



THE AMERICAN. SUNBURY.

SATURDAY, MARCH 26, 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 (equalled by any paper published in North or Pennsylvania.

DEMOCRATIC STATE NOMINATIONS.

FOR CANAL COMMISSIONER: THOMAS FORSYTH, Of Philadelphia County.

FOR AUDITOR GENERAL: EPHRAIM BANKS, Of Mifflin County.

FOR SURVEYOR GENERAL: J. PORTER BRAWLEY, Of Crawford County.

EDITOR'S TABLE.

Business Notices.

Godley's Law's Book for April is our table. As usual it is rich in embellishments and literature. The engraving "A Little Higher," is decidedly emblematic of the Book. Excelsior is his motto, and the Book is a little higher than any of its cotemporaries.

Godley offers to forfeit \$250 to be distributed among the poor, on proof that any publishers pay more money to American Authors and Artists than he does.

We invite the attention to the new advertisements in to-day's paper. Wunderlich & Allmond offer a second class hotel for sale in Philadelphia. M. B. Priestley, mercantile card, Northumberland. H. W. Atwell, school notice, &c. &c.

EPISCOPAL SERVICE.

Service will be held, by Divine Permission to-morrow (Easter Sunday) afternoon, in St. Matthew's Church, at 3 o'clock.

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

The Address delivered by Dr. D. W. Shindel before the Sunbury Lyceum, will be published next week.

Those of our subscribers who intend changing their places of residence, will please notify us of the fact, in order that we may give the proper direction to their papers.

Col. John J. McCahen died at Philadelphia in the early part of this week.

The mail between this place and Millersburg, will be carried on and after the 1st of April three times a week in two-horse coaches. The increase of intercourse between these two and the intermediate places has rendered such an arrangement necessary. Judge Welker has succeeded in obtaining the consent of the Post Master General to a tri-weekly mail, and will place coaches upon the route to accommodate the public. The coaches will leave this place in the morning and connect with the stages at Millersburg, so that passengers can arrive in Harrisburg early in the evening.

SPRING ELECTION.—At the election on the 18th inst., in this borough, the following persons were elected to the various offices:

- Justice of the Peace.—Gideon M. Yorks, Constable.—Martin E. Bucher. School Directors.—N. S. Thompson, Sebastian Haupt, R. A. Fisher. Judge of Election.—Jesse Bastian. Inspectors.—C. O. Bachman, J. Colsher. Overseer of the Poor.—H. V. Simpson, Edward G. Markley. Assessor.—John G. Fry. Auditor.—Edward Gray.

TOWNSHIP ELECTIONS.

The following persons were elected Constables and Justices of the Peace on Friday last:

- SUNBURY.—G. M. Yorks. Chilisqueque.—Sam. McNinch. Northumberland.—John C. Point.—Wm. Hammer. Lower Mahanoy.—Isaac H. Ressler. Little Mahanoy.—Jacob Raker. Jordan.—Peter Swartz, Benj. Markle. Zerby.—Daniel Beckly, John Metz.

CONSTABLES.

- Levis.—Thomas Barr. Delaware.—Daniel Carez. Turbot.—Abraham Kissinger. Milton.—Wm. C. Wilson. Chilisqueque.—Peter Walborn. Northumberland.—C. B. Smith. Point.—Horatio Newberry. Sunbury.—Martin E. Bucher. Upper Augusta.—Michael Keiffer. Lower Augusta.—Jacob R. Clark. Rush.—Andrew Runyon. Shamokin.—Samuel Hales. Coal.—Elias Eisenhart. Cameron.—John Hine. Upper Mahanoy.—Moses L. Beisel. Jackson.—Soloman Billman. Lower Mahanoy.—Israel P. Witmer. Little Mahanoy.—Amos Reed. Jordan.—Daniel Bohner. Zerby.—Joseph E. Vanhorn.

In another column our readers will find several articles from the City papers, in relation to the tax imposed upon the tonnage passing over the Pennsylvania railroad. This same kind of tax had been imposed on the tonnage of our Susquehanna rail road, but the present legislature very properly repealed it. It is wrong in principle, and in the end will prove a bad policy. These improvements are not like Banking, and some other Corporations, but are intended for the benefit of all, and should be encouraged. These articles tend to show that it is not only unjust but will in the end prove disastrous to the interests of the State. We always thought it wrong to build the Pennsylvania rail road first in place of the Sunbury & Erie, but if it was necessary, it is wrong to cripple its usefulness.

LETTER FROM THE EDITOR, DATED Columbia House, Phila., March 22, 1853.

The trial of Arthur Spring, for the murder of Ellen Lynch and Honor Shaw, is now the most exciting topic in the city. The Court room is crowded to excess, every day, in order to get a sight of the Prisoner. This is probably one of the most cold blooded tragedies that ever occurred in the annals of crime. The tale of the dreadful butchery of two innocent females—one of them with twin children but a few weeks old, is, of itself, sufficiently horrible. The fact of the son branding the father as the murderer is familiar to all, but that the father should attempt to fasten it upon the son involves this terrible drama with a still more intense interest. There is but one opinion here, and that is that the father alone is guilty.

The Sunbury and Erie Railroad question still remains unsettled, but I have reason to believe that measures are in progress, that will, before long, bring matters to a crisis, and if I am not mistaken, secure a subscription from both the city and county or districts, to the amount of Four millions. I was informed by two gentlemen who take a deep interest in the matter that they knew a number of individuals who were ready to subscribe a million of dollars as soon as the city subscription was made. Philadelphia has done a very heavy business this season and every thing seems prosperous. The New Yorkers, however, have had some pressing times within the past two weeks. Speculators there have become perfectly wild, and the result has been a reversion in the money market and considerable smashing among the capitalists. This city has had no such difficulties, and things here, have, thus far, moved on quietly and prosperously.

Many articles have risen considerably in price, especially the metals, such as iron, tin, copper, zinc and lead. Block tin is one hundred per cent higher than it was a year ago, and lead has advanced from 50 to 75 per cent. Much of this advance is no doubt, to be attributed to the enormous influx of gold into this Country and England, from the mines of California and Australia.

STATE CAPITOLS.—A comparison of 14 different State Capitols is given, showing that the Ohio State House will far surpass any other in the country. To round numbers the ground covered by the Capitol at Washington is sixty-one thousand square feet; of Ohio, fifty-six thousand; of Tennessee, thirty-two thousand; of North Carolina, Pennsylvania, and Indiana, each fourteen thousand; of Massachusetts and New York, ten thousand; of Michigan, five thousand, etc. The Ohio legislative halls and library will be larger than at Washington. No estimate is given of the probable cost of the structure, but it will approach a million, and be finished in three or four years.

CALIFORNIA GOLD.—Private letters from California, the New York Tribune says, speak of the yield of gold as very large, and predict that the shipment in March will be six and a half to seven million of dollars. One very remarkable and important feature we hear of from several sources by their arrival. The beds of streams which were worked out and entirely abandoned during the first year or two after the discovery of gold in that country, are now being worked over again with equal, and in many cases, greater success than originally.

JAVA.—A Botavia paper says:—We regret to learn that Mr. Gibson, an American gentleman, whose unfortunate escape in the schooner Phiri was noticed nearly twelve months ago, still remains incarcerated in jail and untried. The Court of Justice has thrice declared Mr. Gibson innocent of the charge of treason preferred against him, and ordered his release, but the Procureur General manages to keep him prisoner. On the 31 of January Mr. Gibson's case was once more argued, and we shall see whether the High Court of Justice will again consent to allow a further detention after being thrice acquitted.

GOVERNOR FOOTE, of Mississippi, has issued a proclamation for the election of five members of Congress in November next, from the State at large. This is in consequence of the Legislature having neglected to district the State.

DANIEL R. CLAYMER (Dem.) has been elected Mayor of Reading, by 52 majority. The Democrats have also carried the two members of Select, and nine of the twelve Common Council.

The Editor of the Boston Post, Charles Gordon Greene, Esq., a worthy and witty gentleman, pockets \$20,000 by the election of General Pierce. He falls heir to the post of Naval Officer at the Port of Boston. The office is worth \$5,000 per annum, and nothing much to do.

HEAVY BLASTING.—On Saturday, the 7th inst., at Kittaning Point, on the Pennsylvania Railroad, there were eight hundred cubic yards of solid rock thrown out by one blast. The holes were very deep, and contained twenty-four kegs of powder.

CHARITY covereth a multitude of sins.

From the Evening Bulletin. THE PENNSYLVANIA RAIL ROAD.—STATE TAX AND TONNAGE.—NO. 1.

The disastrous effects which result from the imposition of restrictions upon the business of the State, is beginning to be properly appreciated by our citizens. Petitions, numerous signed by gentlemen of the highest intelligence and respectability, have been presented to the Legislature of Pennsylvania, praying for the abatement of the tax on the tonnage which passes through the State. It is hoped that a liberal and enlightened spirit will characterize the action of this body, and that, profiting by the example of other States, all injurious restrictions upon trade will be removed, and encouragement given to the earliest possible development of the great resources of our highly favored territory.

The tax on the tonnage of the Pennsylvania Railroad was the offspring of a shortsighted and erroneous policy, which looked upon the Pennsylvania Railroad as a competitor, and rival of the Pennsylvania Canal, and which sought to sustain the latter by paralyzing the efforts of the former.—Strange that intelligent legislators could not perceive that the effect of prohibiting the Pennsylvania Railroad from engaging extensively in transportation would be, not to throw an increased business upon the canal, but to oppose an effectual barrier to its transit through the State, refusing the rich boon offered to us in the trade of the West, and forcing it to pass over rival improvements to a seaboard market in rival cities.

If rival improvements transport at a cheaper rate than the Pennsylvania railroad, can any fact be more clear than that the trade will go to the other cities, unless the difference in the markets in favor of Philadelphia shall compensate for the difference on freight? This difference in favor of Philadelphia does not exist; for many articles New York and Boston will pay better prices, and for others Baltimore is preferable to either. How is it possible, then, that Philadelphia can secure this trade, unless she can offer as cheap transportation as other cities? And how can this cheap transportation be furnished when subjected to enormous taxes, from which rival improvements are exempt?

The fact is that the Pennsylvania Railroad Company must transport through freights as cheaply as any other improvement; and though the present excessive tax should be doubted, it could make no difference in the rate of charge. This rate is, and must necessarily be, governed solely by competition; it is simply a question whether the trade shall be secured or lost. To secure it, or at least a fair proportion, the rates must be equal to, or less, effectually to and certainly, it is only necessary that this rate should be higher.

But if the charges for transportation on the Pennsylvania Railroad are as low as on other roads, while the Company is burdened with a tax from which its rivals are exempt, it is not evident that there must be a compensation somewhere, and that the loss sustained by the payment of a tax on the through business must be made up from some other source? Is it not clear as light, that without some such compensatory revenue; a company would become bankrupt? And is it not equally clear that the local business of the road furnishes the only compensation that can be made available when rival lines carry through freight, as they certainly will, at the average cost of transportation?

It follows, therefore, that the tax on tonnage, whatever it may be, cannot be allowed to affect the prices for through freight but must be paid entirely from the receipts upon the local business. As "Junia" very correctly remarks, "the greater the amount of through freight, the greater the burden upon the interior." However "ungenerous" this course may be in the estimation of "Junia," we cannot perceive why it is not entirely correct. If competition shall compel the Pennsylvania Railroad Company to carry below the cost of transportation, including taxes, will "Junia" point out any other way of compensation for this loss, other than by increased charges upon that business which is beyond the reach of competition—the local business of the line.—Upon what principle can the Company be charged with injustice or want of liberality in the imposition of increased charges which this course has rendered necessary? If circumstances beyond the control of the Company limit the rates on through freights, is this a reason why the local business should not be charged at remunerative rates? Will it be said that, because a merchant is compelled to sell an article below cost, that he is under any obligations to lose on every other article which he may be disposed to sell? The absurdity of the position is too obvious to require comment.

We are free to admit that, whatever tax may be imposed upon the business of the Pennsylvania Railroad, the whole burden of it must be borne by those who use the road for local business; and if this affects, as it most assuredly does, the interests of the State, the remedy must be sought in the removal of the cause not in complaint against the Pennsylvania Railroad Company for the establishment of rates of charge which the unwise and oppressive policy of the State has rendered necessary.

From the N. American and U. S. Gazette. THE PENNSYLVANIA RAILROAD.—STATE TAX AND TONNAGE.—NO. 2.

We have endeavored to show that whatever tax may be imposed by the legislature of the State upon the tonnage of the Pennsylvania Railroad, the rates charged upon through freights cannot be thereby affected, but these rates must be fixed and determined solely by the competition of rival improvements. The great object for which the Pennsylvania Railroad was constructed—the trade of the West—must not be lost because legislation has imposed restrictions which render it necessary to accommodate the business at less than cost; but as no necessity or obligation exists for transporting local freights at the same rates, it follows that the local business must bear the whole burden,

and the citizens of the State who use the Pennsylvania Railroad, must, in fact, pay the whole of the tax, not only upon their local business, but upon the through business, also. The injustice of this imposition is apparent; but the oppression cannot be charged against the managers of the Pennsylvania Railroad, inasmuch as they are bound, by duty to the stockholders, to fix the rates sufficiently high to yield a remunerative average, and if one part of the business must be transacted below cost, another portion must necessarily be charged above cost, or the improvement cannot be sustained.

Had the tax been entitled an act to prevent the development of the resources of the State—to prohibit mining and manufacturing operations, and prevent the increase of population and of taxable property—its title would then have expressed some of the effects which necessarily result from its operation. Along the line of the Pennsylvania Railroad are inexhaustible mines of coal, but not one can be mined or sent to market while the tax continues; and hence a business which might afford employment to thousands of our industrial yeomanry, which might be the means of increasing the taxable property of the State to the extent of millions, which might offer inducements for emigration and settlement, to a great extent is nipped in the bud, and that, too, when, from the remoteness of the Pennsylvania Canal, it cannot be pretended that its interests could be affected in any way by the encouragement of this business.

A writer, over the signature of Junia, complains of the high charges for local freights on the Pennsylvania Railroad, and contrasts them with the charges on the Baltimore and Ohio Railroad, upon which he says coal is carried at \$1 per ton for 178 miles. If this be true, how illiberal and unjust must be a policy which, on the Pennsylvania Railroad, taxes a ton of 2240 lbs. with 60 cents for an equal distance, and on the Lancaster and Harrisburg Railroad with \$1 for the same distance. Could any argument more conclusively prove that, during the continuance of this imposition on the part of the State, no hopes can be entertained that capitalists will venture a dollar in such a business?

How could the Lancaster and Harrisburg Railroad Company transport at the rate of \$1 for 178 miles, when, for nine months in the year, the whole receipts would be absorbed by the State in the shape of taxes? Let the taxes be removed from through and local freights, and the Pennsylvania Railroad Company could well afford to reduce the local charges to an extent considerably greater than double the amount of tax.

Lumber furnishes another illustration.—The dense forests of the interior of Pennsylvania are still almost uninhabited. Population is sparse. Lumber cannot be manufactured, hauled to the railroad, and then transported, without the encouragement of very low rates of freight. The tax upon this article also is a prohibition. So long as it continues, the silence of the forest will be undisturbed, save by the howl of beasts of prey; but remove this restriction, and the woodman's axe will at once awaken the echoes of the mountain—towns, villages, mills, factories, farms and settlements, teeming with a busy, healthy population, will almost magically spring into existence, and, by the increased value of taxable property, more than yield a tenfold compensation for the abatement of the tax.

The farmer is likewise seriously affected from the same cause. The value of land depends not only upon its fertility, but also upon its distance from market, or the cost of transportation of his produce to the place of sale. If, by the imposition of a tax which requires high charges, the produce from the interior of Pennsylvania pays as much as that which is sent from the Western States, of what advantage to the Pennsylvania farmer is his geographical position? He is taxed with lands at a high valuation, the produce of which cannot compare on equal terms with that which is brought many hundreds of miles farther. The tendency of such a system is clearly to depress the value of property in Pennsylvania, discourage improvements and production, elevate relatively the value of land in other States, and give to them a population which it is vitally important to our interests to secure.

These illustrations could be greatly extended, but enough have already been given to show the effects of a discriminating tax against the business of the Pennsylvania Railroad. Such taxes were once levied by the legislatures of other States; but the error was discovered and principally corrected.—It is to be hoped that the age of darkness in Pennsylvania will not long be suffered to continue. Could the Pennsylvania Canal maintain a successful competition with the first class improvements of other States, the policy pursued might not be so absurd; but when such competition is hopelessly impossible, and must so appear, after any intelligent examination of the facts, the impropriety of obstructing the business of the Pennsylvania Railroad and the trade of the State by prohibitory taxation, is so obvious as to excite surprise that such means of protection have been resorted to.

PENNSYLVANIA.

From the North American and U. S. Gazette. PENNSYLVANIA RAILROAD.—STATE TAX ON TONNAGE. NO. 3.

Will the State lose by the abatement of the tax on the tonnage of the Pennsylvania Railroad? Before answering this question, it is necessary to inquire what is meant by sustaining a loss. Individuals who have calculated upon realizing a large amount from some profitable speculation, will estimate as a loss anything below the realization of their most sanguine anticipations. And if the State expects to compel the Pennsylvania Railroad Company to bear the weight of her public debt, and to extort from the company, in the shape of taxes, sufficient to pay the annual interest on the forty millions of liabilities which have been contracted, we are free to admit that this expectation may be realized. But with what shadow of justice could an individual be made chargeable with the debts of a whole community? What propriety would there be in singling out one corporation and subjecting it to burdens from which others of the same class are exempt?

Why tax the Pennsylvania Railroad, and allow every other road in the State to go free? Why impose oppressive restrictions upon that road which, from its importance to our citizens and the active competition of rivals more powerful and wealthy than itself, is, of all others, most worthy of sympathy and assistance? It has been answered, because the State owns a canal, and the construction of the Pennsylvania Railroad will take away its business. The State must protect its improvement by the imposition of a tax. The position is untenable—no argument founded on truth can be brought forward to sustain it. Look at the facts: coal is carried upon railroads profitably at one cent per ton per mile; and with loads in one direction only other heavy articles can, of course, be carried at nearly the same rates.

The value of a boat on the Pennsylvania Canal with crew and horses, is not less than five dollars per day; the usual load about 60,000 lbs.; the maximum load 60 tons.—The cost of the boat and stock alone, exclusive of toll, will therefore be five-sixths of a cent per ton per mile. It may be double this amount if the boat returns empty.—These are the expenses on the canal alone. Freight between Philadelphia and Pittsburg is subject to three expensive transshipments; it must be carried in cars on the Columbia and Portage railroads. Those who are engaged in transportation over the Pennsylvania improvements know that the expenses of transportation, exclusive of toll, have never been as low as one cent per ton per mile.

How, then, can such an improvement, a canal of the smallest dimensions and most limited capacity, broken by transshipments at three points, compete with the best improvements of the age? How can it retain the trade of the State and protect the interests of Philadelphia, when New York, Boston and Baltimore have entered the lists fully equipped for contest, and each prepared, at his own sacrifice, to secure the largest possible portion of the Western trade? Before the completion of the Erie Canal, Philadelphia was without an equal on this continent. After its completion, it was forced into the second rank—and, with no better weapon to defend itself than the Pennsylvania Canal, Baltimore, Boston, Charleston, Savannah, and scores of inland cities would soon go beyond it in wealth, population, and improvement. Our beautiful metropolis, deprived of its trade, would retrograde rapidly; property would depreciate; our most enterprising citizens would be constrained to remove; only those who had already accumulated wealth could afford to remain; and when, at last, the discovery was made that the Pennsylvania Canal could not protect the interests of the State, the remedy would be applied too late. After vitality had become extinct, the resuscitation of business would be impossible.

It is not true that the Pennsylvania Railroad will take from the main line, as it is called, any business that this line could have retained, had not the Railroad been constructed, unless the Company should reduce the charges on local freights to so low a figure as to give the Railroad a preference at those points where the two improvements are in close proximity; but the charge against the Company is that these local rates are exorbitantly high; and it is certain that they must continue sufficiently high to compensate for the low rates which the through freights must be carried. A very limited study of railway statistics at the present day will be sufficient to satisfy the most skeptical that, unless there shall be a general combination amongst the Companies owning the great through lines, that the rates on through freight will inevitably be reduced beyond all precedent. Railroads having a large local business carry through freight below the average cost of transportation, and still pay dividends.

The Pennsylvania Canal, if thrown open to transporters free of charge, would still have a minimum limit of reduction that would exceed the lowest charges upon the railroads leading to Baltimore and New York. The new road across the mountain will improve this condition of thing, but cannot correct the evil. Without the Pennsylvania Railroad as an auxiliary, it cannot prevent the loss of trade. The construction of the Pennsylvania Railroad was therefore essential to the interests of Pennsylvania. That it was also essential, and in no way detrimental to the general interests of the State, we will endeavor to prove.

PENNSYLVANIA.

CONSULSHIPS OF UNITED STATES.—It is stated that the most lucrative of our Consulships is that at Panama, which is rated at between thirty five and one hundred thousand dollars per annum. Havana is next, then Liverpool, and afterwards in order come Buenos Ayres, Montanzas, Havre, Alexandria and Hong Kong, or Canton. The commercial agency at St. Thomas, Danish West India Islands, is said to be worth from six to ten thousand dollars a year.

THE AUSTRALIAN EMIGRATION AT NEW YORK.—There are now twelve vessels in New York out for passengers and cargoes bound to Melbourne and Port Philip. United States Brig Bainbridge, Captain Manning, was at St. Helena Jan 29th, bound to Montevia.

TEXAS CENTRAL RAILROAD.—The subscriptions to the capital stock of this road already amount to nearly \$600,000. The favorable terms of subscription are sufficient to induce every one interested in property which the road will benefit, to subscribe to the extent of their means.

FATAL ACCIDENT AT THE WASHINGTON MONUMENT.—A young man, apparently a stranger, about thirty years of age, fell on last Friday morning from the top of the Washington National Monument, and was instantly killed. The man was dressed in a black coat and pantaloons and check shirt; had light complexion and sandy whiskers. Cameron.—John Hine. Upper Mahanoy.—Moses L. Beisel. Jackson.—Soloman Billman. Lower Mahanoy.—Israel P. Witmer. Little Mahanoy.—Amos Reed. Jordan.—Daniel Bohner. Zerby.—Joseph E. Vanhorn.

Correspondence of the Public Ledger. LETTER FROM WASHINGTON. WASHINGTON, March 18.

I doubt much whether there will be a quorum of the Senate present next week.—No interest is felt in the proceedings of that body, though considerable talent has been exhibited in debate. The public mind here in Washington is too much absorbed by office and emolument to allow our foreign relations sufficient scope at this period. England will back out of Central America, and the other questions to which it is likely the present administration will direct its attention, will require a year or more to come to maturity. There is not much hope of the acquisition of Cuba without a general disturbance in Europe, and Louis Napoleon cannot attend to his young Spanish bride and the conquest of England at the same time. It may even happen that Cuba may not be acquired during the first term of Gen. Pierce's administration.

It is generally supposed that Mr. Buchanan will be offered the mission to England; but it is doubted whether his friends, who expect to run him for the Presidency in 1856, will allow him to accept of it. On the other hand, there are those who remember the old English adage, "bird in the hand, &c."

The Collectorship of Philadelphia, it is here contended by the friends of Gen. Cass, ought to be given to a gentleman from the interior of the State, the Cabinet Minister from Pennsylvania, having been taken from the city. Mr. John A. Gamble has evinced his administrative talents as Canal Commissioner, and the Cass men from all parts of the country, as well as from Pennsylvania have united on him. Old Democratic Berks through her new representative, the Hon. Henry A. Muhlenberg, is also strongly supporting his claims. I have no doubt in my mind that a decided Cass man will be made Collector of the port of Philadelphia.

The Philadelphia Post-office is in abeyance. There was some talk about its being filled by a very worthy gentleman; but I rather think the announcement was premature. The appointments in the city will not be made before the adjournment of the Senate, and not very soon thereafter.

The army of office seekers is gradually disbanding, leaving but a few recruits behind them. Many hopes have already been crushed, and many a pretension lowered; while not a few have left with feelings of bitter disappointment. The distribution of patronage neither adds to the strength nor to the popularity of any administration.

COMPENSATION OF POSTMASTERS.

One of the acts passed on the night of the 31 of March, to establish certain Postroads, &c., contains a section fixing the following as the commissions of postmasters on the 1st of April next:

- On a sum not exceeding \$100—50 per cent. " " between \$100 & \$400—40 per cent. " " " \$400 & \$2,400—35 per cent. " " exceeding \$2,400—15 per cent.

Where the mail arrives regularly between 9 at night and 5 in the morning, 60 per cent is allowed on the first \$100.

Those officers whose compensation shall not exceed \$300 a quarter, are allowed one cent for every "free" letter delivered out of their office, and each postmaster is allowed two mills for delivery from his office to a subscriber, each newspaper not chargeable with postage.

SUICIDE IN PRISON.—A convict, named John Geiger, committed suicide in the Montgomery County Prison, on Monday night, the 21st ult., by tying a cord around his throat and thereby producing strangulation. In the morning he was found lying on his bed, with his arms on his breast and his feet crossed, and had died without an apparent struggle. He was convicted some three years ago, for Burglary and intent to commit Murder, in Upper Hanover tp., and was sentenced to eight years solitary confinement. He was removed from the Eastern Penitentiary to the Montgomery County Prison, in February, 1852, and since his confinement here has occasioned considerable trouble by his discontented and morose disposition. He continually dwelt upon the long term of his confinement, and often declared that he would rather die than serve his time. A short time ago, in one of his discontented moods, he attempted to kill himself by starvation, and actually refused to take food of any kind for seven days. At the request of the Inspectors, Coroner Hoffmann held an inquest upon his body, who returned a verdict of death from the cause stated above.—Norristown Herald.

DISCOVERY OF VALUABLE SILVER MINES.—It is stated that great excitement has been created in the towns on the Rio Grande, opposite El Paso, by the discovery of some very valuable silver mines on the eastern slope of the mountains, about sixty miles northeast of Donna Ana. The ore is found in immense quantities directly on the surface of the ground, and several tons of it have already been gathered. The Houston Telegraph says:

"One mine is so rich that the silver is extracted readily by melting it with a common log fire of pine. Lead ore is also found in extensive veins, traversing the rocks in every direction. We are informed that thousands of tons of lead ore, similar to that obtained at the lead mines near Galena, can be gathered on the surface of the ground, on the mountains east of El Paso. There is a large hill near the silver mines, that might with propriety be styled the lead mountain, as it seems to be an immense mass of galena or lead ore. If we may believe the accounts of persons who have visited these mines, they must be far more extensive and valuable than any of the mines in Illinois or Wisconsin."

SWACKING DEPRIVITY.—At a recent trial in Alleghany county, N. Y., of two men charged with placing obstructions on the track of the Erie Railroad, it was proved that the diabolical design of the miscreants was to throw the express train from the track, for the purpose of robbing the passengers in the melee.

THE Missouri Legislature adjourned on the night of the 26th ult. Between six and seven hundred laws were passed at the extra and late session. A law authorizing a geological survey of the State, appropriate nine thousand dollars per annum for this purpose. The general law in regard to rail roads in that State was passed. The St. Louis Republican says:—It provides, among many other things, we are told, for the subscription of stock in rail roads by counties, and the levying of a tax to meet it—refunding this tax to those who pay it in the shape of stock in the company.

WAR BETWEEN HONDURAS AND GUATEMALA.—We learn from the Gaqueta de Costa Rica that war is actually going on between the States of Honduras and Guatemala.—The origin of the difficulty is alleged to be that the troops of the latter had invaded the territory of the former government, and committed various outrages, last November, and there being no probability of a peaceful settlement, the Guatemalan army, under Gen. Carrara, had marched to the frontier with four cannons, and that of Honduras, 3000 strong, under Gen. Cabanas, was ready upon the frontier.

HARRISBURG, March 22.—The Governor has appointed Ephraim Corman, editor of the Carlisle Democrat, Superintendent of the Public Printing, under the act recently passed by the Legislature.

MARRIED.

In this place, on Tuesday evening last, by the Rev. James C. Coughlin, Mr. ALBERT G. BARNDON to Miss ANN C. MORRIS.

On the 22d inst., by the Rev. Andrew Barr, Geo D. HATCHWORTH Esq., of Pottsville, to Miss KATE LEISENING, daughter of Jacob Leisenring, Esq., of Bear Gap, Northumberland county.

In Upper Augusta tp., on the 15th inst., by Frederick Hare, Esq., Mr. DANIEL BOWMAN, of Union co., to Miss MARY ZIMMERMAN, of Lower Augusta.

On the 20th inst., by Rev. J. P. Harris, Mr. JOHN B. PRICE, to Miss CATHARINE MARTIN, (formerly of Northumberland co.) all of Minersville.

DIED.

At Northumberland, on the 18th inst., CATHARINE, wife of Capt. James Lee, aged about 65 years.

In Millersburg, on the 7th inst., of consumption, Mrs. MARTHA ADELLA JURY, daughter of Wm. and Catharine Graham, dec'd, formerly of Sunbury, aged 34 years, 11 months and 21 days.

New Advertisements.

EDUCATION.

M. R. HOSIA W. ATWELL tenders his acknowledgments to Parents, for the flattering encouragement bestowed on him, and would herewith announce that he will commence another term of his school, about the middle of April, next. He respectfully solicits a continuance of their patronage.

A CARD.

HAVING embarked in the Mercantile business on my own account, I take this opportunity to thank the friends of the late firm, and the public in general for the liberal patronage extended to me by them, and would respectfully request to see them at my new business stand, in the house formerly occupied by John Leisenring, opposite the Bank.

WILLIAM KRAMER, Adm'r, Northumberland, March 26, 1853.—2m.

Estate of JOHN KRAMER, dec'd.

NOTICE is hereby given that letters of Administration have been granted to the undersigned upon the estate of John Kramer, late of Lower Augusta township, Northumberland county, dec'd. All persons having claims or demands against the estate of the said deceased, are requested to make the same known to the undersigned without delay, and all persons indebted will make immediate payment.

Upper Augusta twsp, March 26, 1853.—6t.

Estate of DAVID THOMPSON, dec'd.

NOTICE is hereby given that letters of Administration have been granted to the undersigned upon the estate of David Thompson, late of Coal township, Northumberland county, dec'd. All persons having claims or demands against the estate of the said deceased, are requested to make the same known to the undersigned without delay, and all persons indebted will make immediate payment.

WILLIAM FAGELY, Adm'r, Shamokinton, March 26, 1853.—6t.

Hotel For Sale.

WE are authorized to offer for sale a superior second class Hotel, centrally located in a business part of the city of Philadelphia, commanding at this time a large trade from Pennsylvania, Delaware and New Jersey. The House contains One Hundred and ten Rooms, and is capable of accommodating One Hundred and Fifty persons.

The Gentlemen's Parlor, Reading rooms, Bar rooms and Office, are on the first floor.

The House has been recently thoroughly renovated, and in part newly furnished, and is fitted up in the most comfortable manner. The furniture will be sold with the LEASE, which has over two years to run, at a VERY LOW RATE with the privilege of renewing for five years longer at the same rent. The central location of this Hotel being in the immediate vicinity of Business and places of amusement, make it an opportunity seldom to be met with. It will be sold cheap, and on accommodating Terms. For further particulars apply personally or by LETTER Post PAID at the Real Estate and General Agency office, No. 89 south fifth street, Philadelphia.

WUNDERLICH & ALLMOND, Phila., March 26, 1853.—6t.

Notice.

THE annual meeting of the Stockholders of the Green Ridge Improvement Company will be held at the Green House, Philadelphia, on Tuesday, the 12th of May next, when an Election for Two Directors will be held.

WILLIAM WISTER, Secretary.

Phila., March 26, 1853.—1m.

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