

PRESIDENT'S MESSAGE.

PRESIDENT POLK, on the 20th ult., sent the following message to the Senate, in answer to the call upon him, in regard to the increase of our naval and military forces.

It was a wise maxim of the Father of this country, that "to be prepared for war, is one of the most efficient means of preserving peace," and that, "avoiding occasions of expense by cultivating peace," we should "remember, also, that timely disbursements to prepare for danger frequently prevent much greater disbursements to prevent it."

The general obligation to perform this duty is greatly strengthened by facts known to the whole world. A controversy respecting the Oregon territory now exists between the United States and Great Britain; and while, as far as we know, the relations of the latter with all European nations are of the most pacific character, she is making unusual and extraordinary armaments and warlike preparations, naval and military, both at home and in her North American possessions.

It cannot be disguised that, however sincere may be the desire of peace, in the event of a rupture these armaments and preparations would be used against our country. Whatever may have been the original purpose of these preparations, the fact is undoubted that they are now proceeding, in part, at least, with a view to the contingent possibility of a war with the United States.

The general policy of making additional war-like preparations was distinctly announced, in the speech for the throne, as late as January last, and has since been reiterated by the minister of the crown in both houses of Parliament. Under this aspect of our relations with Great Britain, I cannot doubt the propriety of increasing our means of defence, both by land and sea.

The river took another rise last week, but was not as high, within 6 or 8 feet, as it was during the late flood. There was no damage done that we heard of. One of the remaining spans of the new Northumberland bridge, extending from the island shore, fell on Sunday afternoon, and broke in two parts. The other part lodged on the point of the island. The other part was brought to shore at this place, by means of lines which were carried out with boats and fastened to the wreck, and thus dragged to shore by a large number of persons on the bank.

Since the late freshet, the water in a number of wells, which had previously been soft, has now become hard. Can any one furnish us with a philosophical explanation of the cause?

At the late commencement of the Jefferson Medical College, 175 students graduated—a larger number than at any of the other schools. Among the graduates we are pleased to find the names of several of our young friends, viz: Thomas G. Higgins and Isaac Newton Shindel, both from this place.

STEAM FERRY.—The bill to incorporate the "Shamokin Steam Ferry and Tow Company," has passed both branches of the legislature. An act has also passed, in relation to the rebuilding of the Northumberland Bridge.

The proposition to tax anthracite coal 10 cts. per ton, is still pending before the legislature. The passage is not probable. It would be a gross outrage on a portion of our citizens.

CONCERT BY THE BAKER FAMILY.—These charming vocalists will give a concert at the court house, on Thursday the 9th inst. To the lovers of good music, this affords an opportunity that seldom offers out of the cities. We have not ourselves heard the "Baker Family," (five in number,) but have often heard of them. The following commendatory notices speak highly in their favor, and we trust they will be properly appreciated by our citizens generally:

FROM THE OGDENSBURG REPUBLICAN. THE BAKERS gave two Concerts, at the Saloon of the St. Lawrence Hotel, on Wednesday and Thursday evenings of last week, to the largest audiences we have seen assembled in this village, on any similar occasion, for a long time.

FROM THE SYRACUSE DAILY STAR. We have heard the Hutchinsons, No. 1. (and intend to hear the second on Wednesday evening,) and the Orphans, and other celebrated singers, but confess we never listened to better voices than these Bakers. George, who sings bass, is unexcelled—a perfect soul, without affectation or display, is the performance of Mrs. Baker. Indeed, they sing admirably. And we are happy, that in all other pieces, their performances have been appreciated. But we regret, that this queen village is so far behind its sisters. There is a charm—a power that sways the breast, Bids every passion revel or be still!



THE AMERICAN.

Saturday, April 4, 1846.

V. B. PALMER, Esq., at his Real Estate and Coal Office, corner 43d and Chesnut Streets, Philadelphia, is authorized to act as Agent, and receipt for all monies due this office, for subscription or advertising. Also at his Office No. 160 Nassau Street, New York.

And S. E. Corner of Baltimore and Calvert sts., Baltimore.

We are indebted to the Hon. Simon Cameron and Hon. James Pollock of Congress, and Messrs. Bright and Waggoner of the Legislature, for documents.

In consequence of the irregularity of the mails on the Harrisburg route, we have not, for several weeks past, received our Washington letters in time for publication.

THE PERIN TEA COMPANY.—We call the attention of dealers to the new advertisement of the Pekin Tea Company, in Philadelphia. This company has an extensive assortment of all kinds of Tea, and appears to be doing a fine business.

We also call the attention of business men to the advertisement headed "To Country Merchants," as an excellent business directory, for country dealers visiting Philadelphia.

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ALBERT J. TERRELL, who was acquitted of the murder of Maria Bickford, has confessed his guilt.

ECLIPSE OF THE SUN.—On the 25th of April there will be a partial eclipse of the sun.

SUNBURY AND ERIE RAIL ROAD.—This important route is beginning to attract some attention. A large meeting was recently held at the Philadelphia Exchange, favorable to this road. The completion of this road is infinitely more important to Philadelphia, than the central road from Harrisburg to Pittsburg. We have already a canal and railroad to Pittsburg, the trade of which does not yield more than 3 per cent; and why another improvement should be made to divide that little trade, and rob the state of just so much in the shape of tolls, is what we cannot comprehend, especially when a much better and less expensive road can be made to Erie, affording to Philadelphia a trade of much more importance, while it would develop the resources of a portion of the state that is now almost a wilderness. Another advantage of this route is, that a branch to Pittsburg could be made much more preferable than the proposed central route.

BOROUGH ELECTION.—At an election held in this Borough, on Friday the 20th of March, the following named persons were elected: School Directors—J. B. Packer, E. B. Masser. Constable—Isaac Seiler. Overseers of the Poor—H. Haupt, S. J. Fry. Judge of the Election—Jacob Beck. Inspectors of the Election—J. Coble, S. Fetter. Assessor—J. H. Zimmerman. Assistant Assessors—G. Young, J. G. Fry. Auditor—Martin Irvin.

POST MASTER AT SHAMOKIN.—The Post Master General has appointed Mr. Joseph Zern Post master at Shamokin, in place of Samuel John, resigned.

METHODIST EPISCOPAL CONFERENCE.—The Baltimore Annual Conference, which had been in session in that city for some time past, adjourned sine die on Saturday morning. The following is a list of the Appointments for the ensuing year for this district:

S. Brison, P. E.—Sunbury, J. W. Hangawout, T. Barnhart, Danville, John Guyer; Danville Circuit, S. L. M. Conser; Berwick, J. Bowen, J. W. Bull, T. Bowman, sup.; Bloomingdale, R. Beers, A. Wiles; Luzerne, G. H. Day, Wm. Gwynn; Northumberland, P. B. Reese, J. J. Pearce; Milton, A. Britain, J. W. Tongue; Williamsport, M. Goheen; Lycoming, J. Ewing, W. L. Murphy; Jersey Shore, J. A. Ross, Chas. Maclay; Lock Haven, John Stine; Bellefonte, H. G. Hill, J. S. McMurray; Clearfield, E. Welty, H. Hoffman, J. Lloyd; Penn's Valley, W. R. Mills.

Next Conference to be held in Washington City, March 10, 1847.

LEGISLATIVE.—The Legislature have of late been despatching a good deal of business. The committee on the Judiciary have reported adversely to a goodly number of matters before them, as follows:

Mr. Burnside, (Judiciary,) reported against the supplement to the acts of '44 and '45, relative to the U. S. Bank. Also, adverse to petitions of citizens of Lancaster, for a change in the law relative to grounds rents. Also, adverse to extending the benefits of the mechanics' lien to glass blowers; also, adverse to petitions of citizens of Lycoming, in regard to extending certain laws relative to unseated lands; adverse to three applications for divorce; also adverse to petitions from citizens of Millin, for a law to vote by general ticket; adverse to the petitions for a poor-house in Northumberland co.; adverse to petitions of citizens of Washington township, Franklin co., for authority to vote for justices in that borough; adverse changing the manner of collecting taxes in Franklin county; adverse to a change in the manner of grading lands in Huntingdon county; adverse to petitions asking a change in the manner of collecting tolls by certain companies in Adams county; adverse to changing the law in regard to justices and their sureties in Juniata county; adverse to the election of councils, in the city of Pittsburg by general ticket, and recommending the subject to the early attention of the next Legislature.

Mr. Galloway reported the bill to enable the St. John's Orphan Asylum to hold real estate; a supplement to the acts relating to executions; and three divorce bills. Mr. Robison reported a supplement to the charter of the Danville Railroad Company. Mr. Kline read in place a bill requiring banks and other corporations to give notice of unclaimed dividends, deposits and balances in certain cases. Mr. Trego read in place a bill to incorporate the Statistical Society of Pennsylvania.

THE PUBLIC WORKS.—The canal commissioners have made a report to the Legislature, giving an account of the damages and condition of the public works. The damages, it will be seen, are estimated at \$111,515, a much smaller amount than had been expected from the extent and ravages of the flood. The following estimate is an extract from the report:

Table with 2 columns: Location and Estimated Cost. Includes entries for Eastern division and Juniata to rope ferry (\$26,700), Juniata division, from rope ferry to Hollidaysburg (5,200), Western division, from Johnstown to Pittsburg (1,440), Susquehanna and West Branch, from junction to Milton (20,000), West Branch from Milton to Queen's run (10,175), North Branch, from Northumberland to Lackawana (20,000), Delaware division, from Bristol to Easton (28,000), and a Total of \$111,515.

It is confidently believed that for the above sum of \$111,515, all damages done by the late freshet can be repaired, and our canals placed in as good a condition as they were before it occurred, and that the several lines of improvements will be repaired and ready for navigation as follows, viz:

The main line from Harrisburg to Pittsburg, by the 30th instant, and from Harrisburg to Columbia by the 2d day of April next.

The West Branch and Delaware divisions by the 15th day of April next.

The Susquehanna division by the 1st day of May next, and the North Branch division by the 20th of May next.

The extent of the damage suffered by the State to her public works, is thus ascertained to be not near so great as was generally apprehended, while the waters were at their greatest height, and bears no comparison to that which has been sustained by individuals and companies, throughout the State, to their improvements.

INCREASE OF THE NAVY.—There have been several bills made in Congress, in regard to the secret estimates for the increase of the navy. The committee on naval affairs, it is said, were ready to report, but the report was not allowed to be read. A correspondent of the Baltimore American says:

"Commodore Morris, Warrington, Crane and Shubrick proposed, under estimates prepared by the Secretary of the Navy, the following increase of the Navy: In men, thirty six thousand, eight hundred; Expenditure, \$29,000,000. And the increase of the vessels in commission to the following number: Steamers, 40; Frigates, 40; Sloops of War, 50. An increase of fifty eight vessels of War in all. The Secretary of War did not go to this extreme, but proposed an increase of fifty thousand to the Standing Army, the whole force to be under the control of the President of the United States."

Correspondence of the Sunbury American. NUMBER XIII. WASHINGTON, March 23, 1846.

Long before the usual time, on Monday, the galleries of the Senate were literally crammed to hear the speech of Mr. Calhoun, that day, upon the Oregon question. Ladies, in all directions, could be seen wending their way to the Capitol to be in season to secure a good place for hearing the distinguished South Carolinaian. Many from the crowded state of the galleries, were deprived of that privilege. All awaited the time with the greatest anxiety, and when the form of this talented Senator rose upon the floor, so impetuous was the interest manifested, that a breathless silence prevailed throughout the Senate chamber.

Mr. C. commenced his speech by saying that he, having been concerned in the negotiation relative to the title of Oregon, it would not be proper for him to refer to that part of the controversy. This controversy he contended should be speedily brought to a close, otherwise we should not be able to settle our difficulties with Mexico—that power, he gave it as his opinion, was watching the course of this question, and if war should come she would avail herself of the advantages of her geographical position. Two reasons presented themselves to his mind in favor of giving the notice. The first of which was, that it ought to be settled so that it might not run into the next presidential election; the other was, he was inclined to think England did not intend to make her final movement, until after this Congress shall have taken a stand. He said but for these two objections, the notice ought to be postponed.

His vote, he said, could not be given to the resolution of the Committee on Foreign Relations, nor to those as passed by the House of Representatives. He gave his reasons for this course. The first he was opposed to because they left it doubtful whether we did or did not intend to adhere to the same grounds taken at the commencement of the session. The House resolutions he was opposed to because they were equivocal. Where so much diversity of opinion exists, no one is capable of judging in what form the resolutions will pass the Senate.

His exposition of the effects of a war with England, was truly eloquent. Oregon, he said, would be forgotten in the fearful struggle for empire, which would ensue between the most powerful nation of the world, and our own, which was the most growing nation. He went into the injurious effects of a war with England—the navies, the armies, and the untold millions necessary to carry on a war, should one grow out of the difficulty now existing. He was opposed to war; not on account of Oregon, but for this Union. A compromise, he thinks, is desirable, and therefore is in favor of a resumption of negotiation, upon the 19th degree. He did not pretend that any compromise that could be made would be the best for this country; or that he was going for the very best, but for the best under present circumstances. Whatever may be said of this course of Mr. Calhoun's, none will believe otherwise than that his motives are pure. His speech has been justly pronounced a great one, although it is at variance, in many points, from those of other distinguished Senators.

The resolution, to print an extra number of the report of the Commissioner of Patents, occupied some time last week, in the Senate. This report is one of the most important of the session, and is an invaluable work to the American Farmer. This spirit of reform, in depriving the people of things that are of immense benefit to them, is one of the grand humbugs of the day. More time is wasted—more money expended—and often more injury done to the country, by the continued discussions on economy, from some who are over-zealous in the cause, than the evils for which they seem to have such a horror.

The Senate is doing little, just now, but discussing the Oregon question. On Thursday it adjourned over to Monday—an established custom. Father Ritchie is making complaints against this procedure, and will make himself heard, in tones "loud and deep," if a different course is not pursued. With Mr. Calhoun, the people believe the sooner this Oregon question is brought to a termination, the better it will be for the country.

The House, last week, passed the river and harbor bill. In the discussion upon a reduction of the mileage of members, Mr. Yell, of Arkansas, offered the following:

"And be it further enacted, That from the year eighteen hundred and fifty the seat of government of the United States shall be, and is hereby located and established near the city of St. Louis, in the State of Missouri, upon the township of land granted by the State of Missouri to the federal government for that purpose, whenever Congress shall signify its acceptance."

I have given you this for no other purpose than to show you how rapidly some of the members are advancing—in anything but intelligence. Such a motion might be yelled until doomsday, by this Arkansas member, and it could never, I think, receive the sanction of an American Congress, having a proper regard for the selection made by General Washington.

Commodore Crane, chief of the bureau of ordnance and hydrography, committed suicide in his office, on Thursday last. At the announcement of this intelligence the citizens of the metropolis were considerably astonished. He distinguished himself in the services of his country, during the late war. A temporary aberration of the mind, for several days past, it is said, was the cause. CROMWELL.

The Washington correspondent of the New York Tribune says:

The first cotton mill in New-England was erected in Providence in 1788 by Slater, an Englishman, and a near neighbor while in England to Arkwright. It was a small concern and went by horse power, but as an experiment was a large fortune, and his sons are scattered through the valley of the Willimantic reaping farther abundant fruits. Mean while Rhode-Island has become almost a continuous factory village.

A few days since I was shown by a friend through the extensive Iron Rolling-mills here, owned by Waterman & Co., where masses of red iron, as with a Titan's twist, are caught from the flames and spun with lightning rapidity into small wire, or indeed wire of any size. Excepting those at Pittsburg, I believe these are the only ones in the country. I also went through the Iron Planing-mills of Messrs. Fairbanks & Co. where castings weighing from five pounds to five tons are planed and polished by steam. The whole process is inexplicable on paper, and, when seen, can but impress one with the master power of intellect when applied to rude and senseless matter. Close by these mills is the establishment lately erected for making rails for the Providence and Worcester road. They all, when in motion, make a clangor I reckon far greater than the rattling of all the battle shields and armors in the world!

There are in Providence, beside the iron mills above mentioned, the largest establishment for the manufacture of screws in the country, cotton and woolen cord factories, cotton and woolen factories, and several calico-printing establishments. Within fourteen miles of here are Pawtucket, Woonsocket, Warren and Bristol, all manufacturing towns, and all influenced by Providence capital.

The Coal Trade and the Tariff of 1842.

In 1810 the duty on Foreign Coal was about 30 per cent, and in 1842 it was only 20 per cent—the market was overstocked, and the whole trade was reduced to a state of bankruptcy. It was at this period that petitions were presented to Congress by those engaged in the trade, asking for an increased duty on Coal, in which the petitioners pledged themselves that if a protective duty was placed on foreign coal, and the price was not reduced in the principal Atlantic markets after a period of five years from the imposition of the duty they would not ask for its continuance. Congress imposed a specific duty of \$1 75 per ton, in 1842, and to show that the result has been as they anticipated, we have procured from the sale Books of dealers a table of prices, which we give below, showing the average prices of Coal in the three largest Atlantic cities during the past seven years, in order that it may be seen what the effect of the Tariff act of 1842 has been on the prices of Coal. We give the wholesale prices at Philadelphia and the retail prices at New York and Boston:

Table with 3 columns: City and Price. Philadelphia: Average per ton \$5 50. New York: Average per ton \$8 00. Boston: Average per ton \$9 11. Individual years listed for each city.

The above table shows that so far from the Tariff having increased the price of Coal, it has fallen during seven years in such of the cities instanced. In Philadelphia the reduction in price has been about \$2 per ton, in New York also about \$2, and in Boston from \$3 to \$4, making a saving to the consumers abroad of nearly four millions of dollars during the last year, and about TEN MILLIONS OF DOLLARS during the last three years since the Tariff has been carried into effect, over the prices of 1840, when we had a duty of only thirty per cent, the same rate as proposed to be charged in Walker's anti-American Bill.

From 1838 to 1842 employment was very uncertain to the Miner and Laborer, and whom employed, the wages he received was scarcely sufficient to procure subsistence, a large portion of which was paid in traffic. During the last two years they have all had constant employment, and during the last year at an advance of at least 20 per cent over the wages of 1839. These are facts worthy of consideration. They speak for themselves, and are worth more than the mere theories of all the free-trade men in Christendom.—Miners' Journal.

Philadelphia, Sunbury, and Erie Rail Road. A large meeting of the friends of this road was held last week at the Philadelphia Exchange. The importance of securing the Western Trade is felt by the merchants of the Eastern cities, and Philadelphia is beginning to see the necessity of taking some prompt and energetic measures that will enable her to compete with the rival cities. The only method by which she can prevent the loss of the greater part of the trade which she now possesses and compete successfully with Philadelphia and Baltimore, is by constructing a railroad which will afford easy and constant communication with the West, and the more the Northern route, through Pottsville and Sunbury to Pittsburg and Erie, is considered, the greater favor the project appears to find.

The Northern route possesses several advantages over any other proposed. The elevation to be overcome, is from two to three thousand feet less than it would be upon either the Central or the Southern routes. The road would pass through the greater portion of the rich mineral region of Pennsylvania, and would furnish facilities for transportation which would enable us supply the whole of Western New York, with coal and iron, the consumption of which is constantly increasing in that region of country. The Salt works alone consume a great deal of fuel, and the quantity used is constantly becoming greater.

The citizens of Buffalo have already held a meeting favorable to constructing a road from that city to connect with the Williamsport and Elmira Railroad. This would cause travellers from the West going South to pass directly through to Philadelphia, instead of going on to New York, as it would be a much shorter route. It would also cause the Philadelphia, Sunbury and Erie Railroad to tap the New York and Erie road, and divert the trade from New York to Philadelphia. It will readily be seen that this most cause a large increase in the Western Trade of the latter city.

The Philadelphians are opposing, (and we think very justly too,) the granting of the Right of Way through the southern portion of the State to the Baltimore and Ohio Railroad Co. They take the ground that it is only right for the Legislature of Pennsylvania to enact laws for the benefit of her citizens, and not for their injury. Many merchants seem to think that the construction of the proposed Central Rail road, would obviate all difficulties, and enable Philadelphia to compete successfully with Baltimore, but there are some very strong reasons why this should not be so. The northern route is the most direct one that could be projected. Sunbury is thirty miles nearer to Philadelphia than it is to Baltimore, while on the contrary Harrisburg is twenty five miles nearer to the latter city than it is to the former, and it is natural to suppose that the trade would take the shortest route. Besides this the proposed Central Road would come in competition with the state canal, as it would run side by side with it. Under such circumstances, the probabilities are that the stock in the Central Road would not be taken. There is little doubt, however, that the stock to the northern road could be readily disposed of. It is certain at all events that very few years will elapse before there will be a railroad communication between Pottsville and Sunbury, and then, connecting with Williamsport, to Elmira.

Altogether it seems to us that the arguments in favor of the proposed road are stronger, and those, against it weaker, than can be brought in relation to either of the other routes. Something ought to be done, and that right speedily, for the time is come when the merchants of Philadelphia cannot afford to remain idle while strenuous efforts are being made to take all the trade from that city.—Let them look to their interests, and let the people along the proposed route do something to further the project, for they would all assuredly be benefitted by the construction of the road.—Miners' Journal.

BRANDRETH'S PILLS cure all affections, simply because they make the blood pure—abstract out of it those qualities which produce disease, and give to it those qualities which produce health.

Now every solid part of the human frame is made from the blood, and the food we eat is converted into blood to supply the waste our bodies are continually sustaining. So in the ordinary course of nature we manufacture our entire bodies in about nine years, from the food taken into our stomachs. Suppose the air we have lived in for some time has been loaded with matters detrimental to health, or our food for a long period has been of an unwholesome kind, or that the mind has been much troubled—for grief, anxiety, or great attention to any particular point is sure to occasion big effects in the blood. Any of these causes existing good blood cannot be supplied to the body.

But let Brandreth's Pills be used daily and these circumstances, in doses of from two to six pills, or as the case shall determine. What is the effect? It is to carry off the impure matters from the blood, leaving only the good to renew ere part of the body. What was unsound now comes sound, and the stomach soon gets into healthy a condition that even bad air or unwholesome food for a time are unable to injure the body materially.

Purchase of H. B. Masser, Sunbury, or the agent, published in another part of this paper.

On Tuesday evening last, by the Rev. Wm. Smith, Mr. Wm. A. SITTON, of Del., to Miss Susan G., daughter of the late Dr. John B. Pri of this place. In Turbot township, on Monday the 23d u by Wm. Follmer, Esq., Dr. JACOB GILYNER, Lewis township, to Miss MATILDA HAUSE, Limestone township. In Shamokin township, on Tuesday the 10th ult., by the Rev. Mr. WORTLELL, WILLIAM YORSE, Esq., of Montour township, Col. co., to Miss MARTHA H. HELL, of Shamokin township.