

Arrival of the George Law. \$1,324,000 IN GOLD!

The steamship George Law, from Aspinwall, arrived at New York yesterday noon, with California dates to the 1st instant. She brings \$1,324,000 in treasure. The passengers by the George Law number 81.

CHICAGO, May 25.—A terrible tornado passed over Jefferson and Cook counties, Ill., and other places North and West, yesterday, and caused immense damage. A house about a mile from the Illinois and Wisconsin Railroad, containing nine persons was taken completely up by the wind and scattered in different directions.

SHOCKING CASUALTY.—WHOLE FAMILY CRUCIFIED.—A Mr. Yokum, for some time a resident at Empire City, (Copa Bay) had moved to a coal claim about eight miles from the city and on the road to Randolph, where with his wife and seven children, he lived in a small frame house. On the morning of the 25th of March, fire near the house, expecting it to fall before night. In the evening when the older children had already retired to bed and the mother was sitting by the fire with her youngest child in her arms, the father stepped out to look after the tree, and no. 10. The fire was not extinguished until the house gave the alarm to his wife, who woke up the four girls sleeping near by, and with them was about to escape, when a heavy limb brought down by the falling tree struck through the different directions of the house, scattering the brains in the most frightful manner and in every direction. Strange to say, the mother escaped unhurt, and also two sons who had been sleeping near the wall of the house and were protected by the heavy rafters of the broken roof. The family had been preparing to go next day to Empire City where a ball was to come off, when the anticipations of joy and pleasure were thus suddenly interrupted and changed into sorrow and lamentation.—California paper.

DISGRACEFUL OUTRAGE IN A CHURCH.—Comment on the following, from the Cleveland Herald, is unnecessary.—Our little town is in quite a state of excitement. It is owing to a death that occurred last Sunday evening in church. A very worthy, unoffending and quiet citizen, Mr. McClelland, went to church and took a seat usually occupied by Mr. Mills. Our worthy pastor, Mr. Brown, had commenced services, and was exhorting sinners, when Mr. Mills entered and noticed Mr. M. in his seat. Without saying a word he turned and left, but in a short time returned, and walking in a bullying manner in front of the reverend speaker, requested silence, and ordered Mr. McClelland to vacate his seat immediately. The latter not immediately complying, Mr. Mills rushed forward, pulled a pistol from his pocket, and presented it at the breast of McClelland. He did not shoot, however, but called out for Mr. C. to get up and go. Mr. McClelland, unworthy the confidence or respect of any gentleman, He is probably good for a few months' free board at Jackson.

THE INDIANS IN KANSAS.—St. Louis, May 26, 1855.—We have intelligence from Wolf River, Kansas, to the 17th inst. Plenty of snow is reported on the mountains in that locality. The Sioux tribes of Indians were moving in large numbers towards Fort Laramie, thinking of attacking the Col. Co. left Leavenworth on the 15th with a detachment of infantry and some cavalry for Fort Laramie. Several thousand warriors were at Ash Hollow.

ELPHANTS DUTABLE.—We learn from the Washington (D. C.) Union, that the Treasury Department sustains the course of Charles Brown, Esq., Collector of Philadelphia, in charging 20 per cent. ad valorem duty on the importation of a female elephant, by Joseph Gabot. It is not stated whether her trunk was searched or not.

A LUDICROUS MISTAKE.—A short-sighted deacon, recently, in giving out a rhyme to be sung, when he came to the lines, "With messages of grace," put the audience in a roar of laughter by reading out in a loud voice "With messages of chaff."

DECLINE IN BEEF.—Beef fell 75 cents per hundred, as compared with the ruling prices of the previous week, in Baltimore, last week.

NOTICE.—It is hereby given that all persons having claims against the Borough of Leavenworth are to meet the Committee appointed by the Borough Council to investigate the financial affairs of the Borough, on Thursday next, June 7th, 1855, at two o'clock, P. M. Personal attendance is required. It is requested that all persons desiring the extinguishment of the Borough liabilities. All persons having in their possession any books or papers containing accounts or settlements with any of the Borough officers will please have them produced to the Committee.

WM. M. ROCKFELLER, Chief Burgess. Suburby, June 2, 1855.

Bargains at the Old Stand. FRILING & GRANT ARE now opening a new and very desirable stock of Spring and Summer Goods, embracing an endless variety. Their stock consists in part of Black & Fancy Broadcloths & Cassimeres, Summer Wares for men and boys, all styles and prices.

DRESS GOODS, SILKS—Plain and Figured Black. An assortment of Plain and Figured Fancy Dress Silks at unusually low prices, Shetland, Bruses, Braze De Laine, Mus. De Laine, Lawns, &c. GINGHAMS—from 61 to 25 cents per yard. CALICOES—" 3 12 " WHITE GOODS, Cambric, Jaconets, Swiss, Tartan, Mull, Bobbinet, French and Swiss Laces, Edgings, &c. Brown and bleached Mullins, Drillings, Ticks, Checks, Towings, Table Diapers, &c.

GROCERIES. HARDWARE and QUEENSWARE. Cedar-ware, Hollow-ware, Iron, Steel, Plaster, Salt, Fish. Also a fresh supply of DRUGS and MEDICINES. Thankful for past favors, we hope by strict attention to a desire to please, still to meet with the approval of our friends.

FLEMING & BROTHER, PRODUCE COMMISSION MERCHANTS and DEALERS in FINE GROCERIES, No. 40 South Water Street, Philadelphia, HAVE CONSTANTLY ON HAND, Cheese, Starch, Pure Gr. Spices, Butter, Lard, Sweet Oil, Beans, Cassia Soap, Barley, Dried Fruit, Olive Soap, Saff. Soda, Cranberries, Salmon, Tea, Coffee, Scaled Herring, Farina, Dairy Salt, &c. Country Merchants sending orders by mail, may rely on having the same quality of goods sent, and at the same price, as if they were personally present.

APPLICATIONS FOR LICENSES UNDER THE NEW LIQUOR LAW. The Court of Quarter Sessions of Montour county caused the following rules to be filed in regard to applications for License to sell liquors under the late act of Assembly, which is to go fully into effect on the 1st of October next: Applications for Licenses, under the act of the last session of the Legislature to sell vinous, spirituous, malt or brewed liquors, will be heard on Tuesday of the next term of the Court, at the meeting of the Court in the morning, when persons making objections, may be heard also.

OUR INTERNAL COMMERCE. Gov. Pollock, in the course of a recent address at Philadelphia, made the following remarks in relation to the importance of the internal commerce of the country: "You possess to-day, no foreign commerce rivaling that of New York, but you do possess, and let me tell you, that you do possess, and the year is not far distant when you will boast with success, an internal commerce which will put to blush the thousands of ships that now crowd the ports of New York. When I look abroad over our extended country—the vast territorial limits of Pennsylvania—I feel that I am a citizen of the American Union, a feeling that lifts me above mere party considerations, and ever in the love of State, when I find that the great interest of our Union are in comparison with foreign trade, indefinitely superior."

THE VIRGINIA ELECTION. WASHINGTON, May 27.—Returns from twenty-five counties of Virginia give Mr. Wise about 6000 majority, being an American ratio of about 1600 over the Whig vote at the Governor's election. The sixty-two counties to be heard from gave 450 Democratic majority at the late election. The Know Nothing has content that the majority for Wise is but 4300, but they mostly give up the contest.

THE VIRGINIA ELECTION. (Continued) The prospects of good crops are thus far most favorable, something most devoutly to be wished for, as the high prices for provisions is a serious matter to many. The Hotel keepers have held a meeting, it is said, and have concluded to raise the price of boarding in consequence of the high prices of provisions, and in view of the low liquor law.

THE VIRGINIA ELECTION. (Continued) The election excitement continues without much abatement. The outrageous conduct of the opponents of Mr. Wise, at the meeting of his friends last night, is to-day universally condemned by all parties.

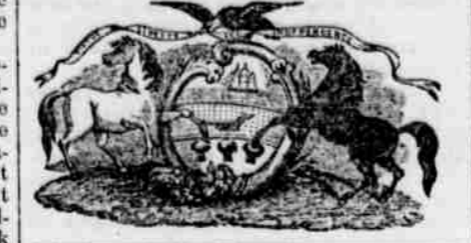
NEW ORLEANS, May 25.—The steamship Orizaba arrived from Vera Cruz, bringing dates from the city of Mexico to the 19th inst. Santa Anna has reached Matamoros, with a large army, on his march to Zamora, where the insurgents had concentrated, and where it was expected a decisive engagement would take place. A letter says the insurgents had succeeded in separating Santa Anna's army, which was estimated at \$1,000,000, into three divisions. A body of the insurgents, under Guara Jenta, had been defeated by the government cavalry. A destructive hurricane occurred in Mexico on the 9th.

SPANISH AND CHURCH PROPERTY.—The Queen of Spain has sanctioned a law by which the Cortes, confiscating the property of the Church. The Queen resisted so long as she dared. She resisted until she was told, "If you refuse, the Republic will be proclaimed in Spain to-morrow," and then, with "her eyes full of tears," she signed the bill. The value of the property released from Mortmain by this measure is estimated as high as \$300,000,000, but no accurate statistics are as yet prepared. Probably the Treasury of Spain may realize an actual sum of more than \$150,000,000 to \$200,000,000.

ST. LOUIS, May 24th.—A despatch from Kansas says the Shawnee district pro-slavery ticket is elected by sixty-one majority, and pro-slavery men are elected in every district.

ST. LOUIS, May 24th.—John L. Chapman on trial at Cambridge for the murder of Bouf Cozzens, has been found guilty. The prisoner is in the last stage of consumption.

determined to be controlled by this purpose and this only. The successful management of a work of this magnitude, we are aware, is no easy task, and we shall expect to encounter difficulties and vexatious delays, perhaps all into errors, but we shall depend upon the magnanimity of a generous public for a charitable judgment. Gov. Bigler, the President of the Company, then speaks in some length of the advantages and the views he entertains of the Sanbury and Erie Railroad, and closes as follows: "Entertaining these views, we cannot resist the conclusion that it is good policy to prosecute the work to completion as rapidly as the peculiar condition of the country will admit. With your aid and countenance this can be done, but not without. We can look no where else for valuable assistance. It would be quite unreasonable to expect the people of the eastern cities to assist in raising up such a powerful competitor to their own roads. It is to the capitalists, property-holders, merchants, mechanics and agriculturists of our own State, we must look for help. It is their work in all its characteristics and consequences, and if they would have it, they must build it. That it has been already too long neglected, is the greater reason for embracing it now. That it might have been a proper and politic work for our fathers, is no reason it should be left to our children. But we have none. Our object in these remarks has not been to persuade you, but to present the real characteristics of the enterprise, leaving the issue to your own better judgment. For the views and predictions we have ventured, we shall confidently rely upon time to establish their truth."



THE AMERICAN. SUNBURY. SATURDAY, JUNE 2, 1855.

H. B. MASSER, Editor and Proprietor.

TO ADVERTISERS.—The circulation of the Sunbury American among the different towns in the Sunbury region is not exceeded if equalled by any paper published in North or Pennsylvania.

EDITOR'S TABLE. Business Notices. GODDESS' LADY'S BOOK.—The June number of this excellent magazine has been received. The ladies will find the different departments of female accomplishments filled with useful information.

THE CARD OF FRILING & BROTHER, PRINCIPAL AND COMMISSION MERCHANTS, &c., No. 40 South Water Street, Philadelphia, will be found in another part of the paper. Dealers in their line of business will do well in reading their card.

THE "PROGRESSIVE FARMER" published by James H. BRYSON, Philadelphia, makes a good appearance, and contains much useful matter.—Price 25 cents. Published monthly.

DAUGHTERHOOD.—Persons desirous of having good pictures taken should at once call on Mr. Eckman, over the store of Friling & Grant. He will remain but one week longer in town.

THE STUDENT FOR MAY has been received. This magazine is devoted to the diffusion of useful knowledge and home instruction, and should find its way to every family in the United States.

RELIGIOUS NOTICE. The Rev. Mr. Munday, will preach to-morrow (Sunday) morning at ten o'clock, in the Presbyterian Church in this place.

LOST.—On last Tuesday, in Market street, a large gold Compass and Square Breastpin. The finder will please leave it at the Post Office. A reward of two dollars will be given to the finder.

THE WEDNESDAY DOLLAR JOURNAL.—This is the title of a new paper which will be issued every Wednesday morning by J. Bannan, Pottsville, Pa. The second number of this paper was published on last Wednesday, and will hereafter be issued regularly. It makes a handsome appearance, and is principally devoted to the local affairs and interests of that region. We wish friend Bannan success in his new enterprise.

FIRE IN COLUMBIA COUNTY.—Yeager's Tavern in Slabtown, Roaring Creek township, was destroyed by fire on Sunday morning. The furniture of an Odd Fellows' Lodge in the same building was destroyed.

THE ARCTIC SEARCH VESSELS.—Every thing at present indicates an early departure of the Expedition in search of Dr. Kane, and his companions in the Arctic regions. The clipper-boat Kringo has had her name changed to that of Release, and the Philadelphia built purser is called the Arctic. Assistant-Surgeon Klinka K. Kane, a younger brother of the absent explorer, is among the officers of the Release. It is stated that not a single member of the naval medical corps has yet volunteered to accompany the Expedition, and it may be necessary to select a civilian to act in that capacity for the Arctic. These vessels, it is said, will sail about the 1st of June.

A TELEGRAPH ACROSS THE OCEAN.—It would appear, from the New York Evangelist, that the practicability of laying a submarine wire, from one continent to the other, is about to be tested. The directors of the company are busily engaged, and in three months from the present time, it is contemplated that the old world and the new will be within a week's hail of each other, by a line being completed to St. John's, Newfoundland, and within three years the two hemispheres will be in communication, by a wire extending across the ocean.

end. The western division, between Warren and Erie, would stand next in this regard, but it is not believed that the business of the latter division could reach a standard of profit, though it certainly would to one of great usefulness to the surrounding country. No part of the intermediate space, it is feared, could find sufficient business to pay expenses, without both an Eastern and Western outlet.

The aggregate cost of completing the Eastern Division, and the resources of the company are as follows: Deductions to be made \$3,154,000 1,103,000 2,051,000 After making other necessary deductions will leave an actual balance of \$171,837

Expanding the above balance for running stock, this estimate would give the Company 76 miles of completed, furnished and paid-for road, free of debt, costing with the stock about \$3,000,000. In this estimate for future operations, we have reserved the earnings of the completed part of the road, to meet contingencies, as we have a small amount of subscriptions, recently made, on the line, to erect depots, &c. We have made no allowance for discounts on the bonds to be received, because the contract under which the larger share of this work is to be executed provides for a reduction to the extent of 12 per cent, for each payment.

The policy most acceptable to the Board would be to construct the road free of debt; but that would be a fruitless attempt. The strongest of our railroad corporations have been forced to resort to mortgages as a means of raising capital, and this Company can do no better. A mortgage of 50 per cent. on the cost of the completed line of the road would give the Company a capital of \$1,500,000 to be used in further prosecution of the work.

This fund the Board would propose to apply as follows: Eleven hundred thousand dollars, together with the remainder of the Crane subscription, \$750,000—(should it be deemed proper, upon a more full examination of the character of the work to be done upon the performance of the whole contract by which it was assumed)—towards the grading and bridging from the Tangascootack creek westward, which, at \$25,000 per mile, a price exceeding the cost under the present contract, would do the grading for a distance of 74 miles.

To the western Division, from Warren to Erie, 62 miles, they would assign the balance of the mortgage, say \$700,000; also \$200,000 of additional subscriptions recently made by the City of Erie, and the subscription to the Counties of Warren and Erie, in all \$600,000, not included in the general aggregate of subscriptions as heretofore given, making a total of \$1,300,000. This sum it is estimated, would make the grading and bridging on the western Division, and the balance of the debt of \$300,000 in addition, and obligated to raise the balance of the capital necessary to do the grading and bridging between the foregoing points.

The assurance suggested by the Board is far more liberal towards that division of the work. The realization of the picture we have presented, would leave the Company with 76 miles of completed and operating road—136 miles graded and bridged and ready for use from Trout Run to Warren, unbroken. But here we must come to a full stop. Without additional capital, we can go no farther. If we are asked why we would make so much grading without putting down more road surveys, it is, and we feel that we could not put without an Eastern and Western outlet; and for the further reason that when the grading shall have been made all the way through, we believe it will give the Company sufficient credit to get the iron and steel of the superstructure.

The remaining fifty-seven miles present exceedingly heavy work, and would cost on the present location up Trout Run, for grading and tunnelling, about \$2,500,000. To meet this demand, we propose to get up subscriptions to which we will term a "consumption stock." The stock so subscribed having, of course, no preference over the original, and no peculiar characteristics; but the conditions of the subscription to be, that no part of the bond should be claimed or payable until an amount shall have been bona fide subscribed, by responsible parties, sufficient to make the grading, tunnelling and bridging on the connecting link, agreeably to the estimate of the Engineer, the validity of the subscription as a reasonable certainty, to mature the period of its completion. Our object is to afford to such an opportunity of contributing to the great achievement without hazard.

A change in the location between Sinnamoning and Warren would not derange us as we propose to do. Indeed, it is contemplated to make further examinations between those points, and the hope is cherished that a route less expensive may be discovered. Nor would we be understood as saying that the work should be accomplished exactly in the order which we have placed it, as to time. It will not be necessary to delay the remainder of the work until the first division shall have been completed; but the divisions can be made to move together so soon as the prospects of the Company warrant. In view of this plan, the work above named, which was commenced late in December, has been suspended, except on such occasions as there have been more than half graded.

The original subscribers will not fail to see in this policy due regard to their interests, for it applies their means to a division of the road which will be a good work in itself, even should the residue of the scheme fail. We have thus told you, as briefly as we could, the whole story of the company's affairs, and what we have done and would do; and we are willing, in addition, to pledge ourselves to a vigilant effort to promote the success of the enterprise. But the issue must rest mainly with you. If you furnish the money we shall endeavor to make a judicious use of it. If we fail in that, it will be your right to get other agents. Should the subscribers to the stock, however, pay the remainder of the instalments, as called for, and with such good will as to give the Company credit and good capital, we confidently believe their expectations may be realized; but without such co-operation the Board can do but little. Thus far the enterprise has been paralyzed by differences amongst its avowed friends. The time has come when such controversy should cease, and when a common effort should be made to secure the success of the scheme regardless of local or individual considerations. The Board are

Boston, May 25.—John L. Chapman on trial at Cambridge for the murder of Bouf Cozzens, has been found guilty. The prisoner is in the last stage of consumption.

ABSTRACT OF THE REPORT OF THE President and Managers of the Sunbury and Erie Railroad Company.

The President and Managers have deemed it proper, before calling for additional instalments, to present to the Stockholders a statement of the affairs of the Company, and to indicate the policy and measures which, in their judgment, should make its future operations.

In doing this, it shall not be our purpose to inquire into the causes of the controversy between our predecessors and Committees of the late City Councils, nor to pass upon the various points at issue. We will, however, direct our inquiries and efforts entirely to the future.

On entering upon the duties assigned us, we found 284 miles of the road extending from Milton to Williamsport, in successful operation; the remainder of the line between Sunbury and Ridgway, 136 miles, under contract; a large portion of the work, between Look Haven and Sinnamoning, and a few sections between the former point, and Williamsport, in process of construction; and that the cost of a single track from Sunbury to Erie had been estimated at eleven millions of dollars.

The stock subscribed up to March 1, 1855, amounted to 47,078 shares, or \$4,707,800. The amount paid in, was \$2,740,000, leaving a balance outstanding of \$2,614,000, to which may be added the stock provided for in the contract with J. B. & W. G. Moorhead for work, say \$1,900,000, and also with the Montour Company for iron, \$250,000, making an aggregate of \$3,154,000. This sum is made up as follows, to wit:—Balance of the City's subscription on \$1,050,000; Cleveland, Painesville and Ashtabula Railroad, \$200,000; City of Erie, \$150,000; the Crane, Goodwin and White subscriptions, as assumed by James Burns & Co., per contract for \$1,800,000; individuals, \$314,000; by contracts for work and material, as above stated, \$540,000. We find, in addition, that sundry informal and conditional subscriptions have been offered by County and Township on the line of the road, amounting in all to about \$1,000,000. But we have not regarded these as a resource for the prosecution of the work.

The receipts up to the first of March were \$2,361,331.70. The expenditures to the same date \$2,075,600.58

Balance \$285,730.52 Sundry claims to be deducted, will leave an actual balance of \$195,493.96. The Board encountered no serious difficulty in ascertaining the financial condition of the Company.

The accounts of the Treasurer have been carefully audited by a gentleman selected for that purpose, and re-examined by a Committee of the Board. It is but just to say that the accounts of that officer were found correct and compared with the vouchers. Some of the bills paid are not satisfactory as to the prices charged, for it is obvious that the Company has been subjected to some liberal demands in matters of incidental expenses; a repetition of which, in future, can only be guarded against by a rigid system in contracting liabilities.

We have deemed it proper for the more convenient and systematic mode of transacting the business of the Company, to make some change in its organization, and to transfer the offices of Secretary and Treasurer, have been held by the same person. From July next, they will be separated, and an officer designated to fill each. The change will involve but little additional cost.

In November, 1854, a mortgage was executed on that part of the road found between Milton and Williamsport, to secure bonds to the amount of \$700,000. Subsequently the bonds issued were redeemed by exchanging for them an equal amount of the City Bonds, and the mortgage cancelled. On the 6th of December, 1854, another mortgage was made for one million of dollars, covering the road from Sunbury to Williamsport, and bonds created accordingly. Of this sum \$185,000 has been expended, and the balance \$815,000 is still in the possession of the Treasurer.

The road from Milton to Williamsport, 234 miles, has been graded and bridged for a double track, with a single track laid down at a cost of \$1,460,244. To complete the grading, and lay down the track, the rights and the stock owned on this link, an additional sum of twenty-five or thirty thousand dollars will be required.

This completed part of the road, we are happy to say, has been constructed in the most substantial manner, and laid with a rail of 69 lbs. to the yard. Although more expensive than originally estimated, because it was deemed necessary to raise the prices on which the engineer based his estimates, its general character and the solid and substantial structure is highly creditable to the gentlemen who had charge of its construction, as it will certainly prove satisfactory to the stockholders in its future use.

It now forms a link in the great line of routes from Philadelphia to Buffalo and Niagara, on which the traveller is conveyed from the former to the latter points in 16 hours. Its business has more than equalled the expectations of the Board, and is daily increasing. If we are not sadly disappointed, its net earnings next season, when it shall have been prepared to receive the anthracite coal of the Shamokin valley and other tonnage, will equal a liberal interest on the original cost.