



JEFFERSONIAN REPUBLICAN
Stroudsburg, November 16, 1843.

Terms, \$2.00 in advance; \$2.25, half yearly; and \$2.50 if not paid before the end of the year.

V. B. Palmer, Esq., at his Real Estate and Coal Office, No. 59 Pine street, below Third, two squares S. the Merchants' Exchange, Philadelphia, is authorized to receive subscriptions and advertisements for the *Jeffersonian Republican*, and give receipts for the same. Merchants, Mechanics, and tradesmen generally, may extend their business by availing themselves of the opportunities for advertising in country papers which his agency affords.

WOOD! WOOD!! WOOD!!!

Those of our subscribers who intend to furnish Wood in payment of their subscriptions, are requested to forward the same immediately. Nov. 2, 1843.

Fire Insurance Company.

There is a strong effort making, at present, in this County, to form a Company for the purpose of indemnifying members against losses by fire. The proposition is a good one, and we hope that those who have the matter in hand will not permit it to drop or fall through. We have long been in want of such an institution in our midst. The inconvenience of going to Easton or Honesdale, to have their property insured, has been severely felt by many of our citizens, and has been the means of withdrawing considerable capital from our county. Let us then for the future have a Company of our own, located in Stroudsburg, and enjoy all the benefits and advantages resulting therefrom.

Judge Banks.

The Whig presses in different parts of the State, we are glad to perceive, are fast settling down upon Judge Banks, as the most suitable candidate for Governor. The Lancaster Union, Harrisburg Telegraph, Lewistown Gazette, Berks & Schuylkill Journal, and others, have already declared him to be their first choice. The Philadelphia Inquirer, of Thursday last, also contains an able communication urging him upon the party for nomination.

Another Patriot Departed.

COL. JOHN TRUMBULL, a hero of the Revolution, and the last surviving Aid of Gen. Washington, died in the City of New York, on Friday morning last, at the advanced age of 87 years. His remains were taken to New Haven, Connecticut, on the following day, for burial. Besides his military renown, Col. Trumbull was distinguished as a Historical Painter, a profession to which he devoted himself for many years of his life. About eighteen months ago, he published a large volume, entitled "Trumbull's Reminiscences," which contains much that is rare and interesting in the early history of the United States.

The Last of the Subterraneans.

MICHAEL WALSH, the distinguished head and leader of the political faction in New York, which is known by the odd appellation of "Subterraneans," was recently convicted of three gross libels on respectable citizens, in the Records Court of that City, and on Friday last sentenced to pay a fine on each, and to undergo an imprisonment of two months in the State Penitentiary. When asked by the Recorder what he had to say why the punishment of the law should not be pronounced against him, Mike replied that he had much to say, but would defer it to another occasion. He received his sentence with a smile, and was then escorted to prison by a number of police officers. Thus ends the glory of Mike Walsh, who for several years past has headed nearly all the mobs and riots which have happened in New York, and through the columns of an infamous paper, which he published, libelled respectable citizens without number. His punishment is light.

A Day of Thanksgiving.

We are pleased to see that William C. Bouck, Governor of New York, in obedience to a high sense of gratitude due the great ruler of the universe, has appointed Thursday, the 14th day of December next, to be observed by the people of that State, as a day of Prayer, Praise, or Thanksgiving to Almighty God, for the numerous blessings of the year.

Why does not Gov. Porter also appoint a day to be similarly observed in Pennsylvania? We are sure such an act would every where be hailed with delight by the pious and good.

ANOTHER BLAST.—The anthracite iron furnace, at Mauch Chunk, Pa., belonging to Messrs. Baughman & Guiteau, which has been idle for the last eighteen months, has been obtained, and is soon to be put in blast.

Daniel Webster a Whig.

The Hon. Daniel Webster made his long promised Speech to the Whigs of Andover, Massachusetts, on Thursday last, on the occasion of their great Mass meeting. Upwards of ten thousand persons were in attendance, and the scene is represented to have been grand and imposing. In the course of his address, Mr. Webster, discussed the "currency" and "tariff" questions in a sound and powerfully argumentative manner. He finished by announcing himself as firm a Whig as ever. The subjoined is the concluding paragraph of his speech. *It speaks for itself.*

"I close these remarks by repeating the declaration which I made on another occasion. *I am a Whig; a Massachusetts Whig; a Faneuil Hall Whig; and by the blessing of God, no man shall have the power, now or hereafter, to deprive me of the position which that confers.*"

New York Election.

The election last week, in the City and State of New York, resulted in favor of the locofocos, but by a majority greatly reduced from that of last year. Next fall the Empire State will be all right, and cast her vote for Henry Clay.

A Good Sign.

The Philadelphia and New York papers say that business is quite brisk, money abundant, and good paper readily discounted, in both cities at from 4 to 5 per cent. per annum. One year ago the other side of the picture presented itself to our view.

A Praiseworthy Movement.

We notice by the Easton papers, that a public meeting is to be held at the Court House, in that Borough, on Tuesday evening next, to take into consideration the propriety of erecting a Monument, in Easton, to the memory of George Taylor, one of the Signers of the Declaration of Independence. Mr. Taylor, represented this district of Pennsylvania, in the Continental Congress of 1776, and immortalized his name, by voting for and signing the great charter of our freedom. He resided alternately at Easton, and at Durham, ten miles below, where he owned some iron-works. He died at the former place in the year 1781, and was buried in the Lutheran Church Yard. In our opinion, it is highly befitting that a monument should be raised commemorative of his sacrifices and his virtues in the cause of liberty.

A Candid Confession.

The editor of the Columbus (Georgia) Inquirer who has been heretofore a "Free Trade" theorist, thus candidly abandons his false position and exposes its folly. There are thousands who are daily renouncing their visionary errors in the same manner:

"For ourselves we are not ashamed to confess that we have fairly come over to Mr. Clay's doctrine, as exposed in his very clear and eloquent speeches in the Senate of the United States. We used to be a tolerably hot-headed nullifier in our boyish days, when our heads were turned inside out by the glittering bauble of an impracticable free trade system, which we were fool enough to think within the range of possibilities. It is one of the things that ought to be, but cannot—until all nations see eye to eye—and a retaliatory tariff, affording incidental protection to home manufactures, is the only thing that can save us from being eaten up voraciously by foreign States."

There are only four lawyers in both branches of the Vermont Legislature.

A Scorpion in Logwood.

The Journal of Commerce says, a man called on Dr. Devan in great anxiety, bringing with him a scorpion four inches long, that came out from the hollow end of a stick of logwood which he was sawing, and bit one of his fingers. The finger was a great deal swollen and the inflammation was rapidly increasing. The circumstance shows that some caution is necessary in dealing with hollow wood from the climate of vipers.

The Sea Elephant.

It is curious to remark, says Mr. Weddell, in the account of his voyage towards the South Pole, that the sea elephant, when lying on the shore, and threatened with death, will often make no effort to escape into the water, but lie still and shed tears, only raising his head to look at the assailant, and though very timid, will wait with composure the club or lance which is to take his life. In close contact every human effort would be of little avail for the destruction of this animal, unwieldy as it is, were it to rush forward and exert the power of its jaws; for this, indeed, is so enormous, that, in the agony of death, stones are ground to powder, with its teeth.

Resumed.

The Bank of Pennsylvania, in Philadelphia, has commenced discounting again, and has resumed active business operations.

Caution.

The Trenton (N. J.) State Gazette says that many notes of the broken Susquehanna Bank of Port Deposits are in circulation in that vicinity, altered, by substituting the names of the Mechanics' Bank of Philadelphia and the Kensington Bank. The only means of detecting them is the names of the officers—J. Wood, President, and Stacy A. Paxson, Cashier.

From the Daily Forum.

The Position of Pennsylvania—Her preferences as exhibited in the recent Election. A full organization will secure her vote for Henry Clay.

That a large majority of the people of Pennsylvania are in favor of the leading measures of the Whig party, viz. a Protective Tariff, the Distribution of the proceeds of the public lands, and a sound national currency, has been, in our opinion, conclusively proven by the result of the recent state election for members of Congress. In every instance where the Whigs were active, they succeeded in defeating those candidates whose political principles were the least tinged with the abstractions of Free Trade. That this large majority, whose uprising defeating the iniquitous schemes of our political opponents, manifested in the outrageous gerrymander, will vote for Henry Clay, as the exponent of those principles, for which they have shown their preference, is beyond doubt. It is incumbent then on us, to effect such an organization as will bring out the entire vote of the State, and place the gallant Keystone in the front rank of those States, that will accomplish the great political revolution of 1844, and enter the arena in March 1845, as the supporters of the administration of "Harry of the West."

In those counties where our political friends have the ascendancy, a full Whig vote can at any time be brought out. It is in our minority counties, that we have the most to encounter, and the most to dread; for there, in many instances, the trickery of locofocoism is unchecked, because no one takes the trouble of watching them, and majorities against us are ordered before an election, and the order filled, by any means, by those unscrupulous demagogues, who make their open boast of destroying the purity of the elective franchise, and rendering the ballot boxes subservient, not to a fair expression of the popular will, but, to their own nefarious schemes, to retain political ascendancy. This can be avoided by an early, active and thorough organization of the friends of a Tariff, throughout the State, in every county, township, borough and district. To render success certain, and to achieve such a victory as will forever place the seal of reprobation on locofocoism in Pennsylvania, its opponents must commence immediately the enrollment of the great Whig army.

During the coming winter, and prior to the spring elections, the political bias of every voter in the State should be ascertained, and every exertion made at the primary trial for judges, inspectors and local officers in the spring. The Whigs as a party have been too apt to neglect the initiatory steps to victory, and have allowed the enemy to occupy the outposts without a struggle to secure them. Hence it is we frequently find the locofocos carrying their Judges of Election and local officers, in places where the Whigs are evidently in the majority. If Pennsylvania is to cast her electoral vote for Henry Clay and the Vice Presidential nominee of the Baltimore Convention, our organization should be as complete by the spring elections, as it will be in November next. This can easily be accomplished; all local differences, sectional jealousies and petty feuds must be laid aside, and a concentrated movement be made to achieve as many victories in March next as possible. In every district, let honest, capable and fearless Whigs be selected as candidates for Judges and Inspectors, and what is more, they must be elected. They must be men who will not be over-awed or brow beaten by locofoco bullies, but they must "know their rights and knowing dare maintain them!" Having thus, by the powerful agency of the ballot boxes, secured the outposts, we must then, with renewed exertions, commence our preparations for the grand and final contest. It will be the final contest between the Whigs and locofocos;—the party that is beaten in the next Presidential election will never again collect its scattered forces for another encounter. The battle of 1844 will prove the field of Waterloo to the vanquished! That the Whig party will be the victors in that struggle, who can doubt? We hold the power in our own hands—we possess every element of success—a gallant, chivalric, noble leader; principles and motives of action having for their object the greatest good to the greatest number; unity of purpose; an undivided preference for our candidate and never wavering hope. We have to contend against those who are divided among themselves, torn by dissensions, the natural consequence of their deceit and double-faced principles; bound by no common tie; their leaders envious and jealous of each other; their factions ravenous for the spoils and determined to sacrifice all or accomplish their own selfish designs; no flag to sail under; rudderless, dispirited, their energies impaired, their old war cries disregarded and the charm of their once proud conquests gone forever!

We repeat then—the Whigs hold the power in their own hands; they have every thing to stimulate them and not a cloud to obscure their prospects, which cannot be dispelled by organization. With such a glorious destiny in our very grasp—with every augury favorable and nothing wanting but the putting forth our strength, we feel the deep importance of our trust, which urges us to impress, again and again, upon our political friends, the necessity of concentrated action. We must not move on in separate divisions—we must advance in solid column; with unbroken ranks and sweep like an avalanche upon our country's foes!

Let then the necessary steps be taken everywhere for a perfect organization. Uprear in every village, our glorious banner, upon which are inscribed those salutary principles, whose triumph is essential to the nation's happiness—let clubs, corresponding committees and committees of vigilance be formed; let the people be instructed; let documents be spread over the

State; let the local newspapers be seen beneath the roof of every house in every county; let the questions at issue be fairly understood and when the signal is given, when the "Bugle Blast" which summons us to the polls, shall be heard, every hill and valley, every mountain and glen will send forth its voters, all pledged heart and soul to the triumph of Whig principles, and the glorious, but too long delayed duty of rendering full, ample and merited "Justice to Harry of the West."

From the N. Y. Daily Tribune.

Railroad and Coal Mines.

Another column will be found an important Report made by a Committee of gentlemen on their return from a recent exploration of a Railroad route from Newburgh on the Hudson to the extensive Coal beds on the Lackawannock and the Susquehanna. We have ourselves passed over the proposed route, have a full knowledge of the resources of the country, and we are acquainted both with the gentlemen in Pennsylvania and with those in Newburgh, who have the control of the charters of the respective Companies. When the public are fully apprised of the superiority which this route possesses over every other, for the easy and economical transportation of Coal to the seaboard, it will create no little surprise that such an important enterprise should have remained unnoticed until the present time. This, however, will be explained by the publication of a few facts which we happen to be acquainted with, and which have not before met the public eye.

A charter was granted some years since by the Legislature of Pennsylvania, for the purpose of constructing a Railroad from the Delaware River at the Water Gap to some point near Pottsville on the Susquehanna. A survey was made by Major Beach, starting from the Water Gap and proceeding up Brodhead's creek through Stroudburg, about fifteen miles from which latter place the route struck into the most dense and valuable timber district which, at the present time is to be found in any of the middle States. Passing on through this extensive, unbroken forest of magnificent Beech, Pine, Cherry and Spruce, they struck the immense Coal beds of the Lackawannock at a distance of about 50 miles from the Delaware, in one of the finest agricultural districts of the State of Pennsylvania, as will be seen by the following extract from the Report made at that time:

"The Coal in this region does not occur in veins as at Pottsville, and some other places, but in layers and repeated strata, and it is correctly described by Mr. Silliman, where he says the whole region is completely underlain by Coal beds—unlike districts where men chase a thin vein of Coal for hundreds of yards under the mountains, sometimes breaking off and sometimes entirely ending. The inhabitant of this country when he enters his Coal bed, enters on a boundless and endless inheritance."

Again:

"Unlike most other mining districts this section of country abounds in Agricultural products; the soil in the Lackawannock Valley is generally fertile, whilst the adjoining and beautiful Valley of Wyoming are proverbially productive; add to this the vast amount of various produce which annually descends the Susquehanna river, and we see before us the most ample supplies for any amount of mining operations on the spot, and at the most moderate prices.

"Neither will the miners be here necessarily crowded together, nor the mining operations be confined to a particular spot; for 14 miles the Railroad line extends through the clearly defined region, whilst the last 10 miles of the line may justly be considered as located in one continued Coal bed. From a consideration of the foregoing and from other circumstances known to us we conclude that all the Coal that it may be deemed desirable to transport on the Railroad will be promptly furnished, and placed upon the Road with profit to the owners at 50 cents per ton."

This survey not only proved the practicability of the route, but demonstrated that the Road could be built at a comparatively small expense, the estimate not exceeding \$600,000, and that the continuous slight descending grade from the Coal Mines to the Delaware would give it great facilities in its heavy down trade. It was clearly shown and well understood at that time that Coal could be delivered at the Water Gap for \$1 per ton; and strange as it may appear, we do not hesitate in attributing the defeat of the early completion of this Road to the very fact of its advantageous position, and the great inducements which it held out for profitable investment. No man understood the matter so well as Henry W. Drinker, Esq., of Luzerne county, Pa. This gentleman was made President of the Road, and residing on the spot, he took the precaution of securing several of the most valuable tracts of Coal in the district for the benefit of the Railroad Company. Soon after this was effected, Mr. Drinker came to the city of New-York and instead of laying the matter open to the public, he commenced a negotiation with several wealthy gentlemen with whom he proposed to enter into a copartnership to construct the Road without other assistance, and thus secure to themselves the control of the Coal and its exclusive benefits. We believe that we are correctly informed that Mr. Drinker actually paid \$500 toward the completion of the survey. Just at this time Mr. Delafield discovered by a careful examination of the Map that a continuation of this Road commencing at Pottsville and terminating at some point on the State line near Binghampton would connect them with the New-York and Erie Railroad. So soon as this was discovered, he refused to move any further in the business until he could control a charter for this extensive continuation. For this purpose Mr. Drinker was despatched to Wilkesbarre, Mr. Delafield furnishing him the sum of \$10,000, the amount necessary to be paid to procure from the Governor of the State the charter, an act of Assembly having previously been passed to that effect. After considerable negotiation Mr. Drinker suc-

ceeded and returned again to New-York, but it was too late!

During his absence the Banks had suspended, the Merchants were broken down in their business and gloom and despair hung over the face of the land, and all action in the enterprise was abandoned.

About this period a young gentleman from England, since well known as the author of an interesting Book of Travels in the United States, in company with a relative of his, the late Mr. Armstrong, of Newburg, explored the whole route, made purchases on the line, entered into an arrangement with Mr. Drinker, (who still held the contracts for the Coal Mines,) and then proceeded to England for the purpose of procuring the money from two or three of his friends. This certainly looked very well, but unfortunately for the Road, very soon after Mr. Murray's arrival in England, the young Victoria was proclaimed Queen and she called Mr. Murray into a highly honorable and dignified station in her Majesty's household, which station he still retains. Mr. Murray wrote to his friends in this country regretting the necessity of abandoning his favorite enterprise, and promised facilities to any one who might visit England on the business. A meeting of the company was held at Stroudsburg, the county seat of Monroe county soon afterwards, but it was not deemed advisable in the then embarrassed state of affairs, both in the United States and in England, to move in the matter. Sometime afterwards the whole subject was taken up by the late Hon. Samuel L. Southard, the President of the Morris Canal and Banking Company, and it was not doubted that the whole line would be speedily put under contract, as the junction of this Road with their Canal would unquestionably have enabled them to sustain themselves, and ultimately to pay off their entire indebtedness. But after considerable negotiation the officers of the Canal Company were found to be in such a state that no hopes were entertained of their ability to prosecute the work. Since this time we understand that most of the contracts for the Coal lands secured by Mr. Drinker for the Company have been cancelled, and no effort whatever has been made to carry on this great and useful work.

At the last session of the Pennsylvania Legislature, (1843,) an act was passed granting authority to construct a temporary Road from the Water Gap to the Timber District and to the Coal Mines. This could be accomplished at a very small expense. This supplement is in the words following:

"That it shall and may be lawful for the Susquehanna and Delaware Canal and Railroad Company to construct a temporary Railroad from a point at or near the summit level between the Susquehanna and Delaware Rivers, to a point at or near the Water Gap on the Delaware river, in the county of Monroe; and also from the summit point on the Lackawannock River—provided that the construction of such temporary Railroad shall in no way interfere with the right of said Company to continue a more permanent Railroad under the provisions of the act to which this is a supplement. And provided also that the construction of such temporary Railroad shall be commenced within two and be completed within four years from the passage of their act. And the period for the completion of the permanent Railroad of the said company shall be extended ten years from the passage of their act."

The foregoing was granted upon a Petition for authority to make a cheap Railroad for the use of the Company, as adjunct, preliminary and assistant to a permanent construction, as provided for under the original charter.

It is believed by those who have examined the subject that the Road from the Water Gap to the Timber District would pay for itself in three years, even if it were never completed to the Coal Mines; and it is more than probable that so much of it would have been completed before this time, if there had been any connection going on by which the timber or the coal could have reached the Hudson. It will be seen by the Report of the Newburgh gentlemen that they have it in contemplation to construct the Road from their village to the Delaware, and that from their personal examination and careful calculations they believe that Coal may be delivered at this point on the Hudson for \$2 25 per ton.

The Road being first completed from the Timber District to the Delaware, would enable the Newburgh Company to complete the whole line at about half the expense, owing to the facilities it would give in furnishing the necessary timber, and in the immediate profits which would result from the Timber trade.

We do not wish to be understood as censuring Mr. Drinker for his course in this business. We think it unfortunate for the cities of New York and Boston that his confidence in individual enterprise has been the unintentional cause of retarding the progress of this great enterprise, the completion of which would long since have brought Coal to New York for three dollars per ton. We know Mr. D. to be as high minded and honorable as he is zealous and intelligent, and we trust that if the work is to proceed, he may again be induced to act at the head of the Company.

For Report see First Page.

An old physician says it is an excellent thing to go to bed with dry, warm feet, every night.

Married, in Ogdensburg, N. Y., Mr. Alfred H. Cowe, aged 18, to Mrs. Mehitable Thompson, aged 68. "Every one to their own taste," as Mehitable said when she kissed her Cousin.

Joe Smith, the Mormon Prophet, has commenced tavern keeping.

They are coming.

12,000 bushels of potatoes were last week carried in to Haverhill, Mass., to ship South. If potatoes are cut off in portions of this State, it appears that New England is this year great in potatoes.