

a rope ladder the following evening from one of the windows in the room adjoining; but having loosed the bars of the window the same evening the instrument for the purpose was put into her hands, she determined not to wait till the following evening for the promised ladder, not knowing but the plot of the servants might be discovered by her uncle, or by some of his children, and she accordingly went to work making a rope (if such it may be called) from her bed clothes, by tearing them in strips and tying the ends together.—After a few hours labor, she completed her rope, but fearing it might not be strong enough to support her, it was some time before she dared attempt a descent. But preferring death to a longer confinement, and fearing that she might be detected, she resolved to make the attempt, resigning herself into the hands of Him who is the orphan's friend. She did make the attempt and was successful. Yes, she was liberated from a prison in her own house, where for filthy lucre's sake, she had been confined by her own uncle, but once more breathed the pure air of freedom. This was about daylight. She immediately bent her steps towards the wharf where the Boston vessel lay; and from that period in her life till she ushered her husband into her own house the reader has already an account of.

The surprised and horror-stricken uncle stood in mute astonishment for some moments after being informed by Eliza of her marriage. She again repeated her demand, "Leave my house in an hour thou monster," and then returned to her husband, when the promised explanation was made.

The amazement of Tudor and the transport of his wife, at the sudden change in their fortunes and conditions, may possibly be conceived, but they certainly cannot be expressed. Being incompetent to the task, I will not attempt to describe the scenes that successively followed, the embraces of the happy couple, and the kisses exchanged—the joy of the servants at seeing their old mistress once more set at liberty—the chagrin, mortification, and disappointments of the inhuman uncle, and his family—the kind congratulations of old friends and acquaintances—the parties that were given by Mrs. Tudor, as well as those attended by her and her husband—their many rides into the country, &c. &c.

One pleasant morning some four or five days after the marriage, the attention of the officers and hands belonging to the Boston vessel was directed to a splendid carriage, drawn by two cream colored horses richly compared, which was approaching the wharf, and in a few moments halted immediately in front of the vessel. The driver dismounted the box and let down the steps of the carriage, a gentleman gorgeously dressed, stepped out, and assisted the lady with corresponding habiliments to alight; they then stepped on board the vessel, when the gentleman asked the captain what port he was from, how many days he was performing the passage, when he intended to return, the amount of fare for passengers, and other questions of like nature, receiving appropriate answers to the same, asked leave to examine the cabins and other accommodations of the vessel, (all the while avoiding as far as possible, the scrutiny of the captain) which were very courteously shown him. He then observed that he and his lady had some thoughts of soon starting for America, and in case they concluded to do so, assured the captain they would take passage with him. They then left the cabin, but before leaving the vessel the gentleman turned to the captain and said—

"Capt. —, (calling him by name) before leaving your vessel, permit me to make you acquainted with Mrs. Tudor!"

It was not till that moment, that the captain and these around him, recognized in the elegantly dressed gentleman, their old friend and companion—Tudor the cooper,—they supposing that some sad if not fatal accident had befallen him. I once more leave the reader to judge the congratulations that now followed, and the healths that were drank.

The remainder of my imperfect sketch is soon told. Tudor distributed the wages coming to him among his former associates, bade them good bye, but not however, until he had extricated a promise from the captain and his crew to call as often as possible upon him before sailing—left the vessel, entered his carriage, and was driven to his own door.

Tudor and his wife lived through life upon the most amicable terms, and were blessed with prosperity and an obedient and respected circle of children. Some years after his marriage, he returned to his native place, Boston, where he built two or three wharves, that bear his name to this day. They afterwards returned to London where they died as they had lived since their union, honored by all who enjoyed their acquaintance.

#### Credulity in Berlin.

A "wonder-working girl," named Louisa Braum, who tells her followers to go home, have faith, and be healed has obtained so much credit at Berlin, that many sick have been seen rubbing their heads against the wall of her dwelling, in the full belief that they will thus be cured of their diseases. So many have lately performed this singular operation, that the police have at last interfered, and have threatened to confine the girl in an asylum if she should continue her practice.

An old lady combating the idea of the moon being inhabited, remarked with emphasis that the idea was incredible: "for," said she, "what becomes of the people in the old moon when there is nothing left of it but a little streak?"



### JEFFERSONIAN REPUBLICAN

Thursday, May 10, 1849.

#### No Court.

SHERIFF KEMMERER has received a notice from the Associate Judges to countermand his orders for the holding of a Court in Stroudsburg, to commence on the 21st inst., which he does in our columns to-day. The recent Legislature has changed the time of holding the Courts in Monroe County, from the 3d to the 4th Monday in May.

#### Appointment by the Post Master General.

GEORGE H. MILLER, to be Post Master at Stroudsburg, in place of George Malven, removed.

#### Borough Election.

At an election held at the Court House in the Borough of Stroudsburg, on the 7th inst., the following persons were duly elected Borough officers for the ensuing year, viz:

Chief Burgess,  
Samuel S. Dreher, Esq.

#### Councilmen.

John H. Melick,  
Joseph J. Postens,

Morris D. Robeson,  
Charles Musch,  
James Palmer.

#### High Constable.

Daniel Huntsman.

#### Town Clerk.

William Carey.

The Editor of the New York Tribune has seen a letter from Montreal, dated Thursday after burning of the Parliament House, which states that it is almost impossible to describe the depth of feeling which pervades the people of that place in relation to political matters, and that the general cry is for annexation to the United States. The writer is an American merchant, and has resided in Montreal several years.

The Susquehanna Register, published at Montrose, Pa., has been enlarged, and is now printed on new and beautiful type. We congratulate the editor upon this evidence of his increasing prosperity.

Some interesting statistics are furnished by the recent annual report of the N. Y. City Inspector. The whole number of deaths during the year 1848, is reported to be 15,919—or only 112 over those of the twelve months preceding. Black persons, 782; men, 3695; boys, 4,638; total males, 8,343; women, 3,325; girls, 4,251; total females, 7,576.

#### Important Decision.

The important case of the Delaware and Hudson Canal Company, in which \$84,000 were in issue, has been decided, as we learn by letter from Harrisburg. A verdict was rendered for the defendants agreeably to instructions from the presiding officer, Judge Pearson. The grounds assumed by the defence were, that the State of Pennsylvania had not the power to tax dividends declared by a company incorporated by a sister State—although a portion of the works may be located in the State so taxing, as that would be an infringement of the compact between the States.

#### Law against Arson.

There was a law passed at the recent session of the Legislature, which provides that any person who shall wilfully burn any building, pile of lumber, boards, &c., shall upon conviction be subject to imprisonment for a term not exceeding 15 years, and shall forever thereafter be deemed incompetent to be an elector, or witness, or to hold any office of honor, trust or profit; and any person attempting to fire any building, shall be deemed guilty of misdemeanor, and upon conviction be subject to imprisonment at hard labor for a term not exceeding ten years.

#### Virginia.

The returns of the Virginia election look bad enough for the Whigs, and better for the Locofocos than they expected. The Whigs, through their own dissensions have failed to elect in several districts where they ought to have succeeded.—Only one Whig is elected to Congress, and he is the independent candidate in a district where the Locos made no nomination, but voted for him because he was more favorable to slavery-extension than the regular Whig candidate, Hon. John M. Pendleton. The Delegation in the last Congress but one stood as it will now—only one Whig.

The Whigs have gained in the legislature, but not enough to effect anything.

The miners and laborers at the Coal mines at Pottsville have turned out for higher wages—demanding an advance of about 40 per cent.

FRANKLIN. (La.) April 17, 1849.—I write amidst gloom and death on every side. The cholera is sweeping through our midst like a destroying angel. When it strikes, it destroys. Both sexes, all classes, ages and conditions are alike its daily victims. The negroes suffer most extensively, but every day sees the scourge extend itself among our population.

Rone, (Loco.) is elected Governor of Arkansas by 50 to 60 majority.

#### Connecticut—Election of Governor.

There having been no choice for State officers at the recent election in Connecticut, the two houses of the Legislature met in Convention on Thursday, and proceeded to an election. For Governor, there were cast 232 votes, of which Hon. Joseph Trumbull received 122. For Lieut. Governor, 240 votes were cast, of which Henry D. Smith received 111. For Secretary of State, 239 votes were cast, of which Roger H. Mills received 123. For Comptroller 241 votes were cast, of which Abijah Catlin received 122—and all were declared duly elected. These gentlemen, with one exception, were the Whig candidates for the several offices. Henry D. Smith, the Treasurer, is a Locofoco. On the ballot for Governor, 11 of the Free Soil members voted for the Locofoco candidate, one for Mr. Trumbull, six blanks, and three did not vote at all.

In the afternoon of the same day the oath of office was administered to Gov. Trumbull, by Judge Storrs, after which the usual inaugural address was delivered. A large portion of this address is devoted to the relations between the free and slave states, in which we need scarcely say that good sound Northern doctrines are firmly but temperately advanced. The capital of the school fund is \$2,077,631 19; the amount divided between the school districts during the year was \$133,366 50; the number of children attending schools, between the ages of four and sixteen, were 88,911. The balance of money in the State treasury on the 1st of April, 1849, including \$13,000 borrowed within the year from the school funds was \$20,241 96. The whole amount of indebtedness from the State to the school fund, for money borrowed at various times, is \$46,212 43. The judicial expenses for the last year amount to \$41,374 81, exceeding by about \$4,000 the expenses of the preceding year.

A Mr. Miller, residing near Harrisburg, has had a prodigious piece of luck. On Monday morning last, his wife was obliging enough to give birth to five boys, all of whom—the Philadelphia Ledger says—"are alive and doing well."—What makes the case singular, or, rather plural, is, that she produced twins on one occasion, and a trio on another, making altogether, with the last consignment, ten children in four years! Great Jehosaphat! If we had such a wife, we should exclaim with the afflicted Millerite—"Blow your trumpet, Gabriel—I'm ready to go!"—Dispatch.

#### The Number gone to California.

A list of the vessels and passengers who have left the United States for California, sums up as follows:

226 vessels, via Cape Horn, passengers, 14,191
51 " " Chagress, " 2,517
11 " " Vera Cruz, " 698
11 " " Brazos, " 765
3 " " Corpus Christi, " 103
2 " " San Juan River, " 118
2 " " Tampico, " 87
1 " " Galveston, " 86
1 " " Lavaca, " 122

103 vessels passengers, 19,717

The emigration overland will, from all accounts, greatly exceed that by water, and will give a tolerably correct idea of the numbers that will soon be congregated in the valley of the Sacramento.

#### Singular Lake.

About ten miles to the south-west of Saratoga springs, N. Y., there is a small lake, well worthy the attention of the curious geologist. Around it, for a considerable distance, stretches a valley that shows many indications of having once been full of water, but which had been drained by the bursting of the southern boundary, towards the Mohawk river. In the centre of deeply shaded woods, lies the present lake, no more than a quarter of a mile in width, but about three miles in length. The shape is serpentine, and, though several streams empty into it, its outlet has been discovered. Very slight changes only are perceptible in the water-mark even at the period of the spring freshet. No sounding has been made in it yet, although deep sea-lines have been used. The shores are bold and perpendicular as a well, descending downwards thus to an unknown depth. The mightiest ship that floats could touch the shore in any place in safety. The surface is as calm as a mirror, for it is seldom touched by the boisterous wind.—The water though seemingly clear, looks black, from the great depth and the shadows of the trees on the shore. It has nothing of the dish shape usually pertaining to lakes, or to seas and oceans. It seems like an immense crevice in the solid crust of the earth's surface, thrown open by a convulsion of nature, as an earthquake, long centuries ago. When our planet was young it underwent shocks such as would crumble the mountains that now bristle along the surface and to one of those convulsions this curious lake probably owes its origin.

The National Reformers have called another general Convention, or 'Industrial Congress,' as they style it, to be held at Cincinnati, on the first Wednesday in June. It will continue for seven days or more, and its main object is to nominate candidates for the Presidency and Vice-Presidency of the United States. This is getting in the field early.

SPECIE is flowing into New York from the West in considerable amounts. The receipts are not less than half a million per week. A large proportion of this specie is foreign coin, including considerable silver.

#### Substance of J. M. Porter's Remarks.

Made at the Exchange, Philadelphia, April 10, 1849, in relation to the importance to Philadelphia of the completion of the Belvidere Delaware Rail Road.

This road is to extend from Belvidere, in Warren county, N. J., 13 miles above Easton, on the Delaware, to Trenton—a distance of 61 miles.

From Trenton to Philadelphia there is a rail road, which on the Pennsylvania side is about 27 miles in length.

The entire descending grade from Belvidere to Trenton, is, on the Delaware, about 200 feet—an average of something more than 3 feet to the mile, and the road can be constructed without any undulations. The inclination of the road is all one way, southward, and the proposed route will have in no one mile more than 6 feet grade.

The estimated cost of the road is \$1,547,507 30, or at the rate of \$25,369 per mile.—The survey and estimate are by Ashbel Welsh, Esq., an experienced Engineer, in whose statements implicit reliance can be placed.

This estimate includes the engines, cars, &c., for the trade and travel of the road, and the necessary deposits.

There has been about \$100,000 stock subscribed by individuals, and the Camden & Amboy & Del. and R. Canal Co., have agreed to subscribe \$500,000 more, under an act of the Legislature of N. J., passed for that purpose.

It will be seen that about \$950,000 more will be necessary to complete the road and put it in operation.

Is it the interest of Philadelphia to urge on this work to completion?

If it will tend to promote her prosperity; if it will add to her trade and commerce, it is undoubtedly her interest to do so.

The city of Boston has gone into the measures of constructing rail roads centering in that emporium of New England, and in the increased business of the place is reaping a rich reward for her enterprise.

And such will ever be the case.

Were this rail road never to be extended further than Belvidere, it would pay an interest on the investment in the passengers alone.

Yesterday morning there started from Easton, in stages for Philadelphia, 29 passengers, and there were seven or eight disappointed in getting seats. It is probable that an equal number left Bethlehem and Allentown, all of whom, it will be shown, would come to this city by the rail road.

All experience shows that travel is at least quadrupled where a rail road is constructed.—If 50 passengers are sent each way now without a rail road, and the number would be quadrupled by a rail road, then we should have 400 passengers per day, or 200 each way—at \$2 each, amounting to \$800 per day. This would be \$240,000 per annum.

But if yesterday's travel, which is taken at random, should be one-third higher than the average, if you deduct one-third it would give \$160,000 per annum for travel, and taking half that for wear and tear of road, engines, cars, hands and other expenses, it would give more than six per cent, on the investment.

This is not an over estimate—for the way travel would be immense. You pass through or near to, Yardleyville, Taylorsville, Titusville, Lambertville, New Hope, Prallsville, Lumberville, Finesville, Phillipsburg, and Easton, between Trenton and Belvidere.

The trade along this line is immense. Beginning at Durham, we have the Durham Furnace, the furnace of the Messrs. Cooper at Phillipsburg, and the three furnaces at South Easton, to wit: Mr. Thomas's and the Glendon Works, belonging to Mr. Jackson of Boston—each making at least 100 tons of metal a week with each stack—besides numerous foundries. If to those be added the Allentown and Craneville works on the Lehigh, we have at least 500 tons per week additional—making 1000 tons of pig metal per week, that for six months in the year must use this railroad as their route to market.

Besides this you have all the rich agricultural products of the region bordering on the Delaware and Lehigh.

The portion of the Kittatinny Valley which finds its outlet to market at Easton is unusually fertile. It is certainly as good a wheat growing country as any in the world, and as a proof of it there are annually sent to market from the vicinity of Easton, 100,000 barrels of wheat flour, besides rye and corn meal.

The lime burned in the neighborhood of Easton, destined for Bucks and the upper end of Philadelphia county, in Penna., and the country in Jersey from Lambertville out to New Brunswick and across to Bordentown, Mount Holly, &c., already amounts to upwards of a million of bushels a year, sent during half the year by the unsafe mode of water communication.

We have besides salt and other minerals on the Delaware, and lands well calculated for dairies.

And here the remark may be made, that the facilities given by rapid communications with large cities afford new objects for trade and markets.

From Orange county, in N. Y., several years since, I counted 275 ten gallon cans of milk, for half a day's supply of New York—some of it sent 80 miles to market—milked in the morning and sold the same afternoon. A like amount was milked in the evening and sold in New York the next morning; making 55,000 gallons of milk.

This article alone, I was told by the conductor, paid \$30,000 a year for freight and transportation, and paid the farmer a better price than to make it into butter, and send it in that concentrated form to market.

Our natural market is Philadelphia. There

we have been accustomed to trade, and the integrity and fair dealing of her merchants will always insure the continuance of our trade here, if we can trade upon any thing like equal terms.

If the facilities, however, are not afforded, our trade will be diverted to New York. Already the Elizabethtown and Sumerville Rail Road is extended to the White House, within 25 miles of Easton.

The Morris and Essex Rail Road is extended to Dover, and next season will be extended to Stanhope, within 25 miles of the Water Gap.

The New York and Erie Rail Road is extended to Carpenter's Point, at the N. E. corner of our State, and thence up the river Delaware to Deposit—thence to the Great Bend and Binghamton, and the next season will be completed to Elmira, and very soon thereafter to Dunkirk on Lake Erie.

By these avenues N. Y., approaches Pennsylvania, to draw off her trade at two points in the Kittatinny Valley, and at her North Eastern corner—giving that city the advantage for almost the whole trade of the North Eastern portion of the State, and exclusively so for the northern counties as far as Elmira at last.

The principal of self-preservation, therefore, demands of Phila., that she should adopt measures to retain the trade of that portion which she has heretofore had, and to prevent its diversion; whilst a due regard to her own interest should induce her to strive to secure to herself a portion of that which she heretofore has not enjoyed.

All this can be done by constructing a rail road up the Delaware, to connect with the New York and Erie R. R. at Carpenter's Point, or some place west of it. And in this measure the Belvidere R. R. is the first and principal link.

There probably is not any other route out of Philadelphia which affords the same facilities for constructing a rail road for the same distance.

From the city of Philadelphia to Trenton the route is a dead level—tide flowing up the Delaware to that point. From Trenton to Easton, a distance of 50 miles, the ascent is 159 feet; from Easton to Carpenter's Point, a distance of 67 miles, the ascent is regular and amounts to 196 feet average a little less than three feet to the mile.

No other route can be shown for the same distance with so low a grade.

Nor is this all. At Carpenter's Point on the Delaware, you are 435 feet above tide, 99 miles from New York, and 144 miles from Philadelphia by the course of the Delaware.

It is said to be a "fixed fact" among engineers, that every 20 feet rise in a road is equal to a mile in distance, so far as power and time are concerned. If this be so, then the freight and passengers can be transported as quickly and as cheaply from Carpenter's Point to Philadelphia as to New York.

Then if the road is completed along the Delaware from Trenton to Carpenter's Point, the entire trade of the north-eastern counties of Pennsylvania is secured to Philadelphia, and she stands upon at least equal terms for the trade of all the southern tier of counties of New York and all the northern counties of Pennsylvania or the Lake Erie, and for the Lake trade itself.

An act has been passed at the present session of the Legislature of Pennsylvania for incorporating a company to be called the Cobbs Gap Rail Road Co., which authorizes the continuation of the Belvidere road from its termination to Carpenter's Point. The books of the stock will probably be soon opened, and Philadelphia can then complete this connection. The whole of which will be nearly if not quite of equal importance to the Central Rail Road. With this difference, that the whole of the road along the Delaware can be completed far from one and a half to two millions of dollars expended by Philadelphia, whilst the other will cost her ten millions or more. This route will shorten the distance to the Great Bend from Philadelphia, some 35 to 40 miles, and open to the Delaware the stores of anthracite coal found in the Lackawanna valley.

In short the sum required is comparatively small; the result certain as to the profits of the investment, and in the value of the trade and business which it will retain and increase for Philadelphia.

The facts being before Philadelphia, it will be for them to say whether they will complete the great work.—Easton Sentinel.

A MISSOURIAN'S ACCOUNT OF CALIFORNIA.—The Independence Expositor contains a letter from Mr. T. McClellen, a gentleman of intelligence and veracity, who, with his family went to California about a year ago. He made the trip out overland, in 5 months and 5 days with the loss of one animal. He says:

"I brought every species of property I started with, which is worth more here in gold than all I ever was worth put together, in all my life. I sold, when I landed in the mines, the waggon I bought of Oldhan, and three yoke of oxen, for \$1000 in gold, and was offered \$200 for the other waggon and oxen, but I would not sell it; it is worth as much to me as a steamboat is to its owner on the Missouri river. I have given it to young Nottingham, who drove out for me, on the halves; he hauls from the Embareados, a town laid out at Sutter's Fort, forty miles from the mines, and the best of navigation at this time; the road is better than the road from Lexington to Independence, and hauls from thirty to forty hundred, and the price varies from \$20 to \$30 per 100 lbs., that he clears for himself over \$50 per day."