

TERMS OF THE "AMERICAN."

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SUNBURY AMERICAN.

AND SHAMOKIN JOURNAL.

Absolute acquiescence in the decisions of the majority, the vital principle of Republics, from which there is no appeal but to force, the vital principle and immediate parent of despotism.—JEFFERSON.

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TRUE LOVE.

By N. P. WILKES. They may talk of love in a cottage And bowers of the trellised vine, Of Nature bewitchingly simple, And milk-maids half divine;

True Love is at home on a carpet, And mightily likes his ease, True Love has an eye for a capon, And would starve mid your shady trees;

COMMENT.

By THE HON. R. H. WILDE. You may talk of your sly flirtation, By the light of a chandelier, With the music to play in the pauses, And nobody ever near;

But the green sward give me, and the river, The soul shrine of love-life eyes, A breeze and the aspen leaf's quiver, A sun-set and Georgian skies.

Your vision with wine being dulced, You take twice the liberties due, And early next morning are troubled, With "Parson or Pistols for two?"

True Love is at home among flowers, And if he would dine at his ease, Capons as good in his bowers, As in rooms heated ninety degrees;

Romance of Real Life.

We have, aforesaid, recorded many nautic and affecting incidents which have become history through the medium of the inquisitions held by the Coroner of this city; and perhaps a majority of those investigations, if they could be traced to the bottom, would develop unexpected circumstances out of the dull ordinary course of every day life.

Permit me again to trouble you with the following receipt for making TEMPERANCE CAKE, which will no doubt meet with the approbation of every one possessing a well regulated taste, viz: Take two pounds of wheat flour, three fourths of a pound of fresh lard or butter, one pound of powdered white sugar, one nutmeg grated.

The jury being dismissed, Mr. M. turned round to look for his friend and fellow juror, who had been at his side till that moment, but he was gone; and

he thought he saw him running at almost full speed up Maiden Lane. This struck him as being curious; and it also reminded him of another curious fact, (at least curious as taken in connection with this sudden flight,) namely, that when Mr. Pelsing had first glanced at the face of the corpse, he started, and turned deadly pale.

Well, so matters rested until a certain day in last June, when a lady called at Mr. Mowitt's store, and asked for Mr. Pelsing. She was told the particulars of the story, "And hasn't he been here since," she inquired. "Not since," replied Mr. Mowitt, "I know he has," said the lady. "He has not, I assure you, at least to my knowledge," answered Mr. Mowitt. "But I am positive," said the lady. "What proof have you of it?" inquired the shoemaker.

Well, the question then was, whether Mr. Pelsing was a gentleman or a lady, and it turned out that she was a lady, and more than that, her name was not John Pelsing at all, but Charlotte Conroy, and furthermore, that she was the widow of the man that had been found drowned. She then stated that her husband, who was a shoemaker in Philadelphia, and to whom she had been married for about two years, had treated her very badly, the consequence of which was, that she picked up his trade by stealth, and when she thought she was sufficiently perfect, equipped herself in men's clothes, and ran off to this city to be the more safely out of the reach of her lord and master.

This is the first instance, we believe, on record, wherein a wife performed the office of the coroner's jurymen on the body of her own husband, or wherein a young man was married to his own master. The lady, by the way, is very good looking, and still on the safe side of thirty.

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I can recommend these cakes as particularly delicious, when eaten with the free use of COLD WATER.

SLEEPY TIMES.—The Boston Post says that Digby fell down the other slippery morning. As he set on the ground he muttered, "I have no desire to see the city burnt down, but devoutly wish the streets were laid in ashes."

FOR THE AMERICAN. Extracts of Readings.

M. Maupertuis, the astronomer, gives a dreary description of the cold of Lapland.

"In December the snow continually falling, or ready to fall, for the most part hid the sun the few moments it might have appeared at mid-day. In the month of January the cold increased to such an extremity, that if we opened the door of a warm room, the external vapor instantly converted all the vapor in it into snow, whirling it round in white vortexes. If we went abroad, we felt as if the air was tearing our breasts in pieces. And the crackling of the wood, of which the houses are built, as if split by the violence of the frost, continually alarmed us with the apprehension of increasing cold. In this country persons are frequently seen who have lost an arm or leg by the frost. The cold, which is always very great, sometimes increases by such violent and sudden fits, as are almost infallibly fatal to those who are exposed to it; and sometimes sudden tempests of snow arise, which are still more dangerous—the winds seem to blow from all quarters at once, and drive about the snow with such fury, that all the roads are in a moment rendered invisible. Dreadful is the situation of a person surprized in the fields by such a storm—his knowledge of the country, and even the mark he may have taken by the trees, cannot avail him. He is blinded by the snow, and if he attempts to find his way home, is generally lost."

Niebuhr relates several instances of the ignorance of the natives of Egypt on subjects of Natural Science, that form a striking contrast with their former character, as the inventors of geometrical calculations and figures: "A Turkish merchant," says he "observing me direct my instrument towards the city, had the curiosity to look into the glass, and was surprised to see a tower turned upside down. He immediately spread a report, that I was come to overturn the city. It was mentioned to the Governor; and my Janissary would no longer walk out with me, when I proposed carrying my instrument with me. Near a village of the Delta, an honest peasant paid great attention to my operations, as I was taking different angles. To show him something curious, I made him look through the same glass. He was greatly alarmed to see the village to which he belonged, standing upside down. My servant told him, that government were offended with that village, and had sent me to destroy it. He instantly intreated me to wait but a few moments, that he might have time to save his wife and his cow. He then ran in great haste towards his house, and I went again on board my boat."

In the Island of New Amsterdam, several remarkable springs of hot water exist in the sides of a funnel or cove, and in an interrupted causeway, separating the cove from the main ocean. Fahrenheit's thermometer, which stood in the air at 62°, being immersed into one of the hot springs, ascended immediately to one hundred and ninety-six degrees—in another to 204°. And on applying the bulb of the thermometer to a crevice from which issued a small stream, in less than a minute it rose to the boiling point. "The basin," says Staunton, "abounded with tench, bream and perch, and the same person, who with a hook and line had caught some of these fish in the cold water of the basin, might with the same motion of his hand let them drop into the hot spring adjoining, where, in fact, they were boiled in the space of fifteen minutes, and fit for eating. A regale of this kind was much relished by some of the gentlemen from the Lion and Hindostan."

The Brahminical law forbids its followers to exercise but one species of work; in consequence of that superstition, Europeans have to employ an almost incredible number of servants to perform domestic uses, which in Europe would be accomplished by one-twentieth part of their number. A private family in Calcutta, without parade or ostentation, is compelled to have about 100 servants, whose wages, upon an average, amount to near seven hundred rupees a year. In this manner the cheapness of provisions and of labor is overbalanced by the necessity of employing a multiplicity of hands.

The British Parliament has, in the session just commenced, taken the first step towards bringing the great lines of railway in that country under legislative control. It is difficult, by any analogy supplied by our railways, for an American to estimate the conditions under which these great arteries of British intercourse are formed and maintained in operation. The capital invested in the first construction, the floating capital necessary to work them, the quantity of traffic transported over them, and the speed with which that transport is effected, are severally elements, so different from what we are accustomed to contemplate, that the mere statement of a few of them must excite both interest and surprise.

The railway connecting Liverpool and Manchester involved an outlay of capital amounting to about six millions of dollars. It is thirty-one miles in length, and cost therefore at the rate of above two hundred thousand dollars per mile. The current traffic on this line is very nearly as follows: Of passenger trains there are twenty daily, and from fifteen to twenty trains of merchandise. The average number of passengers carried daily from terminus to terminus, is 1650, and the number of tons of merchandise daily is about 1000. To afford space and time for the passenger trains, most of the merchandise is carried at night. The fastest passenger trains have recently made the trip in the average time of seventy minutes, including a stoppage of about four minutes half way. The rate when moving on level parts of the line, is generally above thirty miles an hour.

The railway between Birmingham and London is not yet completed, though the rails are all laid, and the line throughout has been for some time at work. It is computed that this line, when the deposits have been completed, will cost about thirty millions of dollars, and its total length being 112 miles, the cost will be nearly 250,000 dollars per mile! The daily receipts for traffic at present upon the line, amount to above 10,000 dollars. The deposit of this line at London is not yet completed, but its estimated cost was above a million of dollars.

The numerous accidents and great loss of life which occur on the English railways, are owing to the vast amount of the traffic carried on upon them, and the enormous speed at which it is transported. These accidents do not arise from the explosion of engines, or from any other cause immediately connected with steam power, but are due, almost exclusively, to the collision of trains. The railways being all, without exception, double lines, trains never move in contrary directions on the same rails, and consequently, collision never occurs from trains unexpectedly meeting each other. Such accidents always arise from one train overlooking and running

into another. When this occurs, the most terrific consequences ensue, the carriages being generally smashed to pieces, and their unfortunate occupants maimed or killed.

One of the most curious and interesting results of the establishment of railways in Europe, is the enormous increase of intercourse they have produced, as compared with the intercourse which was previously maintained between the same places on common roads. This increase has been never less than three fold, and has, in some cases, been seven or eight fold. In some localities, the intercourse has attained an amount which borders on the incredible. Since the completion of the railway between Paris and St. Germain, the daily intercourse between these places is said to amount to above 3000 persons per day; and it appears by evidence given before the House of Commons, that the intercourse between the city of Dublin (population under 50,000) and the town of Kingstown, amounts to 8500 daily!—Philad. Gazette.

The great iron steam ship now being built at Bristol, will probably combine a greater number and variety of untried principles than were ever before united in any one enterprise of the same magnitude and importance. The vessel herself—her enormous magnitude—(about 3500 tons it is said)—her material—(plate iron)—her engines, nearly twelve hundred horse nominal power—cylinders one hundred and twenty inches in diameter—no piston rods—no beams—the connecting rod laying hold immediately on the piston and a moveable bearing casing playing through a stuffing box in the top of the piston to give play to the said connecting rod—an unlimited application of the expansive principle—and to crown all, no paddle wheels, no paddle boxes projecting from her vast sides—no apparent propelling power, but an unseen agent revolving under her keel and enabling her to walk the water like a thing of life.

Uncommon Punctuality.

Mr. Bancroft, the present Collector of the port of Boston, will retire from his office March 31st, that is, at the close of the present quarter. It is a remarkable fact, that while Mr. Bancroft has collected more than ten millions of dollars of revenue, every bond which has been taken by him and has fallen due, is discharged. There is not now a single instance of default on the part of any merchant during his official term. Such a result, it is believed, has never occurred for any other period of the same length of time. It is most honorable testimony to the character of the Boston merchants now on the stage.

Female Labor in Arabia.

I saw several females here literally performing the duties of bullocks, that is, in plain English, they were yoked to the plough. One was a very comely lass, and she answered my inquiries laughingly, that they hired themselves for the purpose, the remuneration being a small quantity of grain. The men, at the same time, were standing looking on, with spinnets in their hands. An odd transfer of duties this! The reader may recollect that Sir Thomas Moore relates, as a reason why an Indian should be exempted from paying his taxes, that he pleaded the late loss of his wife, who did as much work as two bullocks.—Wilted's City of the Caliphs.

There never was a wiser maxim than that of Franklin.

"Nothing is cheap which you do not want."—Yet how perfectly insane many people are on the subject of buying cheap things. "Do tell me why you have bought that coat off door plate?" asked the husband of one of these notable bargainers. "Dear me," replied the wife, "you know it is always my plan to lay up things against time of need; who knows but you may die, and I may marry a man with the same name as that on the door plate?"

Serendipity.

Some sentimental young gentlemen lately serendipitated a house in New Orleans, with the belief that there was a young lady in it. After they had bargained and played for some time, a black wench looked out of the window and accosted them thus: "Look hee, gemmen, taint no use to be facin' away your time round here, kase dar aint nobody in dis house 'cep Bess, and dat's me. I aint no 'jection to you playin' 'Jumlong-Josey,' 'Coony in de Haller,' or any ting dat's fashionable and nice, but dem 'talian and oder foolish tunces you's performin' round here aint no account. Go way, white folks."

Ingenious Excuse of a School Boy.

A country school-master once having the misfortune to have his school-house burnt down, was obliged to remove to a new one, when he reprimanded one of his boys, who misapplied a number of words, by telling him he did not spell as well as when he was in the old school-house. "Well, though how or other," said the wench with a smile, "I can't exactly give the name of thith thooth-looth."

TIME HONORED.—It is stated that in an old baronicle castle, near Canterbury, England, the curfew bell has been rung nightly since the days of William the Conqueror.