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SELECT POETRY.

MY EEN ARE DIM WT TEARS. My own are dim wt tears, John, My heart is a' w' war, Lie and watch the stars, John, A wearying of the day; Yet it wou'ld bring me rest, John, And it canna' bring me peace, Till the clay is on my breast, John, An' I thocht an' feeling cease!

Pacific Rail Road.

THE CONVENTION RE-ASSEMBLED AT 10 o'clock on the morning of the 4th inst. After the usual preliminary action, and the reading of the original Resolutions offered by the Secretary, it was announced that a Letter and Plans had been sent to the Convention by Colonel Fremont.

Col. Fremont's Letter. To Messrs R. G. Hard, and others, Commissioners &c.

GENTLEMEN—I have been able to accept your kind invitation, and to have met the interesting Mississippi and Pacific Railroad Convention, on Monday, but the remains of a Chagres fever confine me to my room, and leave me no other mode of showing my sense of your attention, and manifesting the interest I take in the great object which assembles this Convention, than to contribute, so far as I can, to the mass of the information which will be laid before it.

Many lines of exploration through the wilderness country from our inhabited frontier to the Pacific Ocean, have conclusively satisfied me that the region or belt of country, lying between the 38th and 39th parallels of latitude offer singular facilities and extraordinary comparative advantages for the continuation of the proposed road.

I propose, therefore, to occupy your attention solely with this line, for the clearer understanding of which, it will aid to keep under the eye the accompanying map, upon which the unbroken red lines are intended to show that the regions which they traverse have been already explored, while the broken red lines indicate what is known only from reliable information.

Throughout this great extent of country—stretching in each way about 17 degrees—all these apparently continuous ranges are composed of lengthened blocks of mountains, separate and detached—of great or less length according to the magnitude of the chain which they compose—each one possessing its separate, noted and prominent peaks, and lying parallel to each other, but not usually so to the general direction of the range, but in many cases lying diagonally across it, springing suddenly up from the general level of the country; sometimes rising into bare and rocky summits of great height, they leave openings through the range but little above this general level, and by which they can be passed without climbing a mountain. Generally these openings are wooded valleys, where the mountain springs from either side collect together, forming often the main branches of some mighty stream. Aggregated together in this way, they go on to form the great chains of the Rocky Mountains and Sierra Nevada, as well as the smaller and secondary ranges which occupy

the intervening space. With the gradual discovery of this system, I became satisfied, not only of the entire practicability, but of the easy construction of a railroad across this rugged region. As this peculiarity in the country forms the basis of my information, I desire to state it clearly at the outset, in order that I might be more readily understood in proceeding to show that this continent can be crossed, from the Mississippi to the Pacific, without climbing a mountain, and on the very line which every national consideration would require to connect the great valley of the west with the Pacific Ocean.

In describing the belt of country through which the road should pass, it will be found convenient to divide the entire line into three parts—the Eastern, reaching from the mouth of the Kansas to the head of the Del Norte; the Middle, from the head of the Del Norte to the rim of the Great Basin; and the Western, from the rim of the Great Basin to the Ocean. Beginning near the 30th parallel of latitude, at the mouth of the Kansas, the road would extend along the valley of that river some three or four hundred miles, traversing a beautiful and wooded country of great fertility of soil, well adapted to settlement and cultivation. From the upper waters of the Kansas, falling easily over into the valley of the Arkansas, the road strikes that river about a hundred miles below the foot of the mountains, continuing up it only to the mouth of the Huerafano river. From this point the prairie plains sweep directly up to the mountains, which dominate them as highlands to the Ocean. The Huerafano is one of the upper branches of the Arkansas, and following the line of this stream the road would here enter a country magnificently beautiful—timbered, having many bays or valleys of great fertility; having a mild and beautiful climate; having throughout the valley country short winters, which spend their force in the elevated regions of the mountains. The range of mountains in which this stream finds its head springs is distinguished by having its summits almost constantly enveloped in clouds of rain or snow, from which it obtains its name of Sierra Mojada, or Wet Mountain. This chain is remarkable among the Rocky Mountain ranges for the singular grandeur of its winter scenery, which has been characterized by travellers who have ascended, as unascended either in the Alps or the Himalayas. Their naked rocky summits are grouped into numerous peaks, which rise from the midst of black pine forests, whence issue many small streams to the valley below. Following by an open way the valley of the Huerafano, the road reaches the immediate foot of the mountain at the entrance of a remarkable pass, almost every where surrounded by bold, rocky mountain masses. From one foot of the mountains to the other, the pass is about five miles long; a level valley from two to four hundred yards wide, the mountain rising abruptly on either side. With scarcely a distinguishable rise from the river plains, the road here passes directly through or between the mountains, emerging in the open valley of the Del Norte, here some forty or fifty miles broad, or more properly a continuation northward of the valley in which the Del Norte runs. Crossing this flat country, or opening between the mountains, and encountering no water course in its way, the road would reach the entrance of a pass in the Colorado mountains, familiarly known to the New Mexicans and Indian traders who are accustomed to traverse it at all seasons of the year, and who represent it as conducting to the waters of the Colorado river through a handsome rolling grass-covered country, and affording practicable wagon routes.

This section of the route, so far as the entrance to this pass, covering twelve degrees of longitude, I am able to speak of from actual exploration, and to say that the line described is not only practicable, but affords many and singular facilities for the construction of a railway, and offers many advantages in the fertile and wooded country through which it lies in the greater part of its course.

In the whole distance there is not an elevation, worthy of the name, to be surmounted; and a level, of about 8000 feet, is gained almost without perceptible ascent. Up to the Kansas and Huerafano river valleys, the country is wooded and watered; the valley of the Del Norte is open, but wood is abundant in the neighboring mountains, and land fit for cultivation is found almost continuously along the water courses, from the mouth of the Kansas to the head of the valley of the Del Norte.

A journey, undertaken in the winter of 1848-49, and interrupted here by entering more to the southward, the rugged mountain of St. John's, one of the most impracticable on the continent, was intended to examine the country beyond to the rim of the Great Basin. The failure of this expedition, leaves only for this middle portion of our line such knowledge as we have been able to obtain from trappers and Indian traders. The information thus obtained had led me to attempt its exploration, as all accounts concurred in representing it practicable for a road; and the information thus obtained was considered to be sufficiently reliable.

According to this information, the same structure of the country to which I have called your attention above, as forming a system among the mountains, holds good, and accordingly found no difficulty in believing that the road would readily avoid any obstacles which might be presented in the shape of mountain ranges, and easily reach the Basin.

In pronouncing upon the practicability of a road through this section, I proceed upon my general knowledge of the face of the country, upon information received from hunters and residents in New Mexico, and upon the established fact, that it has not only been travelled, but at all seasons of

the year, and is one of the travelling routes from New Mexico to California. The third section of the map is from the Wah-satch mountain to the Sierra Nevada, and thence to the Bay of San Francisco.—This route traverses the Great Basin, presenting three different lines, which you will find indicated on the map. Repeated journeys have given me more or less knowledge of the country along these lines, and I consider all of them practicable, although the question of preference remains to be settled. The Northern line is that of the Humboldt river, which, although deflecting from the direct course to the Bay, commands in its approach to the mountains several practicable passes, the lowest of which is only 4500 feet above the sea. The Southern line, which in crossing the Basin has not the same freedom from obstruction enjoyed by the open river line of the North, is still entirely practicable, and possesses the advantage of crossing the Sierra Nevada at a remarkably low depression, called Walker's Pass, more commonly known as the Point of the Mountains, and being in fact a termination of one of the mountains which go from that chain. This pass is near the 35th degree of latitude and near the head of the beautiful and fertile valley of the San Joaquin, which the road thence would follow down to its junction with the Sacramento to some point on the Bay. This route deflects to the South about as much as the other does to the North, but secures a good way, and finds no obstacle to the Sierra, turning that mountain where it has sunk down nearly to the level of the country. Among the recent proceedings of the California Legislature, resolutions were introduced in favor of bringing in the railway at this post. The third line, which is the middle and direct line, and that to which I give a decided preference, is less known to me than either of the others; but I believe fully in its practicability, and only see, as the principal obstacle to be overcome, as the Great Sierra itself, which it would strike near its summit, near, in the present state of railway science, sufficient to turn us from the direct route. A pass is known as indicated by the line upon the map, which a road would render practicable. Other passes are also known, to the north and south; and if tunnelling became necessary, the structure of the mountains is such as allow tunnels to be used with the greatest advantage. Narrow places are presented where opposite gorges approach each other, and a wall of some two or three thousand feet often separates points which may not be more than a quarter or half a mile apart at its base. It will also be remembered that the Great Basin, east of the Sierra Nevada, has a general elevation of over four thousand feet, so that the mountain would be approached on the east at that elevation, and on the west the slope is wide, though descending to near the level of tide water. The foregoing remarks embody all the general information I am now able to give upon this line. The first section of it, from the Missouri frontier to the head of the Del Norte, is explored, and needs no further reconnaissance. It is ready for the location of the road by a practical engineer. The second and third sections require further explorations, to determine, not upon practicability, but upon the preferences due to one over the others. A party of 300 men, skillfully directed, with the assistance of three or four practical road engineers, would be sufficient to lay out the whole routes, and clear and open a common road in the course of the next Spring and Summer, so as to be passable for wagons and carriages, and as rapidly traversed as any of the common roads in the U. States. The obstacles which I have not mentioned are, the winter impediment of snows, and the temporary one from the hostility of Indians. The latter can be surmounted by military stations, sending out military patrols to clear and scour the line. The snows are less formidable than would be supposed from the great elevation of the central part of the route. They are dry and more readily passed through, are thin in the valleys, and remain on them only during a very brief winter. The winter of my last expedition was one of unprecedentedly deep and early snows, yet in the valley of the Kansas and Arkansas, it was thin; in the valley of Huerafano, none; and in the valley of the Del Norte, at the end of November, but a few inches deep. Even in this severe winter, on the 5th of December, at the greatest elevation crossed by the eastern section of the line—being in the narrow pass between the Arkansas and Del Norte, the snow was only three feet deep; the thermometer at zero near mid-day. The weather in these high mountains and deep valleys is of a character adapted to such localities—extremely cold on the mountains, while temperate in the valleys. I have seen it storming for days together on the mountains in a way to be destructive to all animal life exposed to it, while in the valley there would be pleasant sunshine, and the animals feeding on nutritious grass. Beyond the Rocky Mountains, the cold is less, and the snows become a less and more transient obstacle. These are my views of a route for the road or roads, (a common one is first wanted,) from the Mississippi to the Pacific. It fulfills, in my opinion, all the conditions of a route for a national thoroughfare. 1st. It is direct. The course is almost a straight line, from end to end. St. Louis is between 38—39; San Francisco is about the same; the route is between these parallels, or nearly between them the whole way. 2d; It is central to territory. It is through the territorial centre west of the Mississippi, and its prolongation to the Atlantic ocean, would be central to the States east of that river. It is also central to busi-

MISSERS, CLAY'S AND WEBSTER'S REMARKS UPON THE OCCASION OF MR. CALHOUN'S DEATH.

Mr. Clay—Mr. President, prompted by my own feelings of profound regret, I wish, on raising to second the resolutions which have just been read, to add to what has been so well and so justly said by the surviving colleague of the illustrious deceased, a few words. My personal acquaintance with him commenced upwards of thirty-eight years ago. We entered at the same time, and together, the House of Representatives at the other end of this building.

The Congress of which we thus became members, was that among whose deliberations and acts was the declaration of war against the most powerful nation, as it respects us in the world. During the preliminary discussions which arose in preparation for that great event, as well as during those which took place when the resolution was formally adopted, no member displayed a more lively and patriotic sensibility of the wrongs which led to that awful event, than the deceased, whose death all unite now in deploring. Ever active, ardent, able—no one was in advance of him in advocating the cause of his country and in denouncing the injustice which complicated that country to appeal to arms.

Sir, this is not the proper occasion nor am I the proper person, to attempt a delineation of his character, or of the powers of his mind. I will only say, in a few words, that he possessed a lofty genius—that in his powers of generalization of those subjects of which his mind treated; I have seen him surpassed by no man; while the charms and captivating influence of his colloquial powers have been felt by all who have ever witnessed them. I am his senior, Mr. President, in years, and in nothing else. According to the course of nature, I ought to have preceded him. The Divine Ruler of human events has determined otherwise. I feel that I shall linger but a short time, and shall soon follow him, and how brief—how rapidly passing—is the period of existence allowed even to the youngest amongst us.—Sir, ought we not to draw from the conclusion how unwise it is to indulge in the acerbity of debate—how unwise it is to yield ourselves to the animosity of party feeling—how wrong it is to indulge in those unhappy and hot strifes which too often mislead us in the discharge of the high duties which we are called on to perform? In conclusion, Mr. President, I desire to express the most cordial sympathy and the sentiments of the deepest condolence for those who stand in the nearest relations to him. I trust that we shall all profit by the singular merits of his character, and learn relying upon our own judgments and the dictates of our own conscience, to discharge our duties as he did according to his best conception of them—faithfully to the last.

Mr. Webster also paid a high tribute to Mr. Calhoun's character and personal qualities. The conclusion of his remarks is as follows:—Mr. President, he had the basis, the indispensable basis of a high character, and that was unspotted integrity, unimpaired honor and character. If he had aspirations, they were high, and honorable and noble—there was nothing grovelling or low, or meanly selfish that came near the head or heart of Mr. Calhoun. Firm in his purpose, perfectly patriotic and honest—as I am quite sure he was—in the principles that he espoused, and in the measures that he defended, aside from that large regard for that species of distinction which conducted him to eminent station for the benefit of the Republic—I do not believe that he was imbued with selfish feelings. However, sir, he may have differed from others of us, in his political principles, those principles and those opinions will descend to posterity, under the sanction of a great name. He has lived long enough—he has done enough, and done so well—so honorably—as to connect himself for all time with the records of his country. He is now an historical character. Those of us who have known him here, will find that he has left upon our minds and hearts an impression of his person, his character, his performances that, while we live, will never be obliterated. We shall hereafter, I am sure, indulge in it as a grateful recollection, that we have lived in his day; that we have been his contemporaries, that we have seen him, and heard him, and knew him. We shall delight to speak of him to those who are coming after us. When the time shall come when we ourselves shall go, one after another, in succession to our graves, we shall carry with us a deep impression of his genius and character—his honor and integrity—his admirable deportment in private life, and the purity of his exalted patriotism.

MILLIONS OF PIGEONS ROOSTING.—Letters from Indiana complain that some of the pigeons roost over the forests for miles, destroying the timber.—A letter from Laurel says: "I am completely worn down. The pigeons are roosting all through the woods, and the roost extends for miles. Our neighbors and ourselves have, for several nights, had to build large fires and keep up reports of fire-arms to scare them off. While I write, within a quarter of mile, there are 30 guns firing. The pigeons come in such large quantities as to destroy a great deal of timber break limbs of large trees, and even tear up some by the roots. The woods are covered with dead pigeons, and the hogs are getting fat on them. Our old friend Hendrick killed 50 at four shots.

TO SLEEP and denounce is a very easy way of assuming a great deal of wisdom, and concealing a great deal of ignorance.

THE CLOWN in the circus at San Francisco receives \$13,000 a year.

ALARMING DIMINUTION.—The deaths in New York have diminished since 1847 at the rate of three thousand a year. A chronological practitioner ascribes it to the different treatment of diseases, and the abandonment of the use of the lancet. He makes a calculation that the same ratio of diminution of deaths throughout the United States, estimating at 22,000,000 of population, would show a saving of 150,000 lives a year.

THE EDITOR of the Gloucester News, a bachelor, with no wife, no responsibilities, no comforts, and nothing of that sort, threatened to board round among his delinquent subscribers to "take out" the amount of their dues, but this was too much for them, and they all paid up the old score, and something in advance.

A BIT OF A STORY.

Many years ago, when the state of Georgia was thinly inhabited and the Indians occupied a large portion of her territory, undisturbed by the white man, a son of the Emerald Isle, weary and hungry, about mid-day presented himself at the door of a wealthy farmer and asked for work. The Irishman told the farmer he had travelled far and was entirely out of money, and unless he gave him a bit of a job he would not be able to make a "decent living." The farmer told him to do but that if he really wanted work he thought he might be able to hunt him up a job. "Let's see," said the farmer, "I believe as I have a large stock of poultry and plenty of corn, that I will get you to take care of them; but mind, you must see that every one gets enough and that no one gets more than his share; this you must attend to twice a day; morning and evening." Pat pledged his word that he would strictly carry out his orders. The necessary arrangements having been made as regards wages, board, &c., Pat was duly installed in his new vocation.

Pat performed his duty well, and the poultry under his good management, were kept in the best of order. For some time however Pat's discerning eye perceived that an old drake was getting more than his share of corn; this could not be allowed, for he was strictly charged to see that every one got enough, but no one was to get more than his share. Now Pat had no idea of disobeying the commands of the farmer, so he was resolved, by some means or other, to put a stop to it. One evening, as usual, while Pat was distributing corn to his fowls, he commenced soliloquizing in the following manner: "Arrah, be jabbers, an' here ye are again, devilish spoonbill quadruped! ye lay under the barn all day, an' when I say chicky, be St. Patrick ye are the first one here, and be jabbers you pick up first grain of corn to a chickens one; now be jabbers an' I'll fix you for that, an' so I will." Sure enough Pat told the old drake close up to him; made a grab and nabbed him. "An' it's welcome ye are, blast your ugly piether, when I'm done with ye, to pick up more than yer share." With that Pat pulled out his knife and trimmed the drake's bill off sharp and slim, like a chicken's and then he exultingly threw him down, saying: "Now, be jabbers, ye can pick up corn 'longside that bob tail rooster!"—The Wilkinson Whig.

DICK'S Anti-Friction Press is one of the noblest and most perfect arrangements of power ever discovered. Its applicability to the various purposes in the arts where immense force is required, together with its compactness, renders it almost invaluable in the construction of all kinds of printing, embossing and other presses. We have seen an embossing press in the Methodist Book Concern, that is superior to anything in use. For punching the power is so intense that a boy can punch cold plates of iron an inch in thickness with ease. The machine used to hoist the piles in the collieries, at the Navy Yard, only weighed thirty-five hundred yet it exerted the force of 680 tons lifting power, by the aid of four men. We have seen a stump machine, that weighs only about a ton, that will draw any stump in America, worked by three men. The strongest testimonials have been received from the "Book Concern" and numerous other sources, confirming all we have seen and more. The vast establishment, corner of Jane and Washington streets, N. Y., is thronged with orders from all parts of the country, and the number of uses to which this invention is applied, make the manufactory a curiosity shop of the first water.—N. Y. Tribune.

OCEAN STEAM NAVIGATION.—In the course of a month or six weeks there will be a semi-weekly steam communication with Europe, twenty steamers running across the Atlantic to various ports in Europe. The Herald says: "The weekly trips of the Cunard steamers, nine in number, will commence on Saturday next, from Liverpool, and on the 1st of May from New York and Boston. The Collins steamers, five in number, will commence their semi-monthly trips on the 27th instant, and their weekly trips about the 1st of June. The Franklin will begin her trips to Havre next month, and her mate will be ready in the fall. The Bremen line, two steamers now leave Southampton and New York once a month. The City of Glasgow will leave Glasgow on the 16th instant for New York, and thereafter leave each port in alternate months. The Helena Steamship is to leave Hamburg on the 10th instant, and her trips will be bi-monthly.

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