

LETTER FROM JOHN TUCKER ESQ.

PHILADELPHIA, Nov. 27, 1852.

CHRISTOPHER FALLON, Esq., President of the Sunbury and Erie R. R. Co.

DEAR SIR,—I have your note of this morning, reminding me of my promise to give you the views which have occurred to me with reference to the prospects of the Sunbury and Erie Railroad Co. I regret that I have not the time to work out the project as fully as it would otherwise afford me to do.

The importance of the work may be brought before the public in two distinct aspects; one with a view to demonstrate its value to the trade and commerce of Philadelphia, and the great enhancement in the real estate in the City and County, and along the line of the road, which I believe, would exceed materially, the whole cost of the work; and the other, regarding it merely as an investment for capitalists. Either in my judgment, is sufficient to justify the immediate construction of the road, and when combined they seem to be perfectly irresistible, and such as to induce all interests to embark eagerly in the work of securing with out further delay, the immense advantages it will unquestionably produce.

I regret that my time will not enable me to trace the progress of New York and Philadelphia from the period when the latter had the ascendancy in commerce and population. I think that it would appear that the change in the position of the two cities is to be greatly attributed to the early connection which New York secured with the trade of the Lakes, by her canal, and which has since been perfected by her railroads. The growth of the cities, towns and villages in Northern New York, which has been greatly influenced by these facilities for transportation and travel, has been most marvellous. I refrain from the comparison with Northern Pennsylvania, which is vastly richer in mineral and agricultural wealth. But you do not desire, I know, these generalities, but rather my judgment upon those points which my experience may be supposed to render it of value.

The city of Erie, in our own State,—It is the proper point from which to base our calculations, as here the various lines of railroad diverge with their different gauges, viz: to Ohio, and the great West, with a gauge of four feet ten inches, to New York, with a gauge of six feet, and to Philadelphia, (for in the argument I will assume the Sunbury and Erie Railroad to be made, and see what it can do in the competition for the great trade of the West), with a continuous gauge of four feet eight and a half inches.

I will now consider the advantages and difficulties of these three main railroad routes from Erie, eastward:

1st. The New York and Erie Route.

From Erie to State Line, 6 feet gauge, 10 miles. State Line to Dunkirk, 4 feet 10 inches gauge, 27 miles. Dunkirk to Buffalo, 4 feet 10 inches gauge, 24 miles. Buffalo to Albany, 4 feet 10 inches gauge, 24 miles. Albany to New York, Hudson River Railroad, 4 feet 10 inches gauge, 131 miles. Jersey City to New York, by ferry, 1 mile.

With three transshipments, viz: at State Line, Dunkirk and Jersey City. 307 miles.

2d. Buffalo and Albany Route.

From Erie to State Line, 6 feet gauge, 10 miles. State Line to Buffalo, 4 feet 10 inches gauge, 27 miles. Buffalo to Albany, 4 feet 10 inches gauge, 24 miles. Albany to New York, Hudson River Railroad, 4 feet 10 inches gauge, 131 miles.

With three transshipments, viz: at State Line, Buffalo and Albany. 260 miles.

3d. Sunbury and Erie Route.

From Erie to Philadelphia, 4 feet 8 1/2 inch gauge, the entire distance, 128 miles. From Erie to Williamsport, 210 miles. Williamsport to Harrisburg, 90 miles. Harrisburg to Philadelphia, via Williamsport, 90 miles. Or, from Erie to Philadelphia, via Williamsport, 90 miles. Harrisburg to Philadelphia, via Williamsport, 90 miles. Or, from Erie to Harrisburg, as above, and from Harrisburg to Philadelphia, through Reading by the proposed Lebanon Valley road, 444 miles.

The immense and decided superiority of the Sunbury and Erie route over the others, in consequence of its freedom from the necessity of frequent transshipments, will not be sufficiently appreciated by those not familiar with railroad traffic. A change of one ton of merchandise from one car to another, is as equal to the cost of transporting it for fifty miles. This may be regarded by many who have not reflected upon the subject, as an exaggerated estimate, but it can readily be verified. The cost of mere transportation is from 4 to 7 cents per ton per mile, with ordinary gradients, and varying as the grades are more or less favorable, which for 50 miles is from 25 to 37 1/2 cents per ton.

You will readily perceive that the cost of unloading one ton of merchandise from a car, removing it to another and reloading it, cannot be much less, and this independent of the other considerations arising from the delay of the cars and of the merchandise, and the damage to the latter by the more frequent handling.

What then is the distance, thus considered, from Erie to the two great Atlantic cities—

From Erie to New York, via the New York and Erie Railroad, net distance, 207 miles. Add three transshipments, at 50 miles each, 150 "

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From Erie to Philadelphia, via the Sunbury and Erie Railroad, net distance, 128 miles. Add three transshipments, 75 "

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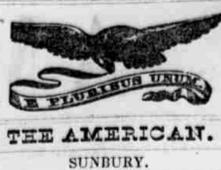
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SUNBURY.

SATURDAY, JANUARY 1, 1853.

H. B. MASSER, Editor and Proprietor.

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

PRINTING JNK.—For sale for cash, at this office, kegs of 25, 20 and 12 pounds each. Price 25 cents per pound.

LAND WARRANTS.—Persons having Land Warrants for sale, can dispose of them for cash, by applying at this office.

Court will commence next Monday at this place, to continue two weeks.—January Courts are generally well attended when the roads are in good order.

The County Auditors, Reuben W. Zartman, J. H. Zimmerman and Martin Wittington, Esqs. have been engaged the past two weeks, auditing the financial affairs of the county.

The Telegraph to Selingsgrove is now in operation. The office is at the store of J. G. L. Shindel. This will be a great convenience to many of our Union county friends.

THE TABLE MOVING EXPERIMENT, has excited considerable attention, in this place, the past week, and we believe almost every instant the experiment was attended with success. A few evenings since, while writing in our office, we heard the moving of something like a table over the floor in an adjoining building. We called in and saw four gentlemen with their hands on the table, the right and left on each other, accompanying the table then moving, in a circuit on the floor. During the few minutes we were in, the table moved around, apparently without any effort, at least a half dozen times. An article on our first page will explain the modus operandi.

BOUNTY LANDS.—We are indebted to the Hon. Richard Brodhead of the Senate for a copy of a bill introduced by him, granting to all officers and soldiers, who have been engaged in the military service of the United States, one hundred and sixty acres of land. Those who have received less than 160 acres will be entitled to an additional amount, sufficient to make up the 160 acres.

WEST BRANCH BANK.—A quo warranto was issued last week by the Supreme Court, now in session at Philadelphia, summoning the West Branch Bank to appear and show cause, by what authority the Bank exercises the privileges of banking. This seems to be a proceeding from a minority of the Stockholders who wish to force the Bank into liquidation or give them \$25, or par value for their stock, whilst it is in reality worth only about \$20. The Bank, we have reason to believe, is in a flourishing condition, and has been, of late years, well managed.

The Board of Canal Commissioners will meet at Harrisburg in a few days.—Mr. Hopkins, the newly elected member, will not take his seat for several weeks.—The retiring Commissioner is John Gamble, Esq., and it is but just to say that he has been an able and energetic officer, and has had few if any superiors in the office. Mr. Hopkins, his successor, will make an excellent officer.

MINE HILL RAIL ROAD.—That portion of the road from the Summit of the Broad Mountain to Coal Castle, a distance of seven miles, was let on Saturday last.—The six miles, from the Summit of the Broad Mountain to Ashland, was let some weeks since, and a large force is now at work. The road is to be completed by the 1st of March, 1854. There are two stationary plains on the north side of the Broad Mountain. On the south side, the road ascends the mountain, with a grade of 84 feet to the mile. Two plains on this side would shorten the distance four miles. By increasing the distance, the plains on the north side might be avoided. From Ashland to Sunbury, there is a large force at work, under the contractors, Messrs. McGrann and Barry. For some of the above facts we are indebted to a correspondent of the Miners Journal.

THE READING RAIL ROAD.—The Reading Gazette says not a single passenger, in the passenger cars, has ever been killed on this road, since it was first opened, eleven years ago. There are few better and it is thought he will recover if he receives no internal injuries. The top of the lamp was screwed on tightly, and caution was used in lighting the lamp. The lamp was left on the mantel over a brick fire, and the fluid became so heated as to generate gas, which was ignited the instant the match was touched to the wick, causing the explosion which followed. It is probable that the wick was smaller than the tube, thus giving vent to a current of gas from the inside.—Boston Journal, Dec. 23.

John C. Neville, Esq., of Pottsville, who was suspended from practice, a few months since, by Judge Hegin, has been re-instated.

The citizens of Elmira look forward with much anxiety to the construction of the Williamsport and Elmira road, and the completion of the North Branch Canal, which will be opened for navigation in the spring. They anticipate a large increase of business from these sources.

MR. TUCKER AND THE SUNBURY AND ERIE RAIL ROAD.

Our readers will find in another column, a letter addressed by Mr. Tucker, President of the Reading Railroad, to Christopher Fallon, Esq., President of the Sunbury and Erie road, on the importance of the early completion of that road. Like every thing emanating from Mr. Tucker, on this subject, it bears the impress of a strong and practical mind. But there is one feature in Mr. Tucker's letter, that we do not like. We mean an apparent attempt to end the Sunbury and Erie road at Williamsport, and there connect with the Cattawissa road as the main road to Philadelphia. Also his entire silence upon the subject of the rail road from Sunbury and Pottsville, the whole of which is under contract and in progress of construction. Mr. Tucker, it is true, says that he has based his calculations on the Cattawissa route, because he has learned that this road will be completed at once. Perhaps Mr. Tucker was not aware that the Philadelphia and Sunbury road from Sunbury to Pottsville—the Susquehanna road from Sunbury to Harrisburg, and the Sunbury and Erie road from Sunbury to Williamsport, are all under contract, and will be finished before the Cattawissa road can be completed, upon about 40 miles of which, between Cattawissa and Williamsport, nothing has yet been done. Mr. Tucker further says, "that it is comparatively immaterial whether this line or the one to Harrisburg be selected, as the little increase of distance (9 miles) by the latter, is equalized by superior grades."

Now upon this subject we beg leave to differ with Mr. Tucker, and think we can prove by his own arguments, showing the superiority of the Sunbury and Erie road over the New York and Erie road, that there is a material difference. If we assume the fact stated by Mr. Tucker, (and there can be no better authority on the subject) that "a rise and fall of sixty feet is equal to a distance of one mile on the level," then there is a material difference in favor of the route along the Susquehanna. For instance:

Distance from Williamsport to Pottsville, 90 miles. Average ascending and descending grades, 27 feet per mile. From Harrisburg to Sunbury and Williamsport, 100 miles. Average ascending and descending grades, 27 feet per mile. Rise and fall in favor of the Susq. route, some divided by 60.

This it will be seen that in actual and equalized distance, the Susquehanna has an advantage of 40 miles over the Cattawissa route.

We have no desire to disparage the Cattawissa, or any other route. We should be pleased to see them all completed, and believe they will all become profitable, but our object is to show that the Susquehanna route, must and will become the Main artery, for the great trade of the lakes.

Col. Tate of the Bloomsburg Democrat says that a wild hog was captured in that county a few weeks since. The hog had escaped from Cattawissa three years since. The tusks, he says, were 6 1/2 inches long. What weapons of defence are they Colonel!

GEORGE M. TOTEN, Esq., formerly an Engineer on the road between this place and Shamokin, and well known here, is the principal Engineer on the Panama Rail Road. A correspondent of the New York Times speaks in high terms of Col. Totten's abilities and the difficulties he has thus far surmounted in this great enterprise.

Hotel keeping in New York seems to be a most profitable business, with some, at least. Mr. Monnot, of the New York Hotel, is said to be making \$80,000 a year, and is now reputed to be worth \$100,000. Mr. Howard of the "Living House" made over \$200,000 and retired from business.

The Union county papers recount Henry W. Crozer's re-election as Sergeant-at-Arms. The Colonel made a good officer last session, and has many friends.

CUBA. The following are the remarks of Gen. Cass in the U. S. Senate, on the subject of the annexation of Cuba:

Mr. Cass followed, sustaining the views advanced by Mr. Mason. It was, he said, our manifest destiny to go forward, and we shall do so. We may talk as we will of perfect immobility, but while we stand still, the world is going on. He advocated, at some length, the Monroe and Polk doctrine of non-interference by European powers in the affairs of the American continent. That doctrine would be sustained, and the attempt to violate the principle of it, would be a question of war. He was in favor of the purchase of Cuba, at any time when it could be accomplished reasonably; but no transfer of the island, to any other power, under any possible circumstances, could meet the sanction of the Government of the United States. He denied that he was any filibuster. He reprobated all these efforts to procure Cuba by force. If the people of Cuba wanted to throw off the yoke of Spain, they had their warm sympathies, and the independence of the island would be gladly recognized by the country whenever they might be in a position to make it proper. The annexation of Cuba had no terrors for him. He expressed the apprehensions that had been entertained before the annexation of Louisiana; but all had vanished with the consummation of the act. It was well known that we had a pretty spacious swallow with reference to territorial acquisition. He was willing now to wait and digest the last acquisition; but he was also willing to receive more as soon as we were ready.

MR. CASS, CONTINUING HIS REMARKS, INADVERTENTLY ADVOCATED THE PACIFIC RAIL ROAD PROJECT.

There was no measure that would so greatly tend to strengthen the bonds of the nation as that. He commended severely on the inconsistency of England, who ever harping on Jonathan's thirst for territory, was continually extending her own dominions by the power of the sword, in every quarter. He cited the recent annexation of Burmah, for the sake of a debt of a paltry hundred thousand pounds.

DECLINE OF SPAIN. A Spanish paper gives the following account of the decline of this once powerful empire, whose possessions at one time extended nearly over the whole globe. The brightest gem in her crown, now left is Cuba, which she will also be compelled to part with, ere long.

The Spanish dominions once occupied an eighth of the known world. Our country has been the greatest of the globe; and, in the days of its splendor, neither the gigantic empire of Alexander, nor the vastness of that of the present Czar, could be compared to it. The sun never set upon our country, which contained 80,000 square leagues and 60,000,000 inhabitants. Of so much richness and power, we have lost more than two-thirds in a couple of centuries. In 1655, we ceded Malta to the Order of St. John; France afterwards took possession of it, and ultimately the English. In 1620, Louis XIII incorporated Lower Navarre and Béarn with France. In 1649, our government recognized the conquest of Runsellin, made by the same monarch. In 1640, Portugal emancipated herself, with all her transatlantic possessions. In 1581, we began losing the Netherlands; and in 1648, they made themselves independent.

The English took from us, in 1626, the Island of Barbadoes; in 1656, Jamaica; 1704, Gibraltar; 1718, the Lusasys; 1759, Dominica; 1797, Trinidad. In 1635, the French made themselves masters of Dominica; in 1650, of Grenada; in 1665, of Guadalupe. In 1697, we shared St. Domingo with France; in 1721, we lost our half. In 1790, we abandoned Oran after the earthquake. In 1791, we ceded our rights over Oran and Mazalquivir to Morocco. In 1713 we ceded Sardinia to the Duke of Savoy; Padua, Piacenza, Lucca, and other districts in the north of Italy, were ceded to princes of the reigning family. In 1759, we lost Naples and Sicily, in consequence of the Infante Don Carlos selling them to occupy the Spanish throne. In 1800, we ceded Louisiana to France; and in 1819, Florida to the Americans; and lastly, the South American Colonies emancipated themselves successfully from 1816 to 1824.

ERRISSON'S CALORIC ENGINE. From the experiments lately made in New York with the trial-boat Errisson, propelled by this newly-invented Engine, there is hardly a doubt of its entire success. If so, the invention will justly be regarded as one of the most important of the age, perhaps the greatest since the invention of the Steamboat. Its introduction must necessarily supplant almost entirely the application of sail. The following are the advantages claimed for the Caloric Engine as stated by the New York Home Journal:

1. The Caloric Engine burns about one-tenth as much fuel as a steam engine; hence a sailing ship of the largest size may circumnavigate the globe without stopping to take in coal; hence, not a sail will be seen on the ocean in fifty years after the success of the new principle is certain; hence, machinery will be applied to a thousand arts which now require manual labor; hence, the possibility of that long desired machine-plough; and hence, the rapid coming of that good time when arduous manual toil will absolutely cease under the sun.

2. The cost of the Caloric Engine is about the same as the steam engine, minus the cost of the boilers.

3. Only one-fourth as many engine-men will be required on board a Caloric-ship as are necessary on a steamer.

4. No smoke whatever will issue from a Caloric Engine when anthracite is used, and consequently no huge, unsightly smoke-pipe will be necessary, and the rigging will be as clean as that of a sailing ship.

5. There can be no bursting or collapsing of boilers, for the simple reason that there will be no boiler to burst. The worst accident that can happen to a Caloric Engine is for it to stop; nor is watchfulness imperative, as in no case can a dangerous accident occur.

6. Owing to the extreme simplicity of the Caloric Engine, the wear and tear will be very slight, and the duration of the engine proportionally long.

LATER FROM CALIFORNIA. New York, Dec. 28th.—The steamship Ucla San arrived this evening, from Aspinwall, bringing dates from San Francisco to the 1st inst, and over half a million dollars in gold dust. She also brings 300 passengers, who were brought