

ARRIVAL OF THE ASIA.

ARRIVAL OF THE ASIA. LATER FROM EUROPE. Victories by the Turks at Kalafat—The Porte Consents to Negotiate—The Combined Fleets in the Black Sea.

The Royal Mail steamer Jan arrived here this morning at 11 o'clock, with Liverpool dates to the 14th instant. The Asia left Liverpool at 5 o'clock on the morning of the 14th instant.

On the afternoon of the 15th she passed the steamer America, and on the morning of the 21st she passed the steamer Alps. She passed the ship Shenandoah, of Philadelphia, in Mersey, on the 14th.

TURKISH AFFAIRS. The allied fleets up to the 3d instant had not been able to enter the Black Sea, on account of stormy weather; but on the 3d all the vessels entered, except six ships, left at Beicos to guard the Bosphorus.

It is admitted that Omer Pasha has brilliantly outmaneuvered the Russian commander in this. Other advantages gained on the Danube were formerly announced by the Divan, on the 1st inst., to the Ambassadors of the Four Powers.

The details are not given, but it was supposed to be the storming and capture of Karak, with several skirmishes of less moment. In Asia the defeat of the Turks under the weak Generalship of Alai Pasha, is confirmed.

The Sultan has announced his approval of the decision of the Grand Council to open negotiations. The negotiations are to be on the footing proposed by the powers to Turkey, to send a representative to the conference to be held in a neutral city.

The report that Persia has resumed negotiations with Great Britain is confirmed, and she has abandoned her designs of attacking Turkey for the present. The ostensible cause of the difficulty with England was the claims of Abdul Kara, a British subject, against the Persian Government.

NEW ADVERTISEMENTS. ADJOURNED SPECIAL COURT PROCLAMATION. NOTICE is hereby given that a Special Court of Common Pleas, in and for the County of Northumberland, to commence at the Court House, in the borough of Sunbury at 10 o'clock, A. M., on Monday the 6th day of March next, and will continue ONE WEEK.

1000 TONS No. 1 Super Phosphate of Lime, DEBURG'S ORIGINAL AND GENUINE warranted of superior quality, the cheapest manure in the world. EXTRA QUALITY LAND PLASTER. 5000 barrels Extra Quality Land Plaster, selected expressly for its fertilizing quality.

LEATHER. HENRY W. OVERMAN, No. 6 South Third Street, below Market, PHILADELPHIA. THE attention of country buyers is called to the extensive assortment of all kinds of Finished Leathers.

THE PACIFIC RAILROAD. THE NORTHERN ROUTE.—Geo. Stevens has published the following in regard to the northern route which he surveyed: The geographical importance of the region of country between the basin of the St. Lawrence, the head waters of the Mississippi and Puget Sound, its adaptation to settlement, its railroad routes, its emigrant roads and the nomadic tribes within its borders will be the subject of the following articles.

Resting on the two great rivers of the eastern and western coast, the Missouri and Columbia, it connects by a navigable stream with Hudson's Bay and the Arctic Ocean. Between the upper tributaries of these two rivers, the Rocky Mountains are broken into spurs, filled with beautiful and fertile valleys, furnishing several good passes much lower than the southern passes, and one being by barometric measurement more than 1,500 feet below the South Pass.

From this head of navigation in 200 miles and in ten days, the emigrant reaches that beautiful valley in Washington Territory, at the base of the mountains which even the honest and simple-minded Flathead Indians have filled with cattle, and raised wheat and potatoes for their own use.

THE FRANKLIN CANAL.—The bill annulling the charter of the Franklin Canal Company has finally passed the Legislature; in the Senate unanimously, and in the House with but two or three dissenting votes. The section as it passed the Senate, prohibiting any other railroad from being built between Erie and the Ohio State line, was most judiciously struck out in the House, and the Senate concurred in the amendment.

PENNSYLVANIA LEGISLATURE. HARRISBURG, Jan. 29, 1854. SENATE—Afternoon Session.—A communication was received from the Canal Commissioners, in relation to the alleged frauds in the Collector's Office at Philadelphia, stating that the investigation was proceeding, but that they were not yet prepared to make a full report.

HARRISBURG, Jan. 31. SENATE.—Mr. Buckalew presented some twenty odd petitions from Luzerne County, signed by over 700 citizens, in favor of the erection of the new County of Lackawanna out of part of Luzerne.

THE CASCADE MOUNTAINS have two good passes, and on Puget Sound is found a climate of extraordinary salubrity, milder than that of Virginia, and the same average temperature, though more equable than that of San Francisco, and a soil which yields rich returns to the husbandman.

THE COUNTRY BETWEEN the Cascades and the Cour d'Eleone Mountains is generally well adapted to grazing or tillage, and much of it is exceedingly well watered. Many of the Indian tribes are known to be rich in horses, and they have made considerable advances in the cultivation of the soil.

THE ERIE RAILROAD CONTENTION.—ERIE, Jan. 30.—The Railroad track, recently taken up by the citizens of Erie, has been repaired under the supervision of the U. S. Marshal, and the trains will be run again to-morrow.

THE SAN FRANCISCO.—The amount already collected in Boston for testimonials to the captain of the Three Bells, Kilby and Antartic, is upwards of \$5,500.

SUNBURY AND ERIE RAILROAD MANAGEMENT. We stated last week that the Hon. Jas. Cooper had been elected President of the Sunbury and Erie Railroad. As all are desirous for the early completion of this important improvement, we were prepared to concur in almost any selection of President the Directors might deem proper to make.

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THE AMERICAN. SUNBURY. SATURDAY, FEBRUARY 4, 1854. H. B. MASSEK, Editor and Proprietor.

EDITOR'S TABLE. Business Notices. HOT CORN: LIFE SCENES IN NEW YORK ILLUSTRATED.—1 vol. 8vo., 408 pp. Handsomely illustrated. Price \$1 25. De Witt & Davenport, New York.

THE LADIES WREATH AND PARLOR ANNUAL for February, published by Burdick, Reed & Co. New York, contains some interesting sketches and some handsome illustrations.

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

THE PHILADELPHIA MAILS.—There is something wrong in the Philadelphia Post Office, as letters are often received here on the evening of the second day after they are mailed, instead of the first.

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THE MILTON DEMOCRAT says most of the sections of the Cattawissa Railroad between that place and Milton, are graded, and a number of the cross ties furnished.

THE PHILADELPHIA DAILY REGISTER comes to us with a new head. The Register is a spirited and handsome paper, well printed and well conducted.



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Senate, and said he was now floating peacefully upon the current of public opinion, though when uttered, they caused his being prescribed by the community that now agreed with him.

LETTER FROM WASHINGTON. WASHINGTON, Jan. 30, 1854. It is now almost certain that the Mexican treaty will not be sent to the Senate; but should it reach there, it will, you may rely on it, never be ratified.

THE DECISION OF THE SUPREME COURT IN THE CASE OF MORSE VS. O'REILLY. WASHINGTON, Jan. 30. The defendants used what is called the Columbian instrument, and which has thus been decided to be an infringement of Morse's patent.

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THE SUNBURY AND ERIE RAILROAD. A large and influential meeting of citizens was held yesterday afternoon, in the Board of Trade Room at the Exchange, at the call of the Hon. James Cooper, the President of the Sunbury and Erie Railroad Company.

On motion of Josiah Randall, Townsends Sharpless was selected to preside, and Andrew W. Jones, chosen Secretary.

THE call of the meeting having been read, Mr. Cooper said that the Sunbury and Erie Railroad was intended to form an uninterrupted link between the waters of Lake Erie and the Atlantic ocean—a link to secure to Philadelphia a portion of the trade hitherto monopolized by New York.

With a forecast that was a credit to the intelligence of the people of New York, the statement of that time and age projected lines destined to connect the city of New York with the Lakes.

Josiah Randall, Esq., placed a resolution by appealing in behalf of the road. He was a Philadelphian, and to her he owed his first love, and first in his thoughts and interests were hopes and desires for her prosperity.

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