

Allow me to trouble you with these few lines, which I wish to insert in your Daily Times. My object is to have been for the last year a firm believer in the doctrine of the Latter Day Saints, or rather Mormonism. My parents became followers of the celebrated Joe Smith in an early day, and emigrated to Nauvoo. After the death of Smith and his brother, we were driven from thence. The society split. There were two who wished to retain the leader's place, and stand at the head of the Church, but could not agree. Therefore they separated. Col. White and his followers, that is, such as believed in him, went to Texas, and are living in peace and prosperity. Col. W. is a worthy man compared with our great orator, Mr. Brigham Young, notwithstanding he has been the father of the most of my lawful husband, that is, according to their own laws and rules.

But for the last twelve months I have seen enough to satisfy me; for what I don't know about Mormonism is not worth knowing. They have secret plots and objects that they mean to accomplish. They mean to have the Government for not protecting them in all their hellish works. For all this they mean to have satisfaction. My object in writing this is to warn my female friends to beware of the false prophets who are daily sent out from the Great Salt Lake City to deceive the people. It is my intention to travel through the United States, and visit all the principal cities, and lecture on this great and important subject, to caution all young people who should be so unfortunate as to be led into the uncanny trap. Beware!

In Boston I shall deliver my first lecture, as that is my native city. I have one young lady in company who also left the Mormonism with me. She has renounced the doctrines and will help me in my lectures. We shall both be present, and show Mormonism in its true colors, which you never have had in your enlightened State. Had it been represented in its true light, and its object told, there would not have been a follower left westward to join such a set of impostors, for I can call them nothing else, knowing them to be such. If there should be any others or followers of Mormonism, I hope they will come to the lectures, and dispute what we have to say if they can. We have and shall fetch documents to prove our assertions. We shall be there in a few weeks, and are at present awaiting with friends and as soon as we are refreshed from the journey we shall start for Boston. It is near two months since we left the Salt Lake City. You shall hear from me again, with more particulars. But no more at present from your humble servants.

Mrs. SARAH YOUNG.

Mrs. ELIZA WILLIAMS.

[The above comes from a respectable source. The ladies mentioned are the victims of Mormonism, and are prepared to expose the mysteries of the creed in a light which would startle the entire community.]

From the San Francisco Herald, Jan. 10.

Notwithstanding the very extraordinary drought which has prevailed during the months of November and December, checking in many localities altogether preventing mining operations, the export of gold during the past and present months has amounted to \$709,208—\$222,177 less than the export during the same period last year, when the quantity of gold and gulches were plentiful. From this you may imagine how large the production of gold would have been, had the usual rains fallen even in moderation, and it will at the same time show the vast benefits which have accrued to the miners and to the State, from the extension of the canals and ditches, by which water has been introduced into the use of the important mining regions requiring it.

Without such aid, our gold fields would at this moment be a barren waste, and a desert, the miners out of employ and poverty stricken, and the traders and mercantile community in despair. As it is, the failure of the rains has caused great distress among all classes, for the same reason. It is a great source of success on the good fortune of the miners. The rivers of this State have not been known to be so low for many years; those of Oregon are in the same condition, and by an extraordinary coincidence, those east of the Rocky Mountains were for months previous to our last services, in a similar state. It is a fact that at Pikes Peak a rocky bar in the Mississippi opposite Natchez, that had not been seen for thirty years, was exposed in consequence of the low stage of water in the river, while travellers could wade across the Arkansas. Altogether, it has been the driest Fall known for many years, both upon the Atlantic and the Pacific coast.

FRANCE.—On the 9th inst., the Emperor Napoleon reviewed the detachments of the Imperial Guard which are under orders for the Crimea. The Emperor was present and the troops expressed their enthusiasm by repeated acclamations. On presenting their new colors, the Emperor thus addressed his soldiers:—

"The French nation by its sovereign will, has resuscitated many things which were thought for ever dead. It has reconstituted an individual, it has reconstituted an empire, it has reconstituted an army, it has reconstituted a nation. It has done so by the force of its arms, and above all, carrying to their hearts the same sentiments of devotion to their country. Receive, then, these standards, which will lead you to victory as they led your fathers, as they have led your comrades. It is, and take your share of what will remain of danger to the emperor and to you; you will soon have received the noble baptism which is your ambition; you will have lent your assistance to plant our eagles upon the walls of Sebastopol."

A few weeks ago the funeral of Sarah, Grace and Mary, daughters of Mr. John A. Haven, of New York, took place on Tuesday afternoon, at the house of Mr. J. M. Hopkins, son-in-law of Mr. Haven, at Fort Washington, a short distance from the scene of the disaster. Friends relative to the bereaved family filled the house to witness the ceremony. The distressing event had overshadowed the vicinity with the deepest gloom. The Journal of Commerce says:—

"It was a mournful occasion. The bearers took up the three coffins one by one. On each lay a fresh wreath of flowers—flowers as soon as they were laid down, surrounded by the weeping remnant of a happy home, following his lifeless idols to the grave. For how many long years, warred by the brightest hopes, had he toiled for them? A life's golden dream had fled.

They hurried them together in one grave in the family enclosure, and when there a few fresh flowers were laid there, they replaced the spots, and left them alone. Then the bright sun gleamed out for a little time from the clouds that had made the whole day gloomy, and alone as if to dispel the grief and cheer the desolate hearts of the bereaved mourners."

SATURDAY EVENING, JAN. 27, 1855.

Binghamton Railroad.

By an article we copy from the Binghamton Republican, many facts interesting to our citizens are presented, relative to the Southern line of roads connecting with the Binghamton. It will be seen, as we have before stated, that the lines running to New York and to Philadelphia are to be completed within the present year. These roads will bring Oswego 40 miles nearer to New York, and 100 miles nearer Philadelphia, than any other railroad route, a difference sufficient to secure the bulk of travel between Lake Ontario and regions south of New York. A saving of 40 miles in the distance to New York, would also be likely to have an influence on the transportation of winter freight, passing between Lake Ontario and that city. Most of the importations of foreign merchandise by Upper Canada, are now made in the winter season—entered at Boston and New York, and transported by railroad to the open ports of Lake Ontario. These importations form a growing and already important carrying trade through our territory, and a saving of 40 miles of railroad transportation is sufficient to divert the importations now made by way of Boston to New York, as well as Canadian products going to market in the winter.

These facts are entitled to some weight in considering the proposed connection of the Oswego with the Binghamton road. They will also tend to show to the satisfaction of intelligent men, that Binghamton stock, now so much sneered at, is intrinsically worth more than that of the Central line, the former costing less than \$30,000 per mile, while the latter cost \$100,000.

CABINET ENGINEERING.—There is, evidently, an active intrigue on foot to work Gov. Marcy out of the Cabinet. Whether Cushing or Buchanan, or both are engaged in it, is matter of conjecture. Somebody is at the bottom of the rumors constantly breaking out.

The President will scarcely consent, in his crippled and desecrated condition, to part with a Secretary to whose talents and character the Administration is so largely indebted.

FILIBUSTERING, to which a new impulse has been given by our Filibustering Administration, is becoming a matter of dread and concern to all established governments. Col. Kinney's Central American expedition is nothing more nor less than a filibustering expedition, as shown by the seizures made in New York yesterday, and is probably to be directed against Cuba. The same filibustering spirit prevails on the Pacific coast. By the last accounts from the Sandwich Islands it appears that the Hawaiian Government, apprehensive of a filibuster invasion, issued the following proclamation on the 8th:—

"WHEREAS, It has come to my knowledge, from the highest official sources, that my government has been recently threatened with overthrow by lawless violence; and WHEREAS, the representatives at my Court, of the United States, Great Britain and France, being ignorant of the nature of the forces of their respective countries, I hereby publicly proclaim my acceptance of the aid thus proffered in support of my sovereignty. My independence is more firmly established than ever before."

This fear of Filibusters, the Alta California says, comes from the foreign residents for the purpose of arousing popular opposition against annexation. "They have succeeded (it adds) in persuading His Majesty the King, that he is in danger of being ousted and annihilated by a filibustering expedition from California. The commissioners from the foreign war vessels, in fact, the persons, perhaps, strengthening the apprehensions of the King, have offered their services to drive off the assailants and protect the government."

Receipts of Lord Elgin at Liverpool. His Lordship has arrived at Liverpool on the 12th instant he was presented with a public address from Liverpool and American Chambers of Commerce. The ceremony of presentation took place in the town hall, Liverpool, where his Lordship, who was accompanied by Sir R. C. Roncy and Captain Torrens, was welcomed by a number of the most eminent mercantile men of the town. Mayor Tobin introduced Lord Elgin to the meeting.

Mr. W. Oakes, president of the American Chamber of Commerce, read the address, of which the substance was congratulatory of Lord Elgin for the part he had performed in negotiating the reciprocity treaty, Lord Elgin replied in a neat speech, stating that during the eight years of his administration, he had had two objects in view—first, to place the Canadians in such a position politically and economically, that they need not envy their people on the face of the earth; and second, to place the commercial relations of the United States and the British provinces on such a footing, that they should not, if possible, at any future period, furnish occasions of estrangement or alienation between Great Britain and the United States. He further stated that since the death of the people of Canada he now of opinion that their condition, in connection with England, contrasted favorably with that of any other people on the earth. And, he believed also, that the intimate commercial relationship which will spring up between these two countries, when the reciprocity treaty comes fully into operation, will result in a future not a barrier and a source, but a link to unite the two kindred peoples.

When the Pacific left Liverpool there were seven steamers Bahama, Imperator, and Canadian being fitted out at Liverpool for the conveyance of troops to the war.

The Baltimore Patriot says that by a modification of its rules Catholics, native born, are admitted into the American Order in Baltimore.

A pastoral letter from Cardinal Wiseman relative to the "immoral conception" has been read in all the Roman Catholic churches of Great Britain.

Railroad Facilities.—The Direct Route to Troy the True One.

Mr. Editor.—With this caution, in part, there is an interesting article in the Times of the 19th. Having rode a favorite hobby for a long time, I trust you will give me space to dissent from "W." as to its being sound policy for the citizens of Oswego, to again spend their time and money in forming another connection with Syracuse, and through that place with the seaboard, either by the Central or by the Binghamton lines of railways.

The failure of Syracuse, and past experience on two occasions to form a business connection with that city, should prompt you to be cautious how you are led into a scheme, as I view it "to divide and conquer you" or to delay you in your exertions to make a good substantial freight railway from your wharves and mills to Troy; where if the city of New York or the Hudson River Rail Road, do not afford you facilities to go below 31st street with your produce, which I contend they will, you will have the choice of two railways, and every facility to reach Boston. This will bring the Councils of the city of New York to an understanding of her true interests. She will then find out "where Oswego is, and what is her business," with the West, and the Canadas?

The great desideratum for Oswego, is an independent railway to Troy; a road that Boston and other capitalists, who will go into the project, and allow Oswego to manage and control. The writer will respectfully and so contented with some of the enterprising men, who with great perseverance got up the subscription to the Binghamton Rail Road, in good faith and under the belief that this company were to extend their track to Lake Ontario; that if the same men, had made the same exertions and at that time got a Rail Road direct to Troy, or as a step, to Rome, that such was the abundance of money and of credit, and so good the project that a direct rail road to Troy would have been secured, and now in operation with less efforts than were made for the present rail road from Syracuse to Binghamton.

I much fear, that if the attention of your citizens is directed to the Central and to the Binghamton rail road, rival projects will only to reach New York, and the docks at Jersey City, that you may delay the construction of a railway to Troy, where your freight is sure to receive every facility to reach the seaboard by the wharves of Boston and New York, with but one handling, at Oswego.

"W." appears to lose sight of "the mysterious power" as he calls it, that always has and always will through "the monarch" of New York, Albany and Buffalo, directed as a matter of course, heretofore, property to Lake Erie, instead of Oswego, the true route to the West, by water.

Oswego had better begin to show her independence and continue to keep her eyes on the direct route to tide water, before she expends more money to get to Syracuse. She claims of her, that past engagements be fulfilled, before she enters into new ones, where such a "mysterious power" is exhibited to divide and conquer."

As to the ground intervening between the Oswego and Syracuse Rail Road and the Binghamton R. R. being bought up by Central, with the excess, and the endeavor thereby to produce a connection with Oswego, our rail road laws if I understand them, will not countenance any such movement. The ground, or a part of it, can as well now be taken from the Central R. R. Company, as from its former owners, unless it is entirely necessary for the Central Rail Road to reach Buffalo which I do not suppose to be the case. If it is, another route can be had by the Binghamton R. R. Company to connect with the Oswego and Syracuse Rail Road to perform her promise.

Again, the Central Rail Road Company cannot legally refuse to convey the freight and passengers you may offer them, altho' it is true, you must get your cars and locomotives (no difficult matter even upon the pledge of additional increase) to convey them. When they will not dare to refuse you. It would be well to try these questions first, before you weaken yourselves in aiding to raise \$600,000 to make a rail road parallel to your present railroad, and I may add, *as homo*?

If you will get your present law altered, so as to raise \$500,000 on the Bonds of your city, instead of \$250,000, I will get \$250,000 in subscriptions for your citizens. It is confidently believed that the towns through which the direct railway may be selected to pass, will raise \$250,000 more. With one million secured in this county, and with an equal sum from the other counties to reach and include Troy, there will be no difficulty to get the balance wanted to build the direct road, and I will add, with less effort than \$600,000 to build the Railroad advocated by W.

I may be wrong, but W's project looks too much like the old plan of "divide and conquer Oswego." It killed off the Oswego and Utica Railroad in 1837, and secured the construction of the Utica, Rome and Syracuse Railroad at that time.

It is a fixed fact, that no business man will deny, who has examined into the subject, that Oswego must have an outlet by a substantial freight Railway, independent of all rival interests, now that the Canadas are virtually annexed to us, and the admirable port of Oswego, by the Treaty of reciprocity. It is, and will be the interest of Canada West to aid the direct route—not that by which their charters are required to reach Hoboken and Jersey City—with a greater distance, grades,—the measure of capacity, being considered.

I learn and presume the fact will be established, so soon as the Report of the Engineers of the Oswego & Troy Railroad company is published, that after unvaried pains during the last summer, they have discovered a route from Oswego by Rome to Troy, some 12 miles north of the Central Railroad, that will have in grade, going east not to exceed 35 feet to the mile, and with a distance of about 160 miles. This is half the distance from Buffalo to Albany, and less than two-

third the distance from Iunkirk to Jersey City, and I may add that from the difference in grades and curves, the same engine will draw double the loads over the direct railroad to Troy, that it is possible for her to draw over either the Central or Erie Railroads.

These facts which I believe cannot be disputed, should cause the citizens of Oswego to unite as one man, to make the direct route, and not to be led off to aid projects that may direct produce from Boston, and to check her capitalists taking hold of a project that is nearly as important to them, and I believe they now so consider it, as to the millers and aid forwarders of Oswego. The proprietor St. Nicholas has shown them that the times have been changed, by the introduction of railways, and Oswego, to be of the use of travel and freight, must keep up with the times, by building and equipping a railway to Troy, after the fashion, but better, than even that model railway, the Reading, that conveyed over in one direction, the last year, 2,582,563 tons, at a charge to include every expense of transportation, of one and 40-100 cents per ton per mile, and received, to include coal and other sources, \$3,781,639 91 per hundred miles of road, in which the expenses in every department with an extra expense in season, was \$1,641,212 1/4. This company paid some \$250,000 interest on their bonds, and 8 and 10 per cent to their different stock holders. The above rate of receipts from the 300 miles of the Erie Canal, would have given to the State upwards of \$13,500,000.

That a railroad to Troy will be as successful as the Reading railroad, there cannot be a doubt in a question, as it will have an element, in the superior receipts from passengers, on the best and most convenient route to the West, that will defy all competition by any route from Lake Erie to the seaboard.

J. M. B. Philadelphia, Bucks County, Oswego, Buffalo & Niagara Falls. To the Editor of the Democrat.

Binghamton, Jan. 20, 1855. In the Philadelphia "Daily News" of the 19th inst., an article was published by the Hon. Mr. Paxton, Secretary of the "Catawissa, Williamsport, Elmira, &c." Railroad. Mr. Paxton evidently wrote his communication under much excitement, and with his vision not a little obscured; he complains of "flagrant misstatements," in an article of mine which was republished in the "Daily News."

I have shown before, that the mistake complained of, occurred by reason of the friends of the route by Williamsport to the Falls, giving in the New York Tribune, an erroneous statement of distances, by which we were deceived;—that the fault was in them, and not us. We will now analyze Mr. Paxton's article above alluded to, published in the "News." In the table of distances, he gives the distance by way of Williamsport and Elmira to the Falls, he makes the distance from point to point, to Elmira, omitting the fractions of miles; he makes the whole distance from Philadelphia to Elmira 271 miles, and the whole distance from Philadelphia to the Falls, but 434 miles.

Now, Catalogue (to whose article we have before replied) said, "From positive data in the Superintendent's Office of the several roads"—he makes the whole distance from Philadelphia, by that route, to Elmira 273 1/4 miles, and the whole distance from Philadelphia to the Falls 438 3/4 miles, which distance is no doubt more correct than Mr. Paxton's statements;—his table of distances makes from Elmira to the Falls but 163 miles, whereas the American Railway Guide makes the distance 166 miles, which is no doubt correct.

We think we were right in saying that Mr. Paxton's vision was not a little obscured. Again, Mr. Paxton intimates that our statement of distance from Philadelphia, by way of the Water Gap, Scranton and Binghamton to the Falls, is probably incorrect; we will show the gentlemen that we do not make statements without we believe them correct, and which we think we can sustain by authority.

We will now give our table of distances, not only from Philadelphia by way of the Water Gap, Scranton and Binghamton to Niagara Falls, but also to Buffalo, Oswego and will show "positive data."

We take from the Office of the "Syracuse and Binghamton Railroad Co." (and also refer to the American Railway Guide) the following table of distances, to wit: From Niagara Falls to Rochester..... 70 miles Buffalo to Rochester..... 60 " Buffalo to Binghamton..... 62 " Buffalo to Philadelphia..... 62 " Scranton to Philadelphia..... 62 "

making 442 miles to Philadelphia, by this line, as we have before stated in our article to the Press—438 miles, there being the least distance on the other route via Williamsport and Elmira, and there appears but 4 miles difference in distance to the Falls, from Philadelphia, by these rival thoroughfares.

The shorter route, however, from Philadelphia, by way of the Water Gap, Scranton and Binghamton to the Falls and Buffalo are through Elmira and Canadawaga to the Falls, on the one hand; and on the other, through Binghamton, Elmira and Hornellsville, to Buffalo.

From Philadelphia to Binghamton..... 146 miles Binghamton to Buffalo..... 111 " Buffalo to Philadelphia..... 146 miles making 403 miles. From Philadelphia to Binghamton; thence (see Railway Guide) to Elmira 58 miles thence to the Falls 160 miles, making 432 miles—6 miles shorter than by the route by Williamsport and Elmira to the Falls, as we have before shown through the Press. Again, the distance from Philadelphia to Buffalo, via Williamsport and Elmira—as it appears by the following table, is 423 miles, to wit: From Philadelphia to Elmira..... 273 miles Elmira to Hornellsville..... 69 " Hornellsville to Buffalo..... 81 " making 423 miles.

Now, the distance from Philadelphia by way of the Water Gap, Scranton, Binghamton and Elmira, to Buffalo, is but 410 miles to wit: From Philadelphia to Scranton..... 146 miles Scranton to Binghamton..... 62 " Binghamton to Hornellsville..... 62 " Hornellsville to Buffalo..... 81 " making 410 miles.

Syracuse, Binghamton, Scranton, Delaware, Water Gap, Jersey Central Railroads, New York, and the connection of, or near the Water Gap, with the Philadelphia, Easton and Water Gap Railroad leading directly to Philadelphia,—makes these remarks: "It may be observed, he regarded as a settled question, that the Syracuse and Binghamton Railroad will connect with lines to New York and Philadelphia, and effect a saving of distance from Syracuse to New York, of at least 30 miles; and a saving of about 100 miles to Philadelphia; sufficient to ensure a full share of the travel going south. &c."

Mr. Paxton, in his article above alluded to also made the significant assertion: "Now, as far as the public is concerned, should it be forgotten, of the Scranton route, it can only be said that it is under contract." When Mr. Secretary Paxton thus intimates the Scranton Rail Road Co., have not the ability or energy requisite for the completion of their line of the Water Gap, Road to New York, in the month of July next, and it is said, in the month of July next, we can assure him from the best authority, that said Company intend to, and will complete the extension of their road, to a point below the Water Gap, there to connect with the "New Jersey Central Rail Road" to New York, the ensuing summer, and it is said, in the month of July next. If Mr. Paxton had known, as well we do, the great resources of that Company, and the necessity for opening, as soon as possible, an avenue for the transportation of their coal and iron to the seaboard, he would not have exposed himself by his remark above quoted.

Will Philadelphia forego the immense advantage to that city, to be derived by an immediate connection by Railroad, with the Scranton Road, at or near the Water Gap? We trust not! Yours, &c. Wm. M. WATERMAN.

HONORABLE.—A gentleman who was four or five years ago extensively engaged in this city failed for about \$150,000. His creditors unanimously agreed to compound with him for fifty cents on a dollar, which they realized. He afterwards went to California, and got into profitable business, and since that time has remitted to his creditors \$50,000 of the \$75,000 he owed them. He will, no doubt, soon pay the \$15,000 now due them, and then be "all right" again.—Albany State Reg.

DIED.—In this city, on the evening of the 26th inst., of typhoid fever, Elizabeth Henshaw, 22 years of age. Her decease was attended by a large circle of friends, and a sympathizing friend, whose name will long be cherished. The bereaved widow, and her two children, a Christian and a child, and a young girl, were all deeply afflicted, and calmly departed this life with the hope of a blessed immortality. Her remains were taken to her home in Dutchess County for interment.

STEVENS & HARVEY, ARCHITECTS AND Civil Engineers. OFFICE for the preparation of every kind of architectural and engineering drawings, and for the construction of every kind of machinery, and for the construction of every kind of iron and steel structures, and for the construction of every kind of iron and steel bridges, and for the construction of every kind of iron and steel buildings, and for the construction of every kind of iron and steel machinery, and for the construction of every kind of iron and steel structures, and for the construction of every kind of iron and steel bridges, and for the construction of every kind of iron and steel buildings, and for the construction of every kind of iron and steel machinery, and for the construction of every kind of iron and steel structures, and for the construction of every kind of iron and steel bridges, and for the construction of every kind of iron and steel buildings, and for the construction of every kind of iron and steel machinery, and for the construction of every kind of iron and 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