LETTER PROM DAVID LONGENECKER, Esq. TO CHRISTOPHER FALLON, Ess OFFICE PRILA & SUNBURY R. R. Co. 1

Philadelphia, Jan. 29th, 1853.

CHRISTOPHER FALLON, Esq., President of the Sunbury and Eric Rail Road Company: -Dear Sir,-The Philadelphia and Sunbury Rail Road Company will have twenty five miles of the road finished, from a point two miles west of Mount Carmel to Sunbury, with heavy T rail by the 1st of May next .-When the connection with the Reading Rail Road is completed, (which will be during 1854) the Philadelphia and Sunbury road will form the shortest route from Philadelphia to Lake Erie in connection with the Sunbury and Erie, being 26 miles shorter than by the way of Harrisburg, and 11 miles shorter than by the Cattawissa and Tamaqua roads. By the way of the Philadelphia and Sunbury, will be peculiarly the Philadelphia route to Lake Erie, and while our road will be greatly benefitted in connecting with the Sunbury and Erie by the through trade and travel, the point of view to which I wish to call your attention, as promoting vastly our mutual interests is the feasibility of carrying large anthracite coal tonnage from the second coal field over part of our road, and the entire length of the Sunbury and Erie, on terms more advantageously than by any other channel connecting any of the other anthracite coal fields of Pennsylvania with your road can be completed, there will be a demand for anthracite coal on the Western Lakes of at least 1,000,000 of tons per annum, and that the Sunbury and Erie can get this tonnage (or any greater supply) from our Shamokin coal region, so as to deliver it at the harbor of Erie at a market price of \$4 per ton, and yet enable your company to make a profit of \$1,500,000 per annum from the carrying of the coal alone, besides affording you peculiar advantages for carrying freight from the West to the East. Although the use of anthracite coal in steamers on the Western Lakes has been scarcely introduced yet two years, the recent report of the Committee of the City Conneils informs us that in the past year 300,000 tons of anthracite coal were taken from Philadelphia to the Western Lakes. This coal must have been carried a distance of about 700 miles and cost at Lake Erie over \$8 per ton.

If the superior qualities of anthracite coal as a fuel would induce this consumption in scarcely two years after its introduction, and when furnished at a cost of over \$8 per ton, can it be doubted that, so soon as this coal can be furnished at \$4 per ton, this article, the consumption of which is now making such rapid progress from its use in pro. pelling steamboats, and for all domestic and manufacturing purposes, in the Canadas and country bordering on the Lakes, will find a market on the Lakes of from one to two millions of tons per annum, with the prospect of an indefinitely greater increase? Assuming, therefore, that this demand will exist, the next question is, from whence shall come the supply ? That coal cannot continue to be taken from the Schuylkill coal field, be 93 miles in length, or 279. But not reby the way of Philadelphia, in competition garding this consideration in your favorwith coal sent from the Lackawana coal field, by the way of the North Branch Canal Reading, the cost of transportation would be Bend, is most manifest.

The supply must come, therefore, without the Sunbury and Erie, and the completion that is, in having a continuous down grade brothers, behind, all of whom had been at a of the North Branch Canal, exclusively from with the trade. What difference in the cost the Lackawana coal fields. With the Sungreater portion of this supply must come from the Shamokin coal field. This coal field will then have advantages over the Lackawana coal field in shorter distances, terially in the fact that (with a slight improvement or change in cars for carrying that can be readily suggested) the coal can be taken as return freight in cars which must otherwise be hauled back empty, and which on the other principal roads connecting the West with the East, to wit : the Pennsylvania road, the Baltimore and Ohio, the New York and Erie, and Albany and Buffalo, are in fact, hauled back at great expense, comparatively empty. Your road could have this return freight, not only to save the cost of running empty cars, but, in fact, to realize the revenue of a \$1,500,000 per annum on the transportation of 1,000,000 tons of coal, as above stated, which I now proceed

The distance from Shamokin (about the average point in the Shamekin Coal field from which coal going westward will be sent,) to Sunbury is 19 miles. That from Sunbury to Erie, as at present estimated, is 286 miles-but I am assured, on the best authority, that you have ascertained by your late surveys that this distance can probably be so much shortened that it will not exceed 250 miles. I will assume that it shall be 260. The entire distance from Shamokin to Erie will be, therefore, 279 miles. From half, will be finished during the year, making the Lackawana coal field there will be, on the completion of the North Branch Canal, two double routes. From Scranton to Buffalo or Dunkirk, by way of Great Bend, and from Pittston (as an average point on the North Branch Canal,) to Buffalo or Dunkirk ; by the way of Elmira, from Scranton to Dunkirk, continuous rail road, the distance is 207 miles, with grades considerably greater than on the Sonbury and Erie .-From Scranton to Buffalo, the entire distance from about 50 ton canal boats, (being about elephant, the capacity of the ascending canal) the distance is 295 miles. But regarding the transhipment at Etmira from boats into cars, as certainly equal to a distance of 50 miles, it would then be 345 miles. How much more should be allowed for the inability of so feeble a canal navigation to compete with a fail toad, I am unable to say. The experience of the Schuylkill canal, before its enlargement, demonstrated that canals with capacity for boats of from 60 to 70 tons burthen only, cannot successfully compete in the transportation with rail roads.

The distance from Pittston to Buffalo (the near as I can accertain.

But this route, in such small boats, can carcely be contemplated as a medium for transporting coal to the Western Lakes. It will undoubtedly furnish supply for a large local trade, large enough, perhaps, to equal ts capacity. It will, therefore, be perceived that the Shamokin and Erie route has, in distance, over the route from Scranton to Dunkirk, an advantage of 28 miles-over the route from Scranton to Buffalo 35 miles, and over the route from Pittston to Dunkirk, regarding the transhipment at Elmira, of 66

The advantages of the Sunbury and Erie in distance, however, become comparatively very insignificant when compared with the extraordinary advantage of carrying coal as back freight. It will be borne in mind that the cars of the Sunbury and Erie will run the entire length of its road in reaching the Shamokin Coal Mines. This is not the case with return cars on the N. Y. and Ene. The Lackawana coal region is not in the line or in the course of the N. Y. and Erie from Dunkirk to N. York-but is reached by the road of the Lackawana Rail Road Company 48 miles in length, and running off in a westerly direction from N. York. The return cars of the N. Y. and Erie road could not reach the Lackawana coal fields without going and returning a distance of forty-eight miles, equal to a deflection of ninety six miles. If, therefore, the cars or boats carthe Western Lakes. I claim that as soon as rying coal from the Lackawana region go west loaded, and return to their coal fields comparatively empty, the consequence is that the distances are nearly doubled upon them, as compared with cars carrying coal over the Sunbury and Erie, which go out loaded, and return not only with cargoes paying expenses, but freighted with such goods as will pay a more profitable remuneration than the coal carried westward. I think it clear, therefore, that in regarding your extraordinary advantages in distance, and carrying coal as back freight, that your road will outrival all possible competition for carrying coal. The next consideration is, on what terms can you afford to carry for our road 1,-The experience of the Reading Railroad

Company will enlighten us on this point -By their late report it appears that the actual cost of carrying their coal over their road, in length 93 miles, & the lateral roads diverging from it into the coal region, averaging 5 miles in length, making in all 98 miles, was 54 64-000 cents per ton. But we must bear in mind that the Reading Company carry their coal from the mines of Schuylkill county to Richmond, and then return their cars back the same distance empty, so that the cost of 54 64-100 cents per ton is in fact for drawing the distance of 196 miles, which is but 83 miles less than your company would traverse with our coal. The cost of transportation does not increase exactly in proportion to the distance traversed. It is the cost of loading and unloading, and detention at the different termini, that constitutes an inportant item : and this will be the same whether the road or the Lackawana Rail Road, via Great within a fraction of 78 cents per ton. But other things are not quite equal. The Reading road has one advantage over you, and this item alone will make cannot be clearly bury and Eriel propose to show that the ascertained; but I suggest that a liberal allowance for this advantage would be 22 cents per ton, which would make the cost of carrying coal per ton, over your road from Sunbury to Erie, one dollar. We suggest you should no transhipments, and chiefly and most ma- at this cost, have \$1,50 profit per ton. That

would make your charge to us \$2,50 per ton. We can furnish the coal at Sunbury at \$1,50 per ton, making the cost of the coal delivered at Erie, for consumption, \$4 per ton-Seeing that this most valuable end can be accomplished, that our Company can at once fornish you a trade that will of itself pay a profit of 10 per cent, on \$15,000,000, I have only to suggest to you three points for consideration: that your road and ours shall run into and connect with each other at Sunbury that you permit no deviation in your road from the Pennsylvania gauge, and chiefly that in the building of your cars and ours, for carrying coal, we unite in such improvements and change in the present mode of construction, that will adapt them for carrying miscellaneous freight and merchandize. Your obedient servant.

DAVID LONGENECKER. President Phila, and Sunbury R. R. Co

forward during this year, amount to 12,000 miles, costing \$300,000,000. Of this amount of railway work on hand, it is also estimated that more than 5,000 miles, or nearly onea total of railroads open in the U. States, of 18,000 miles. The amount of capital invested in these 18,000 miles of railroads cannot be afflicted family.

less than \$450,000,000. A CARGO OF LADIES FOR CALIFORNIA .-The French ship Sonsonatte arrived at Valparaiso, recently, with a cargo of 200 ladies, for California. The young ladies quite enlivened the streets of that city for a few days, and one or two soft hearted estrengeros tried is 314 miles, with transhipment at Ithaca hard to induce some of them to remain, but from ears into canal boats. From Pittston it was no go. The ladies said that having to Dunkirk, with transhipment at Elmira come so far, they were determined to see the

> MORMONISM IN ENGLAND .- A late letter in he Christain Advocate and Journal states that Mormonism is prevailing extensively among the lower classes in England. In the half-yearly report of the London Conference of this sect, dated June, 1852, 35 different branches are enumerated, including 160 elders, 21 priests, 28 teachers, 67 deacons, and 2,352 members. A Mormon official paper published at Liverpool, professes to circulate tants, the counties of Forest and Montour

ARRIVAL OF THE TREASURE .- New York, Jan. 30 .- The steamer Georgia arrived here whole distance by water in small 50 ton this morning from Aspinwall with over \$2,boats,) ranges from 295 to 340 miles, as 000,000 in gold from California, before re- population of Pennsylvania at the present ported as on the way.



SUNBURY.

SATURDAY, FEBRUARY 5, 1853. H. B. MASSER, Editor and Proprietor.

To ADVERTISERS.—The circulation of the Sanbur s not exceeded if equalled by any paper published in North

EDITOR'S TABLE.

BUDS AND BLOSSOMS .- This is the title of new monthly publication got up at New Berlin, Union County, by Mr. J. Flinn, devoted exclusively to the compositions of young ladies, stu-

THE ILLUSTRATED NEWS .-- This Pictorial published by Messrs. Beach & co. New York, has greatly improved. No. 6, dated February 5. 1853 is already on our table. Its contents are va-

RUBINGAN AND SELLERS, 113 North 3d street Philadelphia, advertise an extensive assortmen of confectionary in this weeks yaper.

ORPHANS' COURT SALE .- Some valuable prop erty in North'd, late the estate of J. B. Boyd is

We refer our readers to the able letter of David Longenecker, Esq. President

We are indebted to Messrs. Bergstresser. Waterbury and others of the legislature, for favors, &c.

THE ICE CROP .- A number of our citizens on Friday and Saturday last, were 000,000 of tons of anthracite coal annually engaged in filling their ice houses. The ice is about ten inches thick and clear as crystal. There never was a more favorable time for securing this winter crop of a summer luxury. The scene on the ice was a busy and interesting one.

MURDEROUS ASSAULT AT NORTHUMBER.

Our borough was thrown into a state of considerable excitement and consternation. on Monday evening last, on the receipt of a telegraphic dispatch from Northumberland, announcing the attempted murder of A. C. Simpson, Esq. of Selinsgrove, on the West Branch Bridge at Northumberland. Mr. Simpson is, himself, in such a criti-

cal situation, that but little information can

be obtained from him. We have, however, gleaned the following from various sources. It appears Mr. Simpson was on his linsgrove with his horse and sleigh, accom- and construction of booms in the Susque- Pittsburg, who were sitting together, had suffering mortals, and that legislation can panied by another man, Mr. Hains. They had not proceeded far over the bridge, when they met Wm. Vandyke, on the same track, coming from the opposite side of the bridge, his father, Jos. Vandyke and several shooting match. Some words, it is said, passed between Mr. Simpson, who was may be applied to the support of Common walking, and Mr. Vandyke, the latter hav- Schools. ing run against or taken hold of Mr. Simpson's horse. Mr. Hains in the meantime go- Savings Bank was taken up and passed finaling forward with the horse and sleigh of Mr. Simpson. Mr. Vandyke made an attack on Mr. Simpson with an open knife, and stabbed him several times before he was aware of it. Mr. Simpson immediately retreated towards the Collector's office, at the end of the bridge, pursued by Mr. Vandyke. As he reached the door, he begged to be let in, immediately, "as this man was killing him." The door was immediately closed on Vanthe house, when Vandyke struck his knife into the door, swearing he would kill him. Mr. Simpson's companion, unconscious of sed. anything serious having taken place, stopped at the south end of the bridge waiting for him to come up. For a long time after he was taken into the office, Mr. Simpson was unable to speak, and bleeding profusely from four wounds inflicted in his abdomen. His situation is truly critical, and births. his recovery is yet extremely doubtful .-THE RAILWAY UNDERTAKINGS in this coun- Mr. Simpson is a lawyer by profession, ry now in actual progress, and to be pushed formerly of Elmira, and was married but a few years since, to a daughter of Jesse C. Horton, Esq., near Northumberland. To his afflicted wife with her two small children, the appalling intelligence must have

> Sheriff Kipp, on hearing of the occurrence, promptly proceeded to Northumberland, and about 9 o'clock in the evening brought over Vandyke, who is now lodged in Jail in this place, to await his trial at the April term of our court. As the matter will be legally investigated, we forbear making any comments. There are various versions in regard to this terrible catastrophe, the substance of which we have given as derived from different sources.

Since the above was written we have learned that Mr. Simpson's case is more favorable, and the probabillity now is that e will recover.

PENNSYLVANIA .- According to the triennial assessment, just completed, there are in this State 506,133 taxable inhabiexcepted, no returns being received from them. If we allow 14,000 inhabitants to these two counties, and fix the proportion of taxables to population at 1 to 54, the time would be 2,797,731.

SUNBURY AND ERIE RAILROAD .- The Lycoming Gazette says that Mr. Moorehead, the contractor for the two sections opposite Williamsport, commenced operations on Monday last. Mr. Moorehead doing the can be no doubt that this road will now be completed to Erie in a very few years .-There is one great feature in this road that lew have taken into consideration. We mean the coal trade between this and Erie. Anthracite coal can be transported cheaper from Sunbury to Erie, or to the Lakes by the Sunbury and Erie road, than by any other route known.

THE TREVERTON COMPANY have allotted to Messrs. Savidge & Woolverton, of ing a basin and a portion of rail way, &c. on the west side of the river, at the canal, near Chapman, in Union county. This work is estimated to cost about \$50,000, and is intended to accommodate the coal trade of the Trevorton Company, who have already contracted for the construction of a bridge over the Susquehanna at that point. The contractors have already commenced

Our democratic friends of Montour their geographical affairs. The conferees of the two counties, met at Danville, on the 22d of January, to select a representaof the Philadelphia and Sunbury rail road, tive delegate to the State Convention. The to the President of the Sunbury and Erie Columbia county conferees conceded to Montour county the delegate, but protested against the nomination of Col. Best who, they alledged, was not a democrat. Montour county persisted in the nomination of Mr. Best, when the Columbia county conferees nominated John Deen, jun. of Danthe Conferces broke up. It strikes us, if the with the same stick," is becoming somewhat fancical. We would advise our hemselves to some other power.

> CT Lewis W. Hause was tried at the tern penitentiary. The father, son and

OF A large meeting was held at Williamsport on Tuesday evening, in opposition return home from Northumberland to Se- to any law prohibiting the floating of logs

> Correspondence of the Public Ledger PENNSYLVANIA LEGISLATURE.

HARRISBURG, Jan. 29, 1853. SENATE. - Mr. Forsythe presented a petition, praying that no increase of the Militia tax may be made, and that the same

The act to incorporate the State Capitol ly-yeas 15, navs 14.

Mr. Barnes read in place a bill to incorporate the Chambersburg and Pittsburg Rail Road Company. House.-The supplement to the act incor-

porating the Hazleton Coal Company was taken up and passed.

The resolution relative to the Lake Superior Rail Road, was taken up, and a motion made to amend the same by striking out all that portion relative to the Lake Superior dyke before he could enter, by a lady in Rail Road, and inserting the "Sunbury and Erie Rail Road," which was agreed to, and the original resolution, thus amended, pas-

Mr. Shell offered a resolution, which was agreed to, that 5000 copies of the school laws, and the decision of the Superintendent, in relation to the same, be printed for the use of the members.

Mr. Flanigan, a supplement to the act requiring a registration of marriages and

Mr. Kilborn, a bill to abolish Capital pon-

XXXII CONGRESS-Second Session.

WASHINGTON, Jan 29. House .- The Honse concurred in the report of a Committee of Conference on certain disagreeing votes of the two Houses :been terrible, and there are but few, who "That the act, approved 22d February do not deeply sympathise with her and the 1849, granting five years half pay to certain widows and orphans of officers, non-commissioned officers, musicians and privates, both regulars and volunteers, to be so extended and construed as to embrace the widows and minor heirs of the officers, soncommissioned officers, and privates, both regulars and volunteers, of the war of 1812, and of the various Indians wars since

SUICIDE IN A PULPIT.

Just as we were going to press, we learned that a Mr. Charles Fultz, a shoemaker, resident of Schoylkill Haven, in this county, committed suicide in a rather singular man-German Lutheran Church of that place, and the exercises in his accustomed manner, and

Correspondence of the Phila, Ledger, LETTER FROM WASHINGTON.

WASHINGTON, Jan. 29. A telegraphic despatch was sent from here, a day or two ago, purporting to be news from Concord. Soon afterwards, the first work with his own hands. There news was contradicted from Concord, from high authority. It seems, however, that the political owls, who see best in the dark, of vision, have taken advantage of the calm by again reviving the news that the State Department had been offered to some of their favorites, and that Gen. Pierce has invited certain persons to designate for him a member of the Cabinet from Pennsylvania. Both stories were manufactured out of the

The idea that Gen. Pierce would ask anybody to select for him a member of his Augusta township, the work of construct- Cabinet, is simple ridiculous. I repeat, that Flour is selling at 45 cents per pound. some time ago, I have seen a letter from Gen. Pierce to a friend of his, in Congress, El Dorado streets are in a terrible condition stating that he is quite willing to assume the the mud being full breast deep to horses responsibility of making his own Cabinet; and as they plod their way through, each and that, while he is thus willing to exer- succeeding step entirely submerges them cise his judgment at his peril, he hopes and But two lines of stages are now in successexpects that he will be patiently indulged in ful operations between Stockton and the the operation.

I tell you now, that half the stories that days-the price being \$25. The miners on this man was written to, that the other had the Rattlesnake and other bars, on the lowa Cabinet appointment offered him -that a er North Fork, have turned raltsmen and third has been consulted, &c., are untrue; lumber dealers since the flood. Many of and that their being paraded in the public them have secured an immense amount of BY virtue of a certain writ of Alias Ven. Esp. and Columbia still continue in hot water, prints has been a source of great annoyance drift wood from the numerous flumes above, at the Court House, in the borough of Sunbury, in relation to their political, as well as to Gen. Pierce, who has thus been sadly and have disposed of it at very remunerative at 1 o'clock, P. M. on Monday, the 28th of Febmisrepresented. Otherwise all these devi- prices. ces are certain to fail of their object. Gen. Pierce comes from the land where the peor a vast amount of stock which had been ple have their eye teeth cut early; and has hoarded above and below Sacramento It been too long in politics himself, not to see is said that out of over 100 teams on the through anything which is transparent to Caleverns road, some of which started early everybody else. He must be a smart fellow in the month, but two or three had reached who shall take in a Yankee.

RAIL ROAD ACCIDENT.

About 8 o'clock yesterday morning, a rightful accident occurred on the Columbia ville. After a number of ineffectual ballots Rail Road, one mile above Christiana, in Lancaster co., as the night train was coming Montour democrats think Col. Best a good eastward. The train was running at the enough democrat, that the Columbians have rate of 25 miles per hour, and consisted of no right to object. This idea of reading an express, baggage and the passenger cars, whom were so much stunned that they were to naiks. He says: not conscious when the car fell over. The .The resolutions agreed to at Milan, by Danville Court, this week, found guilty of stove was upset, the car set fire to, and the American ladies of Anglo-Saxon orgin, passing counterfeit money, and sentenced completely destroyed in less than ten min- are well worthy of attention of the Duchess o fifteen months imprisonment in the Eas- utes, together with all the furniture a hand- of Southerland, and of all those, her noble some gold watch and chain, a carpet bag coadjutors, whose sympathies have been en, son-in-law, are now occupants of the same and hat belonging to Judge Wright, of listed and excited by reports of the suffer-Clearfield co., and three carpet bags, filled ings of the slaves in the U. States of Amewith clothing, the property of the passen- rica. gers. The occupants of the car were im. "We should indeed be happy if misery and mediately looked after and taken out. All suffering could be removed from this and received severe injuries. Two men, said to other lands; but we are assured on the best their legs and arms broken, and one is said never entirely prevent poverty and wretched to have been seriously injured internally. - ness. But as Christians and considerate per-Their lives are despaired of. Judge Wright sons we ought to look at home-to what is was cut about the head and slightly injured passing hourly before our eyes, or within on the shoulders. Another passenger was the sound of our carriage-wheels-and, we badly burned and received a fracture of the may add, in almost every parish in our bearm. The train which should have arrived loved country, and consider whether our lein this city at 10 o'clock, did not arrive until gislation is just and equal." after I o'clock, and as soon as the accident was made known at the office, Messrs.

CALIFORNIA NEWS.

ARRIVAL OF THE STAR OF THE WEST

> TWO WEEKS LATER FROM CALIFORNIA.

painful accident occurred.

\$2,000,000 in Gold Coming.

Heavy snow storm in California-Floods on the rivers-The whole country between Johanna and Sacramento under water-Great distress among the miners.

The steamship Star of the West arrived t New York, on the 28th inst., from San from California to the 1st inst.

The Oregon and Northerner took down to Panama nearly \$2,000,000 in gold.

The continued rains and snows throughout caused the streams to rise in torrents. doing much damage. Bridges have been swept away, banks overflowed and rancheros carried off. Vast quantities of stock perished, and many lives were lost at Sucramento, Stockton and Marysville.

The whole country between Tehama and while Marysville is partly inundated, and though Sacramento City is well protected by levees, the lower portions are submerged. The waters at the present time are subsiding, although the rains still continue. On the mountain streams the loss of min-

Fortunately, however, few lives have been lost. The southern portion of the mining districts have suffered equally with the northern. The city of Stockton has been partially inundated and property to a considner, on Sunday evening last. It appears that erable amount destroyed. The bridges on hierarchy-in individually adopting the libfor some time he had been an officer of the the Colorado, Stanislaus, and other streams are swept away, and communication with on the evening referred to had convened and the mining towns suspended. The flood is while they may gain for themselves a wellopened a Prayer Meeting in the building be- universal. The waters are higher than durlonging to that congregation. He went through ing the memorable winter of 1849. There is a great scarcity of provisions, and the connothing unusual was noticed about his appear- sequent high prices have occasioned much ance. Upon the congregation's retiring, he suffering and distress. It is feared that mawas seen to unbolt one of the window-shut- ny have actually died of starvation. A ters-left the building with the others, and large number of miners subsist entirely upon was discovered the next morning suspended beef and potatoes, whilst hundreds of others life ess above the altar! It is supposed he have nothing but barley and potatoes. In obtained ingress through the window .- Mi- portions of Yuba, Sierra county, the anow was already 10 feet deep, and still falling clearly.

solute want. In one place they held a meeting, and forced a trader to sell what

floor he had on hand at 40 cents per pound and all who were able to leave did so, thus leaving provisions for those who were unable to find their way through the snow to the vallies. In some place the cabins are entirely covered with snow, and the roofs when nobody else can exercise the faculty of many have been crushed in, thus cutting off the last chance of protection. A few days since we were visited by terrible southeast gales for two days. Several light tenements were, blown down, and some injury was done to the shipping in the harbor. The whole country between Tehanna and

and the miners are actually reduced to ab-

Sacramento is under water. At the latest dates the water was partially subsiding. Many miners are in absolute want in Yuba. The snow 10 feet deep, still falling .-

The Stockton Journal says that Main and mines. They make the trips usually in two

The "Union" says the flood has destroyed their destination. The palance had stuck fast in the mud. Most of the teamsters had returned disheartened to Stockton.

The small nox was prevailing at Murphy's Camp, and the citizens had erected a nospital for the benefit of the sick. The health of Sacramento was good.

AMERICAN AND ENGLISH LADIES AND SLAVERY.

We find in the London Daily News the co men out of the party for alledged delin- besides the locomotive. When it reached tire resolutions adopted by the American quencies, and frequently by persons "tarred | the point designated, the hind passenger car | ladies at Milan, in response to the ladies of was thrown from the track in consequence England, on the subject of slavery. They of one of the rails breaking, and in that con- are communicated to that paper by Mr. dition the car ran about 150 yards, and then Hume, the veteran reformer, to whom they Montour friends to cut loose and annex fell down the embankment some 16 feet - were sent by the American ladies, and who There were ten passengers in the car, all of introduces them with some most judicious

The following are the proceedings :-At a meeting of American ladies, of Anglo-Bingham & Dock, with a surgeon started in Saxon origin, held at Milan, Lombardy, on an express train to the place where the the 30th day of December, 1853, Mrs. Catha-

rine Howard in the chair, the following report was read and unanimously adopted : 1st. The meeting views with feelings of interest the late doings of an assembly of

ladies in Loudon, under the auspices of her Grace the Duchess of Sutherland and her noble coadjutors, on the subject of African Slavery in the United States. 2d. The meeting is deeply sensible of the

evils of slavery, and will use all just and LOG HOUSE. honorable means to ameliorate, and finally to abolish it, wherever, and under whatever form it may now exist. But unfortunately for the efforts of American ladies, and for humanity, the subject of slavery in the United States, when honestly examined, is found, just at this time, to be surrounded with such appalling dangers, involving the happiness of their social circles-the fortunes and the they will be disposed of according to law. Francisco, with 400 passengers, and dates lives of their fathers, husbands, sons and brothers-the very existence, of the federal constitution and the union of States-that it must not surprise the noble ladies of England, that American ladies should recoil with af-California, during the last fortnight, have fright from the mischief which any hasty zeal might occasion, or that they should deem it their present duty to remain submissive in the position allotted to them by the Almighty, until time and occasion shall render their agency useful.

3d. The meeting respecifully tenders its thanks to the noble and honorable ladies as-Sacramento City is entirely under water, sembled at Stafford house, for their appreciation of the value of liberty, and the rights of man, and, under the present circumstances of African slavery in the United States, would earnestly entreat them to look at home, and examine the condition of Christian freedom in the United Kingdom, and then employ ng implements is great, and all work for their leisure, and use their amiable and powthe present is suspended. The bridges are erful influence, where it can be successfully swept away, and the fences destroyed .- exercised-in gently removing those antiquated monopolies and time-worn restrictions which now so heavily press upon and impoverish their people. In correcting the errors and simony of their exclusive church-in relieving the lands from burdens of a complex eral principles of the Christian Liturgy of the Church of America, and by such efforts, earned reputation, and an undying historic fame, they will be the means of extending the area of freedom, and insuring to all men equal rights and liberty of conscience. All which is respectfully submitted.

CATHARINE HOWARD, in the Chair.

Good Humor is the blue sky of the soul, in which every star of talent will shine more

CATHARINE HOWARD, in the Chair.

H. B. MASSER,
FRANCIS BUCHER,
DAVID HOUPT'
BENJ. HEFFNER,
ED V. BRIGHT,
G. W. KEHIL,
GEO, ZIMMERMAN,
Sonbury, Jan. 22, 1853.—

## foreign News.

ARRIVAL OF THE

AFRICA. LATER FROM EUROPE.

NEW YORK, Jan. 30 .- The steamship Afca, with four days later intelligence from Europe, arrived this afternoon.

The Africa was detained until Sunday, by order of government, for the purpose of sending despatches.

ENGLAND.

The London Daily News announces that Cossuth is again about to visit the United States, for the purpose of stirring up the

The Liverpool and Philadelphia Steamship Company have contracted for the building of a new screw steamship, of 2200 tons bur-

The death of Frincis Madiai is not yet fully confirmed.

Cherbourg has been selected as the port

of departure for the French and American steamship line. A contract has been made for building fifty three large steamships.

New Advertisements.

SHERIFF SALE.

ruary, inst.
The undivided three-fourths parts of a certain Tract of Land,

situate in Coal township, Northumberland county, adjoining lands of John Boyd, Wm. Wilson, Peter Maurer, Michael Kroll, and Frederick Kramer, containing 367 acres, and 70 perches, with allowances, surveyed October 23, 1794, and a warrant granted to Matthias Zimmerman, dated August 27, 1793.

Siezed taken in execution and to be sold as the property of John Snavely. WM. B. KIPP, Sheriff. Sheriff's Office, Sunbury, ? Feb. 5, 1852.- 4t.

FRUIT AND CONFECTIONARY. RUBINCAM AND SELLERS,

Wholesale Manufacturers and Dealers in Confectionary of all kinds, No. 113 North Third St. below Ruce, PHILADELPHIA. THE attention of Dealers is requested to an

found to be AT LEAST equal to any in this city .-FOREIGN FRUITS of all kinds in season. N. B. Orders by mail or otherwise promptly at-

To the honorable the Judges of the Court of Quarter sessions for the county of Northumberland.

February 5, 1853,-6m.

The undersigned petitioner respectfully solicits the Hon. Court to garnt her a license to keep an lim or tavern at the house she now occupies, situate in Market street in the borough of Sunbary. CATHARINE BOULTON.

CATHARINE BOULTON.

We the undersigned critizens of the borough of Sunbury, in Northumberland country, being acquainted with the said Petitioner, do certify that she is of good repute for honesis and temperance, and that she is well provided with house room and other conveniences for the accommodation of strangers and travellers, and that an lun or toven is necessary for the accommodation of strangers and travellers.

Juo P. Parsel, Geo. C. Welker, Wm. B. Kipp, John Young, W. T. Grant, R. H. Awi, Fred. Lazarus, Wm. L. Dewait, J. B. Masser, H. B. Masser, James Beard, James Covert, P. Lazarus.

Sunbury, Feb. 5, 1833.—31.

PUBLIC SALE.

pursuance of an order of the Orphans Court of Northumberland county, will be exposed to sale, on SATURDAY, the 26th day of FEBRU-

A Lot of Ground. in said Borough, numbered 45 in the plan of the town, bounded north-east by an alley, south-east by an alley, south-west by King street, and north-

TWO CONTIGIOUS LOTS OF GROUND, in said borough, Nos. 237 and 238, bounded north-east by Hanover street, south-east by an alley, south-west by an alley, and north-west by

TWO CONTIGIOUS LOTS OF GROUND. in said borough, Nos. 174 and 175, bounded orth-east by Queen street, south-east by lot No 176, south-west by Duke street, and north-west by lot No. 173, whereon is erected a one story

J. B. SMITH, Adm'tor

North'd, Feb. 5, 1853,-4t.

Stray Sheep.

CAME to the premises of the subscriber in Augusta township, about two miles fro Sunbury, about eight weeks since, six stray sheep. The owner is requested to come forward, prove property, pay charges and take them away, or JACOB PICKHART.

Upper Angusta, Jan. 29, 1853 .- 3t TO the Hon. A. JORDAN, Esq., Prestdent, and his Associates, Judges of the court of Quarter Sessions, of the County

of Northumberland. THE petition of JAMES COVERT, of the Borough of Sunbary in said county, humbly represents. That he proposes keeping a public house or tavern at the old stand tormerly occupied by him in said Borough, and that he is well prepared for the accommodation of Travellers, &c.

He therefore prays your honors to grant him a license to keep a Tavern, during the ensuing year, and he will only the

TO THE JUDGES ABOVE MENTIONED: WE, the subscribers, residents of the said Borough do ereby certify, that fames Covert the applicant for the in-tune, is a man of good repute for honesty and temperance at is well provided with House-room and conveniences erefore recommend his keep a Public House.

M. L. SHINDEL, G. M. YORKS, ED, Y. BRIGHT, C. O. BACHMAN, GEO. W. KEIHL, C. J. BRUNER, J. B. MASSER. JAMES BEARD, W. H. THOMPSON, JOHN HAAS, H. B. MASSER, BENJ. HEFFNER,

TO the Hon. A. JORDAN, Esq., President and his Associates, Judges of the court of Quarter Sessions of the county of Northumberland :

THE petition of SAMUEL THOMPSON of the Borgh of Simbury, respectfully showeth that your petitions ends keeping a public house of Enteriamment in sai-rough, in the house formerly kept as such by Am C

Loris.

That he is well provided with stabling for horses and all myeniences necessary for the entertainment of Strangers at Travellers respectfully prays the Court to grant him a terret bear of our or nubic bours of entertainment. use to keep an lim, or public house of enterminm shace herein named, and he will pray &c. TO THE JUDGES ABOVE MENTIONED:

WE, the subscribers, residents of the Borough of Saubscry do hereby certify that Samuel Thompson the applicant for the license, is a man of good repute for honesty and temperance, and is well provided with house room and conveniences for the lodging and accommodation of strangers and traveliers, and that a Poulic House there is accessory; they therefore, recommend him as a proper person to be licensed to keep a Public House.

peter W. Gray, John Trego, James Beard, Henry D. Wharton, W. M. Rockefeller, W. T. Grant, P. B. Nasser,