

## Baltimore R. R. Convention.

## PROCEEDINGS OF THE RAIL ROAD CONVENTION.

The delegates of the Rail Road Convention, proposing to extend the York and Cumberland Rail Road to Sunbury and Williamsport, Pa., assembled in the saloon of the Lyre buildings, Baltimore, on Saturday afternoon at 4 o'clock, at which hour a very large number of delegates were in attendance from the counties of Pennsylvania and Baltimore city.

On motion of Hon. John P. Kennedy, General Simon Cameron was called the chair, and Beale H. Richardson, Esq., Secretary. On taking the chair Gen. Cameron made a few happy and appropriate remarks.

On motion of James H. Carter, Esq., the chair was authorized to appoint a committee of twenty-five, for the purpose of effecting a permanent organization, whereupon the following gentlemen were named:

Ex-Governor David R. Porter, James Freeland, Jacob Landis, Gen. Wm. Ayres, Eli Slifer, H. B. Masser, Hon. W. F. Packard, J. F. Cowan, Dr. G. Barnitz, David Taggart, Henry Walters, George E. Hoffman, Wm. D. Wagoner, John B. Packer, John Garland, John P. Kennedy, Henry Snyder, Wm. Woodville, James H. Carter, Beale H. Richardson, William Bosc, Charles D. Slingluff, James McCorky, J. Eschbaugh, Samuel Holman.

The committee retired, and, after a brief absence, reported the following nominations for officers:

President—His Honor John H. T. Jerome. Vice Presidents—A. Updegraff, Robert Montgomery, and Franklin Peterman, Lycoming county, Pa.; Robert H. Laird, Isaac Eyre, John Seabold, Jos. Green and Col. W. F. Wagoner, of Union co., Pa.; J. R. Priestly, Charles Weaver, Robert Frick, E. Y. Bright, and George Briskors, Northumberland co., Pa.; John P. Seabright, George Brubaker, and Hon. D. R. Porter, Dauphin co., Pa.; John Hough, York co., Pa.; William H. Keighler, John C. Brune, Henry Tiffany, Jonas Hopkins and John S. Gittings, Baltimore.

Secretaries—Heppner McClure, Lycoming co., Pa.; O. N. Worden, Union co., Pa.; Henry Donnell, Northumberland co., Pa.; Gen. Wm. Ayres, Dauphin co., Pa.; B. H. Richardson, Baltimore; Charles M. Hall, Schuylkill co., Pa.; D. F. Williams, York co., Pa.

His Honor Mayor Jerome, upon taking the chair, was loudly cheered, and made a very eloquent speech.

## EVENING SESSION.

Mayor Jerome, shortly after the appointed hour, took the chair, and called the convention to order.

William Bosc, Esq., arose, and moved that the chair appoint a committee of three, for the purpose of reporting a memorial looking to definite action of the Convention. The resolution was seconded by James H. Carter, Esq., and adopted. The chair appointed the following:—William Bosc, John P. Kennedy, Ex-Gov. Porter, of Pa.

After the settlement of preliminary business, Gen. Wm. F. Packard, arose, and reading the following resolutions, submitted them to the judgment of the convention:

**Resolved**, That the citizens of Baltimore be invited to unite with the citizens of Pennsylvania in the enterprise of constructing a Rail Road from the present terminus of the York and Cumberland road to Sunbury and Williamsport, on the Susquehanna, with a view to a connection with the internal improvements of the State of Pennsylvania and New York and the Lakes.

**Resolved**, That the citizens of Baltimore be requested to commend this enterprise to the favor and patronage of the authorities of the city of Baltimore, as one of very great value to the trade of that city, and its connection with the trade of Pennsylvania.

**Resolved**, That it is a matter of great interest to the successful development of the resources of the middle coal fields of Pennsylvania, that every necessary facility for the establishment of a great coal mart in the city of Baltimore should be furnished by the construction of the projected rail road between Bridgeport, Sunbury and Williamsport, and its completion in the earliest practicable time.

Gen. Packer supported these resolutions in a powerful and masterly speech.

General Ayres then moved that the memorial prepared by the committee, Messrs. Bosc, Kennedy, and Porter, be read, which was carried, when William Bosc, Esq., the chairman, read the following:

## MEMORIAL

To the Hon. the City Council of Baltimore.

A Convention, composed of delegates on the part of the city of Baltimore and from various counties of Pennsylvania, being now in session in the city of Baltimore, for the purpose of taking into consideration such measures as may seem best adapted to secure the construction of the Susquehanna Rail Road from Bridgeport, on Bridgeport to Sunbury and Williamsport, the undersigned, members of said Convention, beg leave in its name to solicit the attention of the City Council of Baltimore to this important subject, and to invite the co-operation of your honorable body in the enterprise for which the Convention has assembled, and which deeply concerns the best interests alike of Baltimore and of the whole valley of the Susquehanna.

The advance of a credit guaranteed by the City of Baltimore to the amount of \$500,000, in whatever forms of bonds the city authorities might direct, would be sufficient, it is believed, in connection with resources available in other quarters, to insure beyond a contingency of failure the complete construction, as proposed, of the Susquehanna Rail Road from Bridgeport to Sunbury and Williamsport, from which point it would command connections with the New York and Erie Rail Road, and with the entire region of the Lakes, with their vast and constantly enlarging circles of trade.

In adopting this memorial to the City Council of Baltimore, the Convention are proceeding upon the recognition of a common interest, prompting to united efforts, to concentration of means, and to harmony of councils. Not doubting the readiness of the city of Baltimore to do her fair and propor-

tionate part in the prosecution of a work which promises to add so largely to her trade and to her wealth, and by which her interest is to be closely blended with those of the great valley of the Susquehanna, it is submitted entirely to the wisdom of the city authorities to determine the form and manner in which the desired aid on the part of the city shall be extended, as also the conditions and provisions which may be deemed proper to secure an efficient and faithful application thereof.

All which is respectfully submitted.

On motion of Mr. Kennedy, Resolved, That the President of the Convention be authorized to appoint a committee of thirteen citizens of Baltimore, to be a permanent executive committee of the Convention, to whom shall be committed the duty of promoting the objects of this Convention, and carry into effect its resolutions by all such measures and expedients as they may from time to time believe to be advisable and useful to that end.

**Resolved**, That said committee, with a view to its proper continuance and efficient action, be authorized to fill any vacancy which may occur in its own body.

They were read and adopted.

H. B. Masser, Esq., of Sunbury, then submitted the following resolution, which was adopted:

**Resolved**, That it be recommended to the several counties along the line of the proposed rail road, to take early and effective measures to procure releases of the right of way.

Gen. Ayres then arose and offered the following:

**Resolved**, That the thanks of this meeting be and they are hereby respectfully tendered His Honor Mayor Jerome for the gentlemanly, able and impartial manner in which he has presided over the deliberation of the Convention; also to the assistant officers for their co-operation.

It was put to vote by Mr. Richardson, and unanimously approved.

On motion of J. H. Carter, Esq., the convention adjourned.

## LATER FROM NORTHERN MEXICO.

## IMPORTANT FROM THE SEAT OF WAR.

Grand Battle between Carvajal's Forces and the Mexican Troops—Flight of Carvajal—the Killed and Wounded.

THE CHARLESTON, March 14.

The New Orleans Picayune gives the details of the late battle between the forces of Carvajal and the Mexican forces on the Rio Grande.

Gen. Canales, in his official report, says that Carvajal was driven from Camargo in utter dismay across the rivers San Juan and Rio Bravo, and that in the flight a large number of his men were drowned. Forty-eight of Carvajal's men are reported to have been found dead on the field of battle, and twenty-four wounded.

But other accounts say that Carvajal's forces numbered between two and five hundred, sixteen of whom were Indians, that they had a twelve pounder and a good supply of ammunition, and that they made a most desperate resistance, disputing the ground inch by inch.

The Mexican forces charged on them fiercely with two hundred and fifty cavalry, which caused one wing of Carvajal's forces under Capt. Munez, composed mostly of Mexicans, to make a regular stampede.

They were followed by a number of Americans who never returned.

The remainder of Carvajal's men stood firm and repulsed the charge, by a heavy discharge of canister, making a great slaughter of the Mexicans. The Mexicans made two more charges, but being repulsed retired across the river San Juan.

It being midnight, Carvajal's forces also retired from the field.

On hearing this, the Mexicans returned and took possession of the field, seized Carvajal's only gun, and one hundred and twenty stand of arms.

Carvajal, in his report, says that he lost only ten killed, thirteen wounded, and three missing.

The battle lasted two and a half hours. The Mexican forces numbered seven hundred, with two pieces of artillery.

Col. Johnson, of Carvajal's force, was wounded. He reports that the loss on the side of the Mexicans was upwards of one hundred, including ten officers of rank.

He says that Carvajal's men were seized with a second panic, and refused to again advance on Camargo, and all left the field with the exception of twenty-two, when he retired with them in good order across the river.

THE REVOLUTION IN NORTHERN MEXICO.—Baltimore, March 14.—The New Orleans papers, received to night, contain full accounts of the recent attack made by Carvajal, on the town of Camargo. One account, by Carvajal himself, states that the forces of the Mexican Government were completely routed by him, but admits that his revolutionary army was afterwards seized with a sudden and unaccountable panic, and all vanished, except about thirty, and these subsequently retreated to the American side of the river. Gen. Canales, in his official account, says that the adventurers were completely beaten, and forced to retreat with great loss. The accounts are very conflicting and unsatisfactory.

KOSUTH AND THE MASSACHUSETTS LEGISLATURE.—Boston, March 13.—The Committee of the Legislature, to whom was referred that part of the Governor's message relating to Kosuth, reported this morning to the Senate, through Mr. Hazewell, their Chairman, a series of resolutions in favor of Hungary, lauding Kosuth, denouncing Austria and Russia, and declaring that it is the duty of all constitutionally-governed countries to cultivate intimate and friendly relations, in order to repel the attacks of despots.

THE OHIO STATE TEMPERANCE CONVENTION has voted against the Maine Law, as not calculated to promote temperance, and resolved in effect that a true reformation must depend upon moral suasion.



THE AMERICAN.

SUNBURY.

SATURDAY, MARCH 30, 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.

DEMOCRATIC STATE NOMINATION.

FOR CANAL COMMISSIONER.

WILLIAM SEABRIGHT,

of Fayette County.

EDITOR'S TABLE.

Business Notices.

We recollect in our childhood we often tried to tell the time of day by blowing the down from the dandelion flower. If watches could have been procured in those days at as low rates as Laddom's No. 103, Chestnut st., Philadelphia, now sells them, we think we should have been able to prevail on our indulgent papa to have presented us with a real watch. See card in to-day's American.

The proprietors of the stage line have established an office and agency for sale of tickets at James Covert's Washington House. See Mr. Covert's card.

Great bargains can be secured in the way of damaged looks at Henderson & Co's N. W. corner of 5th and Arch st., Philadelphia. The advertisement in another column is worthy of attention.

The card of Carr, Giese & Co., will be found in another column. Mr. Giese connected with this house, was formerly one of the highly respected firm of Giese & Son.

The birds and flowers will soon be about and all nature will put on a gay and brilliant attire, of course our ladies will have to follow suit and the merchants who supply them with rich fashionable, fine silk millinery will buy their goods from C. P. Freeman & Co., 114 Broadway, New York, where all these things, these gentlemen, by their advertisement in to-day's paper, say they have and will sell at the lowest rates.

At the same time those who wish to purchase new carpets, matting oil cloth, &c., can stop at Baily & Brother, corner of 12th and Market st., Philadelphia. A list of their stock is in another column.

F. Mahan, a practical and successful tailor, No. 211, Chestnut st., Philadelphia, has just published his report of Spring Fashions. Every cutter who wants to give his customers the fit of the latest Parisian style should read his advertisement and buy his Report.

A TEMPERANCE LECTURE. Free of charge, may be expected, from the Rev. M. Billings, of Northumberland, on Thursday evening, the 25th instant, at the Court House in Sunbury.

FIRST OF APRIL.—Those of our subscribers who intend removing about the first of April, will please let us know, so that the American may be sent to them at their new places of residence. In doing so they should be particular to state the post office or other place, to which their paper is now sent.

We have on file a rich communication from "a friend of man," some nice young lady, we presume from that signatory, containing some strictures upon our remarks on the policy of the Anti Liquor Law. We must beg to remind the writer that we are not in the habit of admitting into our columns any discussion of our own opinions. This may be done through any other source the writer prefers, when we will, if we think proper, notice the objections. The article was editorial and not a communication, as the writer may have failed to observe.

WHIG COUNTY CONVENTION.—This body met at the Court House in this place on Monday last, and selected John Taggart, Esq., as their Representative and recommended J. J. Naille, Esq., as their Senatorial delegate to the State Convention, to be held in Harrisburg on the 27th inst.

Resolutions were passed unanimously in favor of Gen. Scott for the Presidency, Jas. C. Jones of Tennessee, for the Vice Presidency, and Jacob Hoffman, Esq., of Berks county for Canal Commissioner.

We do not publish the proceedings, because they have not furnished us a copy.

The ice dams in the Susquehanna have all passed off without doing any damage. The river is still much swollen, and although some few rafts of timber have passed down, the stage of water is too high for safe navigation. The water has been let into the Susquehanna division of the canal and the boatman have resumed their labors. Business opens very briskly and promises a favorable season for the coal trade. The severe weather of the past winter has caused a consumption of coal much greater than has taken place for a number of years. A scarcity of that article exists in the market, and the commencement of shipments has been looked for anxiously. Coal is fast taking the place of wood for fuel in the southern cities, and in a few years the immense fields of Shamokin and Mahanoy will scarcely be able to supply the demand. Preparations have been made by the colliers in those regions to send a large quantity of coal to market during the coming season. The superior quality of this coal has made it deservedly popular and eagerly sought after, and it is rapidly taking the place of all other coal in the Baltimore market.

## THE RAIL ROAD CONVENTION.

Held at Baltimore on Saturday last, was large and enthusiastic. The number of delegates from Pennsylvania, upwards of three hundred, showed the interest which is felt along the Susquehanna in the great improvement of that valley. The citizens of Baltimore were fully represented at the Convention and met the advances of our delegates with a spirit of good will and energy which augurs well for the success of the contemplated enterprise. They expressed a just appreciation of the rich undeveloped resources of this valley and of the benefits that city will derive from an intercourse and trade with this region, and are determined on effort on their part shall be spared to accomplish so desirable a result. The meeting and interchange of sentiment will be productive of the most happy effects. The eyes of the capitalists in that city are turned towards this route and they promised that material aid which alone is essential to the accomplishment of the work.

The proceedings of the Convention occupy too much space to permit us to give them at large. The speech of Gen. Packer was a masterly effort, full of facts and figures and showed a thorough acquaintance with the subject. It was listened to with deep interest and made a marked impression upon all who heard it. Eloquent remarks were also made by his Honor the Mayor, Hon. John P. Kennedy, Gen. Cameron and others. The offer of a subscription of \$5,000 to the stock of the Susquehanna Rail Road by Mr. Carter of Baltimore, was promptly responded to by a similar offer from Col. Slifer of Union county. The excitement in regard to this rail road is extreme, both in this valley and at Baltimore. No doubt now exists as to the result. The stock will be immediately taken and the work pushed to a speedy completion.

Our delegates were delighted with the people of Baltimore. They are enterprising, energetic, courteous and hospitable. Our short intercourse with them has given us a true appreciation of their character and produced the happiest social results. Henceforth Mason and Dixon's Line is an obsolete idea with us, a fabulous and unreal boundary, and we hail Baltimoreans as brothers and their city as the "City of the Susquehanna."

The steam propeller Gen. Warren, was wrecked off the mouth of the Columbia river, Oregon, on the 31st of January and forty two of the crew and passengers lost.

The Baltimore Methodist Annual Conference closed its labors on Saturday last, and the following appointments were made for the Northumberland District:

J. A. GERE, Presiding Elder. Sunbury—Jos. A. Ross, T. M. Goodfellow. Catonsville—J. W. Elliott, one to be supplied.

Northumberland—John Moorhead, F. M. Slifer. Middleburg Mission, to be supplied. Danville—Joseph France. Berwick—Henry G. Dill, James Curran. Luzerne—Justus A. Melick, one to be supplied.

Doanville—Thos. Barnhart, John A. Doan. Orangeville—A. Hartman, one to be supplied. Bloomsburg—Th. Tanyhill, W. E. Buckingham. Lewisburg—S. L. M. Conser. Milton Circuit—John Sims, Joshua Kelley. Muncy—Joseph S. Lee, Joseph Y. Rothrock. Williamsport—Thompson Mitchell, B. R. Hamline.

Jersey Shore—B. H. Croyer, J. J. Pearce. Pine Creek—John H. C. Dahl, W. C. Gault. Lock Haven—J. G. McKeehan, A. G. Martlett. Kettle Creek Mission, to be supplied. Dickinson Seminary—Thos. Bowman, principal.

Jesse W. Barrett, teacher; G. H. Day, agent—all of them members of the Williamsport Quarterly Conference; American Bible Society, L. H. Torrence, agent—a member of the Danville Quarterly Conference.

LETTER FROM THE EDITOR DATED PHILADELPHIA, March 16, 1852.

In my last letter from Harrisburg I stated that strong delegations from the Counties along the Susquehanna would attend the Susquehanna Rail Road Convention, held at Baltimore on the 13th inst. I was not mistaken in my estimate, and feel gratified to see so large and respectable a delegation from Northumberland county. The entire delegation from the County numbered forty three, of which number twenty three were from Sunbury. Whatever may be said of the want of energy or enterprise on the part of the citizens of Sunbury, they are at least always prompt and ready in attending Conventions or other projects favorable to improvements. If they can do no more, it is only because those who have the will have not the means. I hope, however, a bright day is dawning. The rail roads from Harrisburg and from Pottsville, to Sunbury will both be made, in a few years, and unless the relations of cause and effects are changed, they will, undoubtedly, give an impetus to the business and prosperity of our whole neighborhood. The citizens of Baltimore, or at least that portion who attend to those matters, seemed to be deeply impressed with the importance of the completion of the connection between our coal regions and that city. The Convention was well attended and the proceedings were conducted with much energy and spirit, a full report of which will be found in the columns of that excellent Journal, the Baltimore American, and it is but just to say that its able editor, Mr. Bosc, has always ably advocated this improvement. Indeed all the journals of Baltimore without exception have been animated by the same spirit. During the evening session Mr. Bosc read a memorial prepared by him as Chairman of the Com-

mittee, addressed to the Councils of the city, forcibly and eloquently urging a subscription of stock to the amount of \$500,000, to this road. The speech of Gen. Packer embodied a vast amount of interesting statistical information, and was received with great applause, and will, I feel confident, produce a good effect. The speech of the Hon. John P. Kennedy was also warmly applauded. It was eloquent and instructive, such as might have been expected from a scholar and a statesman. The remarks of Gen. Cameron, J. H. Carter, Gen. Ayres, Mr. Merrill, &c., were also well received. To the untiring energy of Mr. Magraw, the efficient President of the Baltimore and Susquehanna Rail Road, under whose management the Convention was mainly got up, much credit is due. The large maps in the Convention showing the different routes of rail roads from the lakes and the west, to the seaboard, were got up under his supervision. During the temporary organization of the Convention Gen. Cameron presided, after which Mr. Jerome, the Mayor of the city was selected as President of the Convention. Mr. Jerome has always been the warm and fast friend of this road, as might have been seen by his message to the City Councils, published some time ago, in this paper. The following is a list of the delegates from this County, viz:

SENATORS—Reuben Fegley, H. B. Masser, J. B. Packer, Benjamin Hendricks, Henry Donnell, John P. Purcell, G. M. Yorks, Charles Weaver, Edward Y. Bright, J. J. Naille, G. B. Vonnum, P. R. Masser, Elias Rosinus, S. J. Packer, Henry Haupt, John Diemer, Paul Weitzel, S. R. Peale, S. N. Thompson, G. W. Smith, Edward Eisely, Peter Kneighbaum, H. D. Wharton.

NORTHUMBERLAND COUNTY—J. R. Priestley, J. C. Horton, William Forsyth, William Wilson, David Taggart, M. J. D. Whittington, J. Diessenbacher, Philip Shay, Geo. Brosius, Philip Spatz, Jacob Engelman, Isaac Seiler, John Bingham, Peter Bone, R. M. Frick, J. H. Raser, James Reed, William Fullmer.

Business is not as brisk in Philadelphia as had been expected, although a number of strangers are in the city. The truth is the Philadelphians are beginning to find that they made a grand mistake in building the Central Rail Road instead of the Sunbury and Erie Road. In order to build the latter road a number of them will sell out their stock of the Pennsylvania Rail Road and subscribe to the Sunbury and Erie Road.

Foreign News.

ARRIVAL OF THE UNITED STATES.

INTERESTING FROM THE ISTHMUS.

IMPORTANT FROM SOUTH AMERICA.

Suppression of the Cuban Revolution.

ANTICIPATED TROUBLE IN ECUADOR.

Opening of the Panama Rail Road—Caravan of Passengers upon the Isthmus—Scarcity of provisions—Movements of Steamers &c.

New York, March 11.

The steamship United States, from Chagres March 4th, and Kingston the 8th, arrived at about 7 o'clock this evening.

She brings 200 passengers, but no later news from California.

The steamship Brother Jonathan arrived at Kingston on the 8th, and would leave at 10 o'clock the same evening for Chagres and San Juan.

Our advices from Panama, are to the 24 inst. The steamer Northern, with two with two weeks later advices from San Francisco, was then hourly expected.

There were at least 3000 passengers still remaining on the Isthmus. Provisions at Panama continued scarce and prices high.

Louis Lewis, Her British Majesty's Vice Consul at Panama, is dead.

The state of health upon the Isthmus was unusually good.

There was one steamship and seven sailing vessels, up for California at Panama, on the 24 inst.

The Panama Rail Road was to be opened for regular trips from Navy Bay to Bahia Salto, its present terminus, on the 15th of March.

Business was brisk, and considerable trade was going on over the Isthmus, especially in provisions.

Much disappointment and excitement was manifested by some of the passengers, who had reached Panama with through tickets for California, purchased of an irresponsible house in New York, who had no steamers to send them forward.

The United States left at Greytown, on the 24 inst., the U. S. ship-of-war Decatur and the English brig-of-war Sappho.

The steamer Daniel Webster arrived at San Juan on the 1st inst., and would leave for New York direct on the arrival of the Pacific steamers.

The steamer Benjamin Franklin, for Philadelphia, and the City of New York, for New York, would leave about the same time via Chagres and Kingston.

The steamship Meteor was at Chagres to sail for New Orleans on the 5th, and the El Dorado, for New York direct, on the arrival of the California mails.

LATE FROM SOUTH AMERICA.

The steamship Santiago arrived at Panama, on the 19th ult., from the South Pacific coast, with nearly one million dollars in specie.

The revolution in Chili, after the loss of many lives, and the destruction of an immense amount of property, had been completely suppressed, and peace reigns throughout the country. It was expected that a general amnesty would be granted. An extra session of the House of Deputies was shortly to convene.

At Peru all was quiet.

Gen. San Roman and Vivanco, the late revolutionary leaders, have absconded.

The new administration is represented as favorable to peace and the cause of progress.

A change in the ministry is announced at Bolivia, and much dissatisfaction prevailed in the north.

Much trouble is anticipated at Ecuador, growing out of the withdrawal of the Spanish Minister.

Gen. Flores was at Peru

## ANOTHER ACCIDENT ON THE NEW YORK AND ERIE RAILROAD.

The New York Sunday Herald says:—We have just learned from some passengers on the Erie Railroad, that on Thursday last a frightful accident occurred to the up train, between Narravsburg and Deposit, by which the cars were driven off the track, and down an embankment, sixteen or seventeen feet high, smashing two or three cars, burning others, and injuring several of the passengers seriously—some it is feared, fatally. One child had its arm broken, and was otherwise so injured that it is already dead. Others were crippled and bruised in a horrible manner, though we are happy to say none were actually killed on the spot.

Had it not been for an accumulation of ice some 6 feet deep, left on the margin of the Delaware, after the ice on the river had broken up, the consequences would have been terrible, for the whole train would have plunged into the water, and several lives would have been lost; but the icy water presented such an obstruction as arrested the progress of the locomotive. The burning of some of the cars was caused by the stores being broken and the fire being dashed about.

These accidents are caused by the carelessness and incompetence of the servants of the company, for which the directors are responsible to the public, in not appointing a better class of men, or in not dismissing those who trifle with the lives of so many human beings.

A dog, which had lost a whole litter, was seen lately trying to poke a piece of crap through the handle of one of the snags shops, in an eastern city.

New Advertisements.

STAGE OFFICE.

WASHINGTON HOUSE, SUNBURY, PA.

JAMES COVERT, Proprietor.

WOULD respectfully announce that he has taken this well known stand, where he will be gratified to see and entertain his friends and the travelling public generally. This house is now replete with every convenience, comfortable, pleasantly located, handsomely furnished, well ventilated, rendering it in every respect a desirable stopping place.

No expense has been spared in fitting up this house. The chambers are well furnished and the table and bar provided with the best market can afford.

The stable accommodations are extensive and well calculated for travellers.

STAGE OFFICE.

The stages running from Northumberland to Pottsville, stop at this house, where through and way tickets to Philadelphia can be obtained. Sunbury, March 20, 1852.—J. C.

REPORT TO BOOK BUYERS.

A great sale of BOOKS, damaged and sold by the late fire at Swann's Building, South and Chestnut sts., is now in progress at HENDERSON & CO'S, new Book Store, Northwest corner of FIFTH and ARCH STREETS, (the old stand of Mr. George W. Childs). 30,000 volumes of Miscellaneous Books, some only 10 cts. injured, embracing many recent works of Geography, History, Science, the Fine Arts, Travels, Fiction, Spelling, &c., will be sold from 20 to 75 per cent below regular price.

Early application will secure the best bargains. HENDERSON & CO'S, Cheap Book Store, Fifth and Arch sts., late of Swann's Building, 24th and Chestnut, Philadelphia, March 20, 1852.—J. C.

CHEAP WATCHES, JEWELRY AND SILVER WARE.

A GREAT REDUCTION IN PRICES! Twenty per cent, at least less than ever had a dollar in the United States!

GOLD LEVER WATCHES, full jewelled, 18 karat case only \$30. Usually sold for \$25.

GOLD LEVER WATCHES, 18 karat case, jewelled, " 24. Usually sold for \$18.

SILVER LEVER WATCHES, full jewelled, " 14. Usually sold for \$12.

SILVER LEVER WATCHES, jewelled, "