Foreign News.

DEFERRED ITEMS OF FOREIGN NEWS

ENGLAND.

Mr. Gladstone has been re-elected to Parliament.

Serious apprehensions are entertained in England that the Emperor Napoleon is meditating a *coup de main* in the way of a descent on England.

The Government is making inquiries of the various railway companies how many men and horses and munitions of war they can carry in a specified time to certain point in case of an emergency.

Large military stations are to be formed near Birmingham, and more regular troops are to be sent from home.

Napier, the English ship builder, has received an order from the French Emperor to build him 16 frigates. The English, Admiralty, however, cancelled the order and gave Napier a similar order.

Since the departure of the Africa, £2,000,000 in sterling gold has been shipped to Australia, for the purchase of gold dust.

Guano has been discovered at the Falkland Islands.

FRANCE.

The Emperor has refused to accept the resignation of M De Drouyn De L'Huys

There is great activity at the Paris navy yards. No less than 25 line of battle ships, 18 frigates, and 15 smaller vessels of war are building at the different French Navy yards.

The Budget of 1854 shows a large increase over that of the present year.

Disastrous accounts of floods in the various departments have been received. Many of the rivers are overflowed, causing great injury to the towns along the banks and much destruction of property.

The whole of the Orleans property is now alienated, the year allowed for the sale having expired.

GREAT STRIKE AT BALTIMORE.

There is, at present, a great excitement in Baltimore, in consequence of a strike among the Engineers, Machinists, &c. in the Machine shops, and on the rail roads, running into Baltimore. Some of the employers have yielded other resist.

No establishment, except those of Wells & Miller, Ames & Green, Page & Co. and Washington & Mager, have yielded to the workmen and given the prices asked. Ross Winans, who employs 800 hands, refuses to listen to the demand of the strikers, and so do Messrs. Murray & Hazlehurst, and Adam Demead, who employ over one thousand hands.

SECOND DESPATCH.

Baltimore, Feb, 14.

The engineers, firemen and brakesmen on the Susquehanna Railroad at left their trains to-night, and the business of the road, with the exception of the mail train, will be entirely suspended.

There is a report here from Harrisburg that all the men on the upper section of the Pennsylvania Railroad will strike to-morrow.

There is another mass meeting of the mechanics in progress to night, in the hall of the Maryland Institute, and the greatest enthusiasm exists. The resolution not to go to work in any of the large railroad shops until all the large establishments yield, was readopted, and a number of speeches were delivered. The application of the contractors for cars and locomotives, made to-day to the City Council, to back their application for an advance on their contract price, was treated with derision. Ross Winans, the millionaire mechanic, is the strongest opponent of the strike, and the mechanics have resolved to go to work as soon as the other establishments yield, and then support his men in standing out. Good order and quiet prevailed throughout the meeting.

All the trains on the Baltimore and Ohio Railroad are now running regularly, the engineers and assistance having been fully satisfied by the action of the directors.

A PLACE UNDER GEN. PIERCE.

Some of our aspiring friends may thank us for the following information, taken from a Santa Fe letter, which shows what a perfect sinecure the berth of Governor of New Mexico is. The history of the civil Governors reads thus! "Colonel PEREZ was sent out from the city of Mexico, as Governor of this Territory, in 1837. From some trifling cause, the people succeeded in raising a revolution, the Pueble Indians joining in with them.—The Governor was caught and put to death; his body was stripped and shockingly mangled; his head was carried as a trophy to the camp of the soldiers, and made a foot-ball of. The Secretary of State, JESUS MARIA ALARIDI called El Chico, was taken, stripped and scourged, and his body pierced through and through with lances. Don SANTIAGO ABREN, another Governor, was butchered in a still more barbarous manner. His hands were cut off; his eyes and tongue were pulled out, and shaken tauntingly in his face, and in this most cruel manner he was murdered. JOSE GONZALES was declared Governor soon after Our friend, General ARMIJO, declared against him, raised a force, defeated him at La Cana, took him prisoner, and, without even the form of a trial, shot him dead on the spot.—ARMIJO took the reigns of Government into his own hands, and held them until General KEARNEY drove him out of the country in 1846. Governor BENT, who was appointed by General KEARNEY, had not been in office a year when he was dragged from his house in Taos at midnight, and murdered by the Mexicans and Puebla Indians before his own door in Plaza. Governor CALHOUN, the next Governor, worn out by the cares and anxieties of his office, died on his way home to the States last summer. What is to be the fate of Governor LANE remains to be seen. General PIERCE will probably get his head, if nobody else gets it before him."

GIRARD HOUSE, Philadelphia, finished its first year's business Jan. 25th, and during the year entertained 40,186 guests. The Hotel is of the very highest order, and is admirably presided over by Messrs. Presbury & Billings, the latter formerly of the Irving House in New York.

E PLURIBUS UNUM

THE AMERICAN.

SUNBURY.

SATURDAY, FEBRUARY 19, 1853.

H. B. MASSER, Editor and Proprietor.

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.

Eyer & Landall of Philadelphia, advertise an excellent assortment of New Goods.

ROSENDALE'S CEMENT. — Messrs. Smith and Son of Philadelphia, advertise for sale this excellent article of hydraulic cement.

The New York Illustrated News of the 19th inst., is a beautiful pictorial.

EPISCOPAL SERVICE

Service will be held, by Divine Permission, to morrow (Sunday) evening, in St. Matthew's Church at 6½ o'clock.

☞ LAND WARRANTS.—Persons having Land Warrants for sale, can dispose of them for cash, by applying at this office.

☞ SUNBURY AND ERIE RAILROAD COMPANY.—An election for officers of this Company for the ensuing year, was held at Philadelphia, on Monday last, the proceedings of which will be found in another column.

☞ BRIDGE LETTING.—The Commissioners, it will be seen, have advertised for proposals for the construction of a bridge over the Shamokin creek below this place, in place of the one carried off by the freshet.

The new bridge will be built several feet higher, which will effectually secure it against future freshets.

THE BALTIMORE SUBSCRIPTION.

The bonds of the York and Cumberland rail road company amounting to $500,000 gauranteed by the city of Baltimore for the use of the Susquehanna Rail road company, have been put into market and are advertised to be sold to the highest bidder. The bids will be opened to day, (Saturday,) the 19th inst.

We learn, by a letter from Baltimore, that bids beyond that sum, have already been put in, ranging from $105 to $108 for $100 stock, so that the Company will receive, in premiums $30,000 or $40,000 over and above the par value of the bonds. Active operations will be commenced immediately on the work.

MORE AID TO THE SUNBURY AND ERIE RAIL ROAD.

A bill was introduced into the Legislature on Monday last, which legalises the Lake Shore rail road, extending from Erie to the Western State line, which road was made without authority of law, by the Franklin Canal Company.

The bill provides amply and fully that there shall be no discrimination in the rates of fares for passengers or the charges for freight which will operate in any way against the Sunbury and Erie road. It provides also that the "Lake Shore" company shall subscribe 400,000 dollars to the Sunbury and Erie Company, which shall be paid for as other subscriptions, and that the same shall be inalienable forever, unless in case of the insolvency or dissolution of either company, and authorises an increase of capital or issue of bonds to enable them to make the subscriptions provided for.

THE LATE FRESHET.

As some elderly ladies are said to be exceedingly fond of gossip, so it may be said that some editors are remarkably fond of the marvellous, especially when it ministers to prejudices, that are fanned into life by every little breeze of scandal.

We trust that our neighbors and cotemporaries, who published such marvellous statements, concerning the late freshet, at this place, are not obnoxious to such a charge.

The Lewisburg Democrat, for instance, gravely says, that "Sunbury was nearly altogether inundated. Much damage has been done, but we have not as yet, been able to learn particulars." Whilst Col. Best of the Danville intelligencer, most oracularly informs his readers that "the high water came up near to the Court house, in Sunbury, and again admonished many of the inhabitants of the importance of building above high water mark."

Now, many of our readers will, no doubt, be surprised to learn that not a single house in Water street, fronting the river, was inundated or reached by high water, and that but two cellars in that street suffered from it, and these by soakage. And further we assure our friend of the Danville Intelligencer, that 8 or 10 feet more water would still have left the Court house high and dry. Along the Eastern boundry of the Borough, the water inundated but two houses, and filled a few cellars. This was caused by the water coming in above town, which will be prevented hereafter by an embankment projected several years since, and which should have been completed long ago. From what we have learned Danville and Lewisburg have both suffered more from the flood than ourselves, trifling as that may have been.

THE COUNTY SUBSCRIPTION TO THE SUSQUEHANNA RAILROAD.

The question whether the Commissioners have made the subscription of $200,000, to the Susquehanna Railroad is no longer a matter of speculation or doubt. It is now reduced to an absolute verity. The Baltimore papers say that the bonds are in the hands of the Treasurer of the Company, and the Commissioners, themselves, have removed the injunction of secresy. Some appeared indignant on account of the subscription, others, because it was not done, as they say, openly. The bonds were signed by Mr. Weaver and Mr. Wilson and were executed shortly after the election, Mr. Albert, the other Commissioner having refused to sign them. Mr. Weaver says that he always was in favor of the subscription, and believes the county will be greatly benefitted without having one cent to pay. There are two hundred bonds of $1000, each with coupons attached, having twenty years to run, bearing six per cent interest, payable every six months. Each bond has therefore, forty coupons attached, which we will state for the benefit of those who may not understand the term, are certificates of interest. Coupon from the French, means "cut off," one of which is cut off and presented every six months, or when payment of interest is made.—There are, therefore, no less that eight thousand coupons attached to the two hundred bonds, each one of which had to be attested by the clerk. The "old Squire," no doubt, was heartily tired of his name before he got through. The payment of interest commences in 1854, after the road is completed and in operation. The friends of the road are confident that the county will never be called on for a dollar, as the road they alledge, will pay six per cent from the start. Our own opinion is, that after the Erie road is completed, the bonds will be above par and prove a scource of revenue to the county.

☞ SUNBURY AND ERIE RAILROAD.—A large meeting of the friends of the Sunbury and Erie Railroad convened at Philadelphia, on Tuesday evening last, at the Sansom street Hall, for the purpose, as stated in the call, "of expressing their sense of the enlightened and liberal course of the Councils of Philadelphia, in agreeing to assist in the prosecution of this great work, and to determine upon such course as may be thought necessary, for the purpose of responding to the action of the Councils in this respect.

☞ CANAL COMMISSIONER.—The Lycoming Gazette recommends our old friend John B. Beck, of Williamsport, for Canal Commissioner. William Forsyth and Geo. C. Welker, Esqrs., of this county have also been named for that office.

☞ SUSQUEHANNA RAILROAD.—The contractors of this road advertise for 1,000 men to whom employment will be given for the next 12 months. See their advertisement in another column.

☞ LETTING.—The Williamsport and Elmira Rail Road Company, have advertised for proposals for the grading and masonry of the road, from Ralston to Elmira, and the surfacing and relaying of the old road from Williamsport to Ralston. The letting will take place at Elmira on the 1st of March next.

☞ LEWIS HAUSE, who was sentenced to the Penitentiary for 15 months, for counterfeiting, escaped from the Danville Jail on Saturday night last.

REPORT OF THE SUNBURY AND ERIE RAILROAD COMPANY.

At the annual meeting of the Stockholders at Philadelphia, on Monday last, the Report of the Board of Directors was submitted. The report commences with a history of the Company, and the difficulties surmounted, and refers to the excellence of the Harbor at Erie, the western terminus of the road, and to the prospect of an early completion of the great work.

The act of 1837, incorporating the Company, limited the capital to $3,000,000, with liberty to increase it to $6,000,000. This increase, is recommended.

The eastern terminus of the road and its connections, is then alluded to. As our readers are more particularly interested in this, we copy it entire, together with the election of officers, &c.

EASTERN TERMINUS AND CONNECTIONS.

The proper eastern terminus of our road may be said to be Philadelphia—the actual eastern terminus is Sunbury. From thence, roads in course of construction or under contracts, such as the Philadelphia and Sunbury terminating with its links on the Reading Rail Road, and the Susquehanna Rail Road, leading to a point near Harrisburg, and there connecting with the Pennsylvania Rail Road Company, will enable this company to reach Philadelphia by competing routes, thus protecting us against the imposition of any unfavorable terms. Besides these, there is another rail road, viz:—the Catawissa and Williamsport, now in course of vigorous prosecution, thus insuring to us by its connections through the little Schuylkill with the Reading Rail Road, a very eligible mode of reahing Philadelphia. In order to transact the additional business which our rail road is likely to bring to the Reading Rail Road Company, it will be necessary for that Company to lay down additional tracks, and it is probable that, with proper assurances that such business, or a portion of it, will be secured to them, that Company will agree to have such tracks laid in time for us on the completion of our road.

Besides these means of reaching Philadelphia, there is yet another which will probably commend itself to our attention. It is understood that the Easton and Water Gap Road will make a branch to Allentown, at which point a connection will be made with a road that may be said to be an extension of the Catawissa and Williamsport road. It is true, that this mode of reaching Philadelphia is, in many respects, less desirable than that offered by some other roads, but it will be quite sufficient to insure us liberal terms from these, and will afford another means by which the city of Philadelphia may be reached by us. Our Company, moreover, have, under a supplement to the charter, passed last year, the right at any time to extend its road from Sunbury to the valley of the Schuylkill, and thence to connect with any road leading to Philadelphia, and also have power, upon failure of the Susquehanna Rail Road Company to construct their road within a given time, to extend our road so as to unite with the Pennsylvania Rail Road, near Harrisburg.

While it may be injudicious to exercise this power at the present time, the existence of such right will always be sufficient to secure liberal terms from companies connecting with us. Though the main object of the Company should be to insure to Pennsylvania the chief benefits to be derived from the construction of this road, and to make it subservient to the prosperity not only of her metropolis and of her Lake City, but also to that of the whole country which it may traverse, the Company should not hesitate to take advantage of the superiority of its route as carriers for Boston, New York and Baltimore. This road will, through its connection with the Catawissa and roads leading to Easton, and thence by the Jersey central to New York, present the shortest, and in every respect most desirable route from that city to the Lakes. So also a line of contemplated rail roads, leading from Springfield, Mass, to Williamsport, Pennsylvania, will make thus far the shortest and best route that can be devised, whereby Boston may reach Lake Erie, or by a branch from some western point on our road, may reach the south-western part of Ohio, &c.

So also of Baltimore By far the shortest and best, and most desirable route from Lake Erie to that city, is presented by this road, and the Susquehanna road, connecting with it at Sunbury. Resting, as our road does, by means of its connections on these four great cities, and having similar advantages in the west, and possessing, moreover, an advantage peculiar to itself, perhaps, in the means for a large return freight in the shape of coal, it will require nothing but a liberal and enlightened policy to secure to the road that pre-eminence to which its position so justly entitles it.

CONSTRUCTION.

Shortly after the present President was elected to fill the vacancy occasioned by the resignation of his predecessor, it was determined by the Board not to commence any part of the road until a subscription to the stock of the Company had been made sufficiently large to secure the completion of the whole road. This resolution they have been obliged, in a measure, to depart from. It was some time since communicated to them upon reliable authority, that the Catawissa Company had given instructions to their engineers to survey a route directly from Catawissa to Williamsport, and that certain parties were in treaty for the purchase of the charter of the road leading from Mauch Chunk to Easton, and in connection with others, were endeavoring to secure the means of controlling the affairs of this Company. Had this design succeeded, it is easy to see how disastrous the consequence would have been to Philadelphia, in thus making it the interest of the owners of the road, between Mauch Chunk and Easton, to discriminate in favor of trade and travel passing by the point of divergence to Philadelphia, and going over their road on its way to New York. To defeat this object a contract was made with the Messrs. Moorhead to proceed at once to construct the road from Sunbury to Williamsport, and the fulfilment of the contract on the part of the Company was guaranteed by four members of the Board, and at the same time it was proposed to the Catawissa Company to connect with our road at or near Milton, a few miles above Northumberland. The effect of this course has been all that was desired. The Catawissa Company will, it is believed, connect with us at Milton, and thus the entire freedom from discriminations, to the prejudice of Philadelphia, will be forever effectually secured.

In conclusion the Board recommended the adoption of the following Resolution:

Resolved, That the Capital Stock of the Company be increased to the amount of $6,000,000.

By order of the Board of Managers.

CHRISTOPHER FALLON, President.

Office of the Sunbury & Erie R. R. Co., February, 1853.

On motion or Daniel L. Miller, Jr., the resolution attached to the report, to increase the capital stock to $6,000,000, the extent allowed by the charter, was then taken up, considered and adopted.

The report of the Board was also adopted.

Mr. T. Haskins Dupuy, the Chief Engineer, protem., being present, reported, verbally, that a portion of the line of the road is under contract and progressing vigorously in its construction.

The meeting then took a recess, for the purpose of going into the annual election for a Board of Directors.

At 3 o'clock P. M. the polls were closed, and the following gentlemen were ascertained to be elected to serve as Directors of the Company during the ensuing year:

President—CHRISTOPHER FALLON.

MANAGERS.

Charles Lennig,	John F. Cowan,
John Tucker,	James L. Gillis,
Henry Duhring,	David K. Jackman,
John Rice,	John Galbraith,
Philip M. Price,	Morrow B. Lowry,
James D. Whetham,	James Miles.

There were upwards of nine hundred votes polled, and the contest in relation to two of the candidates named extend to thirty odd ballots.

The meeting then adjourned.

Correspondence of the Phila. Ledger.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, Feb. 4, 1853.

Mr. Hendricks, a bill to incorporate the Grand Lodge of Philanthropic Anti-Tobacconists.

On motion of Mr. Crabb, the bill requiring the principal office and meetings of the Sunbury and Erie Rail Road Company to be held and kept in Philadelphia, was taken up on third reading.

Mr. Crabb, O'Neil and Buckalew, advocated it, and Mr. Kunkel opposed it. On motion its consideration was postponed till Monday next.

On motion of Mr. Slifer, the act incorporating the Lewisburg Savings Institution, was read three times and passed.

On motion of Mr. Sanderson, the bill providing for the appointment of the State Printer was taken upon third reading, and lost. Yeas 15, nays 15.

HOUSE.—Mr Skinner reported a bill to cancel the relief notes.

Mr. Flanigan, a further supplement to the act incorporating the Sunbury and Erie Rail Road Company, which was taken up and passed finally.

HARRISBURG, Feb. 8

Mr. M'Caslin, (com. on Militia) reported with amendment, the bill to enroll the citizens and organize the volunteers of the Commonwealth; accompanied with a report on the subject.

The report is somewhat lengthy, well written, and suggests various improvements in the system. The bill proposes to repeal the present poll tax of fifty cents for non-performance of militia duty; requires all volunteer companies, in respect to numbers to conform to the regulations of the U. S. Army; and to all companies fully equipped and provided with an armory, appropriates a certain sum out of the county treasury, for armory purposes. In counties where no fully equipped volunteers are organized, no expenses for military purposes are incurred.

Mr. Haldeman, a supplement to the bill requiring the Susquehanna Coal company to construct sluices in the dams, and authorizing the Canal Commissioners to erect sluices in the Clark's Ferry and Shamokin dams.

On motion of Mr. Bergstresser the bill to incorporate the Northumberland cemetery company was taken up, (Mr. Chase in the chair) read and passed finally.

HARRISBURG, Feb. 14.

The bill relation to the construction of lateral railroads was then taken up on second reading

Mr. Strong moved to amend by adding as a proviso—

"That no road shall approach any dwelling house nearer than one hundred yards, or cross any other railroad without the consent of the Company interested."

The amendment was debated at some length, and finally agreed to.

The bill was then laid aside.

The bill to incorporate the Erie City Bank was then taken up on its final passage—Yeas 36, Nays 35.

Mr. Kelso took the floor, and spoke at length in favor of the bill.

Mr. Leach moved to go again into Committee of the Whole, for the purpose of general amendment, which was agreed to—Yeas 38, Nays 33

Mr. Leech then submitted an amendment, which was adopted, providing that the Bank shall not issue bills of a less denomination than twenty dollars.

The Committee then rose, and on motion had leave to sit again.

The House then adjourned.

FEB. 14.

SENATE.—Mr. Kunkel, one from citizens of Northumberland county, for an appropriation by the State, to increase the capacity of the Susquehanna division of the Pennsylvania canal.

Mr. Kunkel moved to amend the bill to increase the salaries of all the Judges of the courts of Common Pleas who receive now $1,600 to $2,000.

Mr. O'Neill moved to strike out the proposed amendment, and substitute one to increase the salaries of all the law Judges in the Commonwealth $400.

Mr Crabb opposed the whole scheme, and expressed his disapprobation of this everlasting tinkering with the salaries of the Judges.

The postponement for the present was agreed to. And the Senate adjourned.

COUNTY SUBSCRIPTION.

"The Baltimore Sun of Saturday, in relation to the subscriptions to the Susquehanna Railroad says:

"We are gratified in being able to announce to our citizens the favorable condition of the subscriptions to the Susquehanna Railroad, which is to connect Baltimore ultimately with the lakes, by a union, opposite Harrisburg with our present lines terminating at that point. The subscriptions by the Pennsylvania counties have been liberal and prompt, and it is to be hoped will meet with the proper appreciation and reciprocity here. In the first place, however, we learn that the bonds of the York and Cumberland Railroad company, to the amount of $500,000, have been duly accepted, and are in the hands of the Mayor of the city of Baltimore, to be guarantied, the same to be applied to the prosecution of this work. The county of Northumberland, Pa., has placed in the hands of the treasurer of the Susquehanna Railroad company the bonds of the county to the amount of $200,000, in full for their subscription to the stock of the road, and in addition thereto private subscriptions we are informed, to the extent of $300,000, have also been made. On the 9th inst., the commissioners of Union county, Pa., signed the bonds of that county to the extent of $200,000 for their subscription to the stock of the road, which will shortly be placed in the hands of the treasurer.

FATAL ACCIDENT.—*Norristown, Feb. 14.*—A man, named Patrick McGinley, was killed this afternoon an the Chester Valley Railroad, by the falling of a dirt bank. He leaves a wife and five children residing in Norristown.

THE LATEST CABINET.—The Herald publishes the following as the latest Cabinet construction; of course it is subject to all the modifications incident to uncertain things, and the real Cabinet may have some very different names; it might, advantageously and popularly speaking.

Caleb Cushing, of Mass., Secretary of State.

A. C. Flagg, of New York, Secretary of the Treasury.

Robert F. Stockton, of N. J., Secretary of the Navy.

Jefferson Davis, of Miss., Secretary of war.

James C. Dobbin, of N. C., Secretary of the Interior.

R. M'Clelland, of Mich, Postmaster General.

James Campbell, of Penn., Attorney-General.

RAIL ROAD PURCHASE.—We understand that the Susquehanna rail road company has purchased of the Dauphin and Susquehanna rail road, the three miles of their road from Dauphin, round the Kittatinny mountain, to the Susquehanna bridge, owned by the Central road. This will enable the Susquehanna rail road company to open their road one year sooner than they otherwise could have done, because it will take them two years to build a bridge at Dauphin. In the mean time they can use the Central rail road bridge to cross the Susquehanna, and it also makes a connection with the Pennsylvania road, the Harrisburg and Lancaster road and the Harrisburg and Reading road, when built.—*Dem. Union.*

THE WHEELING BRIDGE.—Last Thursday a week was the day to take down the suspension bridge at Weeling, according to the decree of the Supreme Court. The Gazette, however says it was still standing on Friday morning.

SUBSCRIPTION TO THE CONNELSVILLE RAILROAD.—*Pittsburg*, Feb, 14.—The City Councils have passed a resolution, this evening, unanimously, to subscribe 10,000 shares (amounting to $500,000) to Pittsburg and Connelsville Railroad.

THE Stocking-makers of Paris have presented the Emperor with an address of thanks for making the men wear long stockings.

Original Poetry.

For the Sunbury American.

THE BEAUTIFUL DIETH NOT.

Where hath the radiance flown,
That gleamed within those tender mournful eyes,
Now dimmed and faded by the breath of tears?
There was in olden time on that pale cheek
A blush as beautiful as sunset clouds,
Like the first rose of summer but with a changeful light
And a more varying glow.
But it hath passed away and left no trace,
Of its bright path of loveliness.
Who hath not heard a child's sweet music laugh
Echoing like fairy bells? Deep in thy silent heart
Dwell the fair spirits of song.
Oft have they wakened with soft melody
Falling from mortal lips, and while the air
Still trembled with the enchanting tone it died
In far off cadence. Wouldst thou know
Where that most glorious music finds a home.

* * * * * *

Rising and falling round the throne of God
Are waves of blazing light countlessss as stars
The gleaming or unnumbered eyes is their Shining forever
The air that angels breathe and love is filled
With ravishing perfumes, the gift of flowers
The fadeless flowers of Heaven, Roseate hues
Are flong upon these. Bright blush tints
Once playing on some sweet face on the earth,
Arrested as they floated near Heaven's gate,
Now with the loveliest buds of Paradise
In beautiful imprisonment,
Amid the angel's song is ever heard
A sound of falling fountains, soft and clear
And with the voice of the bright waters flow,
Comes the sweet ringing laugh of a glad child.
There is an undertone to the undying melody
Of the seraphic harps, not so intensely sweet,
'Tis the enchained music of the mortals,
The new and heavenly birth of earthly song.

* * * * * *

The little child goes forth alone to Heaven,
Ye cannot call her back for one caress,
Her brow still gemmed with tears—the last kiss given
They bear her from thee in her loveliness.
Oh, sorrowing mother turn thy gaze on high
There is a pitying Eye.

Through the dark swollen waters of the vale of death,
Her gentle feet have passed: the chilling air
From that lone valley with its icy breath,
Hath blown among the curls of her bright hair.
The cypress touched her as she glided by,
And its leaves stirred with a sigh.

Another babe may lie upon thy breast,
Sad mother! with its dark eyes rised to thine,
And rosy lips to thine be fondly prest:
It will not be the same, thy heart will pine,
For one fond glance from those blue tender eyes,
That smile in Paradise

And while the stars on high, their watch are keeping,
Fair golden heads may bend round thee in prayer,
And the slight fingers of thy baby sleeping,
Be clasped in thine, but thy fond heart is where
A childs cold hand through all the silent hours,
Claspeth pale flowers.

The moonlight visits her in her calm sleep
Oft hath she oer the dreamless slimberer spread,
A mantle of pale gold, and the stars weep
Their tears of dew upon her lowly bed,
As if the storm spirit breathed for her a prayer
The snow falls gentlier there

The wave that breaks upon Heaven's viewless shore
Now laves her little feet, and angel bands,
Press forth to bid her welcome, now no more
Shall cold winds touch her brow, her baby hands
Are filled with flowers, whose breath is rich perfume,
That shall outlive the tomb.

Now she hath tasted Heaven's living water,
Now she hath heard the glorious melody,
Thou hast among the spotless ones a daughter,
Oh! happy mother there she waits for thee,
Again to falter on life's weary track,
Thou *wouldst* not call her back

S. G. G.

WE are informed that it is contemplated by gentlemen amply able to carry out the undertaking to erect three new blast furnaces in the vicinity of Astonville, on Lycoming Creek, during the coming season. The valley of the Lycoming is destined shortly to be one of the most populous and prosperous portions of our country, as it is now one of the most important in all natural advantages of position and underground wealth.—*Lycoming Gaz.*

New Advertisements.

Bridge Letting.

PROPOSALS for the building of a bridge across Shamokin Creek at Benjamin Hendecks' will be received by the Commissioners of Northumberland county at their office in Sunbury, on the 11th day of March next, between the hours of 10 A. M., and 3 P. M., of said day, where a specification and plan of said bridge will be exhibited. Span of said bridge to be 174 feet.

CHRIST. ALBERT,
CHAS. WEAVER,
JOSEPH NICELY, } Com'rs.

Sunbury, Feb. 19, 1853.—3t.

Laborers Wanted.

THE subscribers want immediately on the Railroad and Basin, at Chapman, Union county, seven miles below Selinsgrove, from

50 TO 100 LABORERS,

to whom one dollar per day will pe paid.

SAVIDGE, WILVERTON & CO,

Chapman, Union County, Feb. 19, 1853.—tf.

To the honorable the Judges of the Court of Quarter sessions for the county of Northumberland.

The undersigned petitioner respectfully solicits the Hon. Court to grant him a license to keep an Inn or tavern in the old stand where he now resides in the Borough of Sunbury.

CHARLES WEAVER.

We the undersigned citizens of the Borough of Sunbury, in Northumberland county, being acquainted with the Petitioner, do certify that he is of good repute for honesty and temperance, and that he is well provided with house room and other conveniences for the accommodation of strangers and travellers, and that an Inn or tavern is necessary for the accommodation of strangers and travellers.

Fred. Lazarus, James Beard, Benj. Hendricks, Wm. L. Greenough, G. M. Yorks, Geo. Martin, Peter Pursel, H. J. Wolverton, W. M. Beatian, J. B. Musser, C. J. Bruner, J. M. Simpson.

February 19, 1853.—3t.

To the honorable the Judges of the Court of Quarter Sessions of the county of Northumberland:

The undersigned petitioner respectfully solicits the Hon. Court to grant him a license to keep an Inn or tavern in the old stand, formerly and now occupied by him in Shamokin township.

CHARLES LEISENRING.

We the undersigned citizens of Shamokin township, in Northumberland county, being acquainted with the Petitioner, do certify that he is of good repute for honesty and temperance, and that he is well provided with house room and other conveniences for the accommodation of strangers and travellers, and that an Inn or tavern is necessary for the accommodation of strangers and travellers.

E. Zimmerman, Charles Mertz, H. H. Vastine, Benj. Wolverton, Jesse Hensyl, S. Hales, Wm. Hass, S. P. Swartz, Adam Dunning, Reuben Wasser, Peter Miller, David Mertz.

February 19, 1853.—3t.

To the honorable the Judges of the Court of Quarter sessions, of the County of Northumberland.

The undersigned petitioner respectfully solicits the Hon. Court to grant him a license to keep an Inn or tavern in the house he now occupies known as the old Gotshall stand in Chulasquique township.

JACOB P. FULPER.

We the undersigned citizens of Chulasquique township, in Northumberland county being acquainted with the Petitioner, do certify that he is of good repute for honesty and temperance, and that he is well provided with house room and other conveniences for the accommodation of strangers and travellers, and that an Inn or tavern is necessary for the accommodation of strangers and travellers.

Daniel P. Caul, George Rittel, Amos Brobston, Robert Hilbaus, William Stover, George Hauze, Wm. F. Murdock, D. H. Miller, Dennis Barry, jr., Henry J. Barry, William Hoover, S. J. B. Walter, Michael McGee, Daniel J. Caul, William Caul.

February 19, 1853.—3t.

To the honorable the Judges of the Court of Quarter Sessions of the county of Northumberland.

The undersigned petitioner respectfully solicits the Hon. Court to grant him a license to keep an Inn or tavern in the old stand formerly and now occupied by him in Shamokin township.

WILLIAM JOHNSON.

We the undersigned citizens of Shamokin township, in Northumberland county, being acquainted with the Petitioner, do certify that he is of good repute for honesty and temperance, and that he is well provided with house room and other conveniences for the accommodation of strangers and travellers, and that an Inn or tavern is necessary for the accommodation of strangers and travellers.

F. P. Swartz, Joseph C. Robins, Jacob Swank, John Reinhardt, Christian Bowsing, S. A. Bergstresser, Jacob Noecker, C. W. Titworth, David Frey, David M'Williams, Isaac Tietsworth, John Hoff, William Swank, H. A. Knoebel, Obadiah H. Campbell, Daniel Swank, Isaac Hill.

February 19, 1853.—3t.

To the honorable the Judges of the Court of Quarter sessions for the county of Northumberland.

The undersigned petitioner respectfully solicits the Hon. Court to grant him a license to keep an Inn or tavern in the old stand formerly and now occupied by him in Jordan township.

DANIEL SCHWARTZ.

We the undersigned citizens of Jordan township, in Northumberland county, being acquainted with the Petitioner, do certify that he is of good repute for honesty and temperance, and that he is well provided with house room and other conveniences for the accommodation of strangers and travellers, and that an Inn or tavern is necessary for the accommodation of strangers and travellers.

William Stofer, Edward Haas, Peter Schwartz, David Schwartz, Peter Kobel, Michael Shafer, John Daniel, Michael Derk, George Geise, George A. Trautman, Elias Schwartz, John Elsing.

February 19, 1853.—3t.

EYRE & LANDELL,

4th and Arch Streets,

PHILADELPHIA.

ARE now receiving for spring sales

A Fine Stock of Dry Goods,

Black and Colored Silks,
Fashionable Shawls,
New designs of Dress Goods,
British, French and India Goods,
Linen Damask and Furnishing Goods,
A Full stock of American Cotton and Woolen Goods,

N. B. Wholesale Buyers supplied with scarce and desirable Dry Goods AT LOW PRICES PER NET CASH.

February 12, 1853.—3m.

1,000 Men Wanted.

ON the line of the SUSQUEHANNA RAILROAD between Bridgeport (opposite Harrisburg) and Sunbury, in the State of Pennsylvania. This road is fifty four miles in length' runs through a highly improved country, and will furnish employment for stone masons, carpenters and laborers for the next twelve months. A large portion of the line is heavy rock excavation, laborers that are familiar will therefore find certain employment and liberal wages.

DOUGHERTY, LAUMAN & CO., Contractors.

February 19, 1853.—

Rosendale Hydraulic Cement.

AN excellent article for lining Cisterns, Vaults, Spring houses and Cellars, and for keeping dampness from wet and exposed walls.

For sale by

EVI SMITH & SON,

N. E. Corner of Front and Willow street Railroad.

Philadelphia, Feb. 19, 1853.—1y.

Wanted Immediately.

CORN, Rye, Buckwheat, Wheatbran, by

E. WILVERT.

Sunbury, Feb. 19, 1853.—tf.

ATTENTION,

DEWART GUARDS!!

YOU are commanded to meet in Market Square, Sunbury, on

TUESDAY, FEBRUARY, 22, 1853,

at 9 o'clock, A. M., fully equipped for drill. Each member to be prepared with 12 rounds of blank cartridges.

By order of the Captain.

GEO. OLIPHANT, O. S.

Sunbury, Feb. 19 1853.—