THE AMERICAN.

SUNBURY.

SATURDAY, NOVEMBER 17, 1855.

H. B. MASSER, Editor and Proprietor

To Advertisers.—The circulation of the Sunbury American among the different towns on the Susquehanna is not exceeded if equalled by any paper published in Northern Pennsylvania.

THE RECENT ACCIDENT ON THE PACIFIC RAILROAD.

Monday last was observed in St. Louis as a day of mourning, all places of business being closed. Many of the streets through which the funeral procession passed were draped in mourning, and nothing was left undone, says the "Intelligencer," to solemnize the occasion as its mournful nature demanded.

The following graphic description of the catastrophe is given by the editor of the "News," one of the excursionists:

"It is before us now—that terrible scene. The moment before the long train with its load of life approached the fatal spot, many were intently observing from the windows the well marked line, which separated the thick turbid waves of the Missouri, from the pellucid waters of the Gasconade: others looked out on the long bridge we were approaching, and remarked on its strength, or its frailty; an old gentleman, whom we thought unduly cautious or nervous, wished he was out. "for," said he, "I believe that bridge will break down." We glanced out the window near us in a careless way, to see the structure, and turned round again without the shadow of fear that we were doomed not to cross it.—At that moment came the destruction. We could see nothing, but we heard everything. A sharp, piercing sound, as of shattered timbers, came from the front. We knew its meaning. The bridge had broken down.—Then followed four separate, well-defined crashes, and our car took the inevitable plunge.

At the first sound we sprang to our feet, and started to run backward. It seemed as though the ruin was approaching us instead of our nearing it. Every man in the crowded car in which we were seated jumped up, as the shiver in front told of the coming danger. During those terrible few moments in which we approached the precipice, the intensest silence prevailed. Not a word was spoken. We had given but two steps backward in an involuntary effort to avoid danger, when our time came to follow those who had gone before. Down, down, down, endlessly we seemed to go. We were not long falling, yet it seemed ages. The memory of railroad accidents we had read of, and the reflections that we were in the midst of one of frightful character; the question soon to be solved whether we would escape or be killed; the reflection that we might be killed the next moment, and the inward belief that we would not be killed at all; a chilling thought at the idea of being crushed by a beam, or transfixed by a rod, or torn asunder by adverse forces—all these thoughts flashed across our mind while falling. Then there was a tremendous concussion, and we found that we were on the ground, under a mass of leaning timber, which, however, did not touch us. Though in the midst of a crowd when the car commenced falling, we saw no one near us on the ground. We crawled out from under the wreck, and thanked God that we were safe. We sat down on a stone to recover from the shock. There was not a sound to be heard. Not a shriek, or groan, or a cry came from the wreck. All was silent as death.

After a moment we looked and listened again. Men were creeping crawling and hobbling from the shattered cars, some holding a leg, some pressing an arm, and some clasping the head. Several sat down near us and breathed heavily, but spoke not. A man staggered by, and said, quietly, "my collar bone is broken." Captain Couzens went past with a man swinging to his neck. His feet did not touch the ground, for his legs were broken. A wooden shanty was standing a short distance off, and we got up and walked to it. Mayor King, with the blood streaming over his face, from a gash on his forehead, was trying to tear down the door. He finally succeeded, and we then, assisted by others, who had come up, tore off the sides, so as easily to admit of the wounded being brought in. The floor was soon covered with the prostrate forms of men marked by every description of injury. One had a leg lying unnaturally bent, or an arm doubled backward; here was one bending his head forward to let the blood drip from a gaping gash in his face, and there, another with his bowels protruding from a hideous wound in his body. No one complained, except when those who brought in the wounded, in their haste, stepped on a fractured arm, or disturbed a broken leg. Those suffering victims showed no weak timidity nor selfishness. Even through their agony shone the traits of a generous manhood. No one desired to engross the attention of his friends, but all submitted without a murmur to the wretched comforts that alone could be provided. A small boy was delirious with a wound on the head. Awhile he would lie moaning in the shanty, then jump up, run into the rain with shrieks that would have made the hardest heart shudder. A considerable time elapsed after the accident before men spoke about it. They were stunned, shocked, bewildered and unstrung by the concussion, and overpowered by the overwhelming consciousness of the destruction they looked upon. As they recovered their senses, they began to talk. One knew that the man who sat next to him was killed, for a wheel had fallen on him; another saw the man before him pierced by a huge splinter; and another still saw the roof of a car as it crushed the life out of this citizen, or that one.

At one part of the wreck, several wounded persons could be seen, directing the labors of those engaged in extricating them. One by one, as the timbers which pressed them down were cut away, they were dragged out and borne away. Under the roof of one car could be seen the protruding limbs of seven lifeless bodies, crushed to instant death as they fell. The dead were neglected, and the living sufferers alone thought of. A body which moved was brought out and placed on a leg. Then it ceased to move, and a man placed his ear over the heart, but it was pulseless. The face, chest and neck of the dead man were discolored so that it could scarcely be recognised. Passers by looked on the face and asked who it was, but could not learn. It was Mr. Chouteau Men ran wildly about, seeking friends of whose fate they were uncertain, till a motionless corpse, visible through a crevice in the wreck, told the worst; or till the ones looked for were met, when a momentary gleam of joy at the meeting would light up the universal gloom. Mr. O'Sullivan stood on the platform of the engine to note the effect of the passage of the bridge. His quick eye saw the yielding of the timbers, and a consciousness of the impending horror seized his mind. "My God, boys, we are all killed," had hardly escaped his mouth, when he went down never to rise or speak again. Several countrymen on the opposite shore of the river, two hundred yards distant, witnessed the awful spectacle. They gazed with curious delight as they saw that magnificent train sweep along the high embankment towards the fatal spot; they were still staring with pleased wonder, when a shudder came over them and rooted them to the spot, as the locomotive went down, and each whirling car as it came to the abutment, stopped not, but leaped down with its precious load of life. It was a terrible picture of blood and tears, of woe and sorrow, of suffering and fortitude, of silent agony and speechless grief, of life and death, which, we pray heaven, we may never look on again.

DIABOLICAL.—Some wretches recently formed the following plan of blowing up a passenger train on the Milwaukee and Mississippi Railroad: The plan was to sink a joint of stove pipe, filled with powder and stopped up at the end, under the track—to have a train of powder leading from the mine several yards alongside of the track, mixed with percussion caps; so that when the locomotive crashed and ignited the caps and fired the train of powder, the passenger car would be directly over the mine, and suffer a destructive explosion.

[Translated for the New York Evening Post from Augsburger Allgemeine Zeitung, Oct.]

THE SOUND DUES AND THE YANKEES.

There is nothing more contradictory and discordant than these two subjects. The latter has been brought as near to the former of late, as Europe has to America. As the Baltic Sea trade of the Yankees grows from year to year, so his bile increases against the Sound dues. The Yankee aspires after nothing which brings him no profit. But he seeks to annihilate everything that damages him, especially if it affects his purse. It would be absurd, therefore, to imagine that he would inquire after ancient rights, for as soon as he did this he would cease to be a Yankee. Sound "dues" has become to him the most terrible word in the dictionary; he siezes the map of the world, and examines the *abis terrarum*, to ascertain what is its condition and about what part of it he may regard as his property; he scrutinizes it carefully, and finds as follows:

"The strait of Babelmandel free from toll, the strait of Ormus free from toll, the strait of Sunda free from toll, the strait of Macassar free from toll, the Yorres strait free from toll, the strait of Gibralter free from toll, the entrance to the Gulf of Venice free from toll the entrance to the Black Sea, also, free from toll! And all the outlets from the North Sea, the strait of Dover on the south and the Pentland ford, together with the passage between the Orkney and Shetland Islands, on north—all these are free from toll. The only two points on God's earth where I am obliged to pay my money without receiving anything in return, are Helsingfors, on the Sound, and Brunshausen, on the Elbe! I can't stand that any longer, as true as I am a Yankee."

Thus stand matters, and how much further they will go it is easy to conceive. People are inclined to regard the war marine of the United States as a matter of insignificance. They look only at the number of ships.—There are no more ships of the line than in Sweden, and hardly more guns on the regular fleet. Besides 4 ships of the line, 6 propeller-fricates and 8 steamers, all in the process of building, the *Union* counts 11 ships of the line, 14 frigates, 4 brigs, 22 corvettes, 10 schooners, 15 steamers, great and small, and 11 bomb and transport ships—in all full 100 vessels, with about 2400 cannons, (those newly built included.) The fleet costs the federal republic, yearly, from nine to ten millions of dollars.

But this is not the only maratime force of the United States in the time of war. The Yankee then has recourse to his commercial marine, and with this he can spread terror and desolation. In case of a war breaking out, every American merchant ship on the ocean must place itself, for a moderate consideration, at the disposal of the Government of the Union, and the ocean steamers and packet ships of America are so arranged that they may be easily used for war purposes, and the arsenals are so amply provided for that the marine force thus springing into existence may truly be recalled a terrible one.

At the beginning of the present year, the merchant marine of England numbered 25,335 sailing vessels, of 3,922,493 tons burthen, and 1,524 steamers of 306,237 tons burthen, in all 26,859 vessels, of 4,248,730 tons burthen. But the merchant marine of the U. States numbers about 30,000 vessels of more than four and a half million tons burthen of which about 3000 are steamers, (1600 of them being ocean steamers.) What a formidable naval force may be created out of the clippers and enormous steamers of such a merchant marine—a marine better adapted than that of any other nation whatever to war purposes.—For this reason it is unwise to estimate the maritime force of the United States by the number oftheir regular naval fleet.

RAILROAD CONSPIRATORS ARRESTED.

SIX PERSONS IN JAIL!—Our readers will remember that on the 9th of June last, a serious accident occurred by the placing of obstructions on the railroad tract, near Stoughton. Governor Barstow very rightfully and generously offered a reward of $500, to which the Superintendent of the road added $1000 more, for the arrest of the conspirators. Officer Beck, Chief of the Police of Milwaukee, and an officer from Chicago, placed themselves about the train on the watch for the depredators. They went to live in the neighborhood; hired out by days' work; slept with them and ate with them. By

"Patient search and vigils long"

the officers at length discovered, as they thought, indications of a renewal of the attempt for the destruction of the train last evening. So they stationed themselves by the road, secreted in the grass. The attempt was made within about five yards of where Mr. Beck lay. The depredators were five in number. They first attempted to pry up the rail. This they failed to do. They then brought a log from a short distance, and placed it directly across the track. They were in perfect view of officer Beck during the whole operation, and he recognized each of the individuals engaged in it, as living in the settlement where he had been staying.

After the log was placed on the track, a pedestrian passed along the track and saw it there. He stopped and looked at it; looked around and passed on without removing it. He was also arrested as an accessory, but explains his conduct by saying that he saw two guns pointed at him threateningly, in case he attempted to remove the obstructions.

Officer Beck and his companion, after witnessing the operations of the destructionists, left a signal for the train to stop. They then proceeded to Stoughton, where they procured the assistance of John Van Natter, and under Sheriff Welch, with whom they visited the settlement where the detected scoundrels lived, and arrested them. There was little or no resistance made. The prisoners were conveyed over to the track, put on board the evening train which awaited them, and the whole party was brought to town.

By this act, our whole community has received a sense of relief. The infamous gang has rendered unsafe all travel over the road for the past nine months. They are now arrested, and the safety of the passengers on the road is fully established.—*Madison (Wis.) Democrat.*

THE FARMERS' HIGH SCHOOL.—James Gowen, Esq., the President of the State Agricultural Society, has issued a circular to the Vice Presidents of that Association, calling their attention to the importance of raising a fund to endow the Farmers' High School, recently chartered by the Legislature, which so far, is unprovided for. The State Society is authorised to advance $10,000 towards it, and as a means of providing this sum he suggests the expediency of the Vice Presidents soliciting their fellow-citizens to enroll themselves as life-members, their contributions of $10 each would furnish the amount necessary to establish the school, though subsequent contributions will of course be necessary.—The start has been made in this city by Mr. Gowen, and he has already obtained a large number of life-subscribers.

A PRAIRIE SHIP.—Mr. Thompson, of Kansas, has just completed, so it is stated, a prairie ship or wagon, to be propelled by wind, in which he proposes to make a trip to the Rocky Mountains. Thirty passngers are to embark in June next, on the voyage. Several years ago, a gentleman, who then represented the State of Illinois in the Senate of the United States, invented a ship of the same kind, and indulged in the belief that the experiment of navigating the prairies of the West by canvass and wind would prove successful. If we remember correctly, the wheels of the concern did move with a stiff breeze, but the realization of the gentleman's hopes were never reached.

☞ APPOINTMENTS BY THE CANAL BOARD.—It will be seen that the Canal Commissioners have appointed Robert Swineford, Esq., of Union county, Collector of tolls at Northumberland, in place of J. H. Zimmerman, Esq., who declined a re-appointment. The appointment is a good one. Mr. Swineford is a worthy and efficient man who will make an excellent officer.

It is but just to say that Mr. Zimmerman, who retires from the office, has, during the time he held the appointment, discharged its duties with credit to himself, and satisfaction to the Commonwealth.

Mr. Wm. Elliott has been re-appointed Weigh Master at Northumberland.

☞ UNION FAIR.—The proposed Union Fair, to be composed of the counties formerly embraced in old Northumberland, does not seem to meet the approbation of the Press of our neighboring counties, who think each county should have its own exhibition, and that persons having articles, deserving of a more extensive exhibition should send them to the State Fair.

GLEANINGS FROM OUR NEIGADORS.

WILLIAMSPORT.—The *Gazette* records the death of Dr. J. M. Green, a worthy and estimable citizen, and who recently held the office of Prothonotary in that county. As a practising physician, the *Gazette* says:

"It was to him the most difficult and trying part of his profession to charge and collect his just earnings. If a patient was in comfortable circumstances, he found his bill moderate—if with only means to live, it was small—if poor, he had no bill to pay. It was only when his own necessities required him to look about him for means to live and support a family that Dr. Green thought of making out or presenting bills, and we never knew him to collect a debt by execution."

Miss Wright has been treating the Williamsporters with a lecture on Temperance. It did not go down well—we mean the lecture.

The *Gazette* contains an article from the Coudersport (Potter county) paper, recommending Gen. Wm. F. Packer, for United States Senator. The General certainly would fill that office better than a number who have already occupied that high position, with much higher pretensions.

The editor of the *Gazette* has arrived at the conclusion that publishing a paper for one dollar per annum, is no money making business, and has therefore resumed the old prices. The Muncy *Luminary* has come to the same conclusion. We were confident that the experiment made by our neighbors would not pay.

MILTON.—Our neighbor of the *Miltonian* has but little local matter this week. The most important of which is that he will "come down" upon the editor of the Lycoming *Gazette* "handsomely" this week. It is a difficult matter to "come down" either gracefully or "handsomely." But there is nothing like making experiments.

DANVILLE.—The *Democrat* says arrangements are making to fit up the Academy for public lectures the approaching winter season. Some of the literati of Danville are to lecture as some distinguished lecturers from abroad. In our opinion the Candle lectures, were the most popular ever delivered.—But they would not take well, unless delivered in petticoats. Efforts are making to lay the foundation for a cabinet of minerals, in Danville, for the instruction of youth.

LEWISBURG.—The county having been divided and the seat of Justice fixed at Lewisburg, the next most important matter, the location of the court house, has also been fixed—the next event will be the holding of the first court at Lewisburg on the 17th of December next The building committee have advertised for proposals up to the 15th of December, for the building of the court house.

SELINSGROVE.—Our neighbors of Selinsgrove are sanguine that the seat of Justice will yet be fixed in their town, as the bonds given by Middleburg are not in accordance with the law. Selinsgrove will certainly be the commercial emporium of the New County.

PROCEEDINGS OF COURT,

In the Quarter Sessions of Northumberland county, held at Sunbury, commencing Nov. 6, 1855:

Commonwealth vs. James McBride. Charge, selling lottery tickets. Bound to appear at next term.

The deft. was engaged in what is now called a "gift enterprise," and the question for the court to determine is, are such distributions embraced in the lottery act, or not.

Same vs. Geo. Hileman. Indictment, Assault and Battery. The Grand Jury ignored the bill, the prosecutor, Michael Haine, to pay the cost.

Same vs. Daniel O'Harra. Indictment, Larceny of an over-coat. True bill found.—Deft. plead not guilty. Jury called. Verdict "not guilty."

Same vs. Samuel Wampole. Indictment, Larceny of a white and red spotted cow, the property of Jonathan Klinger. True bill found. Deft. plead not guilty.

Same vs. Same. Indictment, Larceny of a brindle cow, the property of Joseph B Wasser. True bill found. Deft. pleads guilty and submits to the Court.

The Jury having found a verdict of guilty on the first bill, the Court sentenced the Deft. to imprisonment by solitary confinement in the Eastern Penitentiary six months in each case. The evidence disclosed the fact that the Deft. had stolen four cows in Mount Carmel township, having sold two of them at Shamokin. The remaining two he brought home.

Same vs. Frederick Kline. Indictment, Assau't and Battery. The Grand Jury found no true bill, and the prosecutors, Alexander McDonald and John Whalon were sentenced to pay the costs of prosecution.

Same vs. A. J. Stroh Charge, Assault and Battery. Nolle prosequi entered on payment of costs.

Same vs. Levi Stuck. Charge, obtaining goods under false pretences. Nolle prosequi entered upon the payment of cost by the prosecutor, Wm. Elliott.

Same vs. John Hummel. Indictment, Assault and Battery. True bill. On motion the Court permitted a nolle prosequi to be entered on payment of costs and damages, by the Deft. as per agreement filed.

Same vs. James Malone. Charge, Assault and Battery. On motion nolle prosequi entered on the payment of costs.

Same vs. Rosetta Sholl. Indictment, Assault and Battery, for throwing water, &c., on a child. True bill. Jury called, and Deft. found guilty. Sentence by the Court—Deft. to pay a fine of fifty cents and costs of prosecution.

ANOTHER RAILROAD MASSACRE.

The Harlem Express Train Blown off the Track by the High Wind—Two persons Killed and a large number wounded.

As the Albany Express train on the Harlem Railroad, which left Chatham Four Corners at 5 30 last evening, in charge of Mr. Robert White, conductor, was about midway between Copake and Boston Corners, an elevation of some 35 feet above the level ground the entire train, with the exception of the engine and tender, was suddenly precipitated down the embankment, by a violent gust of wind, landing up side down, with their load of human freight snugly secured within. The train consisted of the engine, tender, baggage car, and three passenger cars.

The scene which followed the disaster which was greatly added to by the extreme darkness of the night, beggars description.—On all sides were heard the waillings and cails of the injured and dying for assistance, which it was rendered the more difficult of giving by such as were fortunate to escape from the ruins uninjured, from the fact that every lamp on the train had either been demolished or blown out, leaving the entire scene enshrouded in the blackness of midnight.

Mr. White, the conductor, with promptness dispatched the engine to Millerton, about 7 miles distant, the nearest station for cars and assistance and immediately sat about with such assistance as he could procure in extricating the passengers from the ruins.—It was found on removing them that two were already dead, and several others frightfully injured, and a large number more or less bruised nd disabled.

Immediately on the return of the engine with cars and assistance, the dead, wounded and uninjured passengers were placed therein, and the train started for this city where it arrived at 5½ o'clock this morning, leaving such of the passengers as resided on the line at their homes.

The names of the dead are:

Mr. Rathbone, a paper manufacturer at Boston Corners. Body sent home.

Mr. Gaylord, brakeman of the train. Remains brought to this city.

Mr. Nottingham, Superintendent of the Road and his assistant, Mr. Campbell, on hearing of the occurrence, this morning, started immediately for the scene.

We understand that the injured are doing as well as could be expected under the circumstances.

The accident was purely beyond the control of human agency, consequently no blame can possibly be attached to any one. And accident of this kind, to our recollection, has never before occurred on any railroad in this country.—*New York Express Nov.* 13.

SITE OF COUNTY BUILDINGS.

Last Saturday was an animated day in Lewisburg—the last (we hope) of the "Elections" by which the Division Act is consummated. Nearly all the votes (one for every $10 subscribed) were cast, with the following result for the site of the Court House:

Second St.—Spyker's corner	627	
Black's lot	39	666
Third St.—Third street	415	
Wilson's corner	20	
S. Third St.	5	440
Fourth St.—Ludwig's corner		153-593
Maj. for Second St.		72
" Spyker's corner over next highest,		212
" All other sites over Spyker's corner,		5

—The lots decided upon are those two immediately in the rear of the Lutheran church property, and there being streets on two sides and a burying ground on another, it is measurably protected from fire. On the highest ridge of land in town, it will always have the purest air; whilst its sightliness from the other side of the river is superior to any of the other proposed locations. It is probable a majority on this side of the river would have preferred Ludwig's corner or some other more western site than the one which is fixed upon; but the difference in *price*—Ludwig's at $6,000, and Spyker's at $700—doubtless turned the current and decided the site at the latter point. The two lots belonged, the corner one to Jonathan Spyker, and the next to George F. Miller; they are fairly worth from $2500 to $3000, but are deeded to the Location Committee for $700 only. (It was generally argued by the opponents of Division, that "suitable grounds" in Lewisburg could not be procured for less than $10,000—quite a miscalculation to start with.)

The following was the vote for Location Committee:

JAMES P. ROSS, on both tickets,	1201	elected
ELI SEIFER, down town	809	"
JONATHAN WOLFE, "	716	"
ALEX. AMMONS, up town	632	"
CHARLES PENNY "	474	

Average maj. for down-town Committee, 211

All parties united upon the following Building Committee:

WILLIAM CAMERON,
THOMAS HAYES,
JOHN WALLS.

The Committees are well known to be among our oldest and most responsible citizens—liberal subscribers to the Building Fund—and men who we doubt not will execute the important trusts confided in them with fidelity to the public weal.—*Lewisburg Chronicle.*

THE QUESTION ON THE SOUND DUES, &C.

WASHINGTON, Nov. 13.—Our government has determined not to become a party to the Congress of Nations called at Copenhagen, by Denmark, to consider the question of the Sound Dues. The statement received by the last steamer, to the effect that Denmark does not propose a Congress of Nations, but merely a conference of Baltic States, is clearly erroneous, for the circular received by the President, from Denmark, distinctly invited our participation in the proposed Congress.

There is reason to believe now, however, that the affair will result in a mere conference of Baltic States.

Steps have been taken by the authority, or under the sanction of the U. S. government, designed to bring Col. Walker's career in Nicaragua to an end, and which, it is believed, will fully effect the purpose.

THE EFFECTS OF FEAR.—The extraordinary power exerted by fear over the human mind was exhibited in Vienna, in a remarkable manner a few days ago. Dr. ——, an eminent physician in Vienna, obtained leave from the local authorities to try his experiments upon the person of a prisoner who had been condemned to death. Accordingly, an offer was made to the individual in question, holding out the promise of the remission of his punishment, if he would consent to pass the night in the bed of a patient who four hours previously had been carried off by cholera. The prisoner consented, and was put to bed, and, after the expiration of some three hours or less he was seized with violent vomiting, and all the attendant symptoms of cholera. He was attended immediately by several physicians, and ultimately, being a man of strong and vigorous constitution, was completely re-established. His astonishment was great, when Dr. F—— informed him that the bed was perfectly clean and pure, and that no cholera patient had ever lain there.—*Vienna correspondent of the London Morning Post.*

A VALID REASON.—Mr. A. F. Leonard, editor of the Norfolk (Va.) *Argus*, having been nominated as a candidate for the Legislature, declines the intended honor, and gives the simple reason that "he wants to get to heaven." We suppose he intends to intimate that the would not be likely to reach the goal of his hopes by taking the route proposed.

Mrs. Partington says that a gentleman laughed so heartily that she feared he would have burst his *jocular* vein.

APPOINTMENTS BY THE CANAL COMMISSIONERS.

The Board of Canal Commissioners met in Harrisburg on Wednesday last. The following is a list of the appointments made:

Superintendents of Motive Power.—On the Philadelphia and Columbia Railroad, J. B. Baker; on the Allegheny Portage Railroad, W. M. Calahan.

Collectors.—Easton, D. H. Nieman; New Hope, E. K. Solliday; Bristol, R. Patterson; Philadelphia, John F. Smith; Paoli, Robert Lafferty; Parkesburg, M. McVeigh; Lancaster, C. Carmany; Columbia, J. L. Lightner; Portsmouth, Joseph Livermore; Harrisburg, J. L. Reilly; Huntingdon, Thomas Jackson; Blairsville, Geo. S. Jamison; Freeport, C. G. Snowden; Freeport Aqueduct, Mary Nesbitt; Pittsburg, W. M. Stewart; Beach Haven, Peter Ent; Liverpool, J. M. Baum; Juniata Aqueduct, Samuel Bigler; Duncan's Island Bridge, C. H. Zeigler; Portsmouth Outlet Lock, W. Cole; Johnstown, D. Fulwood; Hollidaysburg, J. P. Hoover; Newport, H. A. Zollinger; Northumberland, J. Swineford; Williamsport, J. Piatt; Dunnsburg, G. A. Achenbach.

Supervisors.—Eastern Division, W. Forster; Delaware Division, D. Evans; Susquehanna Division, J. Diffenbach; Lower North Branch, G. W. Search; West Branch, J. B. M'Micken; Upper Juniata, J. D. Leet; Lower Western, J. M Orr; Lower Juniata, D. Eisenbise.

Weighmasters.—Philadelphia, Robt. Simpson; Lancaster, R. King; Columbia, J. Mayer; Johnstown Weigh Lock, Joseph M'Clelland; Johnstown Weigh Scales, John Burkholder; Philadelphia Assistant, H. Leech; Northumberland, W. Elliott; Columbia Assistant, Joseph M. Watts; Beach Haven, F. M'Bride; Portsmouth, Henry Yeghtmeyer.

State Agents Columbia and Philadelphia Railroad.—George W. Bentz, William R. Kelly, C. C. Thompson, J. D. Packer, W. S. Myler, J. Clark, O. Stuck. J. S. Royal, C. Geissert, M. D. Holbrook.

Cargo Inspectors.—Bristol, D. Williard; Johnstown, S. C. Barrett; Columbia, C Carson; Philadelphia, Patrick Conroy.

Wood Inspector.—Jacob Fetterly

Keeper Outlet Lock, Columbia.—J. S. Roath.

KANSAS TROUBLES—*Fatal Affray.*—The St. Louis Republican has the following additional particulars relating to the recent attempt to kill Pat. Laughlin, at Doniphan, Kansas Territory, on the morning of the 31st ult.:

On that day, Samuel Collins, who was, it seems, Colonel of one of the regiments of the "Kansas Legion," an exposition of which had been made by Mr. Laughlin—determined to force him to make a retraction, or to kill him. With this determination, he and some twelve other of his friends proceeded to seek out Mr. Laughlin and demanded an unqualified retraction of his recent statements. This he refused to do, and Collins immediately snapped his gun at him, and then fired at him, but fortunately the weapon was turned aside by a spectator. Laughlin then drew a revolver and shot and killed him. Mr. L. was dangerously hurt in the conflict by a knife wound in the side. At the same time, Mr. Lynch, a friend of his was wounded in the head by the discharge of a gun.

CURIOUS RUSSIAN CUSTOM.—On Whitsun Monday and the following Sunday, there is a great promenade in the summer gardens, namely, the exhibition of brides. The Russian tradesmen, on these days, expose their marrigeable daughters, in order to marry them, or, as they term it, to give them away. Under the lime trees of the principal *Allee* are two long rows of gaily dressed girls, packed close together, like the pipes of an organ. Behind each stands the match-maker, and the third row the mothers and other female relatives. Through this double row the spectaters and wife seeking Russians slowly walk. The latter notice any face that pleases them, and the match-maker belonging to it. The exhibition lasts till a late hour.

CURE FOR ERYSIPELAS.—Mr. Vliet, as that most painful and often fatal disease Erysipelas, appears to be on the increase in this country, you may confer a favor on the suffering by publishing the following very simple cure:—

The "New Haven *Palladium*," speaking of the frequent cures which have been effected by the application of raw Cranberries, pounded fine so as to form a poultice, refers to the case of a young lady, in that city, one side of whose face had become so swollen and inflamed that the eye had become closed and the pain excessive. A poultice of cranberries was applied, and after several changes, the pain ceased, the inflamation subsided, and, in the course of a couple of days, every vestige of the disease had disappeared.—*Mining Register.*

ERIE RAILROAD.—The whole number of cars and locomotives on this road is 3,168, which, if coupled together in one train, would reach a distance of twenty-one miles, and be able to carry 150,000 persons in one day from New York to Lake Erie. The Company has in its employ not less than 5,000 persons, whose pay per month is $125,000, or $1,500,000. The number of miles from Jersey City to Dunkirk is 459; and is run over by evening express trains in sixteen hours. The Company has in its service six printing presses, which are constantly at work printing tickets that are never used but once, blanks, &c.

MARCY AND CRAMPTON.—The foreign enlistment gives rise to many complications—The New York *Albion* having affirmed that "what was done by Mr. CRAMPTON, had the previous sanction of Mr. Marcy, the American Secretary of State—an unofficial sanction, and one that may not be pleaded in such diplomatic correspondence as shall hereafter sea the light, but none the less a satisfactory explanation for those who would discuss this matter on the broad grounds of right and wrong," the Washington *Union* is authorized, "in the fullest terms, to say that the imputation thus made on Mr. Marcy is a falsehood, by whomsoever it was penned or prompted, and in whatever sense to be taken. It is utterly, and in all possible relations, false that in what Mr. CRAMPTON has done he had the previous sanction of Mr Marcy, official or unofficial. Nay, we aver that the precise contrary is the fact."

THE SOUTH REPUDIATING NORTHERN COLLEGES.—We see that a number of the Southern newspapers are urging their citizens to abandon the practice of sending their young men to be educated at Northern colleges and other seminaries of learning. The argument used is that they acquire in those institutions sentiments and principles of a dangerous tendency to the peculiar institutions of the South.

AN OCEAN OF BLOOD.—It is said that within a radius of five miles around Sevastopol more blood has been shed, more lives sacrificed, and more misery inflicted within a year, than on any other equal extent of the earth's surface in the same space of time, since the days of Noah's flood.

KANSAS.—The Kansas "Herald," published at Lawrence, of October 29, states that "seventy-nine wagons, loaded with pioneers from Iowa and other Western States, passed Kansas city between Sunday and Wednesday of last week, destined for the Neosho."

MARYLAND SENATOR.—A Washington correspondent of a New York paper says that the Hon. John P. Kennedy is spoken of as likely to be the successor of Hon. Thomas G. Pratt as United States Senator for Maryland.

NEW YORK ELECTION.—The Senate has American majority of 1. The Assembly stands:

Democratic,	50
Republican,	43
American,	35
Total members,	128

The entire American State ticket was elected.

BALLOONING IN KENTUCKY.—On Thursday last Mons. Godard ascended in his balloon with a horse attached, from Louisville, Ky After a short flight, the horse was detached and several gentlemen embarked with Mons G. The last seen of them, they were sailing off in mid air in a southwesterly direction.

CAMDEN AND AMBOY RAILROAD.—The Princeton Press says the straightening of the Camden and Amboy Railroad track will remove it about a mile and a half further from that borough than at present The company are preparing some very handsomely finished cars for the use of their road, which will be put on the lines in a short time.

CEMENT FOR CHINA, &c.—The following recipe we know to be good from experience, and being nearly colorless, it possesses advantages which liquid glue and other cements do not: Dissolve half an ounce of gum accacia in a wine-glass of boiling water, add plaster of Paris sufficient to form a thick paste, and apply it with a brush to the parts required to be cemented together.

Thanksgiving in Maine and Ohio, November 22nd.

An American squadron has been ordered to the West Indies.

DYE'S BANK NOTE PLATE DELINEATOR.—This publication contains a perfect description of every part of all the genuine Bank Bills circulating in the *United States and British America.* The Work is 14 inches long and 8 wide, and contains 300 pages, and has been got up at an expense of $30,000! Having been over three years in course of completion.

The following certificate is from some of the most renowned Bank note engravers in the country.

Office of Rowden, Wright, Hatch & Edson, *New York, October,* 1855.

JOHN S. DYE, Esq.—Sir: Having examined the plan proposed in your "Bank Note Delineator," for enabling the public to detect Spurious and Altered Bank Notes, by furnishing accurate descriptions of the genuine notes of all the Banks of the country, we take pleasure in expressing our approval of the same, as affording a simple and effectual protection against that species of fraudulent paper money.

Respectfully yours,
ROWDEN, WRIGHT, HATCH & EDSON.

The Delineator is furnished to Subscribers, in company with Dye's semi-monthly Bank Mirror and Coin Chart, for $3.00 per annum; single copies, $2.00. Address, John S. Dye, 172 Broadway, New-York City.

New Advertisements.

EXECUTOR'S SALE.

WILL be sold at public sale, on SATURDAY the 8th of December, next, on the premises of Sarah Hoover, dec'd, in Upper Augusta township, Northumberland county, the following personal property of said deceased.

Two Bureaus, A Mantle Clock,

A Cooking Stove, a Parlor Stove, Three Beds, two Kitchen Dressers, a Copper Kettle, an Iron Kettle, Tables, Chairs, Carpetings, &c. Also

Wheat, Rye, Oats, Buckwheat and Potatoes by the bushel. Also Hay by the ton.

Sale to commence at 10 o'clock, A. M., when terms of sale will be made known by

ANDREW HOOVER, Ex'tor.

Upper Augusta, Nov. 16, 1855.—3t

PUBLIC SALE.

Will be sold at public sale, at the Court House in the borough of Sunbury, on MONDAY, the 10th day of DECEMBER, next, the Two-thirds of the undivided half part of all that

Certain Tract or piece of Land,

Situate in Upper Augusta township, Northumberland county, containing

Two Hundred Acres, more or less,

adjoining lands of John Z. Haas, Martin Gass Samuel Lantz and others. Also at the same time and rate: John G. Markle who holds the absolute right of the one-third of the aforesaid undivided moiety or half part of said tract of land and premises, offers his interest for sale, and will make a title therefore.

Terms of sale will be made known by

MARY MARKLE, Guardian.

Sunbury, Nov. 16, 1855.—3t

NOTICE.

All persons knowing themselves indebted to Ira T. Clement, on Book account, notes or otherwise, are requested to call and pay up without delay, otherwise their accounts will be placed in the hands of a magistrate for collection.

Sunbury, Nov. 17, 1855.—1t

COSMOPOLITAN ART ASSOCIATION!

SECOND YEAR.

ARRANGEMENTS for the Second Annual Collection of this new and popular Institution for the diffusion of Literature and Art, have been made on the most extensive scale.

Among the works already engaged, is the far-famed

"GENOA CRUCIFIX,"

which originally cost Ten Thousand Dollars.

In forming the new Collection, the difficulty of the choice of AMERICAN ART, and the encouragement of American genius, have not been overlooked. Commissions have been issued to many of the most distinguished American Artists, who will contribute some of their finest productions. Among them are three Marble Busts, executed by the greatest living Sculptor—HIRAM POWERS:

GEORGE WASHINGTON,
The Father of his Country:
BENJAMIN FRANKLIN,
The Philosopher;
DANIEL WEBSTER,
The Statesman.

A special agent has visited Europe and made careful and judicious selections of foreign works of Art, consisting of Bronze and Marble, Statuary and choice Paintings.

The whole forming a large and valuable collection of Paintings and Statuary, to be distributed FREE among the members of the Association for the Second Year.

TERMS OF MEMBERSHIP.

The payment of three dollars constitutes any one a member of this Association, and entitles him to either one of the following Magazines for one year, and also a ticket in the distribution of the Statuary and Paintings.

The Literature issued to subscribers consists of the following Monthly Magazines: Harper's, Putnam, Knickerbocker, Blackwood's, Graham's, Godey's Lady's Book, and Household Words.

Persons taking five memberships are entitled to any five of the Magazines for one years and to six tickets in the distribution.

The net proceeds derived from the sale of memberships, are devoted to the purchase of works of Art for the ensuing year.

THE ADVANTAGES SECURED

by becoming a member of this Association, are—

1st. All persons receive the full value of their subscriptions at the start, in the shape of sterling Magazine Literature.

2d. Each member is contributing towards purchasing choice Works of Art, which are to be distributed among themselves, and are at the same time encouraging the Arts of the country, disbursing thousands of dollars through the agency.

Persons in remitting funds for membership, will please give their post-office address in full, stating the month they wish the Magazine to commence, and have the letter registered at the Post Office to prevent loss; on the receipt of which, a certificate of membership, together with the Magazine desired, will be forwarded to any part of the country.

Those who purchase Magazines at Bookstores, will observe that by joining this Association, they receive the Magazine and free ticket in the annual distribution, at the same price they now pay for the Magazine alone.

Beautifully illustrated Catalogues, giving full description, sent free on application.

For Membership, address

C. L. DERBY, Actuary C. A. A.

At either of the principal offices—
"Knickerbocker Magazine" office, 348 Broadway, New York, or, Western Office, 138 Water street, Sandusky, O.
Nov. 17, 1855.