

# Jeffersonian Republican.

THE WHOLE ART OF GOVERNMENT CONSISTS IN THE ART OF BEING HONEST.—Jefferson.

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## I have no Wife

BY AN OLD AND INCORRIGIBLE MEMBER OF THE BACHELOR'S CLUB.

I have no wife!—young girls are fair,  
But how it I cannot tell.  
No sooner are they wed, than their  
Enchantment bid them all farewell.  
The girls, God bless them! make us yearn  
To risk all odds and take a wife,  
To cling to one, and not to turn  
Ten thousand in the dance of life.  
I have no wife! who'd have his nose  
Forever tied to one lone flower,  
E'en though that flower should be a rose,  
Pluck'd with light hand from fairy power?  
O, better far the bright bouquet  
Of flowers of every clime and hue,  
By turns to charm the mind away,  
And fragrance in the heart renew.  
I have no wife!—I now can change  
From grave to gay, from light to sad,  
And in my freedom wide can range,  
Fret for a while and then be glad.  
I now can heed a siren's tongue,  
And know that eyes glance not in vain;  
Make love apace, and bring 'flung,'  
Get up and try my luck again!  
I have no wife!—and I can dream  
Of girls who're worth their weight in gold,  
Can bask my heart in Love's broad beam,  
And dance to think it yet unsold:  
Oh! I can gaze upon a brow  
Which mind and beauty both enhance;  
Go to the shrine and make my bow,  
And thank the fates I have a chance!  
I have no wife!—and, like a wave,  
Can float away to any land.  
Curl up and kiss, or gently lave,  
The sweetest flowers that are at hand.  
A pilgrim, I can bend before  
The shrine which heart and mind approve,  
Or Persian like, I can adore  
Each star that gems the heav'n of love.  
I have no wife!—in heaven they say,  
Such things as weddings are not known;  
Unyoked the blissful spirits stray  
O'er fields where care no shade has thrown,  
Then why not have a heaven below,  
And let fair Hymen hence be sent?  
It would be fine; but as things go,  
Unwedded folks won't be content!

## An Eventful History.

The following strange eventful record of a journeyman printer's life, we are positive is correct to the letter. It develops what a man can do if he likes, and what queer and enterprising, unselfish fellows, the majority of printer's are:  
"The life of a printer is, to say the least, one of variety. I left home at the age of nine, and was apprenticed to the printing business at thirteen; since then I have visited Europe—been in England, Ireland, Scotland, Wales and France—in Canada, Nova Scotia, Labrador, South America, West Indies, and all the Atlantic States of the Union, from Maine to Louisiana,—have lived in twenty seven cities and towns of the United States. I have been a sailor in the merchant service, and have sailed in all manner of craft; ship, barge, brig, schooner, sloop and steamer—in the regular army as a private soldier, deserted and got shot in the leg. I have studied two years for the ministry, one year for an M. D. travelled through all the New-England States, New York, New Jersey, Pennsylvania and Virginia, as a journeyman printer, generally with little else than a brass rule in my pocket. I have been the publisher of 100 papers in—, one in Boston, one in Roxbury, Mass., one in New Hampshire, and one in Maine. At one time I had \$7,350 in my pocket of my own. I have been married twice, and am now nearly 26 years old! Was a member of Captain (late Major) Ringold's flying artillery, at the encampment in Trenton, N. J. I have been a temperance lecturer and proprietor of a temperance theatre.

## Effect of Imagination on the Physical Frame.

Many years ago, a celebrated physician, author of an excellent work on the effects of imagination, wished to combine theory with practice, in order to confirm the truth of his propositions. To this end he begged the Minister of Justice to allow him to try an experiment on a criminal condemned to death. The minister consented, and delivered to him an assassin of distinguished rank. Our savant sought the culprit, and thus addressed him: "Sir, several persons who are interested in your family, have prevailed on the judge not to require of you to mount the scaffold, and expose yourself to the gaze of the populace. He has, therefore, commuted your sentence, and sanctions your being bled to death within the precincts of your prison; your dissolution will be gradual, and free from pain." The criminal submitted to his fate; thought his family would be less disgraced, and considered it a favor not to be compelled to walk to the place of public execution.  
He was conducted to the appointed room, where every preparation was made beforehand; his eyes were bandaged; he was strapped to a table; and, at a preconcerted signal, four of his veins were gently pricked with the point of a pin. At each corner of the table was a small fountain of water, so contrived, as to flow gently into basins placed to receive it.—The patient, believing that it was his blood he heard flowing, gradually became weak; and the conversation of the doctors, in an under tone, confirmed him in this opinion.  
"What fine blood!" said one. "What a pity he should be condemned to die; he would have lived a long time."  
"Hush!" said the other; then approaching the first, he asked in a low voice, but so as to be heard by the criminal, "how many pounds of blood are there in the human body?"  
"Twenty-four. You see, already, about ten pounds extracted; that man is now in a hopeless state."  
The physicians then receded by degrees, and continued to lower their voices. The stillness which reigned in the apartment, broken only by the dripping fountains, the sound of which was gradually lessened, so affected the brain of the poor patient, that, although a man of very strong constitution, he fainted and died, without having lost a drop of blood!

## Sagacity of a Dog.

An officer of the Army, accompanied by his dog, left West Point on a visit to the city of Burlington, N. J., and while there becoming sick, wrote to his wife and family at West Point, in relation of his indisposition. Shortly after the reception of his letter, the family were aroused by a whining, barking and scratching at the door of the house, and when opened to ascertain the cause, in rushed the faithful dog. After being caressed, and every attempt to quiet him, the dog in despair at not being understood, seized a shawl in his teeth, and placing his paws on the lady's shoulders, deposited there the shawl! He then placed himself before her, and fixing his gaze intently upon her to attract her attention, seized her dress and began to drag her to the door. The lady then became alarmed and sent for a relative, who endeavored to allay her fears, but she prevailed upon him to accompany her at once to her husband, and on arriving found him dangerously ill in Burlington. He is yet indisposed. The distance travelled by the faithful animal, and the difficulties encountered, render this account almost incredible, especially as the boats cannot stop at West Point on account of the ice. Any one can easily satisfy their curiosity in relation to this remarkable case of animal reasoning by visiting Burlington, where the owner of the animal is at present.—Philadelphia Bulletin.

AN UNSAFE INVESTMENT.—Did thee receive my remittance, my son?  
Yes, father.  
"Then why did thee not buy a new coat?—thy present one is rather fragile."  
"Why—the fact is—that I left all my money in the bank at New-Orleans."  
"Ah, thy economy is certainly commendable—in what bank?"  
"I don't exactly remember what bank, father—I know it was a very good one, as it had a scriptural name. It was—um! let me see—it was the Pharaoh bank, I think."

CURE FOR A BITING HORSE.—Biting is a bad and dangerous habit. It is said that the bite of a horse that is not mad will sometimes produce madness. The following is regarded as an effectual but barbarous remedy, but it is to cure a savage habit. Roast or bake a piece of meat, and present it hot as he attempts to bite. Be cautious lest he bite a piece of live flesh instead of hot meat.

G. H. Gentrigh, a justice of the peace at Indianapolis, was lately married to his ninth wife.

Turkeys are selling in Chicago for 37 1/2 cents each. The market is stocked with venison and prairie chickens, which are selling very low.

## Canal Commissioners' Report.

The great length of this report precludes its publication in our paper. We will give the substance of the document, which will probably be equally acceptable.  
The Report states that the operations on the canals and railroads of the Commonwealth for the fiscal year ending November 30, 1848, do not exhibit as favorable a result as was anticipated at the date of the last annual report of the Board.—The heavy repairs made during the year on the breaches caused by the disastrous floods of October, November and December, 1847, and the rebuilding of the burnt aqueduct across the Allegheny river near Freeport, have swelled the expenditures beyond the estimates; whilst the interruption to navigation on the main line, produced by the destruction of the aqueduct, and the long continued low water in the Ohio river, have been the means of reducing the receipts below those of 1847.  
The gross receipts on the various lines were as follows:  
Main Line: for tolls, rents, fines, motive power, trucks, old materials sold, &c., \$1,190,377 79  
Delaware Division: tolls, rents & fines, 176,748 84  
Susquehanna & North & West Branches: tolls, rents and fines, 166,316 37  
Total gross receipts, \$1,533,344 00  
The expenditures were as follows:  
On the main line—including ordinary repairs of damages by floods of 1847 and by fire (\$303,430.51), pay of collectors, lock-tenders, weigh-masters, inspectors &c., \$894,936 09  
On Delaware Division—including repairs, pay of officers, &c., 33,271 52  
On Susquehanna and North and West Branch Divisions, 138,186 77  
Total expenditures, \$1,067,394 38  
Net receipts over expenditures, \$465,949 62  
Deduct payment of Canal Commissioners and the expenses of their office, 5,143 26  
Net revenue from public works, \$460,806 36  
The gross receipts of the year ending November 30, 1848, fall short of those of the preceding year, \$28,231 87.  
The repairs were executed with as much economy as practicable, though materials and labor were necessarily procured at higher than ordinary prices.  
The following comparison shows the difference in the receipts on coal, iron, and flour and grain during the two last years:  
Coal. Iron. Flour & Grain  
1847 \$218,970 93 \$96,582 08 \$133,556 27  
1848 232,935 03 121,177 44 78,836 62  
Many of the locomotive engines on the Main Line are old, and it is recommended to sell them, and purchase new ones of greater power. The new engines will be required the present year.—Nearly one hundred tons of new rails have been laid during the past year; and \$3,750 will be needed to purchase new rails the present year.  
W. Milnor Roberts has been employed as an engineer to survey a route for a track to avoid the inclined plain at the Schuylkill; and he recommends one diverging from the railroad a mile and a half west of the plain near the head of a ravine falling into George's run. It passes down the east side of that run, by way of Harding's tavern, to the permanent bridge. When opposite to Hestonville, it curves to the left, passes through Woodland, approaches the quarries just above Fairmount dam, and passing back of Harding's, continues a level sloping ground, through Powellton, to the city property in West Philadelphia, until it meets the permanent bridge. The distance by this route is not much greater than by the present—the highest grade sixty feet to the mile—the estimated cost, exclusive of land damages, \$283,000. The interest on the whole cost would not be as much as the annual cost of keeping the inclined plane and motive power in order; and the prosecution of the work is strongly recommended, as a measure of both economy and facility of transportation.  
The tonnage transported over the Columbia railroad during the year was 368,019,418 pounds—being an increase over the year 1847 of more than twenty-two million pounds.  
The Main Line was opened for business on the 20th of March, about which time business was commenced on the other lines, except on the Delaware Division, which was opened on the first of March.  
Of the Delaware Division the Report says it continued in successful operation from the opening on the 1st of March to the close of navigation.—No breaches occurred during the year, and no expenses were incurred, except for ordinary repairs. The tables of receipts and expenditures show that this line continues in a prosperous condition, the excess of receipts over expenditures being one

hundred and forty-three thousand three hundred and seventy-eight dollars and thirty-two cents.—Original cost of the canal, one million three hundred and eighty-four thousand one hundred and thirty-six dollars and ninety-six cents.

The out-let lock at Wells' Falls, designed to form a connection with the Delaware and Raritan Canal, and constructed under the provisions of the act of the 20th April, 1846, was completed and ready for use in the spring. As was stated in the last annual report, "this improvement consists in a guard lock one hundred and twenty-two feet in the chamber, a canal nine hundred feet long, and an out-let lock of two and a half feet lift, with chamber one hundred and twenty-two feet in the clear. The locks are built of rubble masonry, laid in the best hydraulic cement. The towing path is paved one foot thick on top, thoroughly walled both outside and in, and altogether is believed to form a complete and durable work.

The present state of the fund applicable to this lock is as follows:—  
Amount of loan, \$20,000 00  
Add tolls received in 1848 1,539 00  
From which deduct:—  
Cost of construction, \$18,000 00  
Damage to land, 100 00  
Pay of lock tender, 175 00  
Estimate for lock house and fixtures, 950 00  
Advertising, 50 00  
\$19,375 98

Leaving the sum of two thousand two hundred and sixty-three dollars, and two cents to be applied to the purposes indicated by the act authorizing the construction of the lock.

The fund for the repair of road and farm bridges is exhausted. It remains for the Legislature to decide whether further appropriations shall be made for these objects. If that body determines that the repairs shall be made, ten thousand dollars will be required for the present year.

A statement accompanies the report exhibiting the estimated cost of keeping all the lines in order for 1849, which shows that there will be required for ordinary and extraordinary repairs, and the payment of debts, three hundred and thirty-eight thousand nine hundred dollars; for motive power expenses, the purchase of new engines and the payment of debts, three hundred and sixty-four thousand eight hundred and eighty-seven dollars; for collectors, weigh-master, &c., thirty-two thousand dollars; for lock tenders, thirty-five thousand five hundred; for pay of Canal Commissioners and expenses of their office, five thousand two hundred dollars; for repairing breaches which may occur during the year, or for the purchase of materials after the first of December next, fifty thousand dollars, for balance due on weigh lock at Beach Haven, three thousand six hundred and thirty dollars and ten cents, which after deducting the balance in the treasury twenty-two thousand dollars) leaves eight hundred and eight thousand one hundred and seventeen dollars and ten cents, as the amount required for all purposes for the year. It is estimated that if no serious breaches occur, the receipts from tolls will amount to one million seven hundred thousand dollars, which will leave eight hundred and ninety-one thousand eight hundred and eighty-two dollars and eighty-nine cents, as the net profits of the year.

## REGISTER'S NOTICE.

John Miller, administrator of the estate of Peter Labar, deceased, has filed his account in the Register's office, at Milford, in and for the county of Pike, and the same will be presented to the Orphan's Court for confirmation and allowance on the 12th day of February next, of which all persons interested will take notice. J. C. WESTBROOK, Register.  
Register's office, Milford, }  
Jan. 11, 1849.—4t.

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December 28, 1848.—St.

## BLANK MORTGAGES

For sale at this Office.

## Greeley on Mileage.

All our readers are doubtless aware that some weeks since the Hon. Horace Greeley—who at this time has the double duty to perform of editing the New York Tribune and representing a portion of that city on the floor of Congress—made an expose in reference to the amounts of over-pay that members had been drawing from the purse of Uncle Sam, in the way of mileage. The general charge was, that while the law allows mileage from the seat of government to the homes of Members, it is not sufficiently explicit as to the route; and hence, instead of charging by the nearest post route, they have been in the habit of receiving pay for travelling over circuitous and much longer routes. This system had amounted to an abuse upon the Treasury which Mr. Greeley very properly deemed it right to check, inasmuch as it allowed to certain members as round a sum as \$40 per diem for every day they were engaged in the public service.

For this exposition, however, Mr. Greeley has brought down upon him the anathemas of nearly all his fellow-members, and for the past week or two he has been kept as busy as he may perhaps desire, in repelling their attacks. But he has borne himself bravely in the ring, and we think pretty fairly floored the bullies who undertook to over-crow him for his dashing assault upon the little pickings and stealings from the National Treasury.

The fact is, Greeley is right in this matter, if in nothing else; and he deserves the thanks of the public for his manly courage in bringing this crying evil to the light. We have no desire to see a system of niggardly economy enforced upon those in the employ of government; but as \$8 per day is a pretty liberal remuneration for the services of our National law-makers, we can see no justice in that policy which permits them to over-draw thousands in the way of extra mileage. A year or two since the whole country press throughout our land united in asking Congress to permit their papers to circulate through the mails within the county in which they were published free of postage; but these same members, fearful, perhaps, that such a measure would deprive the government of a small source of revenue, have paid but little heed to their petitions. Had they permitted this extra mileage to have remained in the Treasury, the same would doubtless have paid ten times the deficiency they feared from this measure.

We repeat, Mr. Greeley deserves to be sustained for his manly courage. He has struck a blow in the right place, and while those members who are continually prating about reform and economy in public expenditures, evince so much solicitude for the public weal, let them now come up to the work and assist in reforming an abuse which has too long been practised.—Allentown Democrat.

The debate on mileage came up in the House of Representatives on Thursday, and Mr. Greeley had an opportunity to defend his course in relation to the matter. Among other things he said:

And now, Mr. Chairman, a word on the main question before us. I know very well—I knew from the first—what a low, contemptible, demagoguing business this of attempting to save Public Money always is. It is not a task for gentlemen—it is esteemed rather disreputable even for Editors. Your gentlemanly work is spending—lavishing—distributing—taking—Savings are always such vulgar, beggarly, two-penny affairs—there is a sorry and stingy look about them, most repugnant to all gentlemanly instincts. And besides, they never happen to hit the right place—it is always "Strike higher!" "Strike lower!"—To be generous with other people's money—generous to self and friends especially, that is to be the popular and commended. Go ahead and never care for expense! if your debts become inconvenient, you can repudiate and blackmail your creditors as descending from Judas Iscariot!—Ah! Mr. Chairman, I was not rocked in the cradle of gentility!

PLUNDERING ACCORDING TO LAW.—General Houston's mileage every session is \$2496. The distance for which he charges is 3120 miles. It can be traveled in three weeks each way—at an expense at the outside of \$150. Suppose he was paid at the rate of eight dollars per day for his time, it would amount to about \$240. By the present law he gets upwards of \$2000, besides expense and time.—Reform is needed, and must be brought about in Congressional affairs.

The amount of Relief Notes issued by the Banks of Pennsylvania, and now in circulation, is stated to be \$762,664.

TEN THOUSAND DOLLARS DAMAGES.—In the Superior Court, New York, on Friday, a verdict was rendered against Moses Y. Beach, publisher of the New York Sun, for a libel published in his journal upon Mr. John Thompson, publisher of Thompson's Bank Note Reporter. Mr. Eadie the editor, testified that it was written without the knowledge of Mr. Beach, and that the younger members of the firm desired its publication.