

CALIFORNIA NEWS.

ARRIVAL OF THE NORTHERN LIGHT.

LATER FROM CALIFORNIA. The exports of gold from San Francisco, during the past year, amounted to nearly sixty-eight millions of dollars, as shown by the manifests cleared at the Custom House; which, however, does not include the amounts carried away by passengers. The total exports of gold since the discovery of it in California, is estimated at \$160,000,000.—During 1853, 35,000 passengers arrived, and 20,000 left the port of San Francisco.

Property amounting to \$1,500,000 was sold at San Francisco on the 26th ult., at a considerable advance over its estimated value.

Three daily papers are about to appear at Stockton. Ida Brewer, the murderer of Mary Lee, has been acquitted at Sacramento, and goes clear evidence. The papers were passing round the names of the Jurymen.

Farmers are sowing great quantities of wheat in California. The season is unusually favorable and early.

The Indians at Tejon Reserve, under the Superintendent Beale, are greatly pleased with their location. They are sowing fields of grain.

A singular mortality is raging in California among the birds and birds.

The surveying party sent by the Railroad Convention to examine the Sierra Nevada, at the head of the Stanislaus, have reported the discovery of a practicable pass. All of the various Pacific Railroad parties have arrived at California, and the Engineers speak very favorably of the Southern route, and the public generally favor that route. Lieut. Parke had started overland, by the Gila route, for Washington.

THE RUSSIAN MINISTER.

The health of Mr. ALEXANDER DE BODISCO, who for fifteen years has represented the Emperor of Russia at Washington, is so critical, that there has been a premature announcement of his death. The Tribune says he must be about seventy years of age, was a Wallachian noble by birth, and first entered the public service in Russia about fifty years ago, without fortune, but endowed with some knowledge of the French language and a clean handwriting. He began in the bureaux of the Minister of Foreign Affairs at St. Petersburg, in the lowest or 12th class of the tschin, or official hierarchy, which embraces all branches of the public service, and attained the third class, as a Privy Councillor, or in military vocation as a Lieutenant General.

During his long diplomatic career he never affixed his name to any act or treaty concluded by him, or was ever employed by the government on any occasion of special importance. He owed his good fortune principally to having been attached in the quality of Secretary to Count Sushliem, who after the secret interview at Abo in 1812, between the Emperor Alexander and Bernadotte, the elected hereditary Prince of Sweden, resided in the quality of an Imperial Commissioner at the headquarters of the Prince during the campaign of 1812-13. With Count Sushliem Mr. Bodisco went to Paris and thence to Vienna during the famous Congress which settled the affairs of the Continent. The Count was appointed the Russian Envoy at the Court of Stockholm, and Mr. Bodisco first Secretary of Legation. Count Sushliem enjoyed great favor with the Emperor Alexander and Nicholas, and on his death-bed some 18 years ago, recommended his Secretary to the Sovereign.

After the decease of his generous benefactor, Mr. Bodisco was for some time Charge d'Affaires at Stockholm, whence he was sent in the capacity of Minister to Washington. A few years after his arrival here, he married Miss Williams, of Georgetown, a young American Lady of remarkable beauty. By her he has seven small children, beside three grown up nephews, and a niece of whom he always took paternal care.

Mr. Bodisco is distinguished by remarkable financial abilities. Through the liberality of his former patron, and the Russian Government, he accumulated a considerable capital during his long service in Europe, which, joined to an intelligent economy on his large salary here—more than twenty thousand dollars yearly—enabled him in this country to carry on speculations on a large scale in lands and stocks, and especially in the loans for the Mexican war. His property must exceed half a million of dollars. He has since died.

FROM SANTA FE.—Kit Carson, Fletcher and others just arrived at Santa Fe from California, having left Los Angeles on the 25th of October. They had fine weather on their route.

The Utah Indians have been committing many thefts among the settlements.

A Mrs. Jane Wilson, has been taken from the Camanches, who had her in captivity.—She was captured by them while on her way to California from Texas. Her husband and others were killed. Her sufferings are described as being very great, and of the most revolting character. She reports that the Indians have another white woman in captivity.

TUNNEL ON THE PENNSYLVANIA RAILROAD.—A letter from Mr. Haupp, Superintendent of the Pennsylvania Road, to a gentleman of Pittsburgh, states that the cars were to pass through the tunnel on the mountain section on Wednesday last, and that the passenger cars will commence running on the first Monday in February. The travelling public will rejoice to learn that they are soon to get rid of the inclined planes on the Portage Road. On and after the first Monday of next month, passengers will be able to go through from Philadelphia to Pittsburgh, in from twelve to fourteen hours.

MISS LUCY STARK'S OPINION OF EARLY MARRIAGES.—Miss Stone, at her lecture in Pittsburgh, was particularly severe on marriages of fifteen, who think they are not to young to marry. Boy husbands were treated with sovereign contempt. She would not have marriages contracted by males under thirty, or females under twenty-five years of age. She maintained her positions with apt illustrations, and much sound sense argument.

SUSQUEHANNA RAILROAD.

We are gratified to learn that the contractors on this great improvement are pressing forward the work with unusual energy.—They have now about twenty-five hundred hands employed on the line, and will doubtless have a large portion of it graded, ready for the rails, early in the ensuing summer.—When completed, it is conceded by all that this will be one of the most important and profitable thoroughfares in the Union, connecting as it does with the shortest possible route, the railroads of New York, leading to the great Lakes of the North, with those of Pennsylvania and Maryland, leading to Philadelphia and Baltimore. The average grade, we are informed, between Bridget (opposite Harrisburg) and Sunbury, is under two feet per mile, and at no point does it exceed five feet per mile, and thirty-five miles of the distance are a dead level—the grade in every instance inclining in one direction, and that toward the sea-board. The local trade alone on the line of the road, intersecting as it does the Pennsylvania railroad at Dauphin; the Lykens Valley railroad, at Millersburg; the Trevorton railroad, at Mahanoy; and the Shamokin railroad, at Sunbury, would abundantly justify its construction; but, important as that trade is, it is comparatively insignificant when contrasted with the through trade and travel which will unquestionably pass over it, from North to South, and vice versa between the seaboard and the Lakes. For the local as well as the through trade referred to, the Susquehanna railroad is without a competitor. No other line can be found, effecting the same connections, at all comparable to it in either grades, curvature or distance.—Harrisburg Democratic Union.

A TOUCHING INCIDENT OF MOTHERLY AFFECTION. Mary, Countess of Orléans, was deaf and dumb, and married in 1755, by signs. She lived with her husband, Murrugh, first married of Thomond, who was also her first cousin, at his seat, Rostellan, on the harbor of Cork. Shortly after the birth of her first child, the nurse, with considerable astonishment, saw the mother cautiously approach the cradle in which the infant was sleeping; evidently full of some deep design. She having perfectly assured herself that the child really slept, took out a large stone, which she had concealed under her shawl; and to the horror of the nurse—who like all persons of the lowest order in her country; indeed in most countries, was fully impressed with the idea of the peculiar cunning and malignity of "dumbies"—seized it with an intent to fling it into the water. Before the nurse could interpose, the countess had flung the stone—not, however, as the servant had apprehended, at the child, but on the floor; of course it made a great noise. The child immediately awoke and cried. The countess, who had looked with maternal eagerness to the result of her experiment, fell on her knees in a transport of joy. She had discovered that her child possessed a sense that was wanting in herself.—Anecdotes of the Aristocracy.

THE BRITISH QUARTERLIES & BLACKWOOD.—We call the attention of our readers to the prospectus of the publishers of these periodicals. Those wanting interesting and truly instructive reading matter, we know of nothing better to recommend than Blackwood (monthly) and the British Quarterlies. The American reprints are published by Scott & Co., New York, at the cheap rate of \$3 a year for Blackwood or any of the four Reviews (London Quarterly, Edinburgh, Westminster & North British) or \$8 for both; or \$10 for all five publications. These works enjoy a world-wide celebrity. Subscriptions received at this office.

THE PEOPLES' JOURNAL.—Alfred E. Beach, New York; 50 cents a volume, or \$1 a year, for 12 numbers, comprising 400 pages, illustrated with about 500 engravings. The February number of this monthly is now out, making the 4th of the 1st volume.

THE WHIG ALMANAC.—We have received from Messrs. Greeley & McElhat, the publishers, a copy of the Whig Almanac for 1854, containing besides a complete Almanac, numerous political essays, State papers, election tables, statistics, &c. It is an interesting and valuable work.—Price, 12 cents.

JOURNAL OF THE FRANKLIN INSTITUTE.—We have received the January number of this popular scientific Journal. It is ably conducted and its contributions are from the most scientific men in our country.

HARPER'S MAGAZINE FOR JANUARY.—The readers of this periodical will be glad to learn, that the Messrs. Harpers, notwithstanding the disastrous fire, which destroyed every thing for them, have already resumed its publication. The present number does not contain the usual elegant illustrations, as they could not be executed and printed in time, but they will be continued in the numbers hereafter published.

GOFF'S LADY'S BOOK, for February, comes to us with 100 pages filled with beautiful engravings and interesting and instructive matter. Our Lady friends can do no better than invest the small sum of \$3 by subscribing for this monthly. It contains much useful and practical information.

Jacob Cable advertises for sale, in to-day's paper, a house and lot in this place.

We call the attention of our readers to the advertisement in another column of G. L. Miller & Co., of Philadelphia, dealers in Window Shades, &c.

See the advertisement in another column, of Wm. F. Potts, of Philadelphia, dealer in Iron & Steel, &c.

The advertisement of Crittenden's Commercial Institute of Philadelphia will be found in another column.

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

THE WEATHER.—The thaw and rains of last week have been succeeded by severe cold weather. Saturday, Sunday and Monday nights last were exceedingly cold.

We have procured a new Job press, and a large variety of fancy type, which will enable us to execute cards, bills, circulars, and all kinds of fancy printing, in a superior style, and on the shortest notice.

THE SUNDAY AND ERIE RAIL ROAD.—The Hon. James Cooper, U. S. Senator from this State, has offered a bill, which was referred to the Committee on Public Lands, authorizing a grant of 2,286,000 acres of Land by the government, to aid in the construction of the Sunbury and Erie Railroad, and to establish and endorse a Normal School for the gratuitous education of Teachers in this State.

THE REPORT OF THE FRANKLIN INSTITUTE EXHIBITION, for 1853, has just been published. The Institute awarded, during the last year, one hundred and fifteen silver and three gold medals as premiums for mechanical improvements. There were also awarded thirty-seven second and thirty-one third premiums. This shows a greater degree of liberality than the managers of the Crystal Palace Exhibition in New York, who awarded but one hundred and seventeen silver medals among all the numerous depositors in that exhibition.

(From the San Francisco Herald, Dec. 29, 1853.) A VOYAGER'S EXPEDITION. We can state, on positive knowledge, that a vessel was engaged in this city, a few days since, by the Filibusters; but owing to a misunderstanding on the part of some of them, the vessel was not chartered.

The number who contemplated going in this vessel was quite large, and is believed by those who know, that they have not relinquished the idea.

Many of them pretended to be in possession of information that all is going on well in the Republic of Lower California, and that the reports to the contrary are manufactured to deter these adventurous ones from going.—The expeditionists say that such reports "won't go down."

It is to be feared that our cotemporaries of New York and Ohio lack gallantry, in terming the ladies of Erie, "Amazons." Be courteous at least, gentlemen.

Connecticut now has 669 miles of completed railroad, costing in the aggregate more than \$24,000,000.



THE AMERICAN. SUNBURY. SATURDAY, JANUARY 28, 1854. H. B. MASSER, Editor and Proprietor.

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

EDITOR'S TABLE. Business Notices.

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THE NEWS FROM EUROPE.

It will be seen by the news from Europe, published in another column, that a general war, in Europe, is almost inevitable. The Emperor of Russia is unquestionably, preparing for a struggle with the powers allied against him in the defence of Turkey. Austria is evidently favoring Russia, but always treacherous, she is either afraid or Napoleon is shown her true colors. Louis Napoleon is determined however, to make her show her hand. The popular feeling in England is also in opposition to Russia, but Prince Albert is suspected of interfering in the Councils of the governments in favor of Russia, a matter, in which he has, probably, less right, than the meanest subject of the realm. The English and French fleets will no doubt enter the Black Sea, if necessary, and force the Russian Admiral back to Sebastopol, his former position.—The Italians, Hungarians and Poles are only waiting a favorable opportunity to rise and crush those tyrannical oppressors. The effect of this news is another advance in flour and breadstuffs.

The Irish laborers on the Susquehanna rail road at Mr. Gandy's farm, three miles below Lewisburg, having buried one of their number at Milton, had, according to the Chronicle, a wake after the burial which woke up the whole neighborhood, and the Lewisburg military were called into requisition. The Chronicle gives an amusing account of the military expedition under the head of the "Battle of Gandy's Lane." Four persons were secured and lodged in the Union County Jail for rioting and disturbing the peace.

PRESIDENT OF THE SUNBURY AND ERIE RAILROAD.—We announce with pleasure the election of the Hon. James Cooper, now one of the United States Senators from Pennsylvania, as President of the Sunbury and Erie Railroad.

Mr. Cooper is a gentleman of superior talents and high standing, but we regret to learn from the Ledger, that his election is not satisfactory to the Councils, and that the city subscription of two millions will probably be withheld if he should accept. Mr. Cooper, however, is not the man to stand for a moment in the way of a great enterprise.

FRANKLIN RAIL ROAD.—The Legislature will probably leave the gauge law as it is, the members of Erie being satisfied with the repeal of the Franklin Canal Railroad, which will accomplish what they have been contending for more effectually than the gauge law. A company of individuals, consisting of G. M. Lauman, Wm. T. Morrison, W. F. Packer, J. W. Geary, J. O. Rockefeller and others, propose to give the state a bonus of \$250,000 for a charter authorizing them to construct a road, in place of this Franklin road, which has been built by New Yorkers and others in violation of, or without authority of law.

THE PROSECUTIONS, in Union County, against Messrs. Gundy, Eyer and Gutelius, for the bribery of George Heimbach, one of the Commissioners of the County, is said to rest wholly on the testimony of Mr. Heimbach himself. The whole thing is, unquestionably, one of those political farces, so prolific in Union County and other places, for sinister purposes. It would be strange, indeed, if some of the most respectable citizens of Union County should be convicted on the testimony of a man, who acknowledges he agreed to accept a bribe.

ANOTHER DONATION OF COAL.—Messrs. Cochran & Peale, of Shamokin, Pa., through the Messrs. Baumgardner, of this city, have placed in the hands of the Doreas Society, a cargo of Coal (60 tons), to be by them distributed among the indigent and deserving poor of this city.—Lancaster Intelligencer.

While recording these liberal acts, it is but justice to say, that Mr. Reuben Fagely of this place has, for some years past, supplied a number of destitute widows with their winter supply of coal.

ERIE TROUBLES.—The United States Marshal having arrested some of the citizens of Erie for tearing up the new track of the rail road, the ladies or women of Erie have taken the matter into hand. A large meeting was recently held at Erie by the ladies for the purpose of addressing a letter to Mrs. Magill, wife of the Sheriff in Pittsburg, where several of the citizens of Erie are confined, for her kindness and attention to their wants. Mrs. Alfred King, wife of the Mayor presided. The following resolutions were passed among others:

Resolved, That we the ladies of Erie and Harbor Creek, feel a deep interest in the affairs of our City and County; that we bind ourselves to sustain our husbands, brothers and friends, in carrying out the great principle for which they are contending, viz: our municipal rights against the invasion of the railroad men; and that we will never yield to the insults heaped upon us and upon our city and country by Railroad Directors, and by these in their employ.

Resolved, That we heartily bind ourselves to purchase no article of merchandise from any merchant who advocates "the four feet ten inch track."

DEDICATED.—The new Presbyterian Church, erected on the site of the old Chilisquaque Church, was dedicated with appropriate ceremonies, on Thursday, the 5th instant.

POTTSVILLE MINING REGISTER.—G. L. Vliet, Esq., has become the sole editor and proprietor of this paper. Friend Vliet has the tact and ability to make the Register, what it is already, an excellent journal.

THE SUPREME COURT.

The removal of the Supreme Court, or rather the consolidation of all the districts into one, to be located at Harrisburg, is now under consideration in the Legislature on the petition of the Judges themselves. It is said to be more convenient for the Judges, and it is also said the lawyers would prefer it. This may all be, and if no one else was interested, there could be no objection. The people, the suitors—those who have to pay the piper, seem to be wholly forgotten. The time was when it was deemed important that "justice should be brought home to every man's door."—Now it is thought best to remove it as far as possible. It will at least have the effect of choking off the poor and needy. The rich then only can have access to the highest legal tribunal, and the lawyers would be enabled to pluck their rich clients more effectually.

By all means accommodate the Judges and lawyers. What business have poor people with justice. The decrease of business will not lessen the salaries of the Judges, and the lawyers will make their clients pay expenses of travelling by increased fees.

The State Agricultural Society of New York, have extended an invitation to David Taggart, Esq., of Northumberland, to deliver an address in February next, at Albany, on the subject of rearing poultry. We congratulate Mr. Taggart for the honor conferred upon him by a sister State, for we believe it will be the first address ever delivered in the United States upon that subject. We know of no gentleman better qualified for the task. Milton Dem.

We agree with the editor of the Democrat, and doubt whether any gentleman better qualified for the task, practically or theoretically, can be found. Mr. Taggart possesses a pleasing address and a lively imagination, and as he is well posted up on this subject, the address cannot fail being an interesting one. We confess, however, that we have not much fancy for these Shanghai birds, an awkward, gawky, gangling, ungainly and uncouth looking race of bipeds—either dressed or undressed. We do not think they were ever intended for an editors palate, at least we think a pheasant, partridge, or even a plump game chicken would be more congenial to our taste and feelings. In this, perhaps, our neighbor, the Junior of the Gazette, will not concur, as he almost went into ecstasies, a short time since, at a feast, where a young Shanghai rooster, lying on his back stuffed, and his long legs skewered down, was set before him.

The Rev. John J. Reimennnyder, Pastor of the Lutheran Church at Milton, has resigned his charge on account of his health, and designs removing to the country for its restoration.

The Philadelphia North American comes to us shrouded in mourning for the death of Dr. Bird, one of the editors of that paper. Dr. Bird was an able writer, and a gentleman of high literary attainments. He was the author of several popular novels, viz: Calavar, the Hawks of Hawk Hollow, &c., and also of three tragedies, among them the Gladiator.

A correspondent of the Philadelphia Ledger, who writes from Danville, over the signature of Susquehanna, is not exactly satisfied with either the Philadelphia and Sunbury or the Cattawissa route, and would, perhaps, like something between the two. He thinks "doubts will at once arise whether Philadelphia city will be as much benefited by the present location, as is expected." He describes the routes as follows, which we copy more for the purpose of correcting errors, than any information it contains.

From Milton to Danville, the Cattawissa Road, the distance is 15 miles; from Danville to Cattawissa it is 10 1/2 miles, and the route over a hill 15 1/2 feet high. If this road from Cattawissa to Danville, instead of being located to run over this hill, had been laid along the Susquehanna River, the grade would have been but two feet to the mile, and the distance but 9 miles instead of 10 1/2, saving 15 miles of road.

From Cattawissa the road goes to Tamaqua, thence to Port Clinton, on the Reading Railroad, making the distance 8 1/2 miles, by this route, from Milton to Port Clinton. From Milton to Sunbury the distance is 14 miles, and from Sunbury to Shamokin 20 miles, and from Shamokin to Port Clinton 36 miles, making in all, by this route, 70 miles from Milton to Port Clinton. Taking, however, the route from Milton, over the Danville Railroad, to Reed's, and thence to Shamokin, the distance is 30 miles, and thence to Port Clinton 36, making in all, over the Danville route, a distance of only 66 miles, thus exhibiting a more direct route, by way of Danville to Pottsville, of four miles, than by way of Sunbury, and a saving of 19 1/2 miles over the route by way of Cattawissa.

Now to effect this latter and the most favorable route, there is but nine miles of rail road to be made to connect the Shamokin Road with the Cattawissa Road at Danville, leading to Milton. There will be fourteen miles of road necessary to be made to connect Milton with the Shamokin Road by way of Sunbury. This again exhibits a decided advantage in favor of Danville over the Sunbury route, of five miles less road. There is another great advantage the former possesses in bringing; at Danville the bridge will be only 140 feet, while at Sunbury it will be necessary to build one a mile long.

Now the distance from Milton to Cattawissa by the present located route is we understand, greater than this writer makes it. Then again, from Milton to Danville is 15 miles, from Danville to Reed's 9 miles, and from Reed's to Shamokin 8 miles, in all 32 miles, instead of 30. From Milton to Sunbury, over the Erie road, the distance is but little over 13 miles; from Sunbury to Shamokin 19, in all 32 miles, difference nothing. The grades from Milton to Sunbury are two feet to the mile; from

Danville to Reed's, they are, if we recollect, as high as 60 feet, with a tunnel at that. The cost of these nine miles will be greater than the 13 from Sunbury to Milton.—But this is not all. A locomotive of a given power, on the Sunbury road, will haul one hundred cars, as readily as the same would haul forty on the Danville branch. We have no objection to the construction of the proposed Danville road, but we do object to these mistakes of facts. The bridge will not be half of a mile. The fact is, this talking about the Cattawissa, or any other route over the mountains, competing with the Susquehanna route, is all gammon. The grades from Milton to Sunbury are but two feet to the mile; and from Sunbury, by the Susquehanna road to Harrisburg, they are the same, while the grades over the Cattawissa route, vary from 33 to upwards of 60 feet to the mile, yet the distance of the latter is but a mile or two less.

A FATAL STAGE ACCIDENT. We regret to say that Mr. G. Maginnes, a respectable farmer of Montour county, lost his life by the running away of the horses in the Williamsport and Northumberland stage coach, going north, on Wednesday morning last. The coach had stopped at Fulper's Tavern, about five miles above Northumberland, and while the driver was in the house, the horses ran away.

Mr. Maginnes jumped out and fell on his head. His skull was severely fractured. Dr. Dougal of Milton, and other physicians were called in, but without avail, the injured man died at 4 o'clock, P. M. on the same day. There were three other passengers in the coach, among them, James Armstrong, Esq., of Williamsport, who was considerably bruised, but was able to return home the next day. The other passengers were not injured.

We copy from the Globe the following remarks on the death of Hon. Henry A. Muhlenberg, delivered in Congress by Colonel C. M. Straub, the member from this district. They will be read with interest by the constituents of Col. Straub. We regret that want of room prevents us giving them entire:

Mr. Speaker: It is but one brief hour since I heard of the demise of the Hon. HENRY A. MUHLENBERG, and being accustomed to public speaking, I wish to deliver a few words on his death, and to undertake so grave and important a task, and more particularly so in the present case, as that duty has been so ably and eloquently performed by the gentlemen who have preceded me; but as Mr. MUHLENBERG was my neighbor and social friend, (having lived in an adjoining county,) I will add a few words more on this solemn and heart-rendering occasion.

The deceased, whose loss we now deplore, was born in Berks county, Pennsylvania, and was descended of an illustrious ancestry.—Gen. Muhlenberg, the grandfather of the man whose death we now mourn, was intimately connected with the early history of the Republic. He was an associate of Washington and La Fayette. Prominent among the band of patriots who gained our national independence, his deeds will shine brighter and brighter as the nation progresses. He enlisted first as a clergyman in the service of the Redeemer; but no sooner was the cry of war sounded than, dismissing his clerical office, he was ready to offer his life for the cause of his country—and battled in the cause of freedom. Clergyman, soldier, and Statesman; after the war with Great Britain was ended, he received the honor of his country.—His deeds were worthy a Cicero, and he was elected a member of the House of Representatives of the United States, over which body he was subsequently called to preside. Such was the grandfather of the deceased.

Henry A. Muhlenberg, the father of our lamented friend, was not inferior to his sire in the cause of patriotism. A minister of the gospel, he was subsequently called by the people of his district to the Congress of the United States, where by his towering ability, soundness of judgment, and gentlemanly deportment, he became a universal favorite. General Jackson, appreciated as he did the noble elevation of his character, without solicitation upon his part, appointed him minister to the Court of Vienna, where, as a diplomatist, he ably represented our country, and had thus honored him with their confidence. After his return, at the request of a large majority of the people of his native State, he became a candidate for the gubernatorial chair; but before the election took place, he was summoned by the hand of death to the scenes of another world. Such is the history of the forefathers of the deceased.

Mr. Speaker, the record of the tomb is fast, very fast, filling up. In the providence of an all-wise God, a proportion of victims more than usual have been snatched from the councils of the nation by the hand of the dread destroyer. Should not the rapid recurrence of these melancholy circumstances cause us to pause and reflect whether there is not something portentous and mysterious in the providence of a wonder-working God, who holds the destinies of the nation in the palm of his hand?

These reflections have been suggested by the announcement, one after another, in quick succession, within the last few months, of the death of our great men. First in the list was our beloved and much-lamented Vice President of the United States, the William R. King. Following in quick succession were Mr. Atherton of New Hampshire, late a Senator of the U. States; and Mr. Campbell of Tennessee, late a member of this House, and now HENRY A. MUHLENBERG, of Pennsylvania.

Mr. Speaker, is there nothing portentous in this train of events? Does not the death of these great and good men, filling as they did some of the most exalted positions in the nation, portend something more than if they had been snatched from more humble positions in life? Believing, however, as we do, that the hand of God was at work in the establishment of this great Republic, may we not continue to look to him as our best guardian, to guide the ship of State that is exalted destiny which a wise Providence has designed for us?

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