—The February number of this truly American periodical, has been received, and fully sustains the wide spread reputation that it has justly acquired. The embellishments of this number are of the first order.—"The Intercepted Letter" is the title of one of the handsomest line engravings that we have seen for some time. Mr. Goley has also introduced a new style of engraving, entitled "French Colored Crayon Drawing." The literary matter is from the pens of some of the best writers in the country.

THE CHILD'S PAPER is the title of a well printed and handsomely illustrated sheet, published monthly by the American Tract Society, in Philadelphia, New York, &c. Ten copies to one address for \$1 per annum.

NEW BOOK STORE.—By reference to our advertising columns it will be seen that Mr. McCarty has opened a new Book Store in this place. He has the most extensive collection of books in this section of country, among which are some of the best and most valuable works published.—Those fond of books will find his store well worth a visit.

THE NEW POSTAGE LAW.

This law went into operation on the first day of July last, and will operate to the following effect upon the SUNBURY AMERICAN.

1. Subscribers will receive it by mail, in Northumberland County, FREE OF POSTAGE.

2. For a distance not exceeding fifty miles at FIVE CENTS per quarter.

3. Over fifty and not exceeding three hundred miles at TEN CENTS per quarter.

4. Over three hundred and not exceeding one thousand miles, at FIFTEEN CENTS per annum.

We are indebted to the Hon. Richard Broadhead, of the U. S. Senate, and the Hon. James Gamble, of the House of Representatives, and also John C. Kunkel, and Wm. Folmer, Esqs., for public documents.

The letting of the Mail Routes in New Jersey, Pennsylvania, Maryland and Ohio, takes place in Washington, on the 5th of February next. The bids should reach the department by that date.

THE CLINTON TRIBUNE, published at Lock Haven, Clinton county, is offered for sale, which the proprietors say they will dispose of on reasonable terms. The Tribune is a Whig paper.

THE SUSQUEHANNA RAIL ROAD.

In another column will be found the remarks of the Mayor of Baltimore, in his recent message to the City Councils, in regard to the Susquehanna Rail Road. The citizens of Baltimore are fully aware of the immense importance of this improvement, and are using strong efforts to commence the work as speedily as possible. Those who have not had the opportunity, or taken the means to inform themselves upon this subject, have no proper conception of its importance. There are few, even of our own citizens, who have formed any idea of the immense amount of traffic and travel, along the line of the contemplated rail road. This alone would be amply sufficient to make it one of the most profitable roads in the country. But when we take into consideration, that this road will pass through the Coal regions, between Sunbury and Harrisburg, viz: the Shamokin, Mahanoy and Lykens' valley, it will be difficult to estimate the amount of business that will be thrown upon the road. These coal regions are inexhaustible, and the mining can be done at a much less expense than either at Pottsville or on the Lehigh.

Baltimore is destined by nature to become the emporium for this trade, and before many years that city may rival Philadelphia itself, in the magnitude of her coal trade. There are no roads in the world which pay so well as those engaged in carrying coal. Who then can doubt the profitability of this road? Every man who lives within a half days journey, along the line, will feel its beneficial effects, and every one should subscribe to the stock. The money would not only be well laid out, as an investment, but greatly enhance the value of all kinds of property, by bringing it, as it were, in close connection with the city market.

Few men in this country, are more sagacious or successful in making investments, than Gen. Cameron, who has already subscribed largely to the stock of this road.—The General has repeatedly declared that he knew no contemplated improvement, that had fairer prospects for remunerating the stockholders than this road, and we know that he is not influenced by sinister motives, as he does not own a foot of real estate along the route.

THE GIRDAR HOUSE, PHILADELPHIA. This new and magnificent hotel under the lease of Messrs. PREBBY & BILLINGS, opened its doors to visitors and the traveling community. It is the most gorgeously furnished public house in the city.

Still continues fine and every body seems to take advantage of it. The ice on the Susquehanna is about ten inches thick and perfectly safe for travellers and vehicles of all kinds. The road commences at the Market street landing, running in a straight line to the Union county side. The number of vehicles passing over the ice daily, is astonishing, and affords another illustration of the great advantages of low fare and facilities for travelling. From this we may judge what a bridge across the Susquehanna at this place would do in the way of travel. This we may have before many years, as the Susquehanna Rail Road will probably cross at this place to the west side of the river.

DRY VALLEY RAIL ROAD.

The citizens of New Berlin are determined to be out of the world no longer.—They have had several meetings and stirred up considerable excitement in relation to constructing a rail road from that place through Dry Valley to the river for the purpose of connecting with the contemplated Sunbury and Erie road. The distance is seven miles and the grading very favorable. We should like to see the work commenced, and have no doubt that it will prove most profitable.

Most of the ice houses in this place, were filled during the past week, with ice from the Susquehanna. The ice on this side being made up of floating ice, that taken out is procured about two-thirds of the way across the river, where some beautiful clear ice was formed, averaging in thickness from seven to ten inches.

A FAT JOE.—Congress is now disputing about the printing of the late census. Mr. A. B. Hamilton, is the contractor for the government printing, but there is an effort making to take it from him and give it to the proprietors of the Union. The expenses will be immense, estimated to amount to nearly a half million of dollars.

THE MONROES.—The President it is said will send out a new Governor in the spring, to supersede Brigham Young.—A military post will be established at Salt Lake and the Judges will go back with instructions to enforce the common laws in regard to a plurality of wives and morals in general.

The Susquehanna Telegraph Line Company at its meeting in Danville on Tuesday last, declared a dividend of three per cent, for the last six months, payable after the 15th of February, when those having certificates of stock can receive the same.

THE WESTERN PORK TRADE.—The Price Current of Cincinnati has compiled its annual statement of the number of hogs packed in the West. By returns from two-thirds of the packing points, including the principal places, it appears that the total number for 1851, is 950,513, against 1,080,397 for the previous year. Ohio, Indiana and Kentucky show an aggregate increase of 14,000. 352,000 have been packed in this city against 334,000 last year.

THE FORREST DIVORCE SUIT.

The trial of this case, which has occupied the Superior Court of New York for the last six weeks, was brought to a final close on the 26th inst., when the Jury (as we learn by telegraphic despatch) rendered the following verdict.

By Telegraph—New York, Jan. 26.

The jury in the Forrest case this morning came into Court and rendered a sealed verdict, according to instructions. Their verdict convicts Mr. Forrest, of adultery, and declare him to be a resident of New York, and not of Philadelphia. They find Mrs. Forrest innocent of the charges preferred against her, and allow her alimony to the amount of \$3,000 per annum.

At the time of the rendition of the verdict both the parties to the suit were present in Court, and manifested the most intense interest. The greatest excitement prevailed amongst the bystander who thronged the Court room, and the verdict seemed to give general satisfaction.

After polling the Jury in the Forrest Case Mr. Van Buren made application for time in respect to questions that had arisen in the case, either for an application for a new trial or for the filing of a bill of exceptions.

The Court then adjourned until tomorrow morning for a reconsideration of the application.

The greatest excitement prevailed and Mr. and Mrs. Forrest were each saluted with deafening cheers as they reached the street.

The Jury were but four hours in making up their verdict, having sealed it and separated at an early hour on Saturday evening. A rumor prevailed before the meeting of the Court this morning that it was favorable to Mrs. Forrest.

APPOINTMENTS BY THE CANAL COMMISSIONERS.

Harrisburg, Jan. 26.—The Canal Board have made the following appointments:—F. R. West, Superintendent and Supervisor of the Portage Rail Road; J. B. Baker, Superintendent and Supervisor of the Columbia Rail Road. The following Supervisors were also appointed:—G. W. Clossen for the Delaware Division; J. S. Miller, for the Lower Juniata Division; J. A. Cunningham, for the Upper Juniata Division; J. Peters, for the Upper Western Division; H. Roderfer, for the Susquehanna Division; G. W. Search, for the North Branch Division.

The trunk of Gov. Kossuth was lost in the snow last week, between Eberburg and Blairsville, Pa. It contained all his clothing.

On the 14th of April 1851, through the unremitting exertions of the friends of the measure, an act was passed by the Legislature of Pennsylvania, incorporating the Susquehanna Railroad Company with authority to construct a Railroad leading from the terminus of the York and Cumberland Railroad at Bridgeport, opposite Harrisburg, to Williamsport, Lycoming county, Pennsylvania.

The importance of this work to our city, will in my humble judgment justify me in alluding to some of the many inducements for its prompt and early construction. The route of this proposed railway connection is highly favorable, and opens to the enterprise of Baltimore a rich and fertile prospect in the future, following it as it does, the Valley of the Susquehanna River the entire distance, say ninety miles, with an average grade of two feet and a half to the mile. Within the first six miles of its line, it consummates a direct and perfect connection between the York and Cumberland, and the Pennsylvania Rail Roads, on the west bank of the Susquehanna River. This division when completed, will, besides saving the expense and avoiding the risk of crossing that river twice, give to Baltimore over Philadelphia an advantage of thirty miles in the way to and from Pittsburg the great emporium of western trade.

The next important feature is of a local character, being connections with four distinct rail roads leading to as many local districts, namely:—the Dauphin and Susquehanna, Lykens Valley, Mahanoy and the Shamokin. These roads penetrate the heart of the great Southern Anthracite Coal field, and are all completed, and only await the construction of the main line, to pour the rich treasures of that region into the lap of our city.

The next division of this proposed work is through a highly cultivated agricultural portion of the State, densely populated, and all along its line are several large and important towns, which alone, it is believed, would afford trade and travel sufficient for its support. At Northumberland the road connects with the North Branch Canal, and at Williamsport, its northern terminus, with the West Branch Canal, the Williamsport and Elmira Rail Road, and also with the projected line of rail roads to the city of Erie.

Its direct railway connections at Elmira in New York State, with all the great thoroughfares leading from the city of N. York to the Lakes, must be regarded as the great feature in this enterprise, one that opens to us the rich harvest of the trade and commerce of the Lakes, the extent of which is to be limited only by the enterprise and energy of our own citizens.

The connections at this point may be enumerated as follows: namely: the Honesdale and Elmira Rail Road, with its terminus at Buffalo and with the New York and Erie Canal through the Chemung Canal and Seneca Lake. By this route Baltimore possesses an advantage over the city of New York in the contest for the trade of the Lakes of forty miles in her favor; Elmira being that much nearer to Baltimore by the proposed route than it is to the city of New York by any of her lines of communication. Besides this it presents a line more favorable for the construction and maintenance of a rail way, and with a local trade for its support unsurpassed in extent and value by that of any line of intercommunication in this country.

I take pleasure in saying that I shall have the honor to present to your honorable body a map now in course of preparation, exhibiting the connections and relative position of all the points, of this work, by a glance at which you will be able to realize the true position of our city towards it. As a line for travel between the North and South, and to and from the seat of our National Government, its importance cannot be over estimated, while the vast coal trade which must as a matter of necessity, seek this work as its most profitable outlet, will place our city far ahead of Philadelphia as a market for that article, and make it, in fact, the great coal depot of the country. This alone, I conceive, should be a sufficient incentive to induce the building of the road.

It would be deemed superfluous, perhaps for me to add that the time has arrived when Baltimore, in justice to herself, must make extraordinary effort to secure the great advantages of her geographical position, and contest with her eastern rivals her claims to the trade of the West and of the great lakes.

In this work above referred to, she possesses a powerful lever to the accomplishment of that great object. I have been waited upon by some of our most active, enterprising and influential citizens, who give every insurance that steps will be taken to immediately organize a company under the act referred to, to secure the early completion of this most important line of communication.

These gentlemen further assure me, and I cheerfully commend it to your honorable body, that a subscription to the work on the part of the city of \$500,000, secured by a mortgage on the work, after an expenditure of the same amount by individual enterprise would insure the speedy completion of the work, and thereby place Baltimore in a most happy position, with her great works of internal improvement.

The plan suggested in regard to the Northwestern Road will apply with equal force to this, and thereby relieve our tax paying community from any further burden in forming and completing this important connexion.

GEN. FRANKLIN PIERCE, in a recent letter declares his unwillingness that his name should be used in any event before the Democratic National Convention at Baltimore, declaring it to be repugnant to his tastes and wishes.

The New York City debt is \$21,000,000! This is four times as much as our State debt in proportion.

RANK OF THE UNITED STATES, ACCORDING TO THEIR POPULATION, AND CAPITAL OF EACH STATE.

Rank.	States.	Pop. in 1850.	Capitals.
1	New York	3,097,000	Albany
2	Pennsylvania	2,312,000	Harrisburg
3	Ohio	1,977,000	Columbus
4	Virginia	1,381,000	Richmond
5	Tennessee	1,003,000	Nashville
6	Kentucky	1,002,000	Frankfort
7	Massachusetts	993,000	Boston
8	Indiana	989,000	Indianapolis
9	Georgia	879,000	Milledgeville
10	North Carolina	868,000	Raleigh
11	Illinois	852,000	Springfield
12	Alabama	772,000	Montgomery
13	Missouri	684,000	Jefferson City
14	S. Carolina	655,000	Columbia
15	Mississippi	592,000	Jackson
16	Maine	583,000	Augusta
17	Maryland	583,000	Annapolis
18	Louisiana	501,000	New Orleans
19	New Jersey	490,000	Trenton
20	Michigan	396,000	Detroit
21	Connecticut	371,000	N.H. & Hart'd
22	N. Hampshire	318,000	Concord
23	Vermont	314,000	Montpelier
24	Wisconsin	304,000	Madison
25	Arkansas	208,000	Little Rock
26	California	200,000	S. Jose Val'je
27	Iowa	192,000	Iowa City
28	Texas	188,000	Austin
29	Rhode Island	148,000	Providence &c
30	Delaware	92,000	Dover
31	Florida	88,000	Tallahassee
	Territories, &c.	161,000	
	Indians	56 tribes	300,000
	Total pop. of U. S.	23,495,000	

A PREDICAMENT AND AN ESCAPE.—All who have been over the Connecticut River Rail Road remember the high, narrow, uncovered bridge over the Deerfield river, just this side of Greenfield. It was the theatre of what our heading describes, as the afternoon train came down on Saturday. The cars, behind time, were pushing rapidly ahead, and a footman found himself near the middle of the bridge, as they approached with lightning speed. He could not get off the bridge at either end before they would be upon him—the space at the side of the track was too narrow, and sloped too precipitately to make it a safe resort—the jump to the ice below, even Sam Patch would have shrank from—the shrill alarm of the thundering engine warned our hero that he must think and act quick; there was a trough-like space under the track—he dove into it between the rails, and hugging his narrow retreat, the train swept over him, and left him unharmed. But what must have been his emotions between the discovery of his danger and its passage!—How thought must have quickened and the blood chilled! Not all in his situation would have had the presence of mind that secured the only retreat left him.—Springfield Republican.

AN OLD MAN GONE.—Died in Milford, Pike county, Pa., on the 14th inst., James Barton, aged about ninety years. He was born in the year 1762, in the State of New Jersey. At the time of the Revolution he held a Lieutenant's commission under the British Government, being then in the 16th year of his age. He never renounced his allegiance to England, and died a subject and prisoner of the Queen. For the last fifty years he has resided in this place, and to him are the people mainly indebted for the principal improvement of Pike county, and more particularly of the village of Milford. He was always foremost in every public enterprise. Being a great reader, he acquired a fund of general information surpassed by none. He was perfectly familiar with the affairs of our Government, and was warmly attached to our institutions. His talents were of the highest order, and but for his alienation from our country, he would undoubtedly have filled high places of trust and confidence. He died universally respected.—Cor. of the N. Y. Tribune.

ICE-MAKING.—A plan has been devised at Boston to raise a crop of ice when the season is too mild to freeze the ponds to a sufficient depth. It is thus:—Near a pond, but on a lower level, an artificial reservoir will be dug, 25 acres in extent. By the opening of a gate, water will be let in two feet deep; as soon as the surface is frozen, water will be introduced again to one or two inches deep which will freeze easily, and so on until the ice is thick enough to be cut and taken out. The work is calculated to cost \$50,000.

A WOMAN was lately buried in a graveyard, near London, who had been dead up wards of five years, a near relation having left her an annuity of £30 to be paid on the first day of each and every year, so long as she should remain on earth. In consequence of this legacy, her surviving husband hired a little room over a stable in the neighborhood of his dwelling, where she was kept in a lead coffin until after his death.

TESTIMONIAL TO GOV. JOHNSTON.—A large number of the friends and admirers of Gov. Johnston, in Philadelphia, have had manufactured for him and his lady a service of plate, at a cost of \$980. The present consists of a silver waiter, three feet in length; two pitchers, each seventeen inches in height; a tea set, comprising six pieces; a pair of goblets; cake baskets; twelve napkin-rings; fish knives; forks, &c.

OUTRAGE UPON THE AMERICAN FLAG.—Charleston, Jan. 26.—The schr. Midas, at Savannah, on Saturday, from Rio de Janeiro, reports, that on the 21st December, in lat. 8 40 S, long. 34 50 W., was boarded by the Brazilian cruiser Lindore, and had her papers overhauled. At parting, the cruiser fired a shot across the schooner's stern.

The longest snow storm that was ever known in Great Britain, occurred in 1614.—It is recorded in the register of the parish of Wotton Gilbert, that it began on the 15th of January, and continued to snow every day until the 13th of March. The loss of human life, as well as sheep and neat cattle, was immense.

The commerce of Cleveland, like everything else at the west, grows with an astonishing rapidity. The domestic exports last year were valued at \$9,817,897, and the imports at \$9,262,657. The cereals exported were alone worth \$3,998,151.

New Advertisements.

THE Maiden name of Lela Montez was Rosanna Gilbert, and she is the daughter of a poor shopkeeper in one of the British Islands.—The name of the best tailing firm in Philadelphia is "Rockhill & Wilson"; and they have a splendid stock of Clothing at their cheap store, No. 311 Chestnut street, corner of Franklin Place. Philadelphia, Jan. 31, 1852.—

ESTATE OF JAC