

Foreign News.

ARRIVAL OF THE ARCTIC.
LATER FROM EUROPE.

Reply of the Russian General to the Turkish Summons.

Refusal to quit the Principalities.
PREPARATIONS FOR HOSTILITIES.
BATTLE IN CIRCASSIA.

Defeat of the Circassians.

New York, Oct. 30.—The steamship *Arctic* arrived this afternoon, at 4 o'clock, with Liverpool dates to the 15th inst. She brings 220 passengers, among whom are Signor Maatsoot, Neapolitan Minister to the United States, Hon. D. D. Barnard, Judge Douglas, Messrs. Loufy and Suri Effendi, Commissioners from Egypt to the Crystal Palace Exhibition.

THE EASTERN QUESTION.

LONDON, Oct. 19.—The Times says that the Turkish Manifesto, is one of the strongest and most unambiguous state papers that has ever been issued during the present century.

The London Post says that, morally, Russia is already defeated, and that she will be so materially. Hostilities on the Danube and the shores of the Caspian Sea are deemed to be inevitable.

A dispatch from Vienna, of 17th inst., says that Gutschakoff, the Russian Commander in the Principalities, has replied to the Turkish summons to leave within fifteen days, that he has no authority either to commence hostilities, make peace or to evacuate the principalities,—and that therefore, he refuses to do either.

The Russian subjects in Turkey have been placed under the protection of Austria.

The Turks allow neutral flags upon the Danube up to the 25th inst., but after that, they are to be excluded.

Austria and Prussia have recalled their subjects from the Turkish service.

The Turkish declaration of war has been published in full. It is temperate in language, but high spirited. It lays no embargo upon Russian ships, and fully protects the rights of commerce.

Prussia and Austria both give indications that they will keep neutral in the difficulties growing out of the Eastern Question, and French and English diplomats, therefore, consider, that the war being confined to the Turkish frontier, will not be likely to spread throughout Europe.

When the Czar of Russia heard of the declaration of war by Turkey, he fell into a furious rage, and swore he would wage a war of extermination with the Turks.

Osar Pasha has notified the Russian Commander to clear out of the Principalities before the 25th, or he would commence hostilities. It is not supposed that the fighting will commence on the Danube, but in Georgia or on the Black Sea.

Old General Paskewitch is to take the chief command of the Russian army in the Principalities.

On the 25th of October the combined fleets were observed preparing to advance for Constantinople.

CIRCASSIA.
A battle was fought on the 27th of September, between Schamy and the Russians, after which the Circassians retired into the mountains. There had been a heavy loss on both sides.

FRANCE.
Two hundred political arrests were made at Paris on the night of the 16th inst. Among them was Mr. Guodschaus, the Minister of Finance under the Provisional Government.

ITALY.
Manifestations of political agitation have taken place in various parts of Italy.

THE JAPAN EXPEDITION.
The Japan Expedition under Commodore Perry, returned to Jeddah, on the 17th of August, having met with a friendly reception. The Commodore had an interview with two of the Imperial Princes, and delivered to them the President's letter. He is to return in the Spring for a reply. The American and Japanese parted with an interchange of presents and mutual expressions of good will.

The following interesting account of the movements of the expedition is from the North China Mail, of August 15th:

The appearance of the steamers—the first ever seen in Japanese waters—with the other vessels in tow, moving with all sails furled, at the rate of nine or ten knots an hour, appeared to produce considerable sensation among the Japanese, and all the trading junks, with which the bay was crowded, carefully kept out of their way.

As the vessels were coming to anchor, two shells or rockets were fired into the air from a battery about a mile distant, but apparently as a signal, and not a token of hostility.—Several government boats immediately came off, and endeavoring to put on board the vessel the usual notification to foreigners, warning them to depart. They were not received, however, and the Deputy Governor of Uraga, who was the only person allowed to come on board, was notified that, if the Japanese authorities endeavor to surround the ships with the usual custom of boats, it would lead to serious consequences. A few boats, nevertheless, lingered around the *Susquehanna*, but the sight of some warlike preparations satisfied that Commodore Perry was in earnest, and they quickly retired.

During the stay of the squadron in the bay it was never afterwards visited by any boats except those containing the officials through whom the negotiations were carried on.

The next morning, Yezaimoff, the governor of Uraga, and a nobleman of the third rank, came off, and after ascertaining the object of the visit, asked for time to dispatch an express to Jeddah, in order to communicate the information, and obtain instructions how to act. During the three days which elapsed before the answer arrived, the *Mississippi* made a trip of about ten miles further up the bay, finding everywhere deep

soundings. Beyond the promontory of Uraga, a point which no foreign vessel had passed before, she discovered a large and beautiful bay, which was perfectly landlocked, and offered the most secure and commodious anchorage. She was followed at a distance by a number of government boats, but none of them attempted to interfere with her.

On Tuesday the 12th, an answer arrived from Jeddah, stating that the emperor had appointed an officer of the highest rank to proceed to Uraga, and receive the letter of the President of the United States, and satisfactory proofs having been given to Commodore Perry that this appointment came directly from the Imperial Government, it was arranged that the interview should take place on the morning of the 14th.

The Japanese selected the small town of Gouhama, about three miles south of Uraga, for the interview. On the morning of the 14th the *Susquehanna* and the *Mississippi* took up a position off the town, and lay with their broadsides to the shore. The Governor and Deputy-Governor of Uraga, with the commandant of the military forces, came to accompany the Commodore to the landing place. The officers and men detained to accompany Commodore Perry amounted to about 400, while the force of the Japanese was variously estimated at from 2000 to 7000.

The Commodore was escorted, with the American colors flying, and the bands playing the national "Hail Columbia," to the house of reception. Here he was received by the Prince of Izu, first Councillor of the Emperor, who was accompanied by the Prince of Iwami. The letter of the President and Commodore Perry's letter of credentials were formally delivered, and an official receipt given in return by the two Princes. The Commodore stated, that in order to give the Japanese Government ample time for deliberation he would depart in three or four days and return in a few months, to receive the reply.

On the following day Commodore Perry, in the *Mississippi*, went about ten miles beyond this, making a total distance of 20 miles beyond the limit of previous exploration. From the deck of the frigate a crowd of shipping was seen seven or eight miles to the northward; and, from the number of junks continually going and coming, it was evident that this was the anchorage in front of the capital. The officers of the *Susquehanna* and *Mississippi* speak with admiration of the beauty of the shores, and the rich cultivation and luxuriant vegetation which they everywhere witnessed. The natives with whom they came in contact, were friendly in their demeanor, and the governor of Uraga is spoken of as a model of refinement and good breeding.

The day before the departure of the squadron, the Governor went on board the *Susquehanna*, taking with him a number of presents, consisting of articles of lacquered ware and other Japanese manufactures.

THE NORTHWEST PASSAGE
Commodore McClure's Despatches—Interesting Narrative.

The London papers of the 11th contain long despatches to the Admiralty, from Capt. Belcher, commanding the Arctic Expedition, in search of Sir John Franklin. They are dated respectively from on board H. B. M. ship *North Star*, August 14th, off Beechey Island, H. B. M. ship *Assistance*, winter quarters, Northumberland Sound, Sept. 22d, 1852, lat. 76 32 N., long. 97 W.

The Times of the 8th also publishes despatches from Com. McClure, to the British Admiralty, relative to the discovery of the Northwest Passage, to which cursory reference was made by the previous steamer.—From these despatches it appears that the Northwest Passage has not yet been made by water.

The great point settled by Commodore McClure is this—he has managed to force his ship, the Investigator, far enough through the icy mountains of Behring's Straits, to a point which she could communicate with others which had entered the Arctic Seas by the Atlantic Passage. The interval of 170 miles, which alone separated the two expeditions, being crossed on foot by the hardy explorers. It was confidently expected, however, that this winter the whole distance would be accomplished by water. There are still no traces of Franklin. There are two remarkable discoveries mentioned by Captain McClure, some smoking hillocks and a petrified forest. Only once was any hostile attempt made against him. This occurred at Port Warren, near the Mackenzie, where, on attempting to land, two natives, with threatening gestures, waved them off. It was not without much difficulty that they were pacified, and then they related that all their tribe but the chief and his son had fled on seeing the ship, alleging as a reason that they feared the ship had come to revenge the death of a white man they had murdered some time ago.—They (through the interpreter) related that some white man had come there in a boat, and that they built themselves a house and lived there; at last the natives murdered one, and the others escaped, they knew not where but the murdered man was buried in a spot they pointed out. A bhick fog coming on, prevented Capt. McClure from examining this locality. The following passages from the despatches will be read with interest.—It describes the meeting of Lieut. Pim with the party from the Investigator.

"Arriv. 19th, 1853.—This is really a red letter day in our voyage, and shall be kept as a holiday by our heirs and successors for ever. At nine o'clock this day our look-out man made the signal for a party coming in from the westward; all went out to meet them and assist them in. A second party was then seen. Dr. Dumville was the first person I met. I cannot describe my feelings when he told me that Captain McClure was among the next party. I was not long in reaching him, and giving him many hearty shakes—no purer were ever given by two men in this world. McClure looks well, but is very hungry. His description of Pim's making the Harbor of Merrey would have been a fine subject for the pen of Captain Marryat, were he alive.

McClure and his first lieutenant were walking on the floe. Seeing a person coming very fast towards them, they supposed he was chased by a bear, or had seen a bear.—Walked towards him; on getting towards a hundred yards, they saw from his proportions that he was not one of them. Pim began to screech and throw up his hands (his face was as black as my hat); this brought the captain and lieutenant to a stand, as they could not hear sufficiently to make out his language. At length Pim reached the party, quite beside himself, and stammered out, on McClure's asking him, 'Who are you and where do you come from?' 'Lieut. Pim, Herald, Captain Kelett.' This was the more inexplicable to McClure, as I was the last person he shook hands with in Behring's Straits. He at last found that this solitary stranger was a true Englishman—an agent of light.—He says: 'He soon was seen from the ship; had only one pathway open, and the crew were fairly jammed there in their hammocks and the crew forgot their despondency; in fact, all was changed on board the Investigator.'"

Captain McClure, in a letter to his uncle, says:

"The surprise caused by the appearance of strangers, where none were imagined to be within a couple of thousand miles, was more than I can describe, and what can only faintly be imagined by any who has not been similarly situated, particularly when it was ascertained that two vessels and large supplies were so close at hand.

"The spirits of my crew seemed to revive, and from despondency to joy was but the work of a moment—the sick forgot their malady, and jumping from their hammocks, were carried in the stream of human energy, tures up the only solitary hatchway which the severity of the weather allowed of being kept open, rushed on deck to be assured that the strange operation were actually living flesh and blood, and not denizens of the nether world—for certainly their faces were black as Erebus, from cooking in their tents.—When all was discovered to be real, and not a dream, my poor fellows equally with myself, could not find words to express our thoughts; the heart was too full, it was a call from the grave.

"Never, I trust, may the feelings of gratitude to the Almighty Disposer of events, which then swelled in my bosom, pass away. Many and great have been the merces we have experienced in our long, tedious and terrible navigation of that fearful Polar sea which has for four hundred years baffled the navies of maritime Europe, and through which the directing finger alone of providence has safely guided us. All human agency was powerless, indeed, to advance us one yard in its accomplishment, amidst the stupendous barriers of ice which never leave its frozen surface.

"You will, I am certain, be very happy to learn that the Northwest Passage has been discovered by the Investigator, which event was decided on the 26th October, 1850, by a sledge party over the ice, from the position the ship was frozen in—but as in all probability my dispatch will be published, I do not think it necessary to trouble you with further details; sufficient to say, we have been most highly favored, both as regards the health of all, having only lost one man, who accidentally poisoned himself about a fortnight since, as well as in being able to extend our search in quest of Sir John Franklin over a very large extent of coast, which was not hitherto known, and found inhabited by a numerous tribe of Esquimaux, who had never ere our arrival seen the face of a white man, and were really the most simple, interesting people I ever met—living entirely by the chase, and having no weapons except those used for that object. The fiercer passions of our nature appeared unknown; they gave me a pleasing idea of man fresh from his Mother's hand, and uncontaminated by intercourse with our boasted civilization.—All those who traded with the Company we found the greatest reprobates.

"In this vicinity the hills abound in raindeer and hares, which remain the entire winter; we have been very fortunate in procuring upwards of 4000 pounds. The health of the crew has been and still continues excellent, without any diminution of numbers, nor have we felt the slightest trace of scurvy.—It is my intention, if possible, to return to England this season, touching at Melville Island and Port Leopold, but should we not be again heard of, in all probability we shall have been carried into the Polar Pack, or to the westward of Melville Island, in either of which cases any attempt to send succor would only be to increase the evil, as any ship that enters the Polar Pack must be inevitably crushed; therefore, a depot of provisions, or a ship at Winter Harbor; is the best and only certainty for the safety of the surviving crews. No trace whatever has been met with, or any information obtained from the natives, which could by any possibility lead to the supposition that Sir J. Franklin's Expedition, or any of his crews, have ever reached the shore we have visited or searched, nor have we been more fortunate with respect to the Enterprise, not having seen her since parting company at the Straits of Magellan, on the 20th of April, 1850.

THE TEMPERANCE VOTE.—The Harrisburg *Crystal Fountain*, a Temperance paper, gives the following as the temperance vote in counties where there were separate Temperance organizations:

Berks,	2998	Montour,	599
Bucks,	2117	Montgomery,	3869
Blair,	1016	Morone,	470
Clinton,	958	Northumberland,	420
Cambria,	630	Northampton,	292
Dauphin,	1487	Philadelphia,	4269
Delaware,	1702	Phild. county,	7042
Delaware,	2951	Fayette,	819
Harrisburg,	2776	Schuykill,	1356
Lancaster,	4291	Westmoreland,	1769
Lebanon,	828	Wyoming,	261
Millin,	1295	York,	1769

In the above counties the aggregate vote is nearly forty-three thousand! In about forty counties there was no regular Prohibition candidates in the field, in most instances one of the two parties nominating temperance men.

METROPOLITAN HOTEL, in New York, was sold a few days since to A. T. Stewart, the dry goods merchant, for about \$550,000.

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THE AMERICAN.
SUNBURY.

SATURDAY, NOVEMBER 5, 1853.
H. H. MASSER, Editor and Proprietor.

TO ADVERTISERS.—The circulation of the Sunbury American among the different towns on the Susquehanna is not exceeded if equalled by any paper published in North ern Pennsylvania.

EDITOR'S TABLE.
Business Notices.

HARRIS'S MAGAZINE.—We have received the November number of this excellent periodical. Its literary contents, and the beautiful style in which it is got up, have established its reputation as the leading periodical of this country. It is well worth double the price of subscription.

NEW GOODS.—Messrs. Frilling & Grant and Mr. B. Heffner have both just received and opened, a large stock of New Fall and Winter Goods, to which they call the attention of their customers. Advertisements next week.

MESSRS. J. F. & L. P. Kline advertise a new stock of Fall and Winter Goods just opened at their store in Upper Augusta.

LAMPS.—W. W. Hamer, No. 99 North 2nd street, Philadelphia, offers to country merchants and others, an assortment of Camphine, Pine Oil and Fluid Lamps, as per advertisement.

HATS, CAPS, &c.—Foster & Gebhard, 3d below Chestnut street, Philadelphia, advertise an assortment of hats, caps, &c.

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

THE NEXT STATE CONVENTION.—By a resolution of the Democratic State Central Committee, Wednesday, the 8th day of March, 1854, has been fixed upon as the time for the meeting of the next Democratic State Convention, in the Hall of the House of Representatives at Harrisburg.

A special court was held in this place during the present week. Judge Pearson of Harrisburg, presiding. A number of important cases in which Judge Jordan had been concerned, were decided.

THE STEAM BOAT.—The Engine & Machinery for the Steamboat, arrived here, from Providence, on Monday last. The boilers and machinery will be put on board without delay, and the boat completed as soon as possible.

The wet and stormy weather of last week has been succeeded by bright bracing fall weather. The streams have all been swollen sufficiently to enable the mills to do the necessary grinding. Some lumber has come down the Susquehanna, but it is not sufficiently high to bring down much from its tributaries or the head of its branches.

The report of the Committees of the late agricultural Fair at Milton, will be found on our first page. These reports ought to have been furnished us in time for our last week's paper, and could have been had our Milton contemporaries done, as we did, on a previous occasion, send a proof impression. These reports show a greater variety and more competition, than we were aware of. There is, indeed, no reason why an exhibition of this kind in that section, should not be well patronized; as the farmers are generally intelligent and enterprising.

STEAM SAW MILL.—The Sunbury Canal Company are about to put up forthwith, a steam saw mill, with an engine of 20 horse power. The object of this steam saw mill is for the purpose of sawing the necessary lumber for the erection of the four large saw mills, car manufactory, &c., to be built on, and propelled by the water power of the Canal company.

THE OLD SOLDIERS OF THE WAR OF 1812.—All the surviving members who served in the war of 1812, in their respective companies, and now reside within the counties of Lycoming, Union, Northumberland, Montour and Columbia, will meet at Milton, on the 22d inst., for the purpose of selecting delegates to attend the Convention of old Soldiers, to be held in Philadelphia, January 8, 1854.

LANCASTER COLLIERY.—The branch rail road extending to this new colliery, was completed about a week ago, since which, the operators, Messrs. Cochran & Peale, have been sending down their coal, daily, for shipment at this place. Most of it, we observe, is consigned to the markets at Lancaster, York, &c. The demand for coal at this place, at present, is greater than the supply, owing, we understand, to the scarcity of miners.

The Harrisburg Telegraph and the State Journal are to be united hereafter under the title of Journal and Telegraph, under the editorial management of the present editor of the Journal.

The Philadelphia Bulletin denies the report that Ole Bull's colony in Potter county has broken up. It says that the best men still remain there, and that Ole Bull has neither lost money, nor got into a law suit respecting his title to the lands.

The foreign news this week, is important and highly interesting. War between Turkey and Russia, seems almost inevitable. The accounts from Capt. McClure, in relation to the Northwest passage, and the expeditions in the polar seas, is full of interest.

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THE GAZETTE AND THE EX-TREASURERS.

Our neighbor of the Gazette, in his last issue, wriggles like an eel in the mud, in his effort to defend the late Treasurers of this county, and especially himself, from alleged charges against them. With the aid of Webster, Dickens, and a copious infusion of billingsgate, he has succeeded in filling up nearly a column of his paper, which, if it does not redound much to his literary fame as a writer, is still less creditable to his character as a logician. The editor should have learned, long ere this, stolid as he is, that vulgarism and rant, can never supply the place of argument. If any relative of ours called upon the editor of the Gazette, however proper the motive, with the view of an amicable explanation, we think he has occasion to regret that he exhibited so little knowledge of human nature, as to expect an honorable or satisfactory result. The Gazette says—"We thought that after a weeks sitting the "American" would be able to produce a pretty large brood of lies," &c. The remainder of this beautiful paragraph, we would like to furnish our readers as a specimen of one of the greatest curiosities of literary vulgarism, that has ever issued from the brain of any one not hopelessly insane, but a sense of delicacy, as well as duty to our readers, forbid it. We should much like to accommodate our neighbors of the Gazette, in any reasonable way, but if they suppose that we ever intend to follow their example, either in "producing a brood of lies," or in using the choice language in which they clothe their ideas, we fear they will always be doomed to disappointment. We do not know how long it may take the editors of the Gazette to get up such a hash of unmeaning and unintelligible jargon as appeared in their last, but we assure them that what we have said in this, as well as our paper of the 22d ult., was hastily prepared while the composers were putting it in type. Our time is entirely too precious to waste so much upon such small productions, smaller even than small potatoes.

But the real point at issue is the competency or the capability of the late Treasurers. Had a judicious friend been consulted, he would have advised silence in regard to this charge. If, there ever was a proposition self evident, it is, that an officer who is not capable of keeping his accounts, so that himself and others can understand them, is incompetent to discharge his duties.

Yet such is the fact in regard to our late Treasurers. They had mixed up their County and State funds, in such a manner that the Auditors could not understand them, nor could they properly explain them.—The State was over-paid by a large amount which properly belonged to the county. The custom has been to let the auditors settle the best way they could, and the Treasurer was always satisfied with the result, provided the balance was not erroneously against himself. In this way, a few years since, the Treasurer of Lycoming on a re-audit, was found to be indebted to the county over \$2,000. The Treasurer of Columbia \$500 or \$600. How much of it has been received we are not aware.—When the editor of the Gazette went out of office he had some \$300 or \$400 that belonged somewhere, to the State, the County, or himself. The State did not claim it, and as the Treasurer knew it did not belong to himself, it must of necessity belong to the County, but has the County Treasurer ever received it or the balance of \$84 reported to be due from Mr. Simpson, and from which report he has appealed? Now without intending to impute any improper or dishonest motives to the late Treasurers, we have only to say that a Treasurer should keep his accounts in such a manner that he could tell precisely what amount of County or State funds he had received, and how the balances stood between himself, the County and State, without regard to the report of the Auditors.

The whole history of these transactions shows that there has been incompetency or gross neglect somewhere, and it will not do for the Treasurers, after "making confusion worse confounded" to charge the responsibility of making all things right upon the Auditors. Time and space prevents us saying more at present.

RAIL ROAD SCALES.—The Philadelphia & Sunbury rail road have put on the track of their road two of Fairbanks celebrated platform scales. One near this place and one at Shamokin. We examined the scales at this place which have been just completed. Their structure is entirely different from the old rail road scales on this road. Their superior durability and strength is apparent to every one of the least mechanical judgment. The plan of construction is simple and philosophical. All the bearings are broad knife-edges, placed on parallel lines, which rest on polished surfaces. Though these scales are capable of weighing from 20 to 50 tons, a few pounds are sufficient to incline the balance. They are used on all the principal roads in the United States, and have a world wide celebrity.

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THE WILLIAMSPORT PRESS.