

THE PENNSYLVANIA RAILROAD—STATE TAX AND TONNAGE—No. 6.

The wonderful increase in the facilities for transportation that the last four years have witnessed, is due to the triumphs of machinery over animal power. Canals have been in use for ages, railroads are inventions of comparatively recent origin. So long as animal power was the motor, canals maintained a great superiority; when locomotives were introduced on railroads, the condition of things was at once reversed, and present experience abundantly testifies that first-class double track railroads such as those which now lead to Boston, New York and Baltimore, can carry freights at but little more than half the expense per ton of an improvement such as the Pennsylvania Canal.

That such are the facts will be apparent to any one who examines the subject; and it is amazing that intelligent legislators will resist their opinions upon the bare assertion of those who are interested in maintaining the present order of things, and credit the declaration that the canal, with a new coat over the mountains, will be able to meet any competition from without the State. To repose confidence in such representations is inevitably to bring destruction upon our trade, ruin upon our merchants, and injury to the State. Let the new road over the mountains be made. We do not object to it; it will assist, to some extent, as an auxiliary in the Pennsylvania Railroad. Both are striving for the same object; but let not the delusive hope be cherished, that it will restore the main line to the capacity of successful competition with the Erie Canal, on which there are no transshipments, and whose magnificent dimensions render it equal to a navigable river; or with the great railroads leading to rival cities, upon which millions of tons are transported by a motor that knows not fatigue, and in comparison with which all the horse power that could be placed on our canal would be but insignificant.

It is in vain to struggle against the progress of improvement. Trade will flow in that channel which offers it the greatest facilities. No obstruction that can be placed in the way of the Pennsylvania Railroad will divert the business to the canal, so long as far superior avenues invite it in other States to other cities. The fact has been demonstrated conclusively; horse power cannot compete with steam. To attempt the hopeless competition now, betrays a disposition to shut out the lights of experience. Nothing but a change in the propelling power can restore canals to an equality with railroads.

Is there any hope of such a change?—There is. A ray of light even now begins faintly to illuminate the future. Encouragement is given for the hope that canals may once more recover their supremacy in economy of transportation. Mechanical improvements can alone restore them. One fact is prominent and encouraging. Ten pounds on a straight and level railroad will move a ton, but ten pounds on a canal will move several tons. The difficulty in the way of successful canal competition is, that the ten pounds of power on the railroad costs but little more than one pound of the price used on canals. If the power could be of the same kind on both, canals could furnish much the cheapest transportation.

Great Britain has seen and acknowledged the superior economy of railway transportation; invention has been stimulated, and an application of steam to canal propulsion promises to be successful, and offers encouragement for the hope that a new era in canal navigation may be introduced.

To adapt the now system to our main line would require a much larger expenditure than the people of the State might be disposed to sanction; but it is not improbable that a company might be found to take the whole of the main line as a unit, remodel it, and pay to the State a large annual bonus considerable exceeding the revenue that could be derived under State management, and improving it to the capacity of rail road competition. We believe this to be possible but it would consume too much space to give our reasons for this belief. The subject is worthy of consideration; and instead of checking the progress of the Pennsylvania Railroad Company in its efforts to secure the Western trade, through fear that it might outstrip the canal, would it not be more wise, and more beneficial to the interests of the State, to remove from the railroad all its fetters, bid it God speed in its race of competition, and, by the introduction of improvements, give to the canal its greatest efficiency?

The day has passed when an improvement which has not sufficient intrinsic value to commend it to paragonage can be sustained by discriminatory legislation; and such legislation is peculiarly unjust when directed against a corporation that, so far from causing, greatly reduces the competition, by retaining upon a portion of the line a trade that would have been lost to the whole.

From the North American and U. S. Gazette. PENNSYLVANIA RAILROAD—STATE TAX ON TONNAGE—No. 7.

It is said the Stockholders of the Pennsylvania Railroad have no reason to complain of the State tax. This tax was imposed when the charter was granted; they accepted it with this condition; they were, or should have been, aware of all the disadvantages; if they were not, it was their own fault; the State is under no obligation to sacrifice its revenue for the benefit of the Pennsylvania Railroad Company.

Very true! The Stockholders of the Pennsylvania Railroad have no claims upon the State; they care well take care of themselves; they have an improvement that will pay them a fair dividend, with proper management, tax or no tax. We do not know that they have yet appealed to the liberality or sympathy of the State for the sake of increasing their dividends. If they did, the appeal would not be likely to receive much consideration. This is not the ground upon which the statement of the State tax is demanded. It is not to promote the interests of any corporation; but the interests of the

State, of the whole community, that the Legislature is now asked to remove all injurious restrictions upon trade, and assist in giving Pennsylvania the proud pre-eminence amongst her sister sovereignties that nature, by the magnificence of her donations, evidently designed her for.

It is not a call from the Pennsylvania Railroad Company, but from every tax payer in the State, to which the Legislature is now required to respond. It is a question whether one source of revenue shall be retained at the sacrifice of a greater; whether it is expedient to save dimes and lose dollars; whether it is better to continue a tax, and lose a trade that would directly and indirectly pour into the treasury a ten-fold greater revenue.

What would be the condition of our Schuylkill coal trade, with a tax upon the tonnage of the Reading Railroad? The Schuylkill Canal was in operation long before the project of the railroad had been conceived. It might be said that, being a creation of the State—it had claims upon the authors of its existence for protection against injurious competition. But the Railroad was chartered without tax; it commenced operations; freight on coal became greatly reduced, the business vastly increased, until the enormous tonnage of nearly three millions per annum is passed over these improvements, taxing both to almost their full capacity. The value of taxable property connected with the coal interests has increased by millions; a large population has poured into the mining district; numerous towns have sprung up under the beneficent influence of this great trade; and benefits of the most permanent and important character have resulted to the State. But suppose a tax had been imposed upon the Reading Railroad, to protect the interests of the canal, would these great results have followed? Instead of a tonnage of three millions, it is doubtful whether the business would have reached one million; and can any one believe that the revenue from a tax, large as it might appear, could compensate for the losses that would have been sustained by the public and by the State in checking the rapid development of this prolific region, and the large increase of wealth and population that have resulted from the system of low charges?

If low charges have done so much for the Schuylkill Valley, is there any reason why similar effects should not follow their application to the valley of the Juniata? The Pennsylvania Canal has been in operation for many years; but what has it done for lumber and coal interests of the Allegheny region? Comparatively, nothing. And it will do nothing so long as a prohibitory tax forbids the transportation of these articles by railroad.

It is time that the citizens of the interior should awake to a sense of their condition, and demand, in terms which can neither be unheard or misunderstood, relief from the oppressive burden of taxation which they alone are required to bear, and which, at the same time, takes from them their ability to bear it.

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Foreign News.

ARRIVAL OF THE FRANKLIN.

LATER FROM EUROPE.

FRANCE.

A republican demonstration took place in Paris on the 13th, at which nearly 20,000 men were assembled in procession, the occasion being the funeral of Madame Raspail, the wife of the celebrated State prisoner of that name. A detachment of cavalry and an immense police force were present, and prevented any speeches over the grave.

SWITZERLAND.

Switzerland is represented as being still greatly agitated in consequence of Austrian measures, and it was feared that some collision would take place.

GERMANY.

An American lady has been arrested at Heidelberg, charged with having revolutionary pamphlets in her possession. She was direct from America.

AUSTRIA.

The town of Cremona has been placed in a state of siege, in consequence of an Austrian sentinel having been killed.

It is denied that Mazzini escaped on board an English frigate, and he is still supposed to be in Piedmont.

AUSTRALIA.

Advices from Australia to the 10th of Jan. have been received. The yield of gold at the diggings is reported to be greater than ever. About 100,000 men were at the various diggings, averaging ten ounces each per week. Trade was brisk and prices were sustained excepting in flour.

EGYPT.

Advices from Alexandria state that grain had declined considerably, and several failures had taken place.

INDIA.

The Overland Indian Mail had arrived at London, with dates from Calcutta to Feb. 5th, Bombay to Feb. 12th, and from China to Jan. 13th.

The Australian mail packet Australia had put back for the fourth time leaky, having sprung a leak in the Bay of Biscay. She was only saved from foundering by the constant exertions of the crew and passengers at the pumps.

The new revolution in Ava is confirmed. The King of Burmah has been disposed by his brother, and the English Ambassador had set out for the Capital.

Commerce in India was active. The advices from China state that the rebellion was making rapid progress. Trade was inactive, but large operations had, however, been made in teas, at an advance in greens and Congous.

DISKS FAILED.—The Woodbury Bank, of Woodbury, Conn., and the Eastern Bank of West Killingly, Conn., failed on Friday morning last. Their notes are worthless.



THE AMERICAN. SUNBURY.

SATURDAY, APRIL 9, 1853.

H. B. WASSER, Editor and Proprietor.

To ADVERTISERS.—The circulation of the Sunbury American among the different towns in the Susquehanna is not exceeded by any paper published in North or Pennsylvania.

DEMOCRATIC STATE NOMINATIONS.

FOR CANAL COMMISSIONER: THOMAS FORSYTH, Of Philadelphia County.

FOR AUDITOR GENERAL: EPHRAIM BANKS, Of Mifflin County.

FOR SURVEYOR GENERAL: J. PORTER BRAWLEY, Of Crawford County.

Mrs. Fillmore died at Washington on Wednesday last, of Pneumonia. Her remains will be taken to Buffalo.

The members of the Good Intent Engine Company are requested to meet this (Saturday) evening, in the Court House, at 7 o'clock, P. M.

Considerable excitement was created in this place on Tuesday morning by the appearance in Market street of a rabid dog. He came in from the turnpike and passed through the street to the river and thence to the corner of Broadway and Whortelberry, where he was shot. In his course he bit eight or ten of the canine race, and several persons narrowly escaped him. All the dogs known to have been bitten were promptly shot by their owners.

Hydrophobia has been prevailing among the dogs in several of the adjoining counties, and too much precaution can not be taken against the propagation of this terrible disease. The borough Councils have ordered all dogs running at large to be securely muzzled, under the penalty of death in case of non-compliance.

The Susquehanna is in good rafting order. Quite a number of rafts and arks passed down during the week. The lumber that has gone down is principally from the mouths of the large streams, the water not having been sufficiently high in the smaller creeks to permit the passage of rafts to the river. Most of the timber and lumber is yet to come down.

NUISANCES.—The bridge over the 'Gut' on the Centre turnpike is so badly constructed as to endanger the lives and limbs of all passengers. The embankment at the eastern abutment is too steep and too narrow. This deficiency has existed for a number of years and has been increased at every flood. Now it is almost impassable. Every one is complaining of this nuisance, except the proper officers.

Broadway is disgustingly disfigured by board-piles, heaps of coal, shingles, and the skeleton of a house. All these are obstructions of the public highway and ought to be removed. Part of nearly all of the streets and alleys, are obstructed by heaps of ashes, manure, old vehicles and rubbish. It is the duty of the supervisors to remove all of these, at the expense of the owners of the adjacent lots, or of the persons who placed the obstructions in the streets. It is also the duty of the Grand Jury to present these officers for neglect of duty. Either remedy will work a cure.

ARTHUR SPRING, indicted for the murder of Ellen Lynch in Southwark, a few weeks ago, has been convicted of murder in the first degree. Since the rendition of the verdict it has been ascertained that a man named Charles McQuilan sat as a juror in the case in the place of Bernard Corr, who was regularly summoned. McQuilan was present during the whole term answering to the name of Corr. This irregularity will discharge the prisoner from that indictment. He will no doubt immediately be tried for the murder of Mrs. Shaw, the sister of Mrs. Lynch.

THE SCHOOL QUESTION IN CINCINNATI.—An immense Mass Meeting assembled in Market Square, on Tuesday night, in this city, to nominate an Independent Ticket for city officers to sustain the Common Schools, and oppose the demands of the Roman Catholics, in regard to a division of the School Fund. All political and party lines were entirely laid aside, candidates were selected with a single view to the school question. Many Germans, both Romanists and Jews, participated, and pledged themselves to be in favor of the people's colleges. Great indignation was expressed, at the attempts of foreign ecclesiastics to interfere with the Common School System.

They will be obliged to cut them down in a year or two, as soon as the disagreeable qualities develop themselves, and we recommend to those who are anxious to preserve the health of their families, to commence the destruction of the trees at once.

The workmen have commenced laying down the rails on the Philadelphia and Sunbury railroad. The work is progressing rapidly. The excavation along the hills just below this Borough on the line of the Susquehanna road has been commenced. The contractors are much in want of laborers.

For the Sunbury American. BY TELEGRAPH, DATED.

LEWISBURG, March 30, 6 o'clock, P. M.—The dwelling house of James Russel in Chillisqueque twsp., Northumberland county, caught fire and burnt to the ground about an hour ago. Origin of the fire and amount of loss not yet known.

APPOINTMENTS FOR PHILADELPHIA. Common rumor seems to have settled down into a general conviction, if not an ascertained fact, that the following appointments have been or are about being made by President Pierce for Philadelphia: COLLECTOR—Charles Brown. SURVEYOR—Reuben C. Hale. NAVY OFFICER—Nathaniel E. Eldred. NAVY AGENT—Capt. A. Day. POSTMASTER—Gideon G. Westcott.

IMPORTANT APPOINTMENTS.—Selah R. Hobbs, to be First Assistant Post Master General, vice, S. D. Jacobs, removed. John A. Campbell, of Mobile, Alabama, to be Judge of the Supreme Court of the U. S., in place of Judge McKimley, deceased.—This is the vacancy to which Mr. Badger was nominated by Mr. Fillmore and the Senate refused to concur. Gen. Joseph Lane, of Ind., to be Governor of Oregon Territory. Isaac J. Stephens, of Massachusetts, to be Governor of the Territory of Washington. David Mason, of Iowa, brother of Senator Mason, to be Commissioner of Patents. Nathaniel Hawthorne, of Mass. (author of the Campaign Life of Gen. Pierce) to be Consul at Liverpool. This is one of the most lucrative offices in the gift of the President, and is said to be worth \$50,000 of \$40,000 per annum. Wesley Frost, Marshal of the Western District of Pennsylvania, vice John Dickey, deceased.

DREADED ACCIDENT ON THE BALTIMORE AND OHIO RAILROAD. BALTIMORE, March 28.—A most distressing accident occurred about two o'clock this morning, on the Baltimore and Ohio Railroad, about 70 miles west of Cumberland.—The train ran off the track, and a number of passengers were killed and wounded. The accident occurred at 3 o'clock this morning. The train was coming East from Cumberland. It consisted of a baggage car and three passenger cars, drawn by one heavy and one small engine. When passing the "eight feet filling" on section 76, descending a curved grade of 116 feet to the Cheat River, the heavy engine started the rails binding the rails to the ties. All the train passed over safely, except the two last passenger cars, which, by the parting of the embankment, falling the frightful distance of over 100 feet, and making four somersets before they reached the base, where they were shattered in fragments, and many of the unfortunate inmates were either sadly injured, or instantly killed.

There were forty passengers in the two cars. The following are dead: Daniel Holt, of Baltimore; Aurelius Sallie, supposed to be from South Carolina; Lewis Delane, a French emigrant, returning home from California; Richard Clayton, of Wells-ville, Va.; a young lady and a middle-aged gentleman, supposed to be from Kentucky; a small step-son of Robert Murray, the Supervisor on the road, and a child of Mr. Geise, of St. Louis, on his way to N. York. Mr. Geise and his lady were both much injured. They are now with their three other children at Cumberland.

A train left Cumberland this morning, for the locality of the sad occurrence, with physicians and comforts for the sufferers, who will be brought to Cumberland at 5 o'clock this evening, when full particulars of the accident, together with the names of the wounded, will be received. Mrs. Ogley, of Philadelphia, who was in the train with ten other passengers escaped uninjured. Miss Isaacs, of Indiana, who was on her way to Philadelphia to visit her friends, and who was in charge of Dr. Caldwell, was instantly killed. Dr. Caldwell will probably recover.

TERRIBLE STEAMBOAT DISASTER ON GALVESTON BAY—THIRTY-SIX LIVES LOST.—New Orleans, March 28.—Intelligence has been received here of a most terrible disaster, which occurred on the night of the 23d inst., on Galveston Bay, Texas, by which some thirty six lives were lost. As the steamers Neptune and Farmer were racing from Houston to Galveston, the latter exploded her boiler, killing instantly the captain, clerk, second engineer thirteen of the crew, and a number of the passengers, about twenty of whom are either dead or missing. About twenty passengers escaped, mostly ladies.

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LETTER FROM THE EDITOR, DATED Columbia House, Phila., March 28, 1853. Business has never been more brisk than in has been in Philadelphia this season.—Much of this is without doubt, caused by the rail roads, now leading from this city. The citizens of Philadelphia are aware of this, and hence their anxiety for the construction of the Sunbury & Erie road. Nothing decisive has yet been done in relation to the city subscription, though things are in train which will, I think, bring about a compromise of the difficulties. Rail roads are very different affairs from rail roads built and conducted ten or fifteen years ago. They are now much better constructed and more skillfully managed and have become excellent stock.

This morning there was quite a crowd around the Court House, for the purpose of getting a sight of Spring, the murderer. He had been taken there early in the morning, and placed in the Court room to avoid the crowd. Through the politeness of one of the police I was admitted into the room before the Court opened, in company with a few others. The guilty wretch was sitting in the dock, crouched up in the corner with his hand partially over his eyes. He is doggedly sullen and obstinate, and refuses sustenance—and though a reckless and hardened villain, steeped in crime, he is, withal a craven and a coward. This morning, before the opening of Court; he was boasting to one of the officers, of some diabolical and disgraceful villainies that he had perpetrated. The officer refusing to listen any longer, told him that he was the most black-hearted villain he ever knew. A motion has been made for a new trial, on the ground that a man who had not been summoned, appeared and served in the place of another, under a false name. The Court this morning fined the absent juror \$30, and imprisoned the one who volunteered his services, for sixty days, in the county prison.

Splendid buildings of granite and freestone are rising in grandeur in almost every direction in this vast city. Extravagance keeps pace with wealth and hundreds of thousands are lavished upon fine buildings, equipages, &c. Among the late fashions I have observed quite a number of ladies with high beehive gaiters. They certainly do not walk with the grace and ease that ladies do in the slipper. The God of nature never intended that a portion of our muscles should be relaxed, while others should be kept in a constant strain, thus giving to the dandies in high beehive boots a sort of string halt gait. One of the great conveniences of the city is the number of Omnibuses. You can now ride to any part of the city for three cents.

In passing along Arch Street, a few days since; I observed that Mr. Van Loan, the celebrated Daguerreotypist had removed his quarters to the Corner of Sixth and Arch. He has, in his gallery, some beautiful specimens of Daguerreotypes and some most admirable Talbotypes. His rooms are crowded every day, a sure evidence that he knows how to please.

The Japan Expedition it is rumored has been countermanded, but what truth there is in the rumor we know not. It is a pity after all the fuss which has been made about this expedition that our government should not have the opportunity of trying the conciliatory effects of Paxton persuaders upon the uncivil and indelible heathen who presides over the Empire of Japan.—It would show the nature of the "amity and friendship" which are about to be offered him.

FRENCH FLEET ORDERED TO NICARAGUA.—It is stated that Louis Napoleon is about to send a naval force to San Juan de Nicaragua to demand from the municipal authorities there satisfaction for fines levied by them upon French subjects for their refusal to comply with some of the demands of the authorities of that place. The French government, before deciding upon the course, made a demand upon the British government, but that government replied that it had no responsibility in the case, for by treaty with the United States it had relinquished all authority and dominion there.

A GRAND ENTERPRISE.—We publish in our present issue, the proposition of Mr. JOURNAL PERHAM of Philadelphia, to give away some 12,000 articles of value to the purchasers of tickets for his exhibition of the Panorama of California. These tickets cost \$1 each, and admit four persons to witness the exhibition. They also afford the holder an opportunity of becoming owner of the Panorama itself, estimated to be worth \$10,000. Every ticket ensures some prize to its purchaser. (See advertisement in another column.)

VICE PRESIDENT KING, it was lately stated, declined to take the oath as Vice President of the United States while remaining in Cuba; but a letter now appears in the New Orleans papers representing that the oath was administered to him at Matanzas on the 4th instant, in the presence of some twelve or fifteen gentlemen.

GOV. RAMSEY'S CASE.—On Saturday the U. S. Senate resumed the consideration of the resolution to authorize the Committee on Indian Affairs to investigate the conduct of Gov. Ramsey in connection with payments to the Sioux Indians. It was moved instead of the committee to appoint a special commission of three persons. Mr. Hunter objected to commissions sitting in recess, as calculated to bring the Senate into disrepute. Mr. Cooper concurred, and suggested a commission to take testimony on interrogatories filed, to which Mr. Badger said the commission could not compel the attendance of witnesses. Finally the subject was tabled.

DEBATE UPON THE IRON QUESTION.—Quite an interesting debate took place in the U. S. Senate, on Monday, between Messrs. Hunter and Brodhead, relative to the iron question. The former gentleman introduced a resolution calling for information from the Secretary of the Treasury, with the view of effecting a compromise between manufacturers and consumers.

ARTIC EXPEDITIONS.—The various expeditions that have been fitted out within the last five years, for the discovery of Sir John Franklin, have cost an aggregate of £758,466. Nearly eight years have elapsed without tidings from the missing voyager. No less than fifteen expeditions in all, consisting of thirty vessels, besides boats, have been engaged in the pursuit, and the effort is still continued.

It is stated that the annual cost of the army and navy of the United States per head for the population is sixty-seven cents. The expense of the same establishment to Great Britain and Ireland per head is \$2 56; to France, \$2 10; to Germany \$2 28.

Gov. Bigler has signed the death warrant of James Green, (colored,) convicted recently in Adams county, of the murder of Samuel Mars.—He is to be executed on Friday, the 15th day of April inst.

MISSOURI AND THE WORLD'S FAIR.—The Missouri Legislature has appropriated \$4,000 for the proper representation of that State at the New York World's Fair in May next.—L. M. Kennett is the agent of the State.

THE WHIG STATE CONVENTION.—The Whig State Convention assembled in Lancaster on Thursday, and on the first ballot nomination Moses Pownall of Lancaster county, for Canal Commissioner Christian Myers of Clarion county, for Surveyor General and Alexander M'Clure of Franklin county, for Auditor General.

Four North Carolinians have been called to the Navy Department since 1829—John Branch appointed by Gen. Jackson; John Badger, by Gen. Harrison; Mr. Graham, by Mr. Fillmore; and Mr. Dobbin, by Gen. Pierce.

Hon. John Dickey, Marshal of the Western District of Pennsylvania, died very suddenly.

An Agricultural Society has been formed in Columbia county. It will not be long until there is a similar society in each county in the State.

The Whigs of the borough of York made a clear sweep at the election last spring, electing their entire ticket, save the candidate for Constable, by a handsome majority.

In marriage, prefer the person before wealth, virtue before beauty, and the mind before the body; then you have a wife, a friend and a companion.

LAST WEEK, with the close of Lent and the beginning of the Spring fashions, the ladies are all busy in preparation, and the gentlemen are to, if we may judge by the constantly increasing demand of fashionable suits, suitable for the Spring season, at Rockhill & Wilson's Clothing Store, No. 111 Chestnut street, corner of Franklin Street, Philadelphia.

POISONING.

Thousands of parents who use Vermifuge composed of Castor oil, Calomel, &c. are not aware that they appear to benefit the patient, they are actually laying the foundation for a series of diseases, such as salivation, loss of sight, weakness of limbs, &c. In another column will be found the advertisement of HOBENACK'S Medicines, to which we ask the attention of all directly interested in their own, as well as their Children's health. In Liver Complaints and all disorders arising from those of a bilious type, should make use of the only genuine medicine, HOBENACK'S Liver Pills.

List of Letters REMAINING IN THE POST OFFICE at Northumberland, March 31, 1853.

- A B Krieger Miss Ann E 2 Kusos Salmon I Longridge Abraham I Louch John I Lettner Robert I Lyons Miss Jane I Lyman James I Case N P Chief Engineer of San-Mitchell Harney Bory and Harrisburg R Mury Jacob Rowell Mivcher Charles C Criswell Hon Jas N Ne Bridge F Fresso Geo W O'Neill Marks or Jas W Fisher Adams N Orelley John P Fisher Miss Elizabeth Orelley John P Garnett Andrew Perner Frederick Gallagher Bernard Price Thomas Gift Mary Pearson John H Hartley James B Russell James & Jno Higby Wm S Smith Hays Mary Swartz John G Honor Even Sen Smith G W Hory Isaac Seigel Alexander Harney Isaac Sharon John Hagzey Miss Isabella Safeton Samuel K Keefe Margaret Vandgraves Mrs Mary Knickman Franklin T W Keater Messrs E C & Winchester J J Co Y Kirkbridge E Young Messrs Thomas & Sons MARGARET WEIMER, P. M.

Borough Ordinance.

1. Be it ordained, &c. That from and after the publication of this ordinance, no dog or bitch shall be suffered to run at large in any of the streets, lanes, alleys of the borough of Sunbury, unless he or she shall be securely muzzled by a safe and substantial wire muzzle, sufficient to prevent at him or her from biting any person or animal, under a penalty of TEN DOLLARS, to be sued for and recovered from the owner of the dog, as debts of like amount are now by law recoverable; one half to the person who sues for the same and the other to the use of the borough. 2. Any dog or bitch found running at large in any of the street, lanes or alleys of said borough, unless muzzled as above required, shall be killed; and the Chief Burgess is hereby authorized to draw his warrant on the Treasurer for the sum of FIFTY CENTS in favor of any person who shall make satisfactory proof that he has killed any dog or bitch so running at large un-muzzled. D. W. SHINDLE, Assat. Burgess, Sunbury, April 2, 1853—11.

Notice

Is hereby given to those who hold the office of Overseer of the Poor, Surveyors, Collector, Treasurer, &c., for the borough of Sunbury, and who have not yet settled their accounts that they are to meet at H. Donnell's office, on Monday, the 15th day of April next, for the purpose of having their accounts audited. By order of the Burgess P. M. SHINDLE, Clerk. Sunbury, April 2, 1853—3.

Notice.

The COAL RUN IMPROVEMENT AND R. R. COMPANY. AN Election will be held by the stockholders of the Coal Run Improvement and Railroad Company, at the Franklin Hotel, in the city of Philadelphia, on Tuesday, April 19th, 1853, between 10 o'clock of 1 and 4 o'clock P. M. of said day, for the Election of five Directors of said Company. P. H. April 2, 1853—31.

Gas Fixtures & Lamps.

HENDRICK, HORNIG & BROTHER, No. 221 No 2d st. above Pine, PHILADELPHIA.

HAVING had many years practical experience in the business, and as all work done by us is manufactured and our immediate supervision we are enabled to offer to our customers superior articles in every branch of our trade upon the most favorable terms. At a store may be found in every variety and style of Gas and Lamp Fixtures, Pendants, Side Brackets for Halls, Churches, &c. The Improved Five Oil Lamps, also, Fine, Large and Oil Lamps, Sconces, Bazaar, Bazaar, Parlor, Night and Reading Lamps on hand. In a Glass or Glass, Wick Shades, &c. All work executed on no scale. P. O. No. 85 North Second street 4th. Remember Store 2, 1st 2nd street, next door to J. Stewart Street's Carpet store. Phila., April 2, 1853—3m.

12,000 Gifts for the People.

Extraordinary Inducements. To witness the moving of the Panorama of the PANAMA OF CALIFORNIA. Now exhibited by JOURNAL PERHAM, the Proprietor of the News Mid Mirror. Mr. PERHAM begs leave to propose distributing to the citizens of Philadelphia, Baltimore, New York, and the adjacent places, a number of the following articles: VALUABLE AND COSTLY GIFTS, MAGNIFICENT PANORAMA, New drawing executed by the artist, the exhibition of which has resulted to its owners within the last three years, a clear profit of \$12,000. A satisfactory proof of this can be obtained at the office of the following Building. The plan upon which it is proposed to present some \$12,000 worth of Articles is, by the sale of 12,000 TICKETS. ONE DOLLAR EACH. Each ticket to entitle the possessor to the Panorama as any exhibition when the time is not full, thus giving to each purchaser the Worth or use of \$12,000. The following list give an opportunity to obtain one of the following articles: Name valued at \$100.00 10 Gold Watches, " " " 150 10 sets Silver Tea Spoons, " " " 50 20 Gold Pens or 25 each, " " " 250 600 Gold Pencils, at 24 each, " " " 1,440 11,250 Steel Engraving, at 25 each, " " " 281,250 To assure the public every thing will be done fairly and honestly, the following named gentlemen have been selected as a Committee: George W. Dewey, 210 Chestnut st. See Art Union. P. J. B. Robinson, 12 Chestnut st., Deane's opposite. P. A. Hoyt, Merchants Tail, 9, corner Third and Chestnut streets. Thomas Fitzgibbon, Proprietor City Lines. William H. Siskels, Proprietor Daily Register. James S. Wallace, Proprietor Daily Sun. P. A. Cooper, Principal South East Grammar School. Under whose supervision the Gifts will be distributed in the following manner: viz. 12,000 articles, at 10c each, to be given in the form of tickets, the value of which will be given. The Committee will send up to 12,000 copies of note paper for the various gifts. These notes will be given to the possessor of the ticket, and will be valid for the full value of the ticket, until the day of 1st January, 1854. The tickets will be sent to the Office of the Assat. Burgess, and Mr. James H. Farwell, No 221 Chestnut street, will present the 12,000 sealed envelopes immediately. Orders for tickets by mail, to be sent to Perham As-semble Building, will be promptly attended to. Tickets for sale at the Assat. Burgess's Office, from 9 A. M. to 10 P. M. Also for sale at the City of America, Washington House, James Hotel, American House, Eagle, Franklin House, Franklin House, Franklin House, and other Hotels, and at the principal Music Stores. EXHIBITION EVERY AFTERNOON AND EVENING, at 3 and 7 o'clock. Single Tickets, at 25 cents. Children half-price. Phila., April 2, 1853—3m.

The Markets.

Philadelphia Market. March 30, 1853. FLOUR AND MEAL.—There is rather more demand for Flour, with sales at \$5 per bbl, at which holders are firm. S-select and fancy brands are held at \$5 a \$5 1/2. RYE FLOUR.—Is steady at \$3, 7/8. CORN MEAL.—Penna. is dull at \$3 per bbl. GRAIN.—Sales of red at 107 cents, and 118 for prime White. RYE.—Is in demand; sales at 82 cts. CORN.—Sales of Penna. and Southern at 60 cts. OATS.—Sales of prime Southern at 41 and Penna. at 41 cts. WHEATKEY.—Sales in bbls. are making at 23 1/2 a 24c. and bbls. at 23 cents.

Baltimore Market.

March 28, 1853. GRAIN.—Sales of Wheat to-day at 100 a 105 cts for good to prime reds, and 105 a 110 cts. for whites. Corn is in very good supply. Sales to-day of white at 50 a 52 cts, and of yellow at 54 a 55 cts. The large quantity in market, however, caused prices to give way, and at the close no more than 54 cts. could be obtained for yellow. Sale of Maryland Rye to-day at 80 cts. and Penna. at 84 cts. We quote Maryland Oats sold at 37 a 38 cts, and Pennsylvania at 40 a 42 cts. WHEATKEY.—Sales of bbls., to-day at 23 1/2. We quote hds. at 22 cts.

SUNBURY PRICE CURRENT. WHEAT. 100 75 RYE. 60 CORN. 42 OATS. 37 POTATOES. 16 BEANS. 16 PEAS. 8 PORK. 125 FLAXSEED. 125 TALLOW. 10 BEEF LARD. 10 BUCKED FLAX. 10 DRIED APPLES. 80 DO. PEACHES. 200 PEAS. 200