



**JEFFERSONIAN REPUBLICAN**

Thursday, April 15, 1847.

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

**Democratic Whig Nominations.**

FOR GOVERNOR, **JAMES IRVIN,** OF CENTRE COUNTY.  
FOR CANAL COMMISSIONER, **JOSEPH W. PATTON,** OF CUMBERLAND COUNTY.

**Wanted at this Office,**

An apprentice to the Printing business. A lad of about 15 or 16 years of age, having a reasonable English Education, and of good character and industrious habits, will find a situation by making early application.

The Mayor of Philadelphia, recommends an illumination of the City, in honor of the great victory achieved at the Battle of BUENA VISTA, by Gen. TAYLOR and his brave associates, and suggests Monday evening next, the 19th inst., as a suitable time.

What say the citizens of this place to a similar demonstration?

Our thanks are due the Harrisburg Intelligencer for an Extra.

**Connecticut.**

The State Election in this State took place on Monday a week, and the result is a glorious Whig triumph. Biesel, Whig, has been elected by a majority of 1000 over all; his majority over his locofoco opponent is about 2700. The whole Congressional delegation is Whig.

The new Senate stands 13 Whig to 8 Locofocos, last year 10 Whig, 11 Locos.

The House stands 103 Whigs to 73 Locos; 45 no choice on Monday.

Both the Governor and Legislature were Locofoco last year.

The Whigs in Rhode Island, have carried the election as usual.

**Black Snow.**—The English papers state that there have been several falls of black snow and black rain, of late, in the Isle of Man.

A certain cure for corns is to rub them well with salt every day for about a week—then have both feet cut off, just above the ankles.

J. R. Snowden, late Treasurer of this State, has been appointed by President Polk, Treasurer of the United States Mint at Philadelphia, in place of Isaac Roach removed. This is what may be called "Rotation in Office."

The Pennsylvania Intelligencer says the "Harrisburg Argus," one of the leading and influential organs of the Locofoco party of this State, has observed a death like silence on the gubernatorial question, since the 4th of March. The names of Shunk and Longstreth do not appear in the Argus at all. Another evidence of the "enthusiastic unanimity" with which the nomination of LAWYER Shunk is received by the party. The advocates of ONE TERM cannot, consistently, support Shunk; and the signs of the times indicate that they will not. His nomination, like that of Foster, was FORCED upon the party, and a defeat, more overwhelming than that of Foster's, awaits him.

A special messenger is said to have left Washington on Friday, with despatches for the city of Mexico.

**A Matter of Regret.**

The Bombardment of Vera Cruz was postponed several hours by the orders of Gen. Scott, after all the arrangements to commence operations had been made, with the humane view of inducing the Mexicans to send the women and children out of the city, and he proffered his aid to place them out of the way of danger. It is much to be regretted that his proposition was not acceded to, as it is estimated that upwards of 500 of the inhabitants were killed during the engagement.

**The Wheat Crop.**

The Danville (Pa.) Democrat says: "We learn from various parts of this and adjoining counties, that winter grain generally looks well, and has not been injured to that extent which was anticipated some weeks ago. The grain on high and dry ground particularly, is said to be in excellent condition, while that on the low lands has been injured to some extent, there not having been sufficient snow this winter to protect the roots. On the whole, however, the prospects are considered favorable."

The way to show true courage and pure patriotism at the present day, is, to strive with might and main to plunge your country into war, and when that war is raging, to sit comfortably by your fireside, and denounce as cowards and federalists those who, having strenuously opposed the iniquitous measures which led to the war, decline to be the first to go and fight its battles. —Belvidere Apollo.

**VERA CRUZ TAKEN.  
The Castle Surrendered!**

Five Generals, three hundred and thirty Officers and four thousand men prisoners—the American Flag floating over the City and Castle—American loss only sixty-five Killed and Wounded.

The United States war steamer Princeton, bearing the broad pennant of Commodore Conner arrived at Pensacola on the 4th inst., and came to anchor off the wharf at half past nine o'clock in the morning, exchanging salutes with the Navy Yard, as she passed.

We copy from the Pensacola Gazette of the 4th inst.

The Princeton sailed from Vera Cruz on the 29th ult. and brings the glorious intelligence of the reduction of that city, with the Castle of San Juan d'Ulloa, and their entire unconditional surrender to our arms.

We are indebted to one of the officers of the P. for the following summary of the proceedings in this most brilliant achievement that will redound more to the glory of our army and marine among the nations abroad, than any that has yet had place in our annals. So says the Gazette: The following is the narrative.

March 9th—Disembarkation of the troops commenced.

13th—Investment of the city completed.

18th—Trenches opened at night.

22d—City summoned to surrender; on refusal seven mortars opened a fire of bomb shells.

24th—Navy battery of three long 32 pounders and three 58 pounders, Paixhan guns, opened a fire in the morning.

25th—Another battery of 4 twenty-four pounders, and three mortars opened this day; the naval battery opened a breach in the walls of the city. The fire was very destructive to the town.

26th—Early in the morning the enemy proposed for a surrender.

Commissioners on the American side, Generals Worth, Pillow and Totten.

29th—Negotiations completed, City and Castle surrendered—Mexican troops marched out and laid down their arms—American Troops occupied the barriers of the town and Castle. At noon of that day, the American Ensign was hoisted over both, and was saluted by our vessels; the garrison, of 4000 men laying down their arms as prisoners of war, and being sent to their homes on parole—five Generals, sixty superior officers, and two hundred and seventy company officers, being amongst the number.

The total loss of the American Army, from the day of landing, March 9th, is sixty-five persons killed and wounded.

Of the Mexicans the slaughter is said to have been immense.

The commanding General was stationed in the city while his second in command held the Castle. Their regular force was about 3,000, and they had about the same number of irregulars. Outside the city was Gen. La Vega, with a force of from 600 to 1000 cavalry.

Col. Harney, with between two and three hundred U. S. Dragoons, charged on and repulsed this immense force, with terrible carnage, scattering them in all directions. They had barricaded a bridge to protect themselves, but our artillery soon knocked away this obstacle, and gave Harney's command a chance at them.

In the attack on the town and Castle, only our smaller vessels, drawing not over nine feet, were available; but few shot and shells were thrown into the Castle, the attack being mainly upon the town.

None of the enemies missiles struck our vessels, and midshipman Shubrick, who was killed, was serving over a battery on shore.

With the loss of the city, the hopes of the enemy fell, as they had no provisions enough in the Castle to sustain a protracted siege.

The Princeton is commanded by Capt. Engle. As she sailed from Vera Cruz, Com. Connor's flag was saluted from the Castle of San Juan d'Ulloa—the Commodore is a passenger on board, having been relieved by Com. Perry before the commencement of operations.

The Princeton having landed the bearer of despatches for Washington and Col. Totten, sails immediately for Havana.

The New Orleans Picayune mentions rumors which it considers probable, that Santa Anna was advancing on the Capitol at the head of 5000 cavalry.

**Locofoco Gratitude.**

While Taylor was fighting the battle of Buena Vista on the 21st and 22d February, the friends of President Polk in the United States Senate were trying to pass the Lieutenant General Bill, which had for its object the recall of Old Rough and Ready, and the appointment of that party hack and mere civilian, Mr. Benton. What a comment is this! When Taylor was leading the assault on our Mexican foes, the Locofoco and tory Senators were leading as fierce an assault against him! When Taylor was exposing his life on the battle-field, Herrick and Thompson, and other Polk men, were denouncing the victory at Monterey, and trying to pass a virtual censure upon him.—Patriots true lovers of the glory, honor and integrity of your country, remember these things, and let them nerve you to exertion in the coming political contest. Let us sweep from the places they have desecrated, the revilers of our nation's champion! —North American.

**Rail Road Meeting.**

A meeting of the citizens of Pike county was held on Thursday evening, April 8, 1847, at the house of J. S. Sandt, in Milford.

The meeting was organized by appointing Maj. R. ELDERD, President, LEWIS ROCKWELL and DANIEL BURRELL, Vice Presidents, and Doct. A. A. Lines and J. Wells, Secretaries.

On motion Resolved, That a committee of nine be appointed to draft resolutions expressive of the sense of the meeting. Whereupon the following named gentlemen were appointed—John M. Heller, G. B. Mapes, Benj. Frazier, Jacob Bensley, Theodore Bowhanan, William Brodhead, John H. Brodhead, Wm. C. Salmon and C. W. DeWitt. After a short time the Committee returned with the following report:

Whereas, we believe the period has arrived, and the spirit of Improvement demands our united action in obtaining the advantages of the several contemplated Rail Roads, that may pass through our county, and although we have the pleasure to know that the New York Legislature has confirmed the Commissioners' Report, granting the New York & Erie Rail Road Company permission to construct a part of their road through our county, yet we need a branch road from the coal mines to connect with the N. Y. & E. R. R. Co—or the Morris & Essex Road on the Delaware river.

And Whereas we have obtained a Charter, from the Legislature of Pennsylvania, for the Delaware and Susquehanna Rail Road, to commence within ten miles of Milford, and from thence to the coal mines in the Lackawanna Valley—which road has been surveyed and a report made favorable to its construction,

Therefore Resolved, That the Commissioners of said Delaware and Susquehanna Rail Road be requested to open the Books for the subscription of Stock, and take such other measures as will tend to advance the interest of said Road, and insure its speedy completion.

Resolved, That we believe the construction of said Road to be of great importance, as well to the citizens of the City of New York, as to the great agricultural and mineral resources of Northern Pennsylvania.

Resolved, That we believe this Road can be made cheaper than any road, now in contemplation from the Delaware, Lackawanna and Susquehanna rivers, which is only 50 miles over a very advantageous route, and which charter is very liberal in its details.

Resolved, That we cordially invite those interested in the N. Y. & E. R. R. Co., and also the Morris and Essex Rail Road, to extend their roads to the Delaware, so as to form a connection with the Delaware and Susquehanna Rail Road to the coal mines in the Lackawanna Valley; and we also invite all capitalists to examine the practicability of said road.

Resolved, That C. W. DeWitt, Milton Dimmick, John H. Wallace, Wm. C. Salmon, R. Eldred, Wm. Brodhead, J. T. Cross, and S. O. Dimmick, be a committee to correspond with the several Rail Road Companies upon this subject, and to call further meetings if necessary.

Resolved, That C. W. DeWitt, John H. Brodhead, J. M. Heller, O. S. Dimmick, Henry S. Mott, C. C. D. Pinchot and R. Eldred, be a committee to meet the citizens of Sussex county, at Newton, on the 14th inst., to confer with them upon the propriety of the extension of the Morris and Essex Rail Road to the Delaware River, at or near Milford, through Culver's Gap.

Resolved, That the proceedings of this meeting be published in the Jeffersonian Republican, Sussex Register, New Jersey Herald, and the Courier and Enquirer newspapers.

On motion adjourned.

(Signed by the Officers.)

**An Infernal Machine among the Mexicans.**

The Delta, in giving an account of the attack of Lieut. Crittenden's party by Gen Urrea, says: Owing to the terror of the teamsters, the enemy succeeded in cutting off about fifty wagons—all of them however, empty, except one or two which contained nearly all the ammunition of the detachments, leaving them about four rounds in their cartouch boxes.

That night however the volunteers were consoled for their misfortune by hearing from a Mexican who came into the camp that Urrea's capture had proved like the shirt of Nessus, a most fatal and destructive acquisition—for the Mexicans, not knowing the nature of the goods captured by them, were quietly resting after their labors upon the boxes of ammunition, and smoking their cigarritos, when suddenly a spark communicated to the powder, and a tremendous explosion ensued, blowing some eight or ten of them into eternity, and terrifying the rest so that they scattered all over the country, and fled like scared sheep. They believed this was a Yankee trick—a sort of an infernal machine sent among them to blow them up, and loud and deep were the curses they bestowed upon the execrable Yankees for their diabolical cunning.

**Secretary Walker and the Tariff of 1846.**

Our readers will recollect that Secretary Walker, and all the Free Traders declared that the Tariff of 1846, would produce more revenue than that of 1842. The result so far, does not bear Mr. Walker out in his assertion, and shows that his calculations are not to be relied on. The Revenue from Customs at the Port of Boston, for the first quarter in 1846, amounted to \$1,408,016 02—first do. for 1847, \$1,056 833, showing a decrease in 1847, over the corresponding quarter under the Tariff of 1842, of \$351,183 02.—Miners' Journal.

Some conscience-stricken person has sent to the N. Y. collector of customs \$38 for duties not before paid.

From the Morris Democrat.

**Morris, Sussex and Warren Rail Road Company.**

While Massachusetts is covering herself with a net work of iron, and Boston extending her railroad facilities to all points of the compass—stretching out her arms to Buffalo in one direction, Canada in another, and along the seaboard in several, New York, the emporium of the western world seems to look, with but one exception, to those points, important in themselves, but where there is a water communication for only eight months in a year. In our growing country, rapidly settling by the natural increase of our population, and the immense immigration, now much augmented by the scarcity of food in Europe, there is little doubt that all these facilities will be required, and fair returns obtained on the capital invested. These railroads, although subject to much competition during the summer season, have become necessary to prevent that stagnation in business consequent to the locking up of the rivers and canals by ice during the winter, and continue that circulation in commerce which is as necessary to the prosperity of New York, as the free circulation of the blood is to the human body.

There is one point in particular of great importance which has been strangely overlooked, and apparently unknown, from the circumstance that Philadelphia has mostly been benefited by its resources—this point is directly west of us on the Delaware. Here lie the counties of Sussex and Warren, in New Jersey, and Northampton in Pennsylvania, possessing a soil as rich as any portion of the Genesee country, and abounding in mineral and other resources greater than can be found in the same space in any part of our extensive country. The river Pequest, which divides Warren county, has a fall of fifty feet in the last mile of its course, to where it empties in the river Delaware at Belvidere; and the Delaware for two miles below Belvidere has a rapid descent which is scarcely navigable during the freshets for rafts and Durham boats. These two falls will give a water-power of greater extent than is now found at Paterson, and only requires an easy and expeditious way to market to make it one of the largest manufacturing districts in the U. States. There are also other portions of the Pequest where good water-power can be obtained.

From the best sources of information it has been ascertained that upwards of a million of bushels of grain are yearly sent to market from this part of New Jersey and Pennsylvania in its vicinity. Pine, hemlock, and other varieties of lumber, to a great amount is brought down the Delaware in rafts, which finds its way to Philadelphia and the towns below.—Near the Water Gap in the Blue Mountains, a few miles above Belvidere, are inexhaustible quantities of slate, as good for roofing as any imported; and an extensive establishment for the manufacture of such slates as are used in schools. In the hills north of the Pequest specimens of beautiful marble, white and variegated, have been obtained, and of which there is abundance.

The Delaware river from the Water Gap to Belvidere is deep enough for large boats, and the stream easy to navigate both ways. Iron of the best quality abounds in Scott's mountains, and an extensive smelting furnace is in operation at Oxford, within less than two miles of which a rail road from Stanhope to Belvidere would pass. Such articles as will bear the present expense of transportation are now sent in wagons thirteen miles to Easton, and from thence by the Delaware division of the Pennsylvania Canal to Philadelphia, from which place most articles consumed in that section are now obtained. A certain portion is sent down the Delaware during the boating season in Durham boats, and when grain commands a large price in N. York during the winter, large quantities of bread stuffs are sent in wagons to Somerville and Morristown.

To divert all this trade to the city of New York it is only necessary to construct a railroad of less than twenty-six miles. A charter has been obtained, and books of subscription will be opened in a few days.

The extension of the Morris and Essex rail road to Dover, now in process of construction it is estimated will cost about thirteen thousand dollars per mile. The road from thence to Stanhope will soon be commenced. The distance from Morristown to Stanhope by the road will be about twenty miles. This is to be made by the Morris and Essex Company, and will probably cost \$260,000. A rail road from Belvidere up the valley of the Pequest to a point near Hackettstown, and from thence along the line of the Morris Canal to Stanhope, a distance of less than twenty-six miles, could be made at the same rate, or probably considerably less. The grade will average about sixteen feet to the mile, except at one place, where it is probable there will be a grade of fifty feet for a short distance, and the road will be nearly straight.

There will be neither heavy embankments, expensive bridging, or viaducts required on the whole extent. The road will therefore cost about \$348,000, which added to the cost of the extension to be made by the Morris and Essex Company to Stanhope, will amount to the sum of \$608,000; we will add to this fire engines, cars and contingencies, \$92,000, which will make the whole sum \$800,000—for both roads. This has been added together in order to make a probable estimate of the receipts on freight, &c., from Belvidere to Morristown.

It has been stated that there is at least one million of bushels of grain sent to Market from that portion of New Jersey and Pennsylvania which would be benefited by this road; this will make 225,000 barrels, which at 25 cents per barrel to Morristown, amounts to \$56,500—upwards of seven per cent on the investment—provided it was necessary to take the proceeds of all other freight, and passengers both ways, to pay the expenses of the road. It can easily be shown that such will not be the case.

In the first place: there is all the travelling from Morristown to the famous springs of Schooley's Mountain, the rail-road running within four miles of the Springs, from which there is a good stage road. This well-known watering place is at this time crowded every summer, although in order to get there it is necessary to pass in stages over a rough and hilly road of twenty miles. Judge Marsh, the intelligent proprietor of one of the large Hotels at that place, is now doubling his already immense house, for the accommodation of visitors the ensuing season.

Secondly: The scenery on the Delaware has begun to attract the attention of the public for the last four or five years, particularly that part where the Delaware passes through the Blue Mountains at the Water Gap. Numbers of persons now pass through Belvidere during the summer to make this excursion.

Thirdly: All the travel to Wilkes-Barre, which is nearer by way of Belvidere than Easton—all persons going to Stroudsburg, and other places in the north of Pennsylvania and southern part of New York would take this route; this is in addition to the present travelling of Belvidere and other towns in the vicinity. Even at the present time, without railroad facilities, this travelling is very considerable; but it is known from experience that as you increase the facilities the increase of travelling is beyond all calculation.

Fourthly: Large quantities of lumber, such as pine, hemlock, &c. &c., can be obtained at Belvidere in sufficient quantities in almost any demand. There are at present three saw mills, and during the winter season wagons and sleighs come from Morris County, a distance of thirty or forty miles to obtain a supply. The quantity is inexhaustible, and should the rail road be extended to Belvidere, these mills would be driven to their greatest power, and others soon erected to supply the demand which would most assuredly follow a cheap and quick conveyance.

Fifthly: In the vicinity of Stroudsburg, Pa., there are extensive tanneries, which now employ one thousand men to strip bark; they keep in their employ a large number of four horse wagons to send their tanned hides to Easton, from whence they are sent to Philadelphia and New York. As Belvidere is twelve miles nearer to them, all this would, of course, be sent by the rail road to New York.

Sixthly: Centreville, Penn., lies about six miles west of Belvidere; through this town large droves of cattle pass from the grazing districts of Pennsylvania and New York, and are driven seventy miles to supply the Philadelphia market. In four hours, with proper cars for their reception on the rail road, they could be landed in New York without risk, and in as fine condition for the table as when first placed on the cars.

Seventhly: The slate, marble and iron, all of which has already been spoken of, will add to the receipts of the road—and

Lastly: Which is of great consequence to the city of New York; all the dry goods, groceries, hardware, earthenware, glass, paint, salt, plaster, and numerous other articles necessary for the consumption of a large and populous district in Pennsylvania and New Jersey, which are now mostly obtained in Philadelphia, will be purchased in the city of New York, and make another item in the receipts of the rail road. There is therefore no doubt that from the moment the road is completed, it will pay a large interest on the investment.

As all the freight and passengers must necessarily pass over the Morris and Essex and a portion of the New Jersey rail road, persons who have stock in those companies must be greatly benefited by the extension of the road to Belvidere, and it is important for them to take this subject into serious consideration.—Should the Trenton or Somerville rail road be extended to Easton, all the freight and passengers to and from this district of country will still be continued to the latter place, even after the Morris road is completed to Stanhope, and the interests of the above companies seriously affected.

It may be necessary to make some remarks