

# SUNBURY AMERICAN.

H. B. MASSER, EDITOR AND PROPRIETOR.

OFFICE, MARKET STREET, OPPOSITE THE POST OFFICE.

A Family Newspaper—Devoted to Politics, Literature, Morality, Foreign and Domestic News, Science and the Arts, Agriculture, Markets, Amusements, &c

NEW SERIES, VOL. 6, NO. 43.

SUNBURY, NORTHUMBERLAND COUNTY, PA., SATURDAY, JANUARY 14, 1854.

OLD SERIES, VOL. 14, NO. 17.

### TERMS OF THE AMERICAN.

THE AMERICAN is published every Saturday at TWO DOLLARS per annum in advance...

H. B. MASSER, ATTORNEY AT LAW, SUNBURY, PA.

HENRY DONNEL, ATTORNEY AT LAW, SUNBURY, PA.

WM. M. ROCKEFELLER, ATTORNEY AT LAW, SUNBURY, PA.

M. L. SHINDEL, ATTORNEY AT LAW, SUNBURY, PA.

DOCTOR I. W. HUGHES, OFFICE ON BROADWAY, NEAR THE EPISCOPAL CHURCH, SUNBURY.

SLAYMAKER & HASLETT, COLUMBIA HOUSE, PHILADELPHIA.

N. M. NEWHAM'S, BEAUTY'S ROW, NORFOLK STREET, POTTSVILLE, PENNA.

PLUMBING SHOP, HAS CONSTANTLY ON HAND A SUPPLY OF ALL SIZES OF LEAD PIPE, SHEET LEAD...

IMPORTANT TO PHYSICIANS AND LADIES.

CONFIDENCE can be placed, to the fullest extent, in the use of the SERRAVALLO'S PILLS OF PHILADELPHIA.

WM. McCARTY, BOOKSELLER, MARKET STREET, SUNBURY, PA.

JUST received and for sale, a fresh supply of EVANGELICAL MUSIC for Singing Schools.

A Treatise on the laws of Pennsylvania respecting the estates of Decedents, by Thomas F. Gordon, price only \$1.00.

NOTICE, BANK OF NORTHUMBERLAND, Northumberland, June 23, 1853.

LEATHER, FRITZ & HENDRY, STORE, 29 N. 3d STREET, PHILADELPHIA.

FRESH Vanilla Bean of a superior quality just received and for sale by June 4, 1853.

INK—Bourgeois celebrated ink, and also congee ink for sale, wholesale and retail by December 29, 1850.

SHOES—All kinds of Boots Shoes and slippers for sale by G. ELSBERG & CO., Market street, opposite the Post Office, Sunbury, Oct. 5, 1853.

### SELECT POETRY.

#### THE MODERN SWELL.

The son sits in the bar-room, In a place most convenient to stare; His clad in a very fine broadcloth...

He never gets up in the morning; If his mother calls him at noon, He comes dawdling and swearing...

From his vest there dangles a seal That is set with a brilliant red stone; The sparkling toy is only wax...

At length he marries a lady Who's as rich as he thinks she's fair, But he finds her in truth as poor as himself...

Who's as rich as he thinks she's fair, But he finds her in truth as poor as himself, And then he gives up in despair...

#### A Select Tale.

##### AN OLD-FASHIONED ELOPEMENT.

###### A True Story.

In the month of June, 1832, the ship Fame, Captain Jones, arrived in New York, from London, and moored at one of the docks in the North River.

The chief mate, Charles Barton, the hero of the present sketch, was the only and cherished son of a wealthy planter from one of our slave holding States...

He disappeared suddenly from college, and after wandering round the world for three or four years, with his father and friends mourning his death...

The vessel had been in four or five days, and the cargo was nearly discharged. It was warm, sultry day, and the men who had been at work all the morning...

"Is the captain on board?" enquired a soft, melodious voice, which caused Captain Jones to stop suddenly, and turn round to gaze on the querist, aroused, and for a moment utterly paralyzed.

The person who had asked the question, yet unanswered, was a girl apparently about eighteen, handsomely clad, but of a beauty and loveliness that baffles my powers of description.

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### Sunbury & Erie Railroad.

TWO MILLION SUBSCRIPTION TO THE SUNBURY AND ERIE RAILROAD PASSED—PROCEEDINGS OF THE CITY COUNCILS OF PHILADELPHIA.

REPORT.

To the Select and Common Councils of the City of Philadelphia:

The Joint Special Committee of Select and Common Councils, appointed Dec. 8th, 1853, to whom was referred the communication of John Tucker, Esq., President pro tem. of the Sunbury and Erie Railroad Co., beg leave to report;

That in the examination made by our committee, access was given by the officers of the company to all books, papers and documents, which were desired to be examined by the committee, and every information asked for was promptly given.

From the examination and information obtained, your committee were enabled to frame a series of inquiries, which were propounded to the officers of the company. The inquiries, together with the replies and accompanying documents, your committee beg leave to submit.

Concerning it to be strictly within the province of the committee, they have prepared, and beg leave to present, for the consideration of the Councils, the accompanying ordinance.

M. S. Wickesham, George Grison, John H. Irwin, Francis H. Duffen, Samuel J. Randall, B. D. Himan.

COMMITTEE ROOM, Jan. 2, 1854. OFFICE OF THE SENY & ERIE R. R. Co., Philadelphia, Dec. 21st, 1853.

M. S. WICKESHAM, Esq., Chairman, &c. &c. Sir—I have received your communication of this date, enclosing twenty three interrogatories, which I at once proceeded to answer as follows, viz:

1st. "What is the amount subscribed by corporations to the stock of this Company?" To this I answer thus:

Table with 2 columns: Corporation Name and Amount. Includes Erie City (\$300,000), Warren County (\$200,000), etc.

The subscription by Municipal Corporations are payable in their own bonds, convertible into the Stock of the Company, the latter to be left with the Company as security for the payment of the principal and interest of the bonds of the various corporations.

2d. "Have any corporate subscriptions made prior to February 17th, 1853, been withdrawn?" I answer in the negative.

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3d. "Have any payments been made on account of the subscriptions made by corporations? If made, in what manner?" I reply that two instalments of \$30,000 each, (sixty thousand dollars,) have been paid by the City of Erie, in their own coupon bonds, at twenty years date. No other corporations have paid instalments. They have not been requested to do so.

4th. "What is the amount subscribed by individuals? Has the amount been increased since February 17th, 1853? What is the amount of instalments paid upon individual subscriptions? Have any individual subscriptions been withdrawn?" The individual subscriptions to 3d of February last, were 8,784 shares \$878,400. Since that date further subscriptions have been made for 342 shares 34,200 \$912,600. The instalments paid by these subscribers amount to \$89,310. It may be proper to state that of these, \$12,000 is by a former President, (D. L. Miller, Jr.) that amount in stock (fully paid) having been allowed to him for services. It is also proper to add, that many of the subscribers do not (as is obvious from the above statement) pay their instalments, but it is believed that they would cheerfully do so, whenever it is apparent that the Company is in a position to prosecute the work to early completion. In other words, the subscriptions are good, if the City Councils confirm their subscription of \$2,000,000. No individual subscription has been withdrawn.

5th. "Have any contracts been let of the line of the road, other than the section from Milton to Williamsport? Where? and to whom?" The contract made with Messrs. J. B. & W. G. Moorhead, who are now engaged in granting and bringing the road from Milton to Williamsport, also included the same work from Sunbury to Lock Haven, but their expenditures have been almost entirely confined to that portion of the work between Milton and Williamsport. In June last, contracts were made with Messrs. Sennett, Brown, Caldwell & Co., for the graduation and bridging of the road for 100 miles eastward from Erie, and from that point to Lock Haven, with Messrs. Gamble, Rockefeller & Co. 6th. "Have the other contractors, if any, complied with the terms of their contracts? If no, are the contracts binding on the Company?" The last two contracts required that the work should be commenced on the first of August last, and to be finished in two years from that date. No work has been done by these contractors; hence, in my judgement, they are no longer binding upon this Company. 7th. "It is my duty to add, in justice to these gentlemen, that since the appointment of your Committee, I have addressed these parties relative to the contracts, and obtained a prompt response from a prominent partner of each firm, to the effect that if these contracts were regarded as an objection to the subscription by the city, they would cheerfully abandon them, as their great object was to aid rather than retard the completion of the road. These letters have been exhibited to your Committee. 8th. "Upon what terms are the works that have been commenced at Erie, contracted for? What amount has been paid upon them? What sum will be necessary to complete them, and in what manner is the work to be paid for? What are the prices of the contract?" The City of Erie made a most valuable donation to the Company, of about 150 acres of land, located in the most desirable part of the city, and fronting on the harbor, upon the following conditions, viz—"That the Sunbury and Erie Rail Road Company shall construct or cause to be constructed upon said lots, a Pier of the like character and width, to be composed of like materials, and subject to the same regulations as the present Public Pier, commencing at the northwest corner of said lots, and extending in a northwesterly direction to the west end of the south Channel Pier to be completed within one, and the balance within two years from this date; the construction of said Pier within the time, upon the conditions, and the occupancy of said lots for the purpose stated by express conditions of this grant; and Provided also, That Erie be made and continued the terminus of said Sunbury and Erie Rail Road Company." In order to secure the benefits of this very important grant, a contract was made with Messrs. Geo. J. Morton & Co., for the prosecution of this work. The payments to be made in terms of the grant, of the City of Erie at made in the Bonds of the City of Erie at par, issued in payment of the subscription by the City of Erie. Under this agreement, \$13,000 of these bonds have been transferred to these contractors, and at length an equal amount in addition is now due to them. It will be observed, that the conditions of the grant merely require the construction within two years, of a "Pier of the like character and width, as the present public "Pier." This work is estimated to cost \$75,000. The contract, however, includes such other works as this Company may hereafter direct, in connection with the wharves at the harbor of Erie. The prices under this contract are given in statement A. 9th. "In what manner were the funds necessary to complete the section between Milton & Williamsport obtained? How much has been received and how much disbursed? Until recently, a portion of the funds were obtained from instalments paid in subscriptions to the stock, and a portion from temporary loans, most of which have been repaid under an arrangement to which I shall presently more particularly allude. There has been received from instalments on subscriptions to stock, (exclusive of the \$12,000 issued to D. L. Miller, Jr., under an agreement made in 1852,) \$77,310—and from temporary loans, \$150,000—a portion of which has been expended for engineering and other necessary expenses. The amount paid to these contractors has been \$170,486 85. The remainder of the requisite funds for the completion of the road from Milton to Williamsport, been secured under the following circumstances and agreements: Early in the present year, my estimation, induced the Catawissa, Williamsport and Erie Railroad Company, to change the location of their road from Catawissa to Williamsport, to a line extending from Catawissa to Milton, thus requiring them for any through traffic, to use 25 miles of the road of this company. To secure this object, however, it was essential, that the road from Milton to Williamsport should be finished as early as that of the Catawissa Company. To this condition, the Company at once agreed, and the work was prosecuted until a few weeks since, when the resources of the company were no longer adequate. (During this period the Catawissa Company had partially graded their road to Milton, and it was essential to their interest, and in my judgment of vast importance to those of Philadelphia, that the railroad connection from Milton to Williamsport should be completed as originally agreed upon.) At Williamsport a connection will be made with the Williamsport and Elmira Railroad, terminating at Elmira, thus forming a most direct communication with all the important Railroads in the State of New York and the Canada. Rather than to meet with the loss, (for which this Company might have been liable,) by delay, the Catawissa Company proposed to refund to this Company the amount which had been expended on this portion of the road, and to finish it themselves, their charter giving them the right to do, or to assist this Company in the promotion of the work. After negotiation, an agreement was entered into, a copy of which is appended, marked B. The prominent points in this agreement are the following, viz: 1st. That the Catawissa, Williamsport and Erie Railroad Company (who had a common interest in perfecting the connexion) should guarantee the payment of the principal and interest of \$700,000, of convertible bonds, bearing 7 per cent. interest per annum, payable in twenty years, secured by a mortgage on that portion of the road from Milton to Williamsport. 2d. That the Catawissa Railroad Company shall pay for the use of this road during the continuance of the agreement, 8 per cent. per annum on the entire cost of the work, commencing with the completion of the road; and in addition, are to keep the road, bridges, buildings, and all appurtenances connected therewith in good order, this Company being subjected to no expense whatever. 3d. That during the continuance of the agreement (made the 5th of November last) this Company may use this portion of the road on precisely the same terms as were agreed upon for its use by the Catawissa Company when they were induced to adopt this route last spring. 4th. That while this contract is binding on the other two Companies for twenty years, this Company has the right to cancel the entire agreement, whenever they shall pay the two bonds for \$700,000, or release the two other parties from their liability under the guarantee. This condition I regard as of the utmost importance, and most certainly renders the agreement free from all objections. Under these arrangements, agreements were entered into with the Messrs. Moorhead, to go on vigorously with their work, receiving payment in these bonds, as will more fully appear by reference to the agreement herewith marked C. No contracts have yet been made for the Railroad from. 9th. "At what time will the Section be completed, and what will be the cost of it?" I have the pleasure to answer, that the contracts require the road to be finished on the first of July next. The estimated cost of the work complete is \$750,000. 10th. "Have surveys been made of the proposed route west of Williamsport? If made, what is the result?" The entire line from Sunbury to Erie has been re-surveyed. The field work has been finished, and the engineers are now at work with their notes, but have not yet attained results. 11th. "What is the present estimated cost of the road from Williamsport to Erie? What length of time will be required to complete it?" I can only answer by stating that until the results of the recent survey are ascert