



The Jeffersonian.

Thursday, August 4, 1853.

WHIC NOMINATIONS.

FOR CANAL COMMISSIONER. ROSES FOWNALL, Lancaster County. FOR AUDITOR GENERAL. ALEX. H. McCLEURE, Franklin Co. SURVEYOR GENERAL. CHRISTIAN MYERS, Clarion Co.

The Democratic State Convention assembled at Harrisburg on Thursday of last week, and nominated John C Knox, Esq. of Tioga county, for Judge of the Supreme Court.

The crops of wheat and rye, in Northampton county are unusually heavy this season.

A call said to be signed by 900 legal voters, has been issued for a people's convention, to be held at Montpelier, Vermont, 3rd inst., to take measures to secure the repeal of the Liquor law.

The Daily News says, the supply of Coal this season will fall short of the demand from 800,000 to 1,000,000 of tons.

Mackerel.—The catch of mackerel at the Isles of Shoals this season has been very large, being estimated, by good judges on the Island, as more than 2000 barrels, generally of good quality. The Portsmouth Chronicle says: about 100 barrels were seized around the islands last Sunday.

The Lady's Book.

Godey for August is already here and within its cover may be found a vast amount of beauty for the eye as well as an abundant supply of food for the mind. In addition to numerous articles of choice reading for the ladies, Godey frequently gives us a full and accurate description of many of the large manufacturing establishments in and about the city of Philadelphia, with engravings representing the different mechanical departments of those establishments. These descriptions we consider of much interest to the general reader—containing as they do a great amount of useful information. For the ladies, he gives in the August number some very handsome new style patterns for window curtains; besides patterns of various articles of ladies wearing apparel, embroidery, &c. "Contentment better than Wealth" is a pretty engraving, and as we look upon it forcibly impresses us with the truth of the old proverb.

Addresses L. A. Godey, No 113 Chestnut street, Philadelphia. Terms—\$3 per annum.

Heavy Bank Robbery.

Newark, July 26.—The Mechanics and Traders Bank in Jersey City, was entered last night, and robbed of \$9000. The thieves stole the keys at the Cashier's house, with which they entered the bank and plundered the vault of the above amount, in bills and specie.

Sheriff Mercelles left a bundle at the bank yesterday, containing \$1200, principally in notes of the North River Bank, which the thieves also carried off.

The death penalty has been abolished in Wisconsin.

Six thousand exhibitors display their wares in the New York Crystal Palace.

Electroplated iron shillings are in circulation in England, and almost defy detection.

One of Queen Victoria's state walls, it is said, causes an expenditure of \$300,000 for dresses, &c.

The gallant Whigs of Cambridge county have nominated Michael Dan Mahan for next Legislature. He's a whole team.

First Fight.—Yankee Sullivan has announced that he made a match to fight with Morrissey, the champion of California, about the middle of autumn, for \$1000 a side.

"The Spiritualists" of Illinois are to have a grand knocking convention at Farmington on the 20th of next month.—The Everett informs The Spiritual Telegraph that "Spirits make themselves visible to the bodily eye in Dover, Athens county, Ohio." According to Mr. E. they play music, cure disease and talk "in an audible human voice." They also state that the Bible is not exactly what many have supposed it to be, and give other information which is "important if true." The rappers had a picnic in Farmington on Thursday, at which two pick-pockets were arrested.

As a proof of the fact that girls are very well get along without them, a writer states it as a fact, that if all the girls were driven out of the world, in the next generation, the boys would all go out for them.

Why not Sell the Public Works?

Can anybody give a good reason why our public works shall not be sold, our debts paid, and our burthen of taxation removed? Here is an argument for the other side, from the Philadelphia Public Ledger.

No proposition has as yet been made which so demonstrably alleviates us of a portion of our burdens, as the sale of the Main Line of Public Works, extending from Philadelphia to Pittsburg. A bill for their sale for the sum of fifteen millions of dollars, was introduced into the last Legislature by Mr. Strong, of Philadelphia; but owing to the late hour at which it was brought forward, and the opposition from quarters from which it was to have been expected, it was not acted upon. It is proposed to show, in this communication, the past and present unprofitableness of the Main Line of Public Works, and the great gain of the State in the event of their sale.

The Main Line was finished between the years 1830 and 1833; thus having been in operation already over twenty years. The cost of construction, according to the Canal Commissioner's Reports, was \$15,050,977. The money borrowed for constructing them was obtained at 5 and 6 per cent.—average about 5 1/2. Therefore, in order to pay the interest of the money thus expended upon it, the line should have made a net yearly dividend of about \$25,000. But what has been the fact? Has the line paid an amount anything like this? Far from it.—The total net revenue received from the line, up to the beginning of the present year, amounts to \$5,524,529. Supposing the line to have been in operation for twenty-one years, this would give a yearly average income of \$263,072; or about 1 1/2 per cent. on the cost of construction. Had the works paid 5 per cent. in twenty years the income would have equalled the cost, fifteen millions of dollars, instead of being ten millions less. So that while the works have paid only near six millions, the people of the State have been obliged to pay ten millions, as interest on the money for constructing the line. Whilst the works have paid but 1 1/2 per cent. the people have paid from their own pockets over 3 per cent. Instead of receiving an average net income of but \$263,000, we should have received about \$800,000 yearly, in order to meet the interest on the cost of construction. And thus have we been obliged to pay nearly \$550,000 yearly, to keep up these unprofitable works. How have the glittering prospects, that were at first held out, of a line of improvements paying their own cost in a few years, and eventually relieving the people of the burden of taxation, been dashed to the earth! and how have not the people been made to suffer the weight of heavy, oppressive taxation!

But it may be said, that now when the public works are just beginning to pay, it would be folly to dispose of them. Let us see what there is in the assertion. It is true that the receipts upon the Main Line are greater now than they have ever been before; but we will find that at this day they are far from paying the interest on the cost. In 1850 the net receipts were \$595,000—\$200,000 less than what they should have been. In 1851, the net receipts \$334,601—leaving nearly half a million to be made up from other sources. And in 1852, the receipts were \$485,561—or more than \$300,000 less than what they should have been. Thus the State sustains a yearly loss of from three to five hundred thousand dollars, which she would not sustain if she were to sell the Main Line at cost. Nor can we hope that the line will ever be a paying one while it is in the hands of the State. Gov. Bigler, in his last annual message, says, "In view of these things," (non-interruption from fire and flood, and the general prosperity of the state) "and the energetic competition which has grown up around us, it would be unsafe to anticipate any increase in this net income for any year hereafter, until the North Branch Canal and the Portage Railroad shall have been completed." And this, too, in face of the fact, that the Main Line lacks more than \$300,000 of making 5 per cent. on its capital. Even then the increase of receipts on the Main Line would probably not more than pay the interest, on the money expended on the Portage and the Columbia Railroad.

It must then appear to every candid mind that the State would be a great gainer if she were to dispose of the Main Line at cost—a gainer, even if she were to sell them at five or six millions below cost. A gainer still, according to the average receipts, if she were to sell them at ten millions below cost. Why then shall she not sell them? Can any one, besides a Canal Commissioner, give a single reason why they should not be sold? I apprehend not. If any one thinks he can, let him try.

But these are not the only reasons why the State should sell her public works, though they must be strong enough to convince almost any one. There can scarcely be a doubt, that if the public works were once in the hands of a private company, they would pay handsome dividends. The fault with them has generally been in the corrupt management, not in the amount of trades or other causes. Nor have we any guaranty that for the future they will be better managed than they have been in the past. As long as they are owned by the State, and controlled by a Board of Commissioners, who have no direct interests at stake, except they be private ones, how can it be expected that they will ever be profitable; or that they will be conducted in a prudent and honest way. As long as the public works are managed by this corporation of three individuals, generally broken down politicians, nominated and elected, not with regard to integrity and honesty and fitness, but rather with reference to party cliques and factions, so long will the public money be squandered; so long will all the under-offices be filled by politicians, whose only means of living is by office or stealing; so long will the exclusion of men of known enterprise and fitness, and so

long will the State have all these blood-suckers preying on her vitals and eating out her substance. The prospect, indeed, looks dreary enough.

Consider again how the purity of our elections are violated, in order to perpetuate this horrible dynasty, the intriguing and the bribery that are made use of, how that persons in the pay of the Canal Board are sent round to the different counties about the time of their annual county meetings and when their nominations for office are made, in order to use their influence in certain ways—the undue influences they exert by distributing favors to different leading men in the various counties, and it is enough to make every thinking citizen of Pennsylvania, every friend to her interests pause and reflect, and resolve to his utmost to remove such a foul blot from her escutcheon. Let us take warning from the experience of the past.

The Ottoman Empire—Constantinople and its Defences.

As the last advices from Europe are decidedly of a warlike character, and should hostilities take place, Constantinople promises to be the central point of attack and defence, we can hardly furnish our readers with anything of greater present interest than the following. It is furnished by the correspondent of the London Times, who is evidently conversant with military subjects generally, and especially with the subject matter of this communication. He has apparently attentively examined the capabilities of defence of that city, in case Constantinople is attacked. The following is his description of these defences:

It requires a very favorable wind, or the assistance of steamboats, to enable a fleet to penetrate into the Dardanelles.—The mail-boat takes sixteen hours from the entrance of the strait to the Golden Horn—the port of Constantinople. The fortifications raised at the Dardanelles have, moreover, added still more formidable defences to those created by nature. Two formidable batteries, well armed, are erected at the very entrance of the strait, at the point of which the waters of the Black Sea fall into the Mediterranean.—These batteries are called "Soddli-Bahar" and "Kumkalessi." The system of batteries on the two sides is continued on the strait itself. These batteries are mounted with 400 guns and served by a brigade of artillery, commanded by a Pasha. A regiment of the brigade is lodged in barracks on each side, and well exercised by handling their guns, for, as is well known, the artillery is the best corps in the Turkish army.

Among the guns by which the passage of the Dardanelles is defended, there is one that deserves particular notice. Such guns bear the names of *kammerlik* in Turkey, and cast stone balls of the weight of 10 quintals. The charge of gunpowder is nearly one quintal. The battery in which the kammerlik are placed is called "Sultanjets"—Battery of the Sultan. It is situated on the Asiatic side, near the residence of the Pasha, who commands the brigade. It is the largest battery at the Dardanelles. It contains 102 pieces of artillery. Opposite to it on the European side, are two batteries, the "Namasia," placed side by side with the "Kilin Bahar," with 80 guns. The latter contains the largest piece of artillery in Turkey. It is a kammerlik, which casts stone balls of 12 quintals weight.—The point on which these batteries is erected is the narrowest in the Dardanelles. Any ships which should endeavor to force the strait, would, consequently, have to pass under a cross of fire of 200 pieces of artillery, without counting all the others which they might meet in their passage.

The Dardanelles could stop a French or English fleet which should endeavor to reach Constantinople. It is through this strait, which forms the southern maritime gate of Constantinople, that the combined fleets of Great Britain and France must pass to arrive at the capital, or beyond it, to protect it on the side of the Bosphorus and the Black sea. It is through the Bosphorus, which forms the northern maritime gate, that the Russian fleet, coming from Odessa, would have to enter. Now, let us see what are the means of defence on the side of the Bosphorus and the Black Sea. This is the most important subject under existing circumstances. It is the point the most menaced, because it is by that, that the Russian fleet will arrive from Sebastopol, in case it should make a serious attempt by sea to take possession of the capital of Turkey.

The Russian fleet in the Black Sea is composed of 13 ships of the line, of which 6 are of 120 guns, 8 frigates of 60 guns, 6 corvettes, and 12 vessels of inferior size. This fleet is supplied with a park of artillery of large calibre, but it is deficient in steamboats, which renders its evolutions difficult, and might become dangerous, particularly in the neighborhood of the Bosphorus. The navigation of the Black sea offers, in fact, much danger. The winds are inconstant in that sea. They cannot be depended on for many days in succession. The wind varies from one point to another, and raises such a swell that a fleet at sea could, with difficulty escape, for there is, in fact, no harbor on the Asiatic side, and Varna is the only port on the European side capable of receiving ships of large tonnage. But Varna is a very strong place, belonging to Turkey, and to which the Russians could not have access easily.—The Black Sea is, moreover, frequently and suddenly covered with a thick fog, so thick that it is impossible to see 100 yards ahead, and, consequently, large ships navigating together, run the risk of falling foul of each other, or of running on the shoals. The banks of the two sides of the Bosphorus are covered throughout the year, with the wrecks of ships and dead bodies which the sea has thrown up.

Numerous moles of defence have created, moreover, by artificial means to defend the entrance of the Bosphorus.

There are 21 batteries, well armed, on both banks. Each of these batteries forms a small stone fortress, provided with barracks, powder magazines, and a mosque, and behind each is a small village. The batteries are placed partly in the Bosphorus, opposite each other, so that a ship attempting the passage would be exposed to the cross fire of both banks.—Two others are situated out of the Bosphorus, on the European side and two on the Asiatic coast of the Black Sea.—The two batteries erected at the extremities of the points of the Bosphorus are provided with light-houses (beacons) and are for that reason called—that on the Asiatic side, "Anatoli Fener," and that in Europe, "Rumili Fener." The Pasha, at the head of the Artillery of the Black Sea, resides at Rumili Fener, and his house commands an extensive view of the sea.

In the Bosphorus itself, close to the entrance, are eight batteries, four on each side. Those are the batteries chiefly for defence. They contain 165 guns of the largest size. They are placed in the narrowest part of the strait, where the width does not exceed 1500 yards. The waters of the Black Sea rush through this passage with impetuosity and its navigation is rendered still more dangerous by the shallowness of the water in one spot, where the vessels, in order to avoid the shoals, are obliged to approach within 200 yards of the Asiatic batteries, so that a fleet which should attempt to force an entrance, would be literally riddled by shot.

Further on in the strait this system of batteries continue. Some are placed on a level with the ground, so as to sweep the surface of the sea, and others are erected on the summit of rocks, plunging their fire on the ships. The guns are mounted on a stone platform, in order to obviate the inconvenience occasioned in maneuvering them by the changes in the temperature. Above each battery in a wooden tower of symmetrical construction surmounted by a long pole for the transmission of orders along the whole line of the Bosphorus. When a ship of Ottoman Navy passes, the batteries salute her by hoisting a flag bearing the crescent and the star. The Sultan sometimes comes to breathe the sea air in one of his palaces on the Bosphorus. All the batteries then hoist a large banner bearing a white sun on a crimson ground.

A brigade of artillery is specially charged with the service of the batteries along the Bosphorus and Black Sea, and another is entrusted with the defence of the Dardanelles. It consists of two regiments, of six companies of 150 men each, in all 1800 artillerymen. These artillerymen are well drilled, and were organized by the Prussian colonel Knezowsky, assisted by a number of non-commissioned officers he had brought with him.

It will be seen by this summary description of the fortifications of Constantinople, that the capital of the Turkish empire, even if abandoned to itself, would not be so easily conquered. The elements, the approach to the Bosphorus on the sides of Black Sea, the dangerous passage of the Straits, the fortifications constructed by the Turks, the numerous batteries erected on both side of the channel, and the 451 guns mounted on them, served by good artillerymen, are means of resistance against which, in all probability, the Russian fleet will fail.

If we add to these the Turkish fleet, and, in case of need, the European fleets, it will easily be seen that Constantinople is not a city of falling into the hands of a few village rowdies, and they ran away with their heads, and they ran away. Nicholas, even though he had the way the mask, and the secret designs. The Emperor said one must have such nuts; and that he believe that he has the best can answer that question, in our opinion now, as in the beginning of the question, is, that so long as England and France are united to protect Turkey from aggression, Russia will be powerless to assail her. It is not alone England and France that are interested in protecting Turkey from ruin. All Europe is equally so, in maintaining its own equilibrium. The success of that aggression would be followed by a general war, and Europe wishes for peace.

Belvidere Delaware Railroad.

The contracts on this road between Phillipsburg and Belvidere, for grading and Masonry, have been given out.—The following shows the disposition of the different sections so far as we have ascertained. Commencing at Phillipsburg:

- Sec. 20, Retained by the Company.
30, Let to Solomon McCullough, & Son.
31, Not declared on the 14th.
32, Let to Patrick & Mooney.
33,
34, Disposition not known.
35,
36, Let to Hugh Malone & Hague.
37, Let to Robert L. Williams.
38,
39, Joseph Savitz and Colonel Lentz.
40, Let to William Jackson & Son.
41, Let to C. W. Angel & J. Phelan.
42,

The road follows the bank of the Delaware, and thus keeping mostly along the hill side the grading is made easy. The work will be about the same as that below Phillipsburg. The stone is principally lime stone, loose grain, convenient for masonry. From Section 29 to 35 inclusive, the work is under the immediate superintendence of A. A. Haines. The heaviest contract is section 40, below the rift taken by Jackson & Son. At each end of the section there is a high point of rock to cut through; and a deep valley to fill, requiring an embankment of about 90,000 cubic yards.

A Mobst Way of telling it!—"I hav'nt seen your wife lately," said a gentleman to another, in an omnibus. "No," was the reply; "she has retired from society for a while, for the purpose of attending to one of those little affairs which add to the duties of the census taker."

A Strong Story.

The Paris correspondent of the Daily Register, of Philadelphia, tells some of the strangest stories of doing in that strange city, which we see anywhere. He has very extensive means of procuring information, or a very extensive imagination—we know not yet which. The following, it will be seen, is stated as a fact:

A poor bird fancier, living in one of the fauborgs, and earning a modest income by raising birds for the market, has a child of three years and a half old, afflicted since its birth with a pulmonary complaint. Six Months ago the doctors told the father that the child's lungs were almost entirely destroyed, and that it could not live long. About three months since, the little creature seeming to be perishing rapidly, and each day becoming more fretful, the mother placed its cradle in the large room where the birds were kept, thinking that the child might be amused and forget its sufferings somewhat, in the noisy society of its feathered companions. The child, in fact, seemed to take an interest at once in watching the birds, and the mother after a few days noticed that it would lie still for hours, apparently free from pain, a thing which had not been known since its birth. The doctor, who still dropped in occasionally, soon remarked a notable change for the better in the young invalid, and continuing his visits more frequently, astonishing the parents at the end of six weeks by declaring that he believed the lungs were healing. At any rate, the child could sit up and play, and began to have an appetite. But in the meanwhile a strange malady had attacked the birds; they no longer flew around the room, but remained silent and drooping on their perches, eating very little, and gradually dying off one at a time. The owner seeing this, but little suspecting the cause, had the whole tribe removed to the house of a friend, also a bird fancier, in the country, where he thought the pure air might revive them. They had not been twenty-four hours in their new abode before they began to get better, and in a few days they had resumed all their life and health. But also the poor child left in Paris became visibly worse. The physician, wishing to try an experiment, had two birds, a parrot and a linnet bro't back to the room. In a week they both were dead, and being opened, the doctor noticed all the signs of rapid consumption. The fact was immediately reported to several members of the medical faculty, and birds of every description were sent to the child's room. Every one of them died, seeming to give its little mite of life to aid the child to live. The child is not yet dead, and has been taken to the country, while the doctors are busy studying the phenomenon which chance has thusbrought before them.

Let the Bloomers alone will ye. A young lady, a Bloomer recently married at Oriskany, was "horned" by the village rowdies—She fired a shot at their heads, and they ran away. Nicholas, even though he had the way the mask, and the secret designs. The Emperor said one must have such nuts; and that he believe that he has the best can answer that question, in our opinion now, as in the beginning of the question, is, that so long as England and France are united to protect Turkey from aggression, Russia will be powerless to assail her. It is not alone England and France that are interested in protecting Turkey from ruin. All Europe is equally so, in maintaining its own equilibrium. The success of that aggression would be followed by a general war, and Europe wishes for peace.

The Last Proposition. A gentleman in Iowa proposes to keep cities free from thunder storms "for so much a year." To most people, this offer would be looked upon as preposterous, and yet it is not. We have no doubt whatever that an outlay of ten thousand dollars would keep New York as insulated as glass table top sealing-wax legs.—What a gentleman in Iowa proposes to do for us has already been done for the vine-growers of the south of France. By means of a well arranged system of lightning-rods, a whole district has been rendered inaccessible to those destructive hail storms which so frequently follow in the train of thunder showers. What has been done in France can be done elsewhere.—If we can teach lightning to write, we can teach it to behave itself.—[Lovel (Mass.) Courier.

Butter for California. It has been ascertained by parties who have taken especial pains to find out, that 16,350 packages of butter have been put on board vessels bound for California, from the 1st to the 30th of June last, at N. York; also, 5,700 packages from Boston, (some of the vessels not yet loaded or cleared,) making total amount 22,050.—Computing each package at \$20, as an average, makes \$441,000. The above estimate does not include what goes under the name of merchandise. From the 15th of last February to 15th March following there was shipped 24,680. One house in Ohio has shipped some 1,800 firkins within six weeks; also, one house in Boston, over 1,200. The March shipments were the heaviest that ever were shipped in one month for California.

Singular Case. The Exeter News Letter states that a gentleman residing in that town owns a cow which he dares not send out to pasture or into the street, such is her malicious disposition and perfect hatred of the human species, and especially of women and children. The owner of the cow also has a cat upon his premises, and although the gentlest treatment & all the blandishments of the dairy have been proffered it, no person has been able to lay hands upon it or even to lure it into the house.—Strange as it may seem, these two wild animals have the best understanding between themselves, and appear to be perfectly happy in each other's company.—While few persons dare approach the head of the cow, the cat sleeps in her manger, or upon the cows back, eating with the cow from one pail, and receiving the kindest treatment from her.

Got a Baby!—Jenny Lind Goldschmidt is the happy mother of a fine and healthy daughter. Jenny, who has treated the world to music and made it pay roundly for it, will now be treated to music herself, and pay roundly for it too, we warrant. As Byron says, "Time at last gets all things even."

High Price of Horses.

The N. Y. Sun says the unusual high price of horses is a subject of constant remark. It is true that, during the last thirteen years, less attention has been paid to breeding than necessity demanded; but the main cause of the scarcity of these important animals grows very much out of the large emigration to California. Droves of them are bought in the Northwest and Western States to be driven overland to the Golden State. Two thousand fine horses have been started within the last year, to be followed by many more, whose duty it will be to revive the old fashioned stage coach mail routes on the Pacific coast. Stage horses are needed all over the country, and as the roads improve, the demand for their increase, both for public and private conveyance.

The following horrible tale is told by the Springfield (Mo.) Advertiser, which received it from a correspondent at Ozark, Missouri:

"On Tuesday, evening, 21st ult., a gentleman, who says he lives near the mouth of James, in Stone River Co., on his return from Springfield home, to which place he had been on business connected with the Land office, was overtaken on the road between Collier's old place and the head of Crane, by three villains, who manifested a disposition to stop his progress. He became alarmed, and attempted to make his escape from them. They gave him chase, and his horse became jaded, and discovering they had got ahead of him, he turned off from the road. Seeing they were about to overtake him, he abandoned his horse, and attempted to make his escape on foot. He was soon overtaken, however, his throat cut, and his pockets rifled, and then dragged into a thicket, in which he was endeavoring to conceal himself before he was overhauled. Here he was abandoned supposed to be lying. But he survived until Wednesday morning, when one of the wretches returned and cut his throat again. He had crawled to the road which leads from the neighborhood of Porter's over to Kimberling's on James, below Yoakman's Mill, and was tracked by his blood, it is supposed. Kimberling had started from home on some business, and came up just at the time, running off the villain before he had finished his work. Mr. Kimberling was perfectly horrified at the spectacle before him. The trachea was cut off, so that articulation was prevented. Mr. Kimberling galloped back to Alexander Berry's where the people were assembled for meeting, got help, and returned as quickly as possible. While he was gone the fiend again returned, and finding him not dead, told him he should not live to give evidence against him. The poor fellow, apprehending the murderers' return, had got out his knife, and intended to try to defend himself. His knife was discovered—a rock was dashed against his head which stoned him—his throat again cut with his own knife, and the work was supposed to be finished. However "the ways of Providence are inscrutable and past finding out." Mr. Kimberling returned in a few minutes after the murderer had left him, with several of his neighbors. They succeeded in getting him to a house where Mrs. Messinger stitched up, as well as she could, the horrible cut, so that he was able to give the information above detailed. The poor fellow may get well; he seems to be comfortable as could be expected; swallows water well, and breathes through the natural orifice. Fortunately he had but little money, and they did not get that, he having placed it in a side pocket in his coat, and they failed to examine all his pockets. We have since learned that the name of the injured man is John Russel.