

THE SUNBURY AND ERIE RAILROAD.

Robert Faries, Esq., Chief Engineer Sunbury and Erie Railroad.

DEAR SIR:—In the report of the President and Directors of the North Western Railroad Company recently published, I perceive it stated that "the Sunbury and Erie Road can never be a competitor with the line of road of which the North Western is a part, for the through trade of the North West. It is only a few miles shorter from Philadelphia to the shores of Lake Erie, and it reaches those shores at a point nearly one hundred miles nearer New York, and at a comparatively unimportant city."

These observations are, it appears to me, calculated to convey incorrect impressions, and somewhat to prejudice our road in the public mind in this city. The very great superiority of the Sunbury and Erie Road and its connections over any of which the North Western can form part, for the purpose of enabling Philadelphia to reach the lakes either at Erie or Cleveland, is a matter about which none who examine into it with impartiality can possibly doubt. But as all have not the opportunity to refer to proper sources of information, and as the report referred to in its comparison of distances most carefully avoids any mention of the distances from Philadelphia to either Cleveland or Erie by the Sunbury and Erie road and its connections, I would be obliged if you would furnish me with such data as may be sufficient to correct the erroneous impressions that may be produced by the report in question. Yours truly,

CHRISTOPHER FALLON.

To Christopher Fallon, Esq., President of the Sunbury and Erie Railroad.

DEAR SIR:—Your letter directing my attention to the report of the President and Directors of the North Western Railroad Company, has been received.

I observe that the President of the road is impressed with the idea, that "however important the Sunbury and Erie road may be, to develop the resources of the counties through which it is proposed to construct it, it can never be a competitor with the line of road of which the North Western is a part, for the through trade of the Northwest," and, "to say the least, will not be a superior line in point of engineering characteristics." We will endeavor to show how far facts will sustain these assertions.

The Northwestern road is intended to connect with the Pennsylvania Central road at Blairsville. From Blairsville, the route is common to both the Northwestern and the Venango routes, and from Warren to Ridgway, where the Venango road is intended to connect with the Sunbury and Erie road, the alignment and grades of the Venango are equal in all respects, I am informed by those who should know, to those of the Northwestern to Blairsville.

The distance is about twenty miles further from Cleveland to Ridgway, than from Cleveland to Blairsville, and the route from Ridgway to Philadelphia about twenty miles further than from Blairsville, by the Pennsylvania road. Blairsville is one thousand and eight hundred feet above tide, and the summit of the Pennsylvania Railroad, at the western end of the Allegheny tunnel, two thousand one hundred and fifty feet above tide; or eleven hundred and thirty-two feet above Blairsville. The grade of the Sunbury and Erie Railroad, at Ridgway, is one thousand three hundred feet above tide, and the main summit of the road one thousand seven hundred and sixty-six feet above tide, or four hundred and sixty-six feet above Ridgway; which is overcome with a grade of twenty-six feet per mile, with the exception of about four miles next the summit, where our maximum grade of fifty-two and eight tenths feet per mile is adopted.

On the eastern slope of the mountain our maximum grade is carried for about eight miles, and falls off in the next six miles from forty-seven feet to twenty-six feet per mile. Now for the facts in relation to the Pennsylvania road, which forms a part of the route of the North Western road to Philadelphia.

From Johnstown to the Summit, the Pennsylvania Road, for nearly twenty miles of the distance, has a grade of fifty-two and eight tenths feet per mile; and from the Summit, descending to Altoona, ten miles of a continuous grade of ninety-five feet per mile; overcoming one thousand three hundred and thirty-two feet more rise and fall than has to be overcome in the same distance on the Sunbury and Erie road, from from Ridgway, east; and in point of curvature, is much inferior to the Sunbury and Erie.

To equalize the distance between Cleveland and Philadelphia, the Sunbury and Erie would unquestionably be the shortest, and the capacity of the road much greater, in fact, the alignment and grades of the Sunbury and Erie, and Venango route, is vastly superior to that of the "ruling grades" on the Pennsylvania road, west of the Allegheny mountain; and in addition to this superiority, the line of the road, in place of being perched some six or eight hundred feet above the valley of the stream, on the very brow of precipices, (as is the case with the Pennsylvania Road, in overcoming the Eastern slope of the mountain,) follows the flats along the streams, and, almost imperceptibly, reaches the main summit without exposure to any abrupt declivity. This favorable feature in the Sunbury and Erie Road, alone, will give it a character for safety to the traveling community, beyond any other road leading to the lakes and the great west. As a grand trunk line it cannot but be viewed as the most important road now to be constructed for the mutual advantage of all the northern cities on the seaboard, and to none more so than the city of Philadelphia.

The report of the President and Directors of the North Western Road, also endeavors to convey the idea, that the distance from a few miles shorter than their route to Cleveland. The true state of the case is this, and I assert it without the fear of contradiction, that the distance to Erie is nearly fifty miles less; and that instead of having grades of nearly one hundred feet per mile to overcome, the maximum grade of the Sunbury and Erie throughout its whole length, will not exceed fifty-three feet, and that but for

short distances, giving it the character, at once, of a first-class road, when in point of alignment and grades, the Pennsylvania can only be set down as a second class road.— Indeed it is currently reported, that for the freight business the Directors of the Pennsylvania road seriously contemplate falling back to the old system of Inclined Planes, believing it to be more economical than to be obliged to contend against the heavy grade from Altoona to the Summit!

An effort has also been made to create the belief that the Sunbury and Erie road "tends directly to New York." At Milton the Catawissa road branches off, passing through the town of Danville, thence to Catawissa, and connects with the Little Schuylkill, a branch of the Reading road at Tamaqua. From Tamaqua to Philadelphia the distance is ninety-eight miles, with a continuous descending grade. The distance from Tamaqua to Easton is sixty miles, and from Easton to New York seventy-eight miles, making the whole distance, from Tamaqua to New York, one hundred and thirty-eight miles; forty miles further from Tamaqua to New York, than to Philadelphia.

From Milton the Sunbury and Erie road extends to Sunbury, and there connects with the Susquehanna road and with the Philadelphia and Sunbury road; both of which will give additional facilities to Philadelphia for the trade of the Sunbury and Erie road, so that Philadelphia may have abundant opportunity of controlling this trade if she will; but if New York is to make the road, New York will just as certainly control the trade of it. Now how will the tendency of the trade stand with the North Western and Pennsylvania routes, in comparison with the Sunbury and Erie, if distance has any influence upon its destination. From the point of divergence of the Susquehanna road from the Pennsylvania road the distance to Baltimore is ninety miles, and to Philadelphia one hundred and fourteen miles; giving Baltimore the advantage in distance of twenty-four miles.

Those who impartially enquire into the merit of the Sunbury and Erie road, cannot doubt that it is the best route from the Lakes and the North West to the seaboard; a route in which Philadelphia has a deeper interest than any other city, and which will, with its connections, give to Boston, New York and Baltimore, the cheapest channel for trade.

Had Philadelphia constructed the Sunbury and Erie road at an early day, her citizens would not now blush at the idea of being told that our great Commonwealth had a city on one of the very best harbours on the Lakes that was "comparatively an unimportant city." Respectfully,

ROBERT FARIES,

Chief Engineer Sunbury and Erie Railroad

PHILADELPHIA, Oct. 18, 1853.

County Board.—A Two Million Subscription to the Railroad.—The County Board met yesterday, pursuant to adjournment.

A Communication was received from the County Commissioners, asking the County Board to concur with them in the subscription to 20,000 shares of the stock of the Sunbury and Erie Railroad Company.

Mr. Flanigan moved that it be referred to a special committee of five, to report at the next meeting of the Board.

Mr. Wright moved that the subject be postponed indefinitely.

Mr. Flanigan hoped that the motion to postpone would not prevail. The subject was an important one; much has been said about the subscription, and he thought it a subject worthy of attention.

Mr. Wright contended that it came before the Board and abruptly—without any notice, and to be on the safe side, it would be better, to postpone the matter.

Mr. Flanigan thought the subject a most important one, and worthy of the serious consideration of the members of the Board.

Mr. Moore thought that all the light had been thrown upon the subject that could be. He was opposed to the subscription for various reasons, which he gave. The principal was that the Treasury of the county was empty; that the railroad will never probably reach Philadelphia; and that they had no assurance that the money would be appropriated to the building of the road. He had his doubts whether the county has the right to subscribe; and even if it was settled he did not know that he would like to invest any of the county funds, because he still had doubts whether the money would be appropriated properly.

Mr. Meany was in favor of taking a direct vote on the subject. He had already made up his mind to favor the subscription, and he believed that every member was ready to do the same. He therefore hoped that it would not be referred to a committee nor postponed but that the vote be taken on the subject at once.

Mr. Hart favored the indefinite postponement of the subject.

Mr. Wright wanted the subject postponed, that the matter might be investigated—it was right that it should be known how the sums of money are to be distributed for the securing of this subscription. A former President of the Company had confessed that he was to get \$60,000 for obtaining the subscription from the city of Philadelphia and the probability was, that at least that amount was to be paid for the subscription from the county.

Mr. Strong said, that if the members knew if any improper influences had been used, it was their duty to expose them, and to hold up the men to the scorn and contempt of the community. It was not right to make such charges if they were mere rumors. For his part, he was in favor of the road, and thought the County should make it; but he was unwilling to give his sanction to it without proper control over the subscription.

Mr. Crabb opposed the indefinite postponement of the subject. He thought it would be disastrous to the Commissioners so to do.—If there had been corrupt means used to obtain legislation, it should be exposed. Mr. Crabb did not believe there was any attempt to corrupt a single member.

The question was then taken on the indefinite postponement, and was lost by a vote of 5 yeas and 11 nays as follows:

Yeas—Messrs Hart, Moore, O'Neil, Wright and Forsyth.

Nays—Messrs. Crabb, Bryant, Flannigan, Goodwin, Hage, Hamilton, Meany, Piper, Robison, Sergeant and Strong.

Mr. O'Neil moved that the further consideration of the subject be postponed for the present. This was lost, on the call of the yeas and nays, by exactly the same vote as on the question on the indefinite postponement.

Mr. Moore moved that the subject be postponed until the next meeting of the next meeting of the County Board, which was negatived.

The question was then taken on the motion of referring the subject to a committee of five. Lost by a vote of 5 yeas, 11 nays.

Mr. Wright offered the following: Resolved that the County Commissioners be and the same are hereby requested to furnish this Board with the amount subscribed to the Sunbury and Erie Railroad by the various counties along the line of the said roads together with the amount of such subscriptions, withdrawn, and the amount paid on any or each of such subscriptions, also the amount subscribed by individuals, and report at the next meeting of the Board.

The resolutions were agreed to by a vote of 9 yeas to 7 nays.

A motion was now made to adjourn, which was carried by the following vote—yeas 9, nays 7.

The board then adjourned to meet on the 31st day of the present month.



THE AMERICAN.

SUNBURY.

SATURDAY, OCTOBER 22, 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 or equalled by any paper published in North or West Pennsylvania.

EDITOR'S TABLE.

Business Notices.

GODFREY LADY'S BOOK for November is a valuable number. It contains much that is useful as well as interesting. The article on Artesian Wells, with numerous illustrations, is of itself worth the price of the book.

The New York ILLUSTRATED NEWS continues its illustrations of the Crystal Palace, besides other engravings of merit. The News is deservedly a most popular publication.

TRUNKS, VALISES & BUFFALO ROBES.—Our neighbor G. W. Stroth has just received an assortment of the above, in addition to his former stock.

EPISCOPAL SERVICE.—The hour of Divine Service to-morrow will be 7 o'clock, P. M., instead of 3 1/2 as already announced.

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

THE RIVAL ROUTES TO PHILADELPHIA.

A few weeks since we took occasion to say something to the travelling public, under the head of "Rival Routes to Philadelphia," and made some comments in regard to the Susquehanna Boat Company advertising their route as the quickest to the city, when, in fact, by their own showing, they are 17 hours going from Northumberland to Philadelphia, while the time occupied on the route by way of the Philadelphia and Sunbury rail road and Pottsville, is only 12 1/2 hours. We stated a few plain and simple facts, to which no gentleman could take any exception. But this world is not made up wholly of gentlemen, nor is every biped in breeches to be considered as such, even though chance may have placed him, for a time, in the chair editorial. These remarks have been induced by an article in the "Independent Press," published in Williamsport, by a Mr. J. W. Barrett, in reply to the article above alluded to.—Had the editor disapproved a single statement we made, there might be some slight excuse for his vituperation and abuse of every thing connected with this place. But this was not his object or his task. He had been procured for another purpose, and did not permit any manly sentiments of right and justice, to interfere with his vocation. Why this place has excited the envy, jealousy, and sneers manifested by some of our neighboring towns, we cannot imagine. We have always endeavored to cultivate good feelings and friendship with all, and it is, perhaps, unjust to say that the intelligent and respectable should be held responsible for the acts of every adventurer who imagines his mission to be one of instruction.

We can assure the editor of the Press if he never suffers a worse imprisonment than to be compelled to endure a whole night's imprisonment amid the dismal tenements of Sunbury, he will be more lucky than some of his neighbors think he deserves to be. And we can also inform him that Mr. Weaver, at whose house the new line of stages stop, would hardly deem it a compliment to be told that his house is as well kept as the best in Williamsport. The editor of the Press exultingly says that "the new line of stages, from Sunbury to Williamsport has been withdrawn, leaving the Packet undisputed possession of the route." Not so fast neighbor! only a portion of the line has been discontinued, and that only temporarily. Our friends at Williamsport, we know, will be glad to

learn that a good line, by good and responsible men, will ere long run the whole route, and that a packet line will also be established by the same individuals, to run in connection with the Philadelphia and Sunbury Railroad. The editor of the Press is equally as unfortunate in his assertion that "the extra coaches from Shamokin to Pottsville continued but two whole days." The number of coaches between those places are often four, and never less than three, and when the people become thoroughly acquainted with the route, the number will be increased. Towards the proprietors of the Packet boat we have never entertained other feelings, than those of friendship, and shall always be pleased to hear of their prosperity, but we can assure them that their interests can never be promoted by such "appeals" to an intelligent community as appeared in the Independent Press at Williamsport.

THE EX-TREASURERS AND OURSELVES.

A short time previous to the late election, in referring to the different offices, we spoke as follows in regard to County Treasurer:

"None but responsible men should be elected to this office. The difficulties we have already had, and the expenses of Special Auditors, costing the people \$150—should be a warning not to elect, in future, every man who has the presumption to offer himself, for the purpose of making a little money of the public."

Unconscious of having said anything that could give offence to any, we were not a little surprised to find that our neighbor of the Gazette had worked himself into a towering passion, in consequence of the publication of the above paragraph in the American, and which, in itself, does not contain a single syllable that is not warranted by the facts. The result of this ebullition, is a long and labored article in the Gazette, under the head of "Ex-Treasurers and the American," in which the editor uses a vast deal of fuss and bustle to show that neither himself or his predecessor, were rogues or defaulters, but honest and honorable men, who had honestly and honorably fulfilled their trust. Now some people are said to be more nice than wise, or in other words, more sensitive than discreet, and this, we presume is the case with our neighbor. He should remember that some things, though wholly innocuous, while in a state of repose, are exceedingly offensive when stirred up. The administration of the financial affairs of the County for a number of years past, to say the very least can never be made to rebound to the credit of the officers, and we say this without intending to impute any improper motives to any one. We have no desire to rake up these unpleasant reminiscences, but if the Ex-Treasurers determine upon a resurrection of this matter, by a war upon us, let them say so. It apparitions should suddenly rise up, like Benquois ghost, unbidden at the feast, "thou canst not say I did it."

Had not our motives been attacked and ourselves grossly misrepresented, we should even now suffer the veil of oblivion to cover the whole transaction. Viewing the matter in its most favorable light, it shows that our Treasurer did not understand his own accounts. The fact that he offered to pay the State Treasurer a sum of money, which he refused to receive, because it was not due the State is of itself sufficient evidence of our assertion. Had the County Treasurer understood his business as well as the state officer, he never would have offered to pay it where it did not belong. We do not think the cause of Mr. Bucher was either "advanced" or retarded by our remarks, so far as the support of those connected with the Gazette is concerned.—We never had but one opinion on that subject. In conclusion we would advise the editors of the Gazette to study the moral of the fable of the unfortunate frog, unless a similar calamity might befall them. The union, we understand, has adopted Pickwick for his model and his study. This fact will, perhaps, account for some of the strange conclusions, as well as the rhapsodies and fallacies which frequently appear in the Gazette, as no doubt much of it is to be understood in a Pickwickian sense, if understood at all.

OUR COAL AT THE CRYSTAL PALACE.

On our first page will be found an account of the different specimens of coal at the Crystal Palace exhibition in New York, together with an interesting account of the extent, capacity, &c. of the different collieries of the Shamokin coal region, which we copy from the New York Herald. The articles contain much useful statistical information, and is well worth preserving. There are few persons who are aware of the immense wealth that lies imbedded in our mountains. Another year will present a scene of industry and system of improvement, in our coal region, that will astonish many who are not aware of the extensive preparations now quietly making, in the different new collieries now opening, for an extensive business next season.

Joseph R. Priestley, Esq., of Northumberland, in company with his wife, returned on Wednesday evening last in the cars, from a visit to England. They arrived in the steamer Atlantic, in New York, on Sunday last. No man in this neighborhood, could receive a more cordial "welcome home" than Mr. Priestley.

The country is suffering for want of rain, and the mills are nearly all dry.

SUBSCRIPTION TO THE SUNBURY AND ERIE RAILROAD.

We learn from the Philadelphia papers that two of the County Commissioners of Philadelphia, had resolved on Monday last, to make a county subscription of Two millions of dollars, to the Sunbury and Erie Railroad. The Commissioners have not the authority to make such a subscription alone, but require the concurrence of County Board, which board is made up of the Senators and members of Assembly, of the city and county. The Ledger and some of the other papers, denounce the proceeding, and say that the Commissioners have no right to make such a subscription, and that there was no necessity for it, as the money could have been had at any time, from other sources, if a proper guarantee was given for the management of the road. Mr. Smith, one of the Commissioners favorable to the subscription, had just been elected. There was at the late election, a pretty general break up of old parties, and who knows but this subscription matter has had something to do with it. We do not care whether the city or county furnishes the money, but something should be done, and that very speedily, or else Philadelphia will lose out of the delay, in the construction of an improvement, which is more important to her future prosperity than all her other contemplated rail roads combined.

The state of affairs between Turkey and Russia looks very much like war. The Turks are extremely anxious to have a brush with the Russians, and it is with difficulty they can be restrained. The Turkish Government is also inclined to resent the insult offered by Russia in the invasion of her territory. Russia has long been wanting to get a foothold in the dominions of Turkey, in order to increase her maritime power. But Austria, France and England are not willing to hazard a war, which in the present state of affairs might revolutionize kingdoms and give the people a supremacy that would make every petty tyrant tremble on his throne.

The Stages have been taken off the North Branch Line, and the mail is now carried in a Packet Boat, daily. The Danville Stages now connect with the Cars of the Philadelphia and Sunbury Railroad at Reeds.

OUR COAL ON EXHIBITION AT BALTIMORE.

We are happy to lay before our readers the following article, from that excellent paper, the Baltimore Patriot, relative to the coal of this region, specimens of which were deposited in the Fair of the Maryland Institute. The editor of the Patriot, it will be seen, is not only acquainted with the superior quality of our coal, but is fully sensible of the fact, that it is to this region that Baltimore must look for a large supply of her fuel. His estimate that we will ship to that city alone one million tons, on the completion of the improvements in the course of construction, is not out of the way—

COALS AT THE MARYLAND INSTITUTE.

Among the finest specimens of coal on exhibition at the fair of the Maryland Institute, now open, are several from the Middle Anthracite Region of Pennsylvania. They are from the lands of the improvement companies of that region, and present a fair average of the quality of their coal. Professor Hake, of Boston, who analyzed samples of it for the Local Mountain Company, says he has no hesitation in pronouncing it, in value, unsurpassed by any coal of the same class, with which he is acquainted, particularly for the manufacture of iron and household uses. According to the test of the Professor, this coal was found to be free from impurities than the best anthracite sent to market. It contained of

Combustible matter, as much as 96.77

And of earthy matter only 3.23

100.00

It is well known that purity in the fuel is a most important element of economy in the process of iron smelting. A difference of only 5 or 7 per cent in the quantity of earthy matter in two coals, Professor Rogers, State Geologist of Pennsylvania, considers the source of serious difference in the final cost which they involve. Not only must an extra amount of coal be introduced into the furnace to supply the deficiency caused by the additional impurities, but a still further portion is needed to melt the excess of ashes in the whole body of the fuel. The increased quantity of earthy matter difficult of fusion, thus supplied, calls for a proportionate increase in the limestone or flux, which itself again exacts a certain amount of fuel to melt it with the additional ashes. Thus from the one cause we require to make a triple augmentation to the fuel. If the ore employed, be of a fair degree of purity, the surplus foreign matter, ashes and flux together, made thus to burden the furnace, will exceed 5 or 6 per cent. of the total amount of earthy matter originally there, and we therefore perceive that a seemingly trivial difference in the coals may prove a really important difference in the results. The quality of the extraneous matter in the coal has even a greater influence than the quantity, upon the fitness of a fuel for the purpose of smelting. In this respect, too, the Anthracite in question, it is said, is peculiarly free from all substances of a hurtful kind. For stove use, and domestic purposes generally, as well as for generating steam, the coal of this region also stands equal to the best Anthracite of other Pennsylvania coal fields.

In connexion with this view of the Coal of the Middle Anthracite region, we may with propriety make use of a remark, before brought to the notice of Baltimoreans, that in this country, as yet, the most extensive manufacturing for the fabrication of the high-

est and finest descriptions of iron is where fuel is dearest, viz:—in the Eastern States, where the pig metal is purchased from Baltimore and Pennsylvania, and transported with the coal, hundreds of miles, and then manufactured into the most costly articles, and then, with the accumulated cost of transporting the coal and iron, returned to be sold in the city, from which both were transported. More money, it is believed, has been paid in this way in freights than the entire difference of labor between this country and England. These establishments should all be located upon the same spot, and under the same roofs; and it becomes Baltimoreans to turn their attention to the subject.

The prosperity, the commercial and manufacturing power, of Great Britain, is attributed by her most eminent political economists to her enormous consumption of coal. In like manner, the business capacity of cities and towns, on this continent, advantageously located, as is Baltimore will be indicated through her traffic—either for home use or shipment—in the article. Baltimore's position is such "as to become as large a coal market as any other in the Union." Let a wise, liberal, and expansive policy be persevered in, overlooking geographical lines, and encouraging that which adds to her wealth, as well as that of the nation, and no limits can well be fixed for the extent of her participation in this trade. The city is at present the entrepot of our own extensive coal deposits—

which by the way, find employment in uses that Anthracite is suited to—and will likewise, be made the depot, as soon as the Susquehanna Railroad to Sunbury is completed, of a large portion of the production of the region from which the specimens alluded to were taken. In fact, there is well grounded reason for believing that our supply of Anthracite will hereafter have to come from the middle region, and the operations lower down the Susquehanna, altogether, instead of from the Northern or Wyoming Coal fields, some 50 or 60 miles higher up the river.—The coal from that region will now find an outlet to the Lakes, at higher prices, through the North Branch of the Pennsylvania Canal, which has just been completed, than can be got in this market.

It may not be out of place to mention here, that in anticipation of a largely increased trade, the Baltimore and Susquehanna Railroad Company prepared an act of the Maryland Legislature last winter, to authorize the construction of a railway from their present southern terminus to Canton, for the purpose of shipping coal the same as at Richmond on the Delaware. That point affords the best water to be found in the Delaware harbor.—The fact of the frigate Constitution, of the Navy, having been built there, is evidence that it is well adapted to vessels of the frigate class. A coal depot at that point would possess every facility necessary to the most extensive coal trade directed to any portion of the Atlantic coast—quite equal, if not superior, to that of Philadelphia, inasmuch as the Chesapeake Bay is a more open water than the Delaware, and with reader access from the sea.

When our communications with the coal deposits on the Susquehanna are completed, Baltimore must speedily become a very important entrepot for the Pennsylvania coal trade. The extent of this trade it is scarcely now possible to estimate for the future, but judging from the extensive preparations of the well organized companies in the middle region, we are led to believe that it will reach, in less than two years, one million tons. This will not seem impossible, when we state that there are now some 20 collieries in course of construction, or completed, with a run of some 50 inexhaustible veins of the best coal; aggregating a thickness of 508 feet. At all events, whatever may be the tonnage, we can certainly use or ship all that is sent to us.

HARRISBURG, Oct. 18

Strike for the Ten Hour System.—The workmen at the Cotton Factory in this city, struck this afternoon for the ten hour system. The operatives are now assembled in the market-house, where several addresses are being delivered. The Board of Directors have proposed eleven hours and if that is not accepted, the Mill will be stopped.

HARRISBURG, Oct. 18

Thanksgiving Day in Pennsylvania.—Governor Bigler has issued his annual proclamation, setting apart Thursday, the 24th of November, as a day of thanksgiving to God, for the bounties of his Providence.

BOSTON, October 18.

Dreadful Mortality on Shipboard.—The ship Jagadoch, of Bath, from Guttenburg, for Boston, was spoken at sea, having had 58 deaths among her passengers from cholera, and 14 then sick of the same disease.

Francis Dominicus Arago, the celebrated French savant, is dead. He died at Paris on the 1st instant, in his 67th year. He was a profound scholar, and eminent in science.

THE ELECTION is over and the excitement has died away. There is the usual quantity of defeated candidates who can now retire to private life. The returns are sufficient to show that the successful candidates are elected, particularly the sensible ones who get their clothing at Rockhill & Wilson's Clothing Store, No. 111 Chesnut street, corner of Franklin Place, Philadelphia.

Philadelphia, Nov. 6, 1852.—ly.—ew.

MARRIED.

In McEwenville, by the Rev. Mr. Grier, on Tuesday the 18th inst. D. B. CALDWELL, of Clinton county, to Miss ANNE C. VINCENT, of the former place.

The Markets.

Philadelphia Market.

Oct. 19, 1853.

WHEAT.—The flour market is quiet, at \$7 per bbl. There is a steady demand for city consumption within the range of \$7 1/2 for common and extra brands.—Rye Flour is scarce; sales at \$5 1/2 per bbl. Sales of Corn Meal at \$3 94 per bbl.

GRAIN.—Wheat is limited supply. Sales of prime new red at 140 1/4 per bushel, and white at 150 1/2. Sales of Rye at 86 1/2. Corn—Yellow in demand at 81 1/2 85 cents. Oats—Sales new Southern at 42 1/2 43 1/2; and Pennsylvania 44 1/2 45.

WHISKEY.—Sales of bbls at 31c, and hbls at 33 cents.

FLOUR AND MEAL.—The flour market is quiet, at \$7 per bbl. There is a steady demand for city consumption within the range of \$7 1/2 for common and extra brands.—Rye Flour is scarce; sales at \$5 1/2 per bbl. Sales of Corn Meal at \$3 94 per bbl.

GRAIN.—Wheat is limited supply. Sales of prime new red at 140 1/4 per bushel, and white at 150 1/2. Sales of Rye at 86 1/2. Corn—Yellow in demand at 81 1/2 85 cents. Oats—Sales new Southern at 42 1/2 43 1/2; and Pennsylvania 44 1/2 45.

WHISKEY.—Sales of bbls at 31c, and hbls at 33 cents.

WHEAT.—The flour market is quiet, at \$7 per bbl. There is a steady demand for city consumption within the range of \$7 1/2 for common and extra brands.—Rye Flour is scarce; sales at \$5 1/2 per bbl. Sales of Corn Meal at \$3 94 per bbl.

GRAIN.—Wheat is limited supply. Sales of prime new red at 140 1/4 per bushel, and white at 150 1/2. Sales of Rye at 86 1/2. Corn—Yellow in demand at 81 1/2 85 cents. Oats—Sales new Southern at 42 1/2 43 1/2; and Pennsylvania 44 1/2 45.

WHISKEY.—Sales of bbls at 31c, and hbls at 33 cents.

WHEAT.—The flour market is quiet, at \$7 per bbl. There is a steady demand for city consumption within the range of \$7 1/2 for common and extra brands.—Rye Flour is scarce; sales at \$5 1/2 per bbl. Sales of Corn Meal at \$3 94 per bbl.

GRAIN.—Wheat is limited supply. Sales of prime new red at 140 1/4 per bushel, and white at 150 1/2. Sales of Rye at 86 1/2. Corn—Yellow in demand at 81 1/2 85 cents. Oats—Sales new Southern at 42 1/2 43 1/2; and Pennsylvania 44 1/2 45.

WHISKEY.—Sales of bbls at 31c, and hbls at 33 cents.

WHEAT.—The flour market is quiet, at \$7 per bbl. There is a steady demand for city consumption within the range of \$7 1/2 for common and extra brands.—Rye Flour is scarce; sales at \$5 1/2 per bbl. Sales of Corn Meal at \$3 94 per bbl.

GRAIN.—Wheat is limited supply. Sales of prime new red at 140 1/4 per bushel, and white at 150 1/2. Sales of Rye at 86 1/2. Corn—Yellow in demand at 81 1/2 85 cents. Oats—Sales new Southern at 42 1/2 43 1/2; and Pennsylvania 44 1/2 45.

WHISKEY.—Sales of bbls at 31c, and hbls at 33 cents.

WHEAT.—The flour market is quiet, at \$7 per bbl. There is a steady demand for city consumption within the range of \$7 1/2 for common and extra brands.—Rye Flour is scarce; sales at \$5 1/2 per bbl. Sales of Corn Meal at \$3 94 per bbl.

GRAIN.—Wheat is limited supply. Sales of prime new red at 140 1/4 per bushel, and white at 150 1/2. Sales of Rye at 86 1/2. Corn—Yellow in demand at 81 1/2 85 cents. Oats—Sales new Southern at 42 1/2 43 1/2; and Pennsylvania 44 1/2 45.

WHISKEY.—Sales of bbls at 31c, and hbls at 33 cents.

WHEAT.—The flour market is quiet, at \$7 per bbl. There