



JEFFERSONIAN REPUBLICAN

Thursday, January 29, 1849.

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

L. BARNES, at Milford, is duly authorized to act as Agent for this paper; to receive subscriptions, advertisements, orders for job-work, and payments for the same.

The name of the Post Office at Mount Pocono, Monroe county, Pa., has been changed by the Department, and is now called MERWINSBURG.

We learn from Harrisburg, that the Senate, on Monday last, on motion of Wm. Overfield, went into Executive Session and confirmed the nomination of HENRY M. LABAR, as Associate Judge of Pike county.

Election of State Treasurer.

The members of both Houses met in the Hall of the House, on the 17th inst. and proceeded to the election of State Treasurer. The vote being taken it appeared that A. Plummer, (Locofoco,) of Venango county, was duly elected State Treasurer, having received 75 votes, John Banks, (Whig,) 53. Each candidate receiving his strict party vote.

Levi Lenape Literary Institute.

On Friday evening (21st inst.) a lecture will be delivered before this institute, at the Court House in the borough of Stroudsburg, by S. C. BURNETT, Esq., on "The American Republic and her Institutions."

Counting the Vote for Governor.

The Harrisburg Correspondent of the Courier & Enquirer, of the 14th inst., says:—Yesterday, the Convention, composed of the members of the two branches of the Legislature, which met in the Hall of the House of Representatives, for the purpose of counting the votes given for Governor of this Commonwealth at the election in October last, took a recess until half past three o'clock. And having re-assembled—

The President announced that the tellers agreed in their tally on the second count. The result was declared to be as follows:

Francis R. Shunk	146,081 votes.
James Irvin,	129,148 "
Emanuel C. Reigart,	11,247 "
F. J. Lemoyne,	1,861 "
George M. Keim,	1 "
Abijah Morrison,	3 "
Scattering,	2 "
	287,343 "

Shunk's majority over Irvin is 17,933.

The Speaker of the Senate, accompanied by the members of that body, after the announcement had been made, returned to the Senate, which on motion immediately adjourned.

VALUE OF THE NOTES of the Banks that have stopped payment, as quoted in New York, January 18th, 1849:

New Hope and Delaware Bridge,	worth 25
Susquehanna,	do 20
Atlas Bank, Clymer, N. Y.,	do 60
The James Bank, Delaware,	do 50
Northern Exchange Bank,	do 75

It is reported that the Susquehanna Bank is redeeming its notes as usual, at the Bank in Montrose. The notes of the Northern Exchange Bank, it is also stated, are worth about 80 cents on the dollar.

More Bank Failures.

Another New York Bank went by the board in Wall street, on the 10th inst. The Northern Exchange Bank ceased redeeming. Look out for the next customer!

We regret to learn that the Hon. John W. Hornbeck, representative in Congress from the district of Bucks and Lehigh, has returned to his home in Allentown, in a low state of health. Mr. Hornbeck is a new member, a man of sound principles, unbending integrity and high promise. We regret that his district, the State and the Union are not likely to have the benefit of his services in the Councils of the Nation.

We have just received the Allentown Reporter, giving the mournful intelligence of the death of Mr. Hornbeck. He died at his residence, on Sunday evening last, of consumption. His age was about forty-five years.

Easton Whig.

The third number of the "John Donkey" has just appeared. It is full of amusing matter. Some of the hits are capital.

Court Proceedings.

Reported for the Jeffersonian Republican.

The January Term of the several Courts of Monroe county, commenced on the 10th inst. Present Kidder, Coolbaugh and Merwine. The Grand Jurors were called—23 of whom answered to their names,—and after a very able charge by his Honor, L. Kidder, Jos. Trach, of Hamilton, was chosen Foreman. During their deliberations they found several true Bills, and at the same time ignored a number of others, among which, was one against the individuals who participated in the destruction of the "Democratic Press," in Stroudsburg, in June last.

The Constables were called, who came forth as the standard bearers of the public peace, and rendered an account of the deeds done in their respective bailiwicks. Three of them were then directed to take their poles, keep order in the Court room, and whenever the "Elephant" appeared to have him caged.

The first case called for trial, was Michael Meisner, administrator of Ezra Bates, dec'd., vs. Jacob Young, administrator of Nicholas Young, dec'd. This was a Foreign attachment for the recovery of an alleged debt due, owing and unpaid to the plaintiff. Verdict for defendant. Porter for plaintiff, Davis and Reeder for defendant.

Laurence Serfoss vs. Dawalt Fisher, administrator of Michael Hawk, dec'd. Laurence Serfoss on the 12th day of June 1843, entered a judgment in the Common Pleas of Monroe county, against his son, Peter L. Serfoss, for \$3,000. Subsequent to the entry of said judgment, Michael Hawk recovered a judgment in the same Court against Peter for \$600. Michael Hawk, died shortly after, and Dawalt Fisher became his administrator, who made application to the Court to have Laurence's judgment opened and the creditors let into a defence, upon the ground that it was given without a valuable consideration, and for the purpose of saving Peter's property from subsequent judgment creditors. This case occupied nearly three days. The jury returned a verdict for defendant. Reeder and Davis for plaintiff, Porter and Walton for defendant.

Thomas Krum and Phineas Driesbach vs. Lewis Sox and Wm. F. Edmunds. Action of trespass. Lewis Sox and C. H. Heaney, had an execution against John Driesbach, in the hands of Wm. F. Edmunds, Constable. The Constable was indemnified, and at request of the defendant levied upon and sold 4000 shingles which they supposed belonged to John Driesbach; but, which the Jury found was the property of the plaintiffs. During the progress of the trial, the following lines were written by one of the Counsel—J. M. P.

"Four thousand shingles from the Plaintiff's claim, To get their value, seems to be their aim,— But should the Plaintiff's in their suit succeed, There are five Lawyer's in it to be feed. The Plaintiff's then will only get the shavings, If they must take this batch of Lawyer's leavings."

Verdict of \$39 for the Plaintiff's. Reeder, Dimmick, and Dreher for plaintiffs, Porter and Walton for defendants.

Augustus Bowers vs. Charles Hawk and Joel Berlin. Ejectment for a tract of land in Chesnut-hill township, in the possession of the defendants. We have no room to comment upon this case. Verdict for defendants. Reeder and Dimmick for plaintiff, Porter and Davis for defendants.

Wm. Huston and John Huston, administrators of Wm. Huston, deceased, vs. James Gannon. Foreign attachment. Defendant left this neighborhood in 1837 or '38, and left two small children with Wm. Huston, dec'd, who fed and clothed them for a number of years.— This suit was brought to recover out of his property the expenses of their keeping. Verdict for plaintiff—\$132. Dimmick for plaintiffs, Reeder and Shaw for defendant.

The Court, after going through with part of the Argument list, adjourned on Saturday night about 11 o'clock, having done a good week's work.

Gen. Scott's Recall.

The Washington correspondent of the North American makes these extraordinary statements:

WASHINGTON, Jan. 10.

Things are taking a serious turn. On Thursday it was determined in Cabinet to recall Gen. Scott from the command of the Army, and a special messenger was despatched with the order. He was stopped at Richmond by a telegraphic communication, and recalled, as intelligence, had been received that Gen. Pierce was hurrying on, and it was deemed advisable to take his opinion in the premises. Gen. Pierce had not yet arrived, and it is probable that there will be a suspension of further action for the present. This comes from high Democratic authority.

Doctors.—One hundred and fifty-three doctors were lost Thursday made by the medical college of the University of Pennsylvania.

From the New York Tribune, 12th inst.

Extension of the New-York and Erie Railroad to the Delaware.

That portion of the New-York and Erie Railroad extending from Otisville to Port Jervis on the Delaware having been at length completed, the Directors and some forty or fifty other gentlemen, at the invitation of the officers of the Company, went over the Road yesterday for the purpose of viewing the work and noting the obstacles which have been overcome in its construction. The company left the City in the steamer St. Nicholas at 7 1/2 o'clock, and after numerous stoppages arrived at Port Jervis a little after 12. The distance between the two places is 98 miles; that between Piermont and Port Jervis 74. Among the gentlemen of the Company, beside the Directors and officers, we noticed Peter Townsend, Esq., Gardner G. Howland, Esq., Saul Alley, Robert D. Weeks, James L. Morris, Daniel Jackson, of Chester, Major Winslow and others.

On arriving at port Jervis, the company were met by a large number of the citizens of that place and vicinity, and about one hundred gentlemen sat down to an excellent dinner provided by the landlord of one of the hotels in the village, whose name we have unfortunately forgotten. The bracing Winter atmosphere and the long ride gave to every one an excellent appetite, and the good things provided by the host were duly honored. Dinner being over,

BENJAMIN LODER, Esq. President of the New-York and Erie Railroad, addressed the Company. He commenced by congratulating the Directors, Stockholders and the public upon the extension of the New-York and Erie Railroad to the Delaware River. From the commencement of the work this point has been looked to as one of great importance; and in view of the great obstacles and embarrassments that had to be overcome, the opening of this section of the road was an important event in the history and progress of this great work.

At this point, continued Mr. Loder, we arrive within hailing distance of portions of the States of New-Jersey and Pennsylvania. To the inhabitants of each we extend a fraternal hand and invite all who desire to avail themselves of the privileges and advantages of this road, to participate in its benefits. And after bringing this road to the borders of a sister State with the capital of our own citizens, intending soon to complete a portion of it in that State, it is of great importance that mutual confidence should be entertained and that no cause of jealousy or distrust should exist, and that fair and honorable dealings should mark the intercourse of all parties from the beginning. We therefore invite and welcome her citizens to an equal participation with our own citizens in all the benefits and advantages of this road.

Mr. Loder then proceeded to give a brief history of the section just completed, and stated the length of the road from Piermont to Port Jervis to be 74 miles, which, though it must appear a short distance when compared with the whole line yet to be constructed, it must not be overlooked that it is by far the most difficult and expensive portion of the whole road, to Lake Erie. Lest some of the friends of this great enterprise should think that the Directors had not urged on the work with sufficient energy, he deemed it not improper to remark that the stockholders and the public were not probably fully aware of the numberless difficulties incident to the prosecution of a work of such magnitude, nor of the amount of labor performed and expenditure incurred upon this line, since the Directors were relieved from the delay and embarrassment growing out of the question of location. Nearly half the time since the passage of the law of 1845 was lost to the Company by the delay in settling that question.— Since its final settlement, however, the Directors have urged on the work as rapidly as it was possible.

The difficulties that had been surmounted in passing over the Shawangunk Mountain could hardly be appreciated by those unacquainted with the details, and particularly as to that portion of it from Otisville to Port Jervis, a distance of 13 miles. In relation to that work, it was proper to remark that there was no other portion of the road to Lake Erie of like distance in a continuous line, so expensive and difficult in its character. Mr. Loder then stated some facts in relation to this work from the summit to that place—and said that had the same amount of labor and expenditure been made on the line west of Binghamton, 50 miles or more would have been completed. The Directors had determined on the outset to expend their money only where it would add successive and continuous portions of the main line.

Mr. Loder said that to Mr. Silas Seymour, Superintendent Engineer, he was indebted for a memorandum he had received while seated at the table, which he thought sufficiently complete and important to incorporate into his remarks. The memorandum contained statistics in relation to this 13 miles of the road. It appears that in its construction no less than \$17,000 lbs. of powder had been expended, 210,000 cubic yards of solid rock and 730,000 yards of earth had been excavated, 14,000 yards of slope wall had been constructed, 300,000 days' labor had been bestowed upon it by 3,000 laborers, and 30,000 days' labor by horses. The speaker complimented in the highest terms the energy, perseverance and efficiency of Mr. S. Seymour, to whom he said too much praise could not be given.

From this point to Binghamton, a distance of about 130 miles, nearly every section is being worked, and a large portion will be ready for the superstructure by the month of June or July, and before the 1st of January next, unless unexpected difficulties shall occur, the Directors intend to have the cars running to Binghamton, if not farther.

The earnings of the road now in use, during the year just passed, had far exceeded the expectations of the Directors, being \$251,000, against \$185,516 for the preceding year—an excess of nearly \$65,000. For the coming year he estimated the receipts from \$300,000 to 350,000—when the earnings will be exceeded by only one Railroad Company in the State of New-York; and when it shall be extended to Binghamton, the earnings will be more than double those of any other Railroad in the State.

To reach a point so important in the interests of the Company, all the energies and efforts of the Directors are devoted, in order to accomplish the work at as early a day as possible. And as it is a principle generally admitted, that the longer the line of a Railroad, the more profitable to the stockholders, it is believed, when the road shall ever reach Binghamton or Elmira, such results will be attained as will justify the highest expectations of its friends, and that the merchants and business men of New-York, who have so creditably to themselves contributed their means to carry forward a work so important to our City and State, will be fully satisfied as to the character and value of their investment.

Mr. L. said he would close what he had to say, in the words of a portion of the address of the present Board of Directors to the public, viz: "That the present Board of Directors are fully determined to leave nothing undone, which they can do, to carry forward this great enterprise to an early completion;" fully endorsing the statement contained in another portion of the address, that—"What the Erie Canal has been, in its important consequences, to the City and State of New-York, the Erie Railroad we believe will be, when once opened from the Hudson River to Lake Erie."

WILLIAM E. DODGE, Esq. being then called upon, spoke for the space of fifteen or twenty minutes in glowing terms of the flattering prospects of the Company. He said that with this six feet track, a road 450 miles in length, passing through the most beautiful and fertile valleys, connecting the great Lakes with the great Commercial Emporium of the Western World, no man could be found wild enough, enthusiastic enough to estimate the receipts and revenue ten years after its completion.

Major WINSLOW asked to be indulged in a single remark. He was perfectly astonished at the results of the last few months' labor on the Road, the evidences of which he had this day witnessed, and in behalf of the stockholders he was prepared to say that the Officers and Directors had done their duty.

Mr. NORMAN WHITE, after some general and appropriate remarks, said that he did not see any grounds for the astonishment of his friend Mr. Winslow. How could he, when he had just heard from the President the enormous amount of ammunition used, and knowing as he did the ability of the Loder.

DANIEL JACKSON, Esq. of Chester, after a few pertinent remarks, gave the health of H. C. SEYMOUR, the able Superintendent of the Road, and Mr. S. S. POST, the efficient agent of transportation.

Mr. PIERSON gave a toast to the Contractors, after which the company rose and proceeded to the cars, arriving in the City about 9 o'clock in the evening.

The section between Otisville and Port Jervis has been mainly constructed since June last. The President having determined to complete the work by the 1st of January, 13,000 laborers were sent over the Road gratuitously.

The contractors, Carmichael & Stranahan, M. C. Story, and Thomas King, deserve credit for the energy and enterprise with which they have fulfilled their contracts. The grading alone between Otisville and Port Jervis cost \$40,000 per mile. The rails were manufactured at the Lackawanna Iron Works, in the Wyoming Valley.

The chief obstacles in the way of this great work have now been surmounted in the connection formed between the Hudson and the Delaware. Let its friends, therefore, take courage. The day is not distant when this gigantic enterprise will be consummated, and the stockholders and public reap the immense advantages of such a connection between the Commercial Capital and the Lakes of the West. Under the wise and energetic management of the present officers, the work will be pushed forward with all possible dispatch.

"Boy," said a traveller to a little fellow whom he met clothed in pants and roundabout, but minus another very necessary article of apparel, "Boy, wher's your shirt?" "Manny's washing it." "But have you no other?" "No other!" exclaimed the urchin, with intelligent scorn; "would you want a body to be a thousand shirts?"

The Pot and the Kettle.

The Government at Washington has favored the world with the correspondence between Mr. Secretary of State Buchanan, and Mr. Bancroft, minister at the Court of St. James, acting under his instructions, on the one side, and Lord Palmerston on the other, touching the case of "Captain May, of the British steamer Terviot," who committed the outrageous act of landing General Paredes at Vera Cruz.

The case was a perfectly clear one, so strongly put by the American functionaries that Lord Palmerston, who, with all his faults, and especially his fighting propensities, seems to have had no desire to defend the act or screen the culprit, gave him up at once to punishment; and accordingly, Captain May walks the plank—or walks it no longer,—the directors of the Royal Mail Steam Packet Company, on Lord Palmerston's summons, immediately suspended him from his command.

Indeed, it was scarce possible the British Government should have done less, after such a powerful representation of Captain May's offence, as was made both in Mr. Buchanan's and Mr. Bancroft's letters, that offence being the landing, in a time of war, in a clandestine manner, of a noted, influential and dangerous enemy of the United States.

"That the captain of the British steamer, by this conduct," says Mr. Buchanan, "has been guilty of a grave and serious violation," &c., "can neither be doubted nor denied. It is known to the world that General Paredes, as President of Mexico, was the chief author of the existing war between that republic and the United States, and that he is the avowed and embittered enemy of our country. The British captain must have known that all his influence would be exerted to prolong and exacerbate this war. It is, indeed, truly astonishing, that with a knowledge of these facts, he should have brought this hostile Mexican General, under an assumed name, on board of a British mail steamer, to Vera Cruz, and aided or permitted him to land clandestinely, for the purpose of rushing into the war with the United States."

Mr. Bancroft's letter is not quite so forcible; but he still expresses his indignation and demands the punishment of the British officer who thus treacherously introduced into Mexico the "avowed and embittered enemy" of the United States.

Now we are not at all surprised that the American ministers should have acted so promptly and energetically in the case of Captain May, of the Terviot. But what does surprise us is that they forgot, while their hands were in, to bring before his lordship the similar but more glaring offence of one Captain Polk, who introduced into Mexico, in the steamer Arab, in the same clandestine manner, the much more noted enemy of the United States, General Santa Anna, "for the purpose" (the same purpose) "of rushing into the war with the United States." Who knows but that Lord Palmerston would have suspended Captain Polk also? Will not Mr. Buchanan take the case into consideration? It should be remembered that Captain Polk was a previous offender, and that Captain May may have thought he was following a good example.

North American.

A STREET CONFAB.—"Peter Jumbo, had you seen a cow without any horns go past here to-day?"

"No Quomino, I no see 'em. Why you ax dat?"

"Bekase I lose my cow last night, and dar was sich a high wind, I 'spect dat it blow her horns off."

Poetry is the flower of literature; prose is the corn, potatoes, and meat; satire is the aquafortis; wit is the spice and pepper; love letters are the honey and sugar; letters containing remittances are the apple dumplings!

Western orators have said a great many smart things, but it was a domestic Irishman who said,— "Sir, I was born at a very early period of life, and if ever I live till the day of my death, and the Lord only knows whether I will or not, my soul shall see swate Ireland before it leaves Ameriky."

TOOTHACH.—The Doloureux, or Faceach, and every ache, in all cases, proceeds from impurity of the blood.

Wright's Indian Vegetable Pills are a certain cure for all kinds of inflammation and pain; because they purge from the body those morbid humors which are the cause not only of the above painful complaints, but of every malady incident to man. Wright's Indian Vegetable Pills also aid and improve digestion, as well as purify the blood, and therefore not only make a speedy, safe, and certain cure of Toothach, Faceach, and every other ache, but will most assuredly give new life and vigor to the whole frame.

Beware of Counterfeits of all kind! Some are coated with sugar; others are made to resemble in outward appearance the original medicine.

The original genuine Indian Vegetable Pills have the signature of William Wright written with a pen on the top label of each box. None other is genuine, and to counterfeit it is forgery.

For sale by George H. Miller, who is the only authorized agent for Stroudsburg; see advertisement for other agencies in another column. Office and general depot, 189 Race st. Phil'a.