

Preparation of Rennet.

A friend wishes us to give the best method of preparing rennets so as to keep well. We believe there is no mystery in the mode of preparing them.

FOREIGN NEWS.

New York, June 13.—The steamship Baltic, with four days later intelligence from Europe, arrived at an early hour this morning.

The demand for both Wheat and Flour had been good, with considerable sales at the full rates of last week.

ENGLAND.—Nothing doing in Parliament. Full particulars of the capture of Rangoon by British troops, after a three days assault, had been received.

FRANCE.—The Minister declares that the right of the French nation to fix its own form of government, has never been menaced or contested by other powers.

AUSTRIA.—Accounts from Vienna, to May 28th, state that every possible means has been taken to conceal the real state of political feeling in the different provinces.

ADVERTISERS.—The State of the finances is very discouraging, and the first cannon fired, as a signal of war, in Europe, can not fail to plunge everything into irretrievable disorder and ruin.

EAST INDIES.—The most important intelligence from the east relates to the military operations against the Burmese, with the capture of Martaban and Rangoon.

From California. The steamer Illinois arrived at New York on Saturday morning, the 12th, from Aspinwall, whence she left on the 4th inst., with over \$1,800,000 in gold dust on freight and in the hands of passengers.

While upon this subject, it occurs to us to ask the question, is arsenic ever used by cheese makers to turn the milk from which they manufacture their cheese?

Mr. Hacker, of the Pleasure Boat, while obtaining an account of the poisoning of certain persons in Augusta by eating New York cheese, says he has been informed that in some dairies a solution of arsenic is sometime used instead of rennet, for bringing the curd, and if an over dose is put in poisonous cheese is produced.

A letter from Virginia, says: "Never did I know, in this State, such a destruction of the wheat crop. I have just returned from Albemarle, one of the best counties. The joint worm, a new enemy of three years' known existence there, has injured every crop, and destroyed many in that and other counties both sides and along the Blue Ridge. I saw many fields that would not more than yield seed, and not a few from which not one peck per acre could be calculated upon. I saw more than one field without a head. The most fortunate calculate upon a half crop only. Corn is backward on the lower James River, embracing my own farm. I have heard of day from manager that the 'cot-earrill' has made its appearance, and must in the late wheat do serious damage."

The Toronto Colonist, Canada, of 28th May, says:—"As regards wheat, we may state that complaints are being made of the large quantity of it which the frost has killed. The account from the Huron district is discouraging respecting the prospect of the crop in that section of the country."

Harrisburg, June 13.—The proposals for the North Branch Canal loan of \$250,000 were opened this afternoon. \$200,000 were awarded for 4 1/2 per cent. bonds at par, \$50,000 were awarded for 5 per cent. bonds at par. The bids were awarded to C. H. Fisher, of Philadelphia; Dunca, Shoemaker & Co., of New York; and George Peabody, of London. There were offers from various persons, amounting to over eight millions of dollars, for five per cent.

The Wheat crop in the Western States is spoken of as looking extremely fine.

and warning them to cease emigrating to California, as they will no longer be welcomed. The paper quoted from suggests that this may result in the adoption of retaliatory measures by the Chinese Government against Americans residing and trading in China.

It is said that there are about 12,000 Chinese in California, only 7 of whom are women, and large numbers are expected.

A returned Californian is exhibiting, at Peoria, Ill., a grizzly bear, of the Pacific coast, weighing upwards of 2,000 pounds.

Susquehanna Railroad. At a meeting of the stock holders of this company held at the "State Capitol Hotel," in the Borough of Harrisburg on the 10th day of June inst., the Charter having been read, the Commissioners present proceeded to organize the said Company, in accordance with the same, by electing a President, and twelve Directors.

The Ballots being counted, the following gentlemen were declared to have been duly elected: PRESIDENT.—Gen. Wm. F. Packer, of Lycoming county.

DIRECTORS.—Alexander Fisher, Wm. F. Murdoch, William Gilmore, Dan Holt, and Henry Tiffany, of Baltimore; Joseph R. Priestly and John B. Packer, of Northumberland county.

Geo. F. Miller, Eli Sliker and Joseph Casey, of Union county. General Simon Cameron and Philip Daugherty, of Dauphin county.

The Board met the same day, and was called to order by the President. John B. Packer, Secretary, pro tem., and Wm. Cameron, Treasurer, pro tem.

A. B. Wauford, Esq., was unanimously appointed Principal Engineer of the Company. R. M. Magraw, and Alex. Fisher, Esq., were authorized to procure a Corporate Seal.

On motion of Geo. F. Miller, Esq., it was unanimously resolved, that the County and individual subscriptions tendered by the County of Union and her citizens, and the Borough of Lewisburg, be accepted upon the terms and conditions upon which they were made.

Geo. P. Wooner, Esq., Civil Engineer, was authorized in the absence of the Principal Engineer, to make an immediate Exploration of the Road. On motion, it was resolved that the President be authorized to take all necessary steps towards surveying and locating the Road, with as little delay as possible. On motion, adjourned.

The Two Rail Roads. The Susquehanna Company have already the following subscriptions to their capital stock: Union County \$200,000; Lewisburg Borough 50,000; Sunbury Borough 25,000; Baltimore City 500,000; Individual subscriptions in Baltimore City 200,000; Individual subscriptions Northumberland and Union Co's 50,000; Ind. subscriptions in Dauphin Co. 15,000.

Which sum is more than half the money required to complete the road. Besides this, Northumberland county will in all probability make a subscription quite equal to that of Union; and Lycoming and Dauphin, that will be greatly benefited, and that have as yet done nothing, will make subscriptions commensurate to their interest and ability. With such prospects ahead, and means sufficient to ensure completion within the grasp of the company, the Susquehanna Railroad must soon prove instead of a pleasant vision of the imagination, a real and living presence among us.

The following paragraph from the Baltimore Sun, of Thursday last, will give our readers some idea of the feeling in the city of Baltimore upon this subject, and of the efficacy of Gen. Packer's advocacy of this important improvement.

"The ordinance to guarantee the bonds of the York & Cumberland Railroad company, to aid in the construction of the Susquehanna railroad, was called up by Mr. Lewisburg, and Gen. Packer, of Pennsylvania, addressed the two branches in favor of the road, on special invitation. He eloquently and forcibly urged the completion of the proposed connection, giving numerous statistical facts in support of the desirable improvement. He was listened to with great attention, and made an effective impression on his hearers—so much so that the ordinance was subsequently passed by a unanimous vote."

The ordinance having passed the First Branch of the Council unanimously, was on the next day acted upon and passed by the Second Branch with only three dissenting voices.

We have been greatly surprised at the course of the Sunbury & Erie railroad company, in their invidious attempt to supplant the Susquehanna railroad company by securing a previous location of their road between Harrisburg and Sunbury in the face, or under a forced construction of the 9th and 10th sections of the law published by us some weeks ago. The Sunbury & Erie company will have enough to do to build their road west of Williamsport, without a useless expen-

diture of two millions of dollars between Harrisburg and Williamsport. Their subscriptions, with the exception of that raised by a few enterprising individuals in Philadelphia, are all made west of this place. No county east of Lycoming has contributed one cent, and the city councils of Philadelphia have thus far been deaf to the voice of supplication. The road should be made where the subscriptions have been made.

This opposition to the Baltimore road must be regarded as a direct stab at the interests of this section of the State. Our farmers and tradesmen desire as many avenues to market as possible, and they will have them.

We have no design of depreciating one job or title the merit of the Sunbury & Erie railroad scheme. It is the grandest project of the age, and deserves the encouragement of all. But when the railroads of New York are found utterly incompetent to the accommodation of the vast trade which is brought to the doors of their depots, it is humiliating to see a petty strife about a simple way leading as shortly to Philadelphia as it does to Baltimore, and which after all will be a help instead of a hindrance, in the straitened circumstances of the Sunbury & Erie company. We shall have more to say on this subject hereafter.—Lycoming Gazette.

There is much excitement at Baltimore, and very large Whig delegations are present from Pennsylvania, New York and Boston. A portion of the South is very hostile to Gen. Scott. There are many estimates published of the probable strength of the different candidates, but of course these are all merely conjectural. The Philad. Ledger (independent) seems to think that "on the first earnest ballot in Convention the vote must stand very nearly as follows: Winfield Scott, 114; Millard Fillmore, 118; Daniel Webster, 26; uncertain, 8."

Whole number of votes 206 Necessary to a choice 119

P. S.—BY TELEGRAPH. Philad. June 13, 12 o'clock M. Baltimore Convention adjourned last night, after discussing various questions, to await the report of the Committee on credentials. Probably no balloting until tomorrow. Chances of Scott brightening. Now in session.

SECOND DISPATCH.—2 O'CLOCK P. M. Committee of one from each State appointed to draw up platform now in 25th session. Committee on credentials reported admitting Webster and Fillmore men from the New York contested seats. Report adopted under the previous question. Adjourned until 5 o'clock this afternoon. Committee will report platform this afternoon; will probably be immediately agreed to, and then proceed to ballot.

Arming in Self-Defence. The New York papers complain sadly of the lawless condition of their city. The Times prefixes a long list of Sunday riots, fights, stabbings, and other outrages, with the following remarks: We understand that the demand for revolvers, bowie-knives, and other deadly weapons, has been steadily and rapidly on the increase for a few weeks past, until it has excited attention and remark from nearly all who observe the extensive business going on at the shops where such things are sold. Since the close of the Mexican war there has been no such demand for weapons in this city. The cause of this rush to the pistol marts is found in the notorious and disgraceful fact that there is no security for life and property in this city, except so far as one may be able to defend himself. The insane, demonic spirits of Rowleyism and Rum rule the city. The gangs of wretches who acknowledge no ruler but brute force, and no law but knives and gunpowder, are completely masters in some parts of the town, and the magistracy and executive authority, down to the most insignificant station-house door-keeper, stand in fear and trembling before these ruffians, submit to their demands for money, liberate them from prison, hush up complaints against them, and act in just such a manner as the villains dictate.

Melancholy End of a Romance. A letter to the Cleveland Plain Dealer, dated May 27th, gives a narrative of an ill-assorted marriage, as follows: In 1839 and 1840, Catlin, the painter, exhibited a number of Indians in London, among whom was Cadotte, an interpreter. Sarah Haynes, then a beautiful girl of sixteen, became enamored of Cadotte, and they were married. On reaching America, the romance of love was over; for two or three years they resided on the banks of the river St. Clair, on the little property the bride was possessed of, and since that the Sault, where she taught French and music, to the time of her decease. She retained her beauty to the last, although exposed to many hardships by living in a birch bark lodge, with an Indian husband. She died in her 28th year, fortunately leaving no children to mourn the sad effects of an infatuated matrimonial match.

The Engineers of the Susquehanna Company we understand have commenced operations at Sunbury and a portion of the road is already under contract. The whole road from Bridgeport, opposite Harrisburg, to Williamsport will be put under contract as soon as the requisite surveys can be completed, and the work will then be pushed on with the utmost energy and despatch.

The Sunbury and Erie Company have not yet withdrawn from the route between Sunbury and Harrisburg, and probably will not until an injunction from the Supreme Court arrests their movements in this quarter, and transfers them to their legitimate field of operations between Williamsport and Erie—where they can doubtless find enough to tax their energies and resources to the utmost, without

volunteering an interference where they can neither benefit themselves or any body else. Fortunately, the present Supreme Court is emphatically a working Court, and a speedy solution of the legal difficulties that may be thrown in the way, may be confidently anticipated. That the result will be favorable to the Susquehanna Company, may, upon the plainest principle of elementary law, be safely set down as a foregone conclusion.

The Whig National Convention met at Baltimore on Wednesday the 16th inst., at 11 o'clock A. M., Hon. George Means, of Maine, temporary Chairman. After a protracted discussion about various matters, the Convention was organized by the election of Gen. JOHN CHAPMAN, of Maryland, President; 31 Vice Presidents—Among whom is Hon. John Strohm from Pennsylvania; and 13 Secretaries.

Rev. Thos. H. Stockton then opened the Convention with prayer, in which he referred in feeling terms, to Henry Clay. A member then stated that the Committee on credentials had an onerous duty to perform, and would not be able to complete their labors before 12 o'clock next day, to which hour the Convention adjourned.

The above is all the Convention news we can gather from our exchanges. We had expected telegraphic announcements of the nomination, or the balloting up to the time of going to press, but a derangement of the wires on the Phila. & Wilkes-Barre line has cut us off.

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Country Papers. That the commanding claims of the country press upon the favor and patronage of communications are too often disregarded, and their relative importance to home interests too often overlooked, are undeniable facts. People make a great blunder when they reject a well-conducted local paper—which weekly furnishes to them its items of local import—for the burdened columns of a foreign city weekly, although the pretensions of the latter may be considerably greater. The sensible editor of the N. Y. Musical World, pays the following compliment to country papers: There are more entertaining in every respect, than the much-vaunted magazines of the day, possessing, as they do, more path, more sound sense, more fun and wit, more vigor, more everything that is desirable. We sometimes find, in a dirty-looking eight by ten newspaper, published somewhere on the periphery of civilization, articles more interesting and written in better style than often appear in the "mammoth weeklies" or "levitating monthlies" that emanate from the literary hot houses of our large cities; and many of the country papers that we receive are not only well filled, but elegantly got up, printed on clear type, and in all respects worthy of commendation.

A JAPANESE FUNERAL.—The following is a letter from an officer of the U. S. Ship St. Mary's, which is conveying to Japan the Japanese who were wrecked on the coast of California: U. S. Ship St. Mary's, Hilo, Byron's Bay, Owyhee, S. I., March 23, 1852.

"The old man, the captain of the Japanese, died on the 21st, the day we sighted land, at fifteen minutes past 9 P. M. He was very well for three or four days after leaving port, but became sick and got worse every day after. He died as easy as an infant. All he said was to Thoro, 'no more.' They seem satisfied at having him buried on land. We mustered up a good funeral. We had two boat's crews, and about 200 Kanakas, of all sizes, joined us at the grave. \* \* \* Perhaps you would like to know the way they buried him. The evening he died they placed a pot of water and a pan of rice at his head; the rice was to keep him from being hungry, and the water he could drink on his way to the land of bliss. We got a square box made for a coffin. They placed him in a sitting position in the box, and packed his clothes and part of his bedding around him. After placing him in the grave, every one of the Japanese sprinkled three drops of fresh water on the top of the box. We filled up the grave, and they laid a pan of rice and a spoon on the grave, which they carried with them from the ship. They had a head board for him, and are going ashore to-day to put it over him."

Valley of the Amazon.—About a twelfth month since, Lieut. Herndon, of the United States Navy, was deputed by the Department to make an exploration of the great river Amazon, from its sources in the mountains of Peru to its junction with the Atlantic at Para, Brazil. This duty has since been performed, Lieut. H. having reached Para, and joined there the U. S. brig Dolphin. He made the voyage down the Amazon in a bark canoe, and almost entirely alone. A large collection of specimens gathered during the exploration have already reached New York. The result of his researches are to be given to the world in a forthcoming volume.

Gen. Scott declines to make any pledges, but says that his past career, his life and character, must answer as a guarantee of his fitness for the office to which his friends propose to elevate him.

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Baltimore June 9.—The first branch of the City Councils of this city, to night unanimously passed an ordinance guaranteeing \$500,000 of the bonds of the York & Cumberland Railroad, to extend the Susquehanna road to Sunbury.

A THUNDER INCIDENT.—While the fire was raging yesterday morning, a gentleman of prepossessing appearance rushed frantically from the Free Press office, exclaiming in heart-rending tones to the gallant firemen, "Gentlemen, for Heaven's sake save the Bank—if that burns, I am ruined, they have my bank no locked up there."

A REVENANT.—When Louisiana became a State a brass 12 pound Spanish gun was forwarded, among other trophies to Washington, as the property of the Federal Government. When Lieut. Hunter, took Acacombat he captured a gun the exact counterpart of the former, even to the minutest marks and ornaments, the date of each being 1740. The two sisters so long and strangely parted, are now united again, in the 112th year of their age, at our national capital.

HEAT is a great provocator of genius. Forsyth it makes men lazy. If necessity is the mother of invention, laziness is its daddy. We saw a fellow the other day on the bank of the canal who had stripped himself preparatory to a bath in its limpid waters, and he was big enough to know better) deliberately lay himself down on the top of the tow-path and roll in. On questioning him as to the why and wherefore of his truly elegant exhibition, he said, that it was just as easy, and he got "cool all over to wunst!"—Lycoming Gaz.

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Advertisements. For the sale of a large quantity of land, see advertisement on page 2. For the sale of a large quantity of land, see advertisement on page 2.