

CALIFORNIA NEWS.

ARRIVAL OF THE EL DORADO.

TWO WEEKS LATER FROM CALIFORNIA.

\$500,000 IN GOLD.

Interesting Intelligence—Great Inundation and Destruction of Property.

New York, April 12.

The steamship El Dorado, from San Juan and Chagres, with intelligence from California to the 15th ult., arrived here this afternoon at five o'clock, having come up to the city unannounced, owing to the dense fog.

The El Dorado brings \$800,000 in gold dust—of which \$780,000 is on freight, and the remainder, \$150,000, in the hands of passengers.

The passenger trains on the Panama Rail Road are now running from Aspinwall to Buena Vista. The trains start immediately on the arrival of the steamers, and passengers leaving Aspinwall in the morning arrive at Panama at midnight.

Aspinwall is beginning to assume the appearance of a thriving city.

A most disastrous flood had occurred on the rivers, and the city of Sacramento, Nevada and Marysville had been completely overflowed, causing a frightful destruction of property.

The loss at Marysville is estimated at \$10,000. At Sacramento, the embankment gave way, and the flood washed through the town, carrying off into the river a number of houses.

At Marysville, all the stores were submerged, and a large quantity of goods were destroyed.

At Nevada, two quartz mills, the theatre, the Empire Hotel, and several dwelling-houses were swept away.

The bridges at Salmon Falls and Coloma were carried off, and it is thought that every bridge on the South and Middle Fork rivers has shared the same fate.

The country between Sacramento and the mines is impassable. The Hall of the Legislature was surrounded by water, and the members could only reach it by boats. Nearly all the houses on the Marysville and Sacramento road floated off, and many of the finest brick buildings in Marysville have been rendered uninhabitable.

The damage at Sacramento is estimated at \$40,000.

The crops, it was thought, would not be materially injured.

Many lives had been lost along the rivers and the destruction of cattle was very great.

At the last accounts, the water was rapidly subsiding.

At San Francisco an expedition has been projected to go to a newly-discovered gold mine on Queen Charlotte Island.

The Indians are still giving trouble. A party attacked Clark's train near Sacramento, and in the fight that ensued four of the Indians were killed. The party of whites in charge of the train were forced to abandon their goods. Two Indians were afterwards taken and hung.

Immense quantities of snow had fallen in the neighborhood of Downsville.

The intelligence from the Mining Districts was not favorable.

A detachment of United States troops from New York had arrived there.

LOOKING-GLASSES FOR BIRDS.—A correspondent of the Gardener's Chronicle says:

"The following plan is perfectly efficacious for securing birds from fruit and other produce. One of my servants having by chance broken a looking-glass, it occurred to me that broken pieces, suspended by a string, so as to turn freely in every direction would give the appearance of something moving about, which would alarm the birds accordingly tried the plan, and found that no bird, not even the most foolhardy of them, dare come near. They had attacked my peas; on suspending a few bits of the looking-glass amongst them, the marauders left the place. The tomatoes attacked my pickle pears, to which they seem very partial. A bit of looking-glass suspended in front of the trees put a stop to the mischief. My grapes were then much damaged, before they were ripe, by thrushes and starlings; a piece of looking-glass drove these away, and had before tried many plans, but never found any so effectual as the above."

THE SPIRIT OF THE TIMES says, on the subject of racing time:—"No horse ever went a mile within a minute, although it has been alleged of the Flying Dutchman. Such a feat is impossible, for it would require a horse with a stride of ninety feet, and perform it once every second. The best time ever made was in a four mile race by Fashion. The time was 7 minutes and 38 1/2 seconds.

A MEXICAN writer in England is endeavoring to prove that salt was the "forbidden fruit," and that if it was no longer used by human race, "their beauty, bodily perfection and power of mind" would exceed any era before known in the world.

OUR friend Prentice is getting up a new kind of sheep, that will take to water like a Newfoundland dog. The breed is a cross made by giving a hyacinth ram the raa of the sheep-pen. It takes Ezra.

AN Irish sailor, as he was riding, made a pause; the horse in beating off the flies caught his hind foot in the stirrup; the sailor, observing it, exclaimed—"How now Dobbin, if you are going to get on, I will get off, for, by the powers, I will not ride double with you."

IT is said that ten grains of phosphate of lime, washed down with a swallow of cod liver oil, three times per day, will cure consumption in its early stages.

IT is stated that by the recent advance in Reading Rail Road stock, a New York speculator has realized \$110,000 clear profit.



THE AMERICAN.

SUNBURY.

SATURDAY, APRIL 17, 1852.

H. B. MASSEY, 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 North or Pennsylvania.

DEMOCRATIC STATE NOMINATION.

FOR CANAL COMMISSIONER.

WILLIAM SEARIGHT, of Fayette County.

EDITOR'S TABLE.

Business Notices.

GOD'S LADY'S BOOK for May is already on our table. The leading engraving in this number is January and May, and is a beautiful specimen of art. The reading matter is from among our best American authors. Those who want to subscribe to this periodical can do so through us.

JOURNAL OF THE FRANKLIN INSTITUTE.—The April number of this valuable scientific Journal has been received. It contains a list of the patents issued in February and also a variety of other useful information on scientific subjects.

THE SCHOOL JOURNAL.—This is a new work published by Thomas H. Burrows, of Lancaster, intended originally for Lancaster county.

SCOTT'S WEEKLY PAPER.—This is probably the largest as well as one of the best weeklies published in the city. Friend Scott is a clever and an energetic business man, and deserves the success he has reaped.

IMPROVED LIGHTNING RODS.—Our readers will perceive by the advertisement of Mr. T. S. Mackey, that he has made still further improvement in his lightning rods. Mr. Mackey is an intelligent and ingenious citizen and has constructed a lightning rod that is highly commended by a large number of his neighbors and fellow citizens.

PRINTING INK.—For sale for cash, at this office, kegs of 25, 20 and 12 pounds each.

Congress continues doing little or nothing for the people, except President making, for which the people do not thank them, as they intend to do that themselves.

The apportionment bill published in another column, has passed the Senate with some amendments. What the amendments are we have not heard. The House will, however, have a say in it.

THE APPOINTMENT BILL.

The legislature has had the apportionment bill before them for some time and will have no little trouble in forming the State into such Congressional districts as will give general satisfaction. The last bill introduced unites this County with Dauphin and Lebanon in which the democracy of old Northumberland is to be completely swallowed up by the whig majorities of these two Counties. This will never do. Old Northumberland and her untrodden democracy will never submit in being thus unceremoniously surrendered into the hands of the Philistines.

Our Lewisburg friends are determined to have a large Hotel in that place, and have accordingly raised a handsome sum by stock subscription for that purpose. That they will accomplish the matter, we have no doubt. There are but few, if any towns in the interior of Pennsylvania, where more enterprise is exhibited than by the citizens of Lewisburg. They have great faith in the mottoes "push" and "persevere" and do not fail to profit by it.

The great misfortune of Sunbury and Northumberland, is, that their men of means have acquired such an inveterate habit of multiplying by 6, that they can not be induced to adopt any other rule of arithmetic.

THE MAINE LIQUOR LAW.

This law after undergoing various mutations in the shape of amendments as it passed through the Senate, so that its friends would hardly own it, was finally killed in the House of Representatives, by a vote of 46 to 50 on the first section of the bill.

The friends of the law however say, they do not intend to give it up, but will renew the war with increased vigor next session. In the mean time, the friends of the law intend to organize themselves into an opposition, to all candidates for the legislature, who are not open and avowed friends of the measure. Col. Wallace of the Philadelphia Journal, quoting from the Reading Journal "thinks it all for the best, that the bill as amended was defeated, that the people want the Maine law and not the miserable apology agreed upon in the Senate. They want all or nothing—54, 40 or fight." Failing in getting their measure through this winter, they will "try again" from year to year—encouraged by the hope that

"THE TEMPERANCE battle, thus begun, beset with all bleeding wounds to us, though luffed off—WILL THEY WON?"

The rainy season is not peculiar to California alone, as we have already experienced. Its duration here is, perhaps, not so long. For the fortieth time we now look for clear weather.

ARMAND MARRAST.

Who formed one of the Cabinet under the provisional government of France, after the flight of Louis Philippe, has descended to the tomb. After the elevation of Louis Napoleon, he went into retirement, poor but with an untarnished reputation. He was an accomplished scholar—of great learning and ability, and as a journalist exercised great influence. His friend, Lamartine, the poet and statesman, and one of the finest writers of the times, has written his obituary, from which we take the following beautiful extract:

His death has been ascribed to the sadness of a fallen ambition. This is another calamity. His heart was broken before his fall or his elevation. Obscurity became his disposition. He loved solitude and leisure; he had, like a child, something of merit that sported with his misery—like an old man, something of repose which looks to eternity for requital. He felt his night approaching before his evening, and he accustomed himself to the tomb by solitude and even separation from his friends.

May his soul repose in peace! may his family be consoled, and his country not be forgetful! He leaves behind him the sole evidence which it is given to the longest life to erect upon the earth, I mean a name. To this name has been attached by accident to a brief time, but to great things; and of all those great things, he perhaps, has done the most difficult—he has touched a revolution, without staining his hands therein with a drop of blood, an atom of spoil, or a single tear!

And yet he dies fallen you say! It is true. He believed in God and in the people. The people have deceived him; God will not deceive him. Let us pray for his soul!

THE bill to lease the public works has been defeated. This is right. The public works are now in a way of becoming valuable. Should they get into the hands of lessors, for a term of years, they would probably give them up at the end of the term, in a condition that would require all the rent to put them in order. In a few years, when the North Branch Canal will be completed, and with proper management, they will yield a net revenue of at least two millions, and relieve us from the payment of State taxes.

PRAYING MACHINES.

A late writer gives an account of praying machines, used by the natives in India. The prayers are written or printed, and pasted on a cylinder, which is revolved by a crank, and thus each prayer is alternately brought up to the view of the god Buddha. Unfortunately, praying machines are not confined alone to the Buddhists of India. They are found in every portion of the world, and used by Jews and Gentiles—Christians and Pagans. Unless the heart is engaged, we look upon the human body, as nothing more or less than a machine, operated upon by some invisible lever or crank.

We would advise all who wish to be buried decently to call at Charles Deley's and secure a metallic coffin.

We clip the above from a southern paper. These nullifiers take things very coolly, and select a coffin with as much nonchalance as they would a coat. But we are surprised that they should be willing to encase themselves in a northern coffin made out of "protected iron."

When death himself that censures dost Who waits on all yet waits for none shall summon them to secede from this glorious Union.

Our Union county cotemporaries are almost constantly at loggerheads.—Their interchange of compliments towards each other must be highly refreshing to their readers. Practice has made them experts, and we doubt whether they could be excelled in their line by any, this side of Billingsgate.

The New York Tribune appears in a new suit of type, and it is always printed on good paper, it is one of the best printed, as it undoubtedly is one of the most ably edited papers in the Union.

The length of the Sunbury and Erie Railroad to be constructed is 96 miles, and not the least important of its many advantages is the fact that it will connect with all the principle coal regions of the Susquehanna.

The Columbia Democrat gives its readers the above information. We presume the Colonel was thinking of the Susquehanna Rail Road, from Harrisburg to Sunbury and Williamsport. There is a big difference between the two.

WELL, the weather has settled beautifully, thank goodness.—Phila Sun.

Not so fast Colonel the settling process is not yet finished.

LOUIS NAPOLEON is afflicted with a severe complaint in his head, which at times, causes great pain. It is stated that, if these attacks should continue, he will be altogether unfit to transact any public business.

SUNDAY WORK.—The Typographical Association of Pittsburg have unanimously adopted a report and declaration that they will not hereafter labor on the Sabbath on any terms.

MEMBER WITH THE CROSS.—At Logrono, in Spain, recently, two priests quarrelled in the church vestry, until one of them beat out the other's brain with a crucifix.

NEW RAIL ROAD PROJECT.—A meeting was held at Clearfield, Pa., on Saturday, in favor of a rail road from Erie to connect with the Pennsylvania Rail Road at Tyroce.

FOR CALIFORNIA, HO!—About a dozen of the citizens of Lyncum county—young, hardy, active, enterprising men—are now making preparations for an early start for California by the overland route.

SUNBURY & ERIE RAIL ROAD MEETING.

Pursuant to a call, that D. L. Miller, Esq., President of the Sunbury and Erie Rail Road, addressed the citizens of this place and vicinity, on the subject of the Sunbury and Erie Rail Road, a meeting was assembled at the Court House on Wednesday evening the 14th inst. On motion the meeting was organized by calling HUGH BELLAS, Esq., to the Chair, and Hon. ALEXANDER JORDAN and ANDREW GURRY, as Vice Presidents, and W. C. Lawson and H. B. Massey, Esq., as Secretaries.

The object of the meeting having been stated, on motion of H. B. Massey, Esq., the Chair appointed R. M. Frick, G. F. Miller, and J. J. Nalle, Esq., a committee to wait upon D. L. Miller, Jr. Esq., President of the Sunbury and Erie Rail Road, and inform him that the meeting was organized, and would be pleased to hear his views on the subject of that great improvement.

After a few remarks by the chairman, Mr. Miller proceeded in his remarks, which were listened to with great attention by a large and most respectable audience. He spoke of the great interest felt in this road, which will traverse the one third of the State, and compared its advantages, in point of grades and distance, with the New York and Erie Rail Road. The highest grade and that only for a few miles, being but 52 feet to the mile. He also referred to the fact, that when this road is completed, the distance from Erie to New York through Philadelphia, will be eight miles less than over the New York and Erie Rail Road, and that mile for mile, the cost of the road would not be more than half as much—that the lake trade was eight times as great as the Ohio river trade—amounting to 200 millions of dollars—more than all our foreign commerce.

Over fifty millions of dollars have been expended by New York to reach the lake trade.—The New York and Erie road alone costing 24 millions, which, six months after its completion, paid 8 per cent on that amount. He referred to the fact that the great safety of our road, as compared with the New York and Erie, would be of immense advantage, and that statistics prove that all our great roads are now paying more than 6 per cent.

The President also stated that enough had already been subscribed to warrant them putting under contract the grading and bridging of the road between Williamsport and Erie.

He also read a letter which he had addressed to the Commissioners of the County on the subject of subscribing \$200,000 to the stock of the company.

He said he had made a calculation, and would vouch for its correctness, which proved that one quarter of a penny per acre, assessed on each of the 4,600 taxable inhabitants of the County, would, in 30 years, pay off a subscription of \$300,000 and leave a surplus of \$35,000.

In the suggestion of the speaker himself, interrogatories in relation to different matters, were put by Messrs. McCarty, Pollock and H. B. Massey.

In conclusion he spoke of the Susquehanna route becoming the great thoroughfare for the travel south, from the north and north west to the seat of government.

Mr. Miller having concluded, on motion of H. B. Massey, the thanks of the meeting was tendered to him for his able and interesting remarks.

Correspondence of the Phila. Ledger.

LETTER FROM WASHINGTON.

Analysis of the vote on the Compromise Resolutions.—Cards and Speeches on the subject.—Position of the Northern Democracy.—Maryland Resolutions in favor of Cass.—Predictions verified.—California for Douglas.

WASHINGTON, April 8.

The analysis of the vote on the Compromise is still the fruitful theme of Congressional oratory. We had a letter from Mr. Stanly, and a capital speech from Major Polk on the subject; also, a card in the "Union," from Mr. McLanahan, who was unavoidably absent when the vote on Mr. Hilley's Resolution was taken; having had a dinner-party at his house on that day.—Other cards are being published, expressive of adhesion, and regretting absence.

All that I have to say is, that it is a thousand pities that Pennsylvania, which has given such indubitable proof of loyalty to the Union and devotion to the Constitution, should, on the last vote, have had seven Democratic members absent, and one (Mr. Groat) voting against the resolution, making eight out of the fifteen Democrats. The six absent Democrats, (I thought at first there had been but four), were Messrs. McNair, Morrison, J. Jones, Dimmick, Parker and Gilmore. They were absent the whole day being either detained by other business of a private nature, or by indisposition. I have no doubt they would all have been glad to vote for the Resolutions, had they been present in Washington; but their absence gave rise to all sorts of unworthy surmises, especially new on the eve of a Presidential campaign. It is a singular coincidence, that a majority of the Democratic members from Virginia, voted against Mr. Hilley's Resolution, establishing, at least nominally, a mysterious connection between the votes of the two sister States. The Cass men in Virginia and Pennsylvania, and the leading Douglas men were all in their places, avowing they would stay a month in the House, rather than adjourn and not vote on the Resolutions. Judge Bayly had a dinner-party at his house on the same day; but Mrs. Bayly had to lead the gentlemen into dinner without her husband, who was ready to encamp in the House of Representatives for the night, rather than adjourn without a vote. These little episodes in the history of Congress, are not without interest. All the Democrats from Illinois, and all the Democrats Indiana, (with the exception of one Free-Soiler), voted from first to last, on all the intermediate and on all the direct questions, with the majority. Only one Whig member from all the New England States, Mr. Appleton, of Boston, voted for the resolutions; and all the Democrats, not known as Free-Soilers, toed the mark, New Hampshire leading off.

You will remember that I predicted that Maryland would go for Cass. The resolu-

SUSQUEHANNA RAIL ROAD.

The Baltimore American of Tuesday last, contains the address of the Committee appointed at the late Convention in that city in favor of the speedy completion of the Rail Road from Bridgeport, opposite Harrisburg, to Sunbury and to Williamsport. We have not sufficient room for the whole address, but lay before our readers the following important extracts, which evince a determination on the part of the citizens of Baltimore that assure us that the road between this place and Harrisburg must and will be speedily made.

In the deliberations to which the two Conventions (that at Sunbury in May last, and this lately in Baltimore) have furnished occasion, between the several interests connected with this road, the parties concerned have come to an informal arrangement or understanding of which the import is, that the lower or more Southern division of this road, that is, the section lying between Bridgeport and Sunbury,—a distance of about or near fifty miles—shall be undertaken by the City of Baltimore in conjunction with the four Coal Companies whose works intersect that division, and with the counties more especially allied to the same division; whilst the upper, or more northern section, from Sunbury to Williamsport, shall, in like manner be committed to the country contiguous to it—or in other words, that the funds which may be contributed by the City of Baltimore and those of the Coal Companies as well as those of the contiguous counties, shall be applied to the section extending from Bridgeport to Sunbury as far as the amount may be necessary to the completion of that section.

The whole line of the road from Bridgeport to Williamsport is estimated—as well as an estimate can be made, before survey or location—to be about ninety miles in length. The grade is computed to be about two and a half feet to the mile, and the greater portion of the route will occupy a level river bank, with but few impediments to the easiest and cheapest character of construction. These features of the country through which the road must pass, it is said, by those who are competent to speak upon such a question, will place this work in the class of the least costly of such structures known to the experience of our engineers.—It is estimated that the whole work may be made for two millions.

In considering the question of contribution towards these funds, the Convention, in their memorial to the City Council, have intimated that a loan of the credit of this city to the amount of \$500,000 would meet the expectation of the other interests associated in the scheme; and it is to this subject that the Committee now specially invite the attention of their fellow citizens. They have a proposition to make, in reference to this point, which they hope will prove acceptable to every interested concern.

They do not wish to embarrass the city by any financial measure which may involve the necessity of advancing any money whatever, or which may expose the city to a probable hazard of any increase, now or hereafter, to the rates of taxation. The scheme which they have to propose carefully avoids, as they think, any actual outlay of even the smallest amount, and certainly avoids the probable contingency of any ultimate loss; whilst, on the other hand, the demonstrable success of the enterprise must infallibly, in increasing the trade and wealth, increase also the revenues of the city.

They propose— 1. That the city shall make a loan of their bonds for \$500,000 to the Baltimore and Susquehanna and York and Cumberland Rail Road Companies, upon an undertaking on the part of these two Companies to secure and indemnify the city against loss of these Companies respectively.

2. That the bonds be issued for such amounts as may be found convenient, bearing an interest of 6 per cent, and redeemable in twenty years.

3. That the two Companies regulate between themselves the ratio in which each shall receive the bonds, and their responsibility to each other in the amount of the security.

4. That the bonds shall be delivered to the two Companies, and be applied by them to the construction of the road, as follows—

Whenever the two Companies shall demand of the City an instalment of the bonds, and it shall be shown, to the satisfaction of the City authorities, that there have been subscribed and paid to the road, from other sources, the sum of one hundred thousand dollars, then the City shall, upon the requisition of the two Companies, deliver to them the like amount of one hundred thousand dollars, in bonds, and so of the next hundred thousand, and of the successive instalments of the same amount, on the same conditions until the whole sum of \$500,000 in bonds is supplied. It being understood that this loan by the City and the corresponding subscriptions by which, in each instalment, it is to be preceded, shall be applied to the construction of that portion of the road extending from Bridgeport to Sunbury, and beginning at Bridgeport.

5. That the two Companies, having thus become the proprietors of bonds, shall make such stipulations and arrangements with the new Company for the application of these funds to the construction of the road, as they may find expedient; that is to say, that they shall either loan them to the new Company, with the reserved privilege of converting the amount into stock whenever they may choose to do so—or to subscribe the amount once to the stock, on such conditions as they may find advisable—taking care, in either case, to stipulate for the application of the money to the construction of the road from Bridgeport to Sunbury.

Of the value of the road, when completed it is presumed there can be no difference of opinion amongst our citizens. When open it is seen that this communication, once opened to Williamsport, will form the link of con-

PENNSYLVANIA LEGISLATURE.

HARRISBURG, April 10.

SENATE.—The following bills were severally considered and passed:

To authorize the Pennsylvania Rail Road Company to hold the Powellton estate.

To incorporate the Old Fellows' Widows' and Orphans' Asylum.

To incorporate the Westminister Collegiate Institute.

Mr. McCaslin read in place a further supplement to the act incorporating the Pennsylvania and Ohio Rail Road Company.

The bill to incorporate the Broad Mount and Mahogany Rail Road Company was taken up and passed finally.

The bill to incorporate the Cornwall and Phoenixville Rail Road Company was also taken up and passed.

The Senate then took up and non-concurred in the amendment of the House to the Senate bill, authorizing the employment of counsel in the case of Rachel Parker, the alleged free negro girl, recently abducted from Chester county.

The amendment gave the Governor power to pay the expenses of counsel, which were not limited.

The Senate adjourned.

HOUSE.—The joint resolution in favor of a grant of the public lands by the Government to aid in the construction of the Erie and Sunbury Rail Road, was taken up and passed.

The bill authorizing the publication of the laws of the State in the newspapers, after being debated at some length, on second reading was negatived.

The supplement to the act incorporating the Susquehanna Rail Road was considered and passed.

Mr. Rhoads introduced a bill authorizing the lease of the public works of the State to John Snodgrass of Westmoreland county, and John W. Geary, of California, for a period of fifteen years.

The House then adjourned.

HARRISBURG, April 12.

SENATE.—Mr. Robertson introduced a resolution providing for a final adjournment of the Legislature on the 27th of April.

The bill from the House, apportioning the State for the election of members of Congress, was then taken up, and passing Committee of the Whole, was reported to the Senate, and then postponed until to-morrow.

The bill for the relief of the heirs of James Rankin, who was arraigned for high treason on March 6th, 1778, and his property confiscated, was then taken up on second reading. The heirs claims \$30,000 as restitution.

The bill was discussed at much length, and then postponed.

The bill closing the Trusts created by the Bank of the United States, was then taken up in order, when the Senate resolved itself into Committee of the Whole upon it, for the purpose of general amendment.

Subsequently the bill came up again on second reading, and after being discussed at some length, the Senate adjourned.

HOUSE.—The general Appropriation Bill was taken up, being the special order of the day.

The claims of Judge Jones and George M. Stroud, for extra pay, were defeated.

The salary of the Judge of the Lancaster District was increased to two thousand dollars.

Two hundred thousand dollars were added to the bill, for relaying the North track of the Columbia Rail Road. The bill was then postponed for the present.

A supplement to the act incorporating the Farmers' Hay and Straw Market Association passed finally.

WHEN the will becomes duly resigned to God, in small things as well as great ones, all the affections will be reduced into their proper state in their proper season.

NOTICE.

J. P. Kennedy, Moore N. Fall, Henry Tiffany, Joshua Vansan, W. Woodruff, J. H. Carter, Wm. F. Murdoch, Dan Holt, P. H. Sullivan, G. W. Lorman, Zenos Barnum, John S. Gittings.

James Beard, Prot Sunbury, April 17, 1852.—

ESTATE OF GEORGE DEIBLER, D. NOTICE is hereby given that letters of administration have been granted to the executor on the estate of George Deibler, dec'd., of Shamokin township, Northumberland county, Pa. All persons indebted to said estate or having claims against the same, are requested to call on the executor for settlement.

JONATHAN B. DEIBLER, Adm. Shamokin, April 17, 1852.—Gt.

IMPROVED LIGHTNING ROD NOTICE subscriber has constructed a LIGHTNING ROD on true Philosophical principle, by which buildings supplied with them rendered perfectly secure against destruction by lightning. The construction and insulation of rods, as well as the preparation of the ground is on an entirely new plan, making a more perfect conductor than any heretofore in use. Measures have been taken to secure Letters of Patents for the improvement.

Persons desirous of securing their lives and property from destruction by lightning, can I conclude put up to their buildings in the most perfect and substantial manner, by applying their personally or by letter, to the undersigned at the following prices:

For 16 ft. 3 inch square rod gold plated iron, solid platinum tips. 50c
For 20 ft. 3 inch square rod gold plated iron, solid platinum tips. 55c
For 40 ft. 3 inch tubular rods gold plated iron, solid platinum tips. 15
For 40 ft. iron rod gold plated iron, solid platinum tips. 12
For 40 ft. iron rod silver plated iron, 10
And twenty cents for every additional foot or foot.

Milton, Sept. 6, 1851.—J. S. MACKEY.

PROCLAMATION.

NOTICE is hereby given that a Special Court of Common Pleas, in and for the County of Northumberland, to commence at the Court House, in the borough of Sunbury at 10 o'clock, A. M. on Monday the 31 day of May 1852, and will continue ON WEDNESDAY.

JURORS are requested to be punctual in their attendance, at the time appointed agreeable to their notices.

Given under my hand at Sunbury, the 17th day of April, in the year of our Lord one thousand eight hundred and fifty-two—and the Independence of the United States of America the 76th.</