

SUNBURY

H. B. MASSER, EDITOR AND PROPRIETOR.



AMERICAN.

OFFICE, MARKET STREET, OPPOSITE THE POST OFFICE.

A Family Newspaper—Devoted to Politics, Literature, Morality, Foreign and Domestic News, Science and the Arts, Agriculture, Markets, Amusements, &c.

NEW SERIES, VOL. 6, NO. 31.

SUNBURY, NORTHUMBERLAND COUNTY, PA., SATURDAY, OCTOBER 22, 1853.

OLD SERIES, VOL. 14, NO. 5.

TERMS OF THE AMERICAN.

THE AMERICAN is published every Saturday at TWO DOLLARS per annum in advance. No paper discontinued until all arrearages are paid.

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H. B. MASSER,
ATTORNEY AT LAW.
 SUNBURY, PA.

Business attention to the Counties of Northumberland, Union, Leominster and Columbia.

Refer to:
 P. A. Rowland,
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HENRY DONNEL,
ATTORNEY AT LAW.
 Office opposite the Court House,
 Sunbury, Northumberland County, Pa.
 Prompt attention to business in adjoining Counties.

WM. M. ROCKEFELLER,
ATTORNEY AT LAW
SUNBURY, PA.
 Dec. 13, 1851.—4f.

M. L. SHINDEL,
ATTORNEY AT LAW,
 SUNBURY, PA.
 December 4, 1852.—4f.

DOCTOR I. W. HUGHES,
 OFFICE on Broadway, near the Episcopal Church, Sunbury, May 14, 1853.—4f.

LAWRENCE HOUSE,
 SUNBURY, PA.
 THE subscriber respectfully informs his friends, and the public generally, that he has opened the "Lawrence House" and will do his best endeavors to please the public.

SAMUEL THOMPSON,
 Sunbury Feb. 26, 1853.—4f.

SLAYMAKER & HASLETT,
Columbia House,
 Chestnut Street below 7th,
 PHILADELPHIA.
 Board \$1.50 per day.
 Philad., May 22, 1853.—

Dilworth, Branson & Co.,
 IMPORTERS OF & DEALERS IN
 Foreign and Domestic
HARDWARE, CUTLERY, &c.
 No. 59 Market St., 1 door below 2d St.,
 PHILADELPHIA.

Where they always have on hand a large stock of every variety of Hardware, Cutlery, &c.

Wm. Dilworth, James D. Lanfear,
 Samuel Branson, Henry M. Vance.
 October 16, 1852.—4f.

THE DEAD BROUGHT TO LIFE!
 Old Sunbury rising out of her sleep of many years.

The Iron Horse snorting and blowing has aroused her sleeping energies and infused new vigor into her prostrate system. One of its first effects is seen in the vast amount of new and fashionable goods, just now arrived at

I. W. TENNER & CO'S STORE.

Their stock is elegant and varied and well worth seeing; and buying too at the prices they offer them; all are respectfully invited to inspect and purchase.

Sunbury, Sept. 10, 1853.

WM. McCARTY,
 BOOKSELLER,
 Market Street,
 SUNBURY, PA.

JUST received and for sale, a fresh supply of

EVANGELICAL MUSIC

or Singing Schools. He is also opening at time, a large assortment of books, in every branch of Literature, consisting of Poetry, History, Novels, Romances, Scientific Works, Law, Medicine, School and Children's Books, Bibles; School, Pocket and Family, both with and without Engravings; and every variety of Binding. Tracts, Tracts, of all kinds. Also just received and for sale, Pundus Digest of the laws of Pennsylvania, edition of 1851, price only \$6.00.

Judge Reeds edition of Blackstone's Commentaries, in 2 vols. 8 vo. formerly sold at \$10.00, and now offered (in fresh binding) at the low price of \$6.00.

A Treatise on the laws of Pennsylvania respecting the estates of Deceaseds, by Thomas F. Gordon, price only \$4.00.

Travels, Voyages and Adventures—of all which will be sold low, either for cash, or country produce.

February 21, 1852.—4f.

NOTICE.

BASE OF NORTHUMBERLAND, Northumberland County, June 25, 1853.

The Directors of the Bank of Northumberland give notice that they intend to apply to the next Legislature of this Commonwealth, for a renewal of its charter with the same capital, and with its present title, location and privileges. By order of the Board.

JNO. TAGGART, Pres't.
 June 25, 1853.—6m.

The Middle Coal Field.

From the New York Herald.

COALS OF THE MIDDLE REGION ON EXHIBITION AT THE CRYSTAL PALACE.

Not the least attractive part of the Crystal Palace Exhibition, is the mineral department, under the supervision of Prof. Silliman. The collection of specimens is so vast and varied, representing so many great interests, that the visitor is at once struck with the power, grandeur, and wealth of the nation in minerals yet embedded in the bowels of the earth. The deposit of leading magnitude and importance to this country, is coal. We propose, therefore, to consider to-day, the Black Diamond, as this mineral is commonly called.

There are three distinct species of coal known, viz: Anthracite, Bituminous, and Cannel Coal; but there is, Geologists tell us, an almost indefinite number of varieties, occupying every possible shade of difference between the most perfectly formed anthracite on the one hand and of cannel on the other. They run into each other, a writer on the subject observes, by such slight variations, that it is almost impossible to tell to which species certain varieties belong.—Providence has thus, as in all his works, shown the benevolence of His character by furnishing us with as great a variety, in this most important fuel, as there is in the uses to which it is applied. There is no one kind of coal that will answer for all purposes, nor is there any kind that is useless, or unsuited to some purpose. It is for the want of the knowledge of these facts that people often pronounce certain kinds of coal poor, or even worthless; because they do not compare themselves in the same manner in the fire that other coals do with which they are acquainted. Every variety of coal is suited to the production of some specific effort, and requires a corresponding variety in the treatment of its combustions. It is not pretended that all kinds of coal are of equal value any more than that all kinds of wood are. Fifty years ago Anthracite coal was thought to be utterly useless, because it would not burn in the grates then in use; and it was remarked, that it would never burn until the last great conflagration. But a small change, in the form of the grate, soon showed it to be the most valuable fuel ever known.

This province, however, is not only favored with every variety of coal, but has an area of square miles twelve times greater than any other country. The coal fields of the United States embrace an area of 133,569 square miles; those of Great Britain and Ireland only 11,859; those of Spain 2,408; France 1,719. The British-North American Colonies which have an area of 18,000 square miles, is the territory that ranks next to the United States, and that, in comparison, falls into insignificance.

Of the 133,569 square miles of coal land in the United States, Pennsylvania has about 16,000 miles, or one-third of its entire area. Within the state is embraced Anthracite, Bituminous and Semi-Bituminous coal.—While the other coal states are almost exclusively made up of the Bituminous and Cannel species. The Anthracite regions, of Pennsylvania, though comparatively nothing in superficial area, placed by the side of the Bituminous lands, being short of 400 square miles, produce more tons of fuel than the almost boundless fields of Bituminous coal, scattered over the twelve states. The great deposit of Anthracite, in this state, which Taylor, in his statistical work, regards as the only one, in fact, of material value on this continent, and which forms the most interesting assemblage of isolated coal-basins that the world has yet produced, or the geologist investigated, is divided into three distinct coal fields.

They lie in the counties of Schuylkill, Dauphin, Lebanon, Carbon, Northumberland, Luzerne and Columbia, and are watered by the Susquehanna, Schuylkill and Lehigh, and their numerous tributary branches. They are called:

1st. The Schuylkill or Southern Region, which extends from the Lehigh, near Mauch Chunk, on the east, to its western terminus at Danpoin, on the Susquehanna—a distance about seventy-five miles with a width at its greatest breadth of six miles.

2nd. The Middle or Shamokin Region, extends from Back Mountain, on the Lehigh, to the Mahanoy, ten miles from the Susquehanna—in length about 50 miles.

3d. The Wyoming, Wilkesbarre or Northern Region, extending from its northeastern end, on the headwaters of Lackawanna Creek, to its eastern point at Shick-shony, on the north branch of the Susquehanna—a distance of upwards of sixty miles.

Each of these regions, as well as the bituminous and cannel fields of other States, have specimens on exhibition. Our remarks to-day will be confined to those of the middle anthracite region of Pennsylvania. There are from this region some twenty-six specimens taken from the lands of the companies, though unpretending, and not of the huge bulk of others on the ground, will compare favorably with the best anthracite in the Fair. In point of purity or freedom from slate and earthy matter—desiderata of the first importance—these coals, Professor Rogers, who analyzed some from the same beds, says will rank with the very purest to be met with in the anthracite country. This is the decision of all persons competent to pronounce upon the quality of a coal upon inspection.—Iron as pure and strong, the Pre-

ferior gives it as his opinion, can be manufactured from the anthracite of this region, as is produced from charcoal. In short, these coals are recommended for their specific gravity, large proportion of carbon and consequent combustion, and long continuance and uniformity, their general cleanliness, &c., &c.

The Middle region has remained for some years, it may be said almost wholly undeveloped, owing to a want of facilities for reaching market. This difficulty, we are gratified to know, is being rapidly overcome by the construction of railroads leading to the principal markets of the country, and the formation of improvement companies within the region itself. There are already some nine or ten of these improvement companies, besides individual operations, all of which are actively engaged in putting their lands in condition for the mining of a large quantity.

1. First in order of these companies is—

THE PHILADELPHIA AND SUNBURY RAILROAD COMPANY.—The lands of this company embrace 3,000 acres of the best coal property of the region, running from east to west six miles, lengthwise with the mountains and coal measures. The veins of coal on the land, some sixteen in number, can be worked in parallel lines the whole of this distance. At a point in the veins respectively numbered twelve and thirteen, there is a working breast of coal, of at least 500 yards, affording incomparable operations. From a calculation before us, by a practical geologist, seven of the sixteen veins of coal belonging to this company will produce two hundred and eighty-three millions six-hundred and sixty thousand six-hundred and sixty tons of coal. Veins Nos. 1, 2 and 3, in the conglomerate series underlie the 3,000 acres. Their thickness is set down thus:—

No. 1 is 9 feet thick.
 No. 2 is 7 feet thick.
 No. 3 is 6 feet thick.

Making 22 feet, or 74 yards.
 Equal to, in tons, 99,116,666

Veins Nos. 5, 7 and 8, underlie 2,800 acres of the land, and measure respectively 11, 6, and 13 feet in thickness, and will yield in tons, 135,520,000

Veins 12 and 13 underlie at least 2,000 acres, with a united thickness of 15 feet, and will yield, in tons, 48,100,000

This producing, in tons, as stated above, the 283,066,666
 Deduct from this, for waste, slate, &c., one-third the usual allowance in other coal fields, and there is left, in merchantable coal, 188,711,111 tons. This enormous quantity, in most cases, is independent of the other nine or ten not counted, which will produce millions of tons more. At least one-third of the coal of this estate is above water level. On this property a double coal breaker is erected, 101 feet long, 62 feet wide, and 70 feet high, which will contain eight breaking rollers, propelled by a fifty horse power steam engine. One hundred and fifty houses, for miners, with six rooms each, are also under construction. The Railroad of this Company, which extends from Sunbury, on the Susquehanna, to Mount Carmel, a distance of twenty-seven miles, runs through this property.

By this railway, and through its projected connections, they will be enabled to reach the markets of New York, Baltimore, Philadelphia, and the Lakes of the great North-west.

THE LOCUST MOUNTAIN COAL AND IRON COMPANY possess an estate of 6,250 acres of coal land, equal to the best coal property in Pennsylvania.—Professor Blake, of Boston, gave this coal an analytical test, and found it to contain 96.77-100 parts of Carbon, and 3-33-100 earthy matter only; being free from impurities that coals pronounced best in the markets heretofore. There are seven veins, the thickness of 8 feet, 18, 30 and 47½ feet, which are given in six different localities, by the three basins extending through the whole property, a distance of upwards of five miles in length. The company is now constructing three coal breakers, one steam saw-mill, and one hundred miners' houses.—The quantity of merchantable coal at the disposal of this company is almost incalculable. The facilities for reaching market will be—first to New York City, over the Coal Run Railroad, ten miles in length, which connects with the New York and Catawissa road; to Philadelphia, over the Minehill Extension, which intersects the Reading road; to Baltimore, over the Philadelphia and Sunbury Railroad, ten miles in length, which connects with the New York and Catawissa road at Sunbury; and to the lakes, by the Sunbury and Erie route. It is proper to remark here, that all the companies and individual operations, with two or three exceptions of the region, will have like access to the same facilities for transportation.

THE COAL RUN IMPROVEMENT COMPANY'S Lands consist of 3,000 acres, adjoining the Locust Mountain Company, extending east and west, with a basin of coal nearly one mile in width, and a tract of 6000 acres adjoining the Philadelphia and Sunbury and Luke Fidler properties. Of the 3,000 acres, 2,200 are entirely underlaid with coal of superior quality, it being the Hazleton and Beaver Meadow range, and it is as well as the coal of the other companies, peculiarly adapted for generating steam and manufacturing iron in its various branches. The mammoth vein, the jugular, and all the other veins are found on this property, and contain millions of ton of coal above water level.—The remainder of the 3,000 acres in timber land. The Company is preparing three col-

lieries, with breakers of the largest size, and fifty miners' houses. The Coal Run Railroad, ten miles long, under construction, is the property of this company. This road will be one of the most profitable laterals in the country. It connects with the New York and Catawissa Railroad at one end, and with the Philadelphia and Sunbury at the other. New York, through it, is placed within 120 miles of the Middle Region.

THE GREEN RIDGE IMPROVEMENT COMPANY, whose lands are also of the Hazleton and Beaver Meadow Range, is situated in the middle of the Shamokin basin, and consequently embraces all the veins of that basin. The quality of the coal stands unexcelled, and is pronounced equal to the best Lehigh, Hazleton, and Beaver Meadow. It consists of both the white and red ash varieties. Of the seventeen veins on the company's property, thirteen are white ash, with an aggregate thickness of fifty-seven feet, and four are red ash, aggregating twenty-five feet. The veins have a run of about three miles, furnishing an inexhaustible supply of coal.—In this estate there are 2,500 acres, all of which is coal land. The company is building a railway to connect with the Philadelphia and Sunbury road. It will be seven miles in length. There is also in course of construction two large collieries, two coal breakers, and one hundred miners' houses, with extensive facilities for the shipment of coal.

THE CARBON RUN IMPROVEMENT COMPANY'S lands, consisting of 2,000 acres, lie a short distance west of the Shamokin Gap, near the town of Shamokin, 1,800 acres of which are underlaid with prime anthracite. Some twelve veins have been proven on this property, and are found to aggregate in thickness seventy-five feet of coal. According to the estimate made of the Philadelphia and Sunbury Company's land, this extent of coal would produce 148,272,000 tons. The veins have a run of three miles in length.—The Carbon Run Railroad, being built by this company, will be when finished about three miles and a half in length, running through the property from east to west, and connecting with the Philadelphia and Sunbury road to Shamokin. This lateral road will not only transport the coal of the company, but will command the trade of other lands in the vicinity, thus protecting for the stockholders more than ordinary revenue. The improvements are two collieries, one coal breaker of the largest class, with eighty miners' houses, and other facilities calculated to make it a heavy operation. The veins are of the purest quality of white and red ash coals.

THE BIG MOUNTAIN IMPROVEMENT COMPANY'S own 6,000 acres of land, among the most desirable coal property in the Shamokin basin. Upon this land are already two collieries, and workmen are active in preparing two coal breakers, a steam saw-mill, about one hundred miners' houses, as well as a lateral rail road, one and a quarter miles long, to intersect the Philadelphia and Sunbury road at the town of Shamokin. There are fourteen veins on its estate, aggregating a thickness of 105 feet, with a run of two and a half miles. These lands embrace four individual tracts adjoining each other. Though now in one body, each of them may be opened by separate lateral railways leading to the Philadelphia and Sunbury road, four collieries can thus be established, from each of which it is estimated 100,000 to 200,000 may be annually taken out. This property is near the town of Shamokin, where the Shamokin creek cuts the Big Mountain at right angles, through which the railroad runs from Philadelphia to Sunbury.

THE SUSQUEHANNA COAL AND COAL MOUNTAIN COMPANY, though comparatively small, is among the most valuable estates of the Middle Region. It consists of upwards of one thousand acres of land, all of which is underlaid with coal of a quality unpossessed anywhere. Especially is this so when applied to the manufacture of iron. As evidence of what we say, it need be stated that in a small foundry at Shamokin, with a small cupola and small tank, and without sufficient blast to give it a fair trial, with 1,900 pounds of coal there were melted 13,200 pounds of iron, or 7 pounds of iron to one pound of coal. This company's land lies about five miles east of Shamokin, and has a continuous range of about two miles. The Mount Carmel branch of the Philadelphia and Sunbury Railroad passes through the whole extent of the estate, thus doing away with the usual necessity of constructing laterals to tap the main road. The company is now making arrangements for sending to market a large supply of coal. Eleven veins, varying in thickness from five to twenty feet, have been discovered, and, by means of shafts, &c., the extent, position, and thickness of four of them have been determined, which respectively measured six, nine, twelve, and five feet in thickness. Taking the calculation before used, this tract will produce, independent of the unexplored veins, seven in number, 17,869,000 tons.

THE MAHANAY AND SHAMOKIN IMPROVEMENT COMPANY, and the ZERBE'S RUN AND SHAMOKIN IMPROVEMENT COMPANY, are both located in, and embrace the entire width of the western end of Shamokin basin, extending from the Little Mahanoy creek on the north to that of the main Mahanoy on the south, and westward from the water gap of Zerbe's run to near the junction of the Big and Mahanoy mountains, at the termination of the coal basin. The number of veins on these properties is twelve, and a portion of them disclose coal much beyond the average thickness of coal seams, and

three of them almost rival in size the so-called Mammoth Vein, of the Pottsville basin. The coal, however, is of a softer nature than that of the other companies. Anthracite, as we proceed westward, it is observed, grows progressively softer and less compact, and more gaseous and free burning.

The land of these companies lies at the extreme western end of the Middle region, which will account for the difference. The first named company owns 2,000 acres of land, 1,200 of which are underlaid with coal, while the latter is in possession of 1,700 acres of coal land, and 3,000 acres timber land.—The only outlet for both companies is on the Susquehanna, ten or twelve miles below Sunbury, by way of the Teverson Railway, hastening to completion, which at that point connects with the Baltimore and Susquehanna and the Pennsylvania canal. Improvements to accumulate an extensive trade are under way in this part of the region.

In addition to these chartered companies there are individual ownerships under firms worthy of mention. Among them are Messrs. Hellestein & Boyd, who have five hundred acres of land, with seven veins of one and a half mile run, two of seven feet thick, and two six feet. They are known as the Old Lake Filler Mines, and have been very moderately worked for two years. At present a heavy coal breaker and a number of miners' houses are being erected.

Messrs. Hegins, Dewart, and others, have 300 acres, one and a half mile run, and two veins eight feet thick each, and one six feet thick. The collieries of these gentlemen have been worked heretofore, but to no great extent.

Messrs. Longenecker, Baumgardner and Hellestein have also a tract of 1,800 acres, which embraces all the veins of the basin, with a run of one mile. A colliery has been in operation also for a short time.

This array of preparatory workable force in the Middle Region will give a tolerable idea of what may hereafter be expected from that coal basin. The production has not, thus far, in any one year, exceeded 30,000 tons. The improvement above, if taxed to their full capacity, will be able to swell this figure to millions. It is therefore a matter for congratulation that the other regions—unable last season to supply the demand, and no better prepared to accommodate the multiplied wants for coal this year—will have in this colliery, hereafter, an auxiliary abundantly competent to more than fill up all deficiencies. In fact, we cannot see why the Middle Region, with the extensive railway improvement in contemplation and under way, stopping in the heat of its deposits, may not ultimately over reach in tonnage the regions that have all along had a monopoly of the trade.

The Schuylkill, the Lehigh and Lackawanna coal-fields, of Pennsylvania, this year, will exceed but little, if any, the shipments of 1852. There is no well-grounded reason for believing either that their tonnage can be greatly augmented in future seasons. If this be so—and the facts seem to bear us out in the position—we repeat, it is a matter for congratulation that we can look to the Middle region for the supply of a portion of the largely increased demand. The increase in the supply of coal must keep pace with the various applications of it to new purposes and objects. The means of using it are greatly improved and perfected in grates, and stoves, and furnaces, and iron works, and steamers; and he is certainly behind the age who expects that its usefulness will not still be more extended.

The commercial and manufacturing power of the United States is not at present indicated in the consumption of coal, as it is in England and as it will be with us in a very few years. Our forests heretofore have furnished fuel for every want. This resource is fast disappearing, and even where there is an abundance it will be reserved for other purposes than fuel. Anthracite is the substitute, and must eventually take the place of wood altogether. England consumed upwards of 32,000,000 tons of coal last year, while the United States scarcely used one-sixth of that quantity. This disproportion, no one will pretend to say, can continue for any length of time. Until however, we approximate her more closely, we cannot measure our greatness, commercially and otherwise, by our consumption of coal.

LAUNCH OF THE LARGEST SHIP IN THE WORLD.—The largest ship ever constructed in this country was launched at Boston on Monday, the 3d inst. It is appropriately named the Great Republic. The Republic is 225 feet long, 53 feet wide, 29 feet deep and has four decks. Her tonnage will be about 4000 tons, being the largest merchant ship afloat in the world. It is estimated that in her construction 3,280 tons of oak have been used in her frame, timbers and keel; 1,500,000 feet of hard pine in her keelings, ceiling, deck frames, decks and planking. Her fastening is superior, there having been used about 300 tons of iron and 56 tons of copper, and the amount of labor performed upon her is about 55,000 days.—She has four decks. She will spread in one set of sails nearly 16,000 yards of canvas. Her crew will consist of about 100 men and 30 boys. This vessel is destined for the California trade.

THE BOOK TRADE.—There were 691 books published in the United States during the six months ending June 30, of which 169 were reprints of English books, and seventeen original translations from the German and French.

Deferred Articles.

WOMAN'S RIGHTS CONVENTION—MORE FOLLY.

CLEVELAND, Oct. 8.—The Woman's Rights Convention to assemble here again yesterday, very quietly, with scarcely any trace of the storm of the day previous. The harmony of the body was, however, soon again threatened by the introduction of a letter from the Rev. T. W. Higginson, asking the Convention to take up a collection for the purpose of raising a fund to print cheap tracts advocating woman's rights.

Mrs. Barker and Abby Kelley objected, denouncing the Rev. gentleman as a heretic.

Lucy Stone replied in indignant terms, after which the collection was taken up.

Whilst the plate was going round, some young men in the gallery said that if Miss Lucy would come up there herself, they would cheer her. That lady instantly went up, when the young gentlemen launched out forty dollars.

Mr. Garrison introduced a resolution abusing the world's Temperance Convention for its action against Antoinette Brown.

After some remarks by Messrs. Giddings and Burleigh, the resolution was carried.

Mrs. Barker made an address of the most blasphemous character, railing at the Church and the Bible, and abused the clergy as impostors, &c.

Much confusion and excitement prevailed during this speech, Antoinette Brown indignantly replied that she was ready to answer Mrs. Barker to-day.

The Convention then adjourned until Saturday.

[SECOND DISPATCH]

CLEVELAND, Oct. 9.—The closing scenes of the Woman's Rights Convention, yesterday, was most exciting. Antoinette Brown replied to Barker's infidel speech, denouncing her as a heretic. Garrison replied, defending Barker.

Mr. Nevins also made a reply to Barker making severe personal allusions, during which he was frequently interrupted by Messrs. Garrison and Barker, until the audience, losing patience, finally hissed them down.

Garrison called Nevins a blackguard and a rowdy, whereupon a scene of great excitement ensued.

After the adjournment, Nevins met Garrison in the street, and demanded an apology, which was refused. Nevins then laid violent hands on Garrison, pulling his nose and otherwise maltreating him. The latter made no resistance, and Nevins was finally taken off by his friends, putting an end to the scene.

Before the final adjournment it was voted to hold the next Convention in Philadelphia, on the 18th of October, 1854.

THE GRAHAM FORT TRAGEDY.

An account of the circumstances of the recent killing of Major Arnold, at Fort Graham, by Dr. J. M. Steiner, of Pennsylvania, has been published. The brother of Dr. Steiner, in a letter to the editor of the Augusta Chronicle, pronounces the statement untrue, and says:—

My brother was placed in arrest by Major Arnold for having published a Lieutenant, for using language to him, which no gentleman and man of courage could for an instant tolerate. Major Arnold knowing that my brother would ask to know why he was arrested, (the matter between Steiner and the Lieutenant being of a private character,) determined, in consequence of an old feud, to reply to the question in such a manner as would force the Doctor to strike him, when he would be held excusable for taking his life.

My brother did not resent the offensive language in the way Major A. anticipated, but remarked that the reason assigned for his arrest was not in accordance with the facts: whereupon Major A. drew one of his pistols and shot at my brother, who was standing about five feet distant. The Doctor returned the fire, breaking the Major's left arm above the elbow. Major A. fired a second time, but again without effect, when my brother shot him through the body.—Major A. attempted to shoot again, but the pistol snapped, when my brother killed him. Dr. Steiner acted on the defensive throughout the rencontre and only returned shot for shot. Major A. was in the command of the post, and could have ordered my brother into close confinement, had he deemed it necessary, without the least personal risk.

THE CHOLERA.—The New York Courier fears the Cholera may reach this country and city, as it is now so prevalent in Europe. The disease has spread most in England, in filthy locations, as in New Castle, where there are so many more cases in 1853, than 1849. It says:—

"At Copenhagen, where the disease has been raging out of a thousand persons who were removed from a crowded locality to an encampment outside the town, only ten died. At Hamburg, where the epidemic has been prevailing upwards of six weeks, only six cases of cholera have occurred. In the impoverished parts of the town, and in London, in the ravages of 1819, not a single case of cholera occurred in any of the model dwellings for the poor, though the pestilence raged around them among the same class of population. It is said that the Hospital Surgeons of London, can map down with almost unerring certainty the districts where the cholera will first appear and ravage most malignantly, and can predict almost the percentage of cases and the relative mortality."

THE WAY IN WHICH CALIFORNIA PASSENGERS ARE TREATED.

The San Francisco paper contains the following account of outrages committed on steamer passengers on board the Golden Gate. It is surprising that passengers allow themselves to be treated in this shameful manner:

"Captain Patterson, of the P. M. steamer Golden Gate, was tried before the superior Court of San Francisco last week, on a charge of gross cruelty to a steamer passenger, in May last. The testimony taken before the jury showed that when the Golden Gate was three days out from Panama, a steamer passenger was caught in the act of appropriating to his own comfort some wholesome food designed for the cabin passengers that the passenger so offending was dragged to the upper deck, and thrust into an empty pork barrel, with his arms protruding through holes cut in each side, and the head through a hole in the upper end of the barrel, so that the cask rested on the man's shoulders, and came down to the knees, keeping him in a standing position; that many persons remonstrated very earnestly against this proceeding, and others called upon the passengers to throw off the barrel, and he should be protected from a repetition of the humiliating process; that in consequence of such remonstrances, the first sufferer was removed, and a comparatively inoffensive man, who had only used strong language in reprobation of what he considered an outrage upon the part of the Captain, was seized by the throat by that officer, and dragged to the barrel, and forced into it, where he was compelled to stand for two and a half hours with his head uncovered, under the scorching rays of a tropical sun at noon day, and within a short distance from the smoke-stack, when his sufferings from heat and exhaustion were intense, endangering life. The last mentioned sufferer, on reaching San Francisco, brought an action against the Captain, claiming, \$3,000 damages. The trial lasted nearly a week, and the most strenuous exertions were made on behalf of the Captain, which finally resulted in the jury failing to agree, much to the surprise of a universally indignant public. A new trial will, probably be had, under a change of venue. Perhaps no trial has ever taken place in California that has commanded more general attention. The outrages that have been suffered on board the steamships plying between Panama and San Francisco, especially by steamer passengers, are too keenly remembered by thousands of our citizens to be forgotten when a sufferer appeals to law for redress.

SIXTEEN DAYS LATER FROM CALIFORNIA.

Arrival of the El Durado at New Orleans—\$1,250,000 in Gold Coining—California Election.

NEW ORLEANS, Oct. 6.—The steamer El Durado, from Aspinwall, has arrived here, with California dates from the 16th inst., brought down by the steamer John L. Stephens to Panama, together with seven hundred passengers and \$1,250,000 in gold.

The steamer Illinois arrived at Aspinwall on the 1st inst., and sailed for New York, with \$1,250,000 in gold. The isthmus was healthy.

The passengers by the El Durado came through in 20 days and 17 hours.

The elections on the 7th inst. resulted in a Democratic triumph. Governor Bigler was re-elected, and Samuel Puidy was chosen Lieutenant Governor. The vote everywhere was large, and the contest close. In San Francisco the Democrats had only a very small majority.

Lieut. Beale and his party had arrived in safety at Los Angeles.

Intelligence from Rogue river announces the cessation of Indian hostilities, in consequence of a treaty having been made by Gen. Lane with several of the hostile tribes.

The anniversary of the annexation of California was celebrated on the 9th by a military display.

Kn Colton had arrived from Mexico Plains. Lieut. Col. Mason died on the 7th inst.

Fresh discoveries of gold were being made daily, and the miners were doing well.

Business in California was exceedingly dull. There is little change in prices.

HOW DEMAS WRITES.—In his way of working he is an eccentric as in everything else. Whether writing to his African blood or to some peculiarity of constitution I know not, but he is afflicted with great natural heat of body, and has difficulty in bearing clothing upon him. So he strips to his shirt—very often discarding even that, and sits naked, with the exception of short thin drawers. He establishes himself at a large table, which he sprawls upon rather than sits at, in middle of a large room, and before him a large sheet of paper of a uniform size.—From practice he knows exactly how much *feuilleton* each of these sheets will make.—Over this paper he crumbers, in his state of almost nudity, looking like a huge, half beached negro, as he is, and scribbles away with the speed of a locomotive. He writes clearly, and rarely makes corrections or alters even a word. As each sheet is full he throws it from him, until the floor is littered with manuscripts. In this way he will get through half a volume in a night—French volumes, certainly, with very few lines on a page; but still the quantity is enormous for the time.—On one side of him he will have a heap of oranges, on the other a plate of raisins—those being his favorite refreshments when working. From time to time he takes a bite of an orange, and then on again, telling apocryphal tales.—London paper.

THE WAY IN WHICH CALIFORNIA PASSENGERS ARE TREATED.

The San Francisco paper contains the following account of outrages committed on steamer passengers on board the Golden Gate. It is surprising that passengers allow themselves to be treated in this shameful manner:

"Captain Patterson, of the P. M. steamer Golden Gate, was tried before the superior Court of San Francisco last week, on a charge of gross cruelty to a steamer passenger, in May last. The testimony taken before the jury showed that when the Golden Gate was three days out from Panama, a steamer passenger was caught in the act of appropriating to his own comfort some wholesome food designed for the cabin passengers that the passenger so offending was dragged to the upper deck, and thrust into an empty pork barrel, with his arms protruding through holes cut in each side, and the head through a hole in the upper end of the barrel, so that the cask rested on the man's shoulders, and came down to the knees, keeping him in a standing position; that many persons remonstrated very earnestly against this proceeding, and others called upon the passengers to throw off the barrel, and he should be protected from a repetition of the humiliating process; that in consequence of such remonstrances, the first sufferer was removed, and a comparatively inoffensive man, who had only used strong language in reprobation of what he considered an outrage upon the part of the Captain, was seized by the throat by that officer, and dragged to the barrel, and forced into it, where he was compelled to stand for two and a half hours with his head uncovered, under the scorching rays of a tropical sun at noon day, and within a short distance from the smoke-stack, when his sufferings from heat and exhaustion were intense, endangering life. The last mentioned sufferer, on reaching San Francisco, brought an action against the Captain, claiming, \$3,000 damages. The trial lasted nearly a week, and the most strenuous exertions were made on behalf of the Captain, which finally resulted in the jury failing to agree, much to the surprise of a universally indignant public. A new trial will, probably be had, under a change of venue. Perhaps no trial has ever taken place in California that has commanded more general attention. The outrages that have been suffered on board the steamships plying between Panama and San Francisco, especially by steamer passengers, are too keenly remembered by thousands of our citizens to be forgotten when a sufferer appeals to law for redress.

SIXTEEN DAYS LATER FROM CALIFORNIA.

Arrival of the El Durado at New Orleans—\$1,250,000 in Gold Coining—California Election.

NEW ORLEANS, Oct. 6.—The steamer El Durado, from Aspinwall, has arrived here, with California dates from the 16th inst., brought down by the steamer John L. Stephens to Panama, together with seven hundred passengers and \$1,250,000 in gold.

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