The Cambridge Chronicle.

E. RICHARDSON HOOPER.] "UNCOMPROMISING HOSTILITY TO THE RE-ELECTION OF MARTIN VAN BUREN." [Editor and Proprietor.

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THE MUSES' BOWER.

From the Cincinnati Daily Gazette.

A HYMN.

BY DAVID STEVENS.

Tune—"New Durham."

Hark! through the land a doleful sound!
Our ears attend the cry;
Ye living Whigs come view the ground
Where your oppressors LIE.

Great Van, with thousand twenty-five,
Rides in his English coach,
While all the menials in his hive
Still urge him to encroach.

Their numbers hungry legions are,
A hundred thousand told,
Whose daily cries assail our ear,
"Oh! give us, give us gold."

And yet amidst this golden shower,
All trades do prostrate fall;
The gold and silver, paper power,
Van keeps and uses all.

Our cotton sells for half its cost;
Our wheat lays up in store;
Our tools are all laid by to rust,
We cannot use them more.

The great ones, too, who rule our state,
(Obedient to Van's frown,)
Have hurried on the pressing weight,
And crush'd us fairly down!

And is there for these blighting ills,
No healing balm or cure?
No remedy but quackery's pills?
No physic which is pure?

There is. Send men to legislate
Who are not demagogues,
Who work, and think, not those who prate,
Or howl, or croak like frogs.

Tom Corwin place in the first chair,
To guard and to advise;
And banish all who have a share,
In the foul frauds and lies.

Lo! see, near yon log cabin pile,
Just weary from his plough,
(While his good dame, with placid smile,
Sits milking of her cow.)

There sits the man, upright and pure,
Who will the laws rescue;
With all our rights guard, and secure
The Hero of Tippecanoe.

Give him your votes, ye freemen all,
And stop Van Buren's games:
And run, ye spoilsmen, one and all,
Like Proctor at the Thames.

Then, when the busy hum, once more,
Shall make the welkin sound,
When Harrison and Tyler soar,
We'll pass hard cider round.

THE POLAND.

Among the passengers on board this fated ship before her destruction by fire at sea, was Mr. BUCKINGHAM, Junr. of Boston, a son of J. T. Buckingham, Esqr., Editor of the Boston Courier. In a letter, published in his father's paper, the son gives an ample account of the appalling event. We take from it the annexed particulars.—Ed. Phil. Gazette.

Counting all hands, men, women and children, we had on board sixty-three persons. We had good weather and favorable breezes, passing [illegible] twenty five miles to the south of N[illegible]y rate, and going on prosperously and fast enough to satisfy those most impatient for a short passage, until Saturday the 16th. At 12 o'clock, noon, of that day, we were in latitude 41 35, and longitude 58 30, nearly one third of the passage, and with every hope of not being on board more than eighteen days. In the morning we passed a ship bound to the east, which we supposed to be the Cotton Planter from New York for Havre, which sailed some days before us.

Ht 2, P. M., or within a few minutes of that time, it began to rain, and so continued, in showers and squalls, until about 3 o'clock, when a severe shower commenced with large drops, like some of our summer showers after a hot and sultry day. As most of the male passengers were in the house on deck, looking out at the rain and sea, Captain Anthony, standing at the door, a large ball of fire, apparently about twice the size of a man's hat, suddenly descended in a horizontal line from the clouds, which appeared to be meeting from two different points of the compass ahead of us, and struck the end of the foretopsail yard on the left hand side; it descended the ties, or some chains, to the end of the foreyard, and ran on the yard to the cap of the foremast, where it exploded with a report similar to that of a cannon; and giving the appearance of the explosion of a bomb, or similar, although on a much larger scale, to the explosion of some of the fire-work circles which we have had exhibited on the common on public galas, throwing out rays in every direction; like the rays of the sun. The whole was instantaneous, and was witnessed by two or three of us; it came and passed off in a flash, and was followed almost at the same instant by a peal of thunder, sharp and loud, but not long nor rumbling. It was the only flash of lightning or peal of thunder that we saw or heard.

Almost immediately, Capt Anthony went forward with one or two of the passengers, being aware that we had been struck by lightning, to ascertain if the ship was damaged. It was ascertained that when the ball exploded, the electric fluid ran down the foremast to the lower deck, where the chain cable was stowed, and one of the steerage passengers pointing to a small piece of cotton on the deck, said there was no fire, as that cotton was set on fire, and he put it out by putting his foot on it. We ascertained that the fluid did run round the chain, but could not see where it escaped. On going into the forecastle, we discovered some signs of the lightning, and were led to suppose, on a very close examination, that after entering the steerage it passed through into the forecastle and out up the companion way. A piece of the *fid*, about eight inches long and two or three thick was knocked off the foretop, and two or three of the halyards were found to be cut off, which the captain immediately set his men to repairing.

Although the cabin and steerage were filled with a sort of smoke, which had a sulphurous smell, no one really supposed the ship to be on fire, or that the appearances indicated any thing more than the gas usually following a stroke of lightning. Some alarm and anxiety was very naturally felt, particularly by the ladies and those who were connected with them; but still as there was no increase of smoke, and no appearance of fire, the crew went about their regular business, and at four o'clock dinner was served as usual, the cabin at that time being clear of every thing indicative of danger. Some of us could not eat—while there was uncertainty, we had no appetite, and the meal which had heretofore been one of pleasure, accompanied by the reciprocation of good feelings, and sallies of wit, passed off with dullness, and almost in silence. Captain Anthony looked in upon us as we sat at table, but he was too anxious to sit down, and did not cease in his endeavors to ascertain with certainty our posititon. The first mate, Mr. Delano, and the steward, opened the run and went into it, to ascertain if there was fire or smoke in that part of the ship, but came out without being satisfied either that there was or was not—the smell was the same as that we had at first, mostly of gas, like sulphur.

Our dinnner was a short and silent one; and when we went on deck, the Captain said that he had little doubt that the ship was on fire, and that we must endeavor to get at it. On a suggestion that we might be obliged to take to the boats, it was immediately remarked by one of our French passengers, and responded to by others—"Let us take care of the women and children first." I mention this as honorable to those who made it, and as showing that there was, even at that first moment of danger, a praiseworthy abandonment of self to the protection of others who are naturally more helpless. Not a moment was lost in clearing the main hatch, the Captain himself leading the way and commencing by throwing over the empty water casks and useless lumber which was stored round the long boat. The mate, with another gang of hands, was at the fore hatch, and in a few minutes all hands, including many of the cabin and steerage passengers, were at work hoisting out and throwing overboard flour and cotton.

The work of discharging the cargo between decks went on cheerfully, amid a severe rain, until about eight o'clock, the fire not appearing to increase, and at times appearing to be altogether extinguished, even if there had ever been any except in the imagination; but at that time, and when the forward lower hatch was reached, we were at once convinced of the awful fact, that the cotton in the lower hold was on fire. The hatch was immediately closed as tight as possible, the upper hatches were also closed and partially caulked, and preparations were made to get out the boats.

In answer to many inquiries why we had not in the mean time got our baggage on deck, I will remark that until now there was a hope that we were still safe, or that, if there were fire on board, we should be able to get at and extinguish it. So great was our confidence, that the children were undressed and put to bed for the night,—not, however, without many anxious forebodings on the part of their parents.—When the dreadful certainty was forced upon us, our first object was to get the women and children on deck, and in fact this was rendered the more necessary from the circumstance that the hatches being closed, the gas must escape somewhere, and it immediately got vent through the run and the steward's pantry, into the cabin, rendering it impossible for any one to remain below long at a time. Captain Anthony coolly, camly, and quietly gave his orders, and they were obeyed in the same spirit by his men. He remarked that it was useless to bring up any thing but such light articles as we could easiest find, as the boats would not be able to carry any baggage.—One caught up a carpet bag, and another a cloak; some opened their trunks and took out their money, leaving every thing else behind; and some caught blankets from the berths. The stewart got up a barrel of bread, and others assisted him in putting whatever of eatables there was in his pantry into bags, &c. A barrel and two or three jugs of water were put into the long boat, with such coats, cloaks, &c. as could be got at in a few minutes, and then she was launched overboard. The women and children were first handed over the side of of the ship, and then the cabin passengers; all except three, a few of the steerage passengers, the second mate, Mr. Keeler, and four sailors. The other boats were also got out, and two men placed in each. All this was done with order and regularity, without any pushing or crowding, and in tacit obedience to the captain's orders, in a very short time. It was ten o'oclck before the long-boat was pushed off, and a line attached to her and the ship—having on board thirty five persons. Nothing was said at the time about the other two boats, and those of us who remained on board the Poland were waiting for the first break of morning to learn the fate to which we were doomed—knowing that it would be madness to put more into the long-boat, and that not more than half of those of us who remained could ever get into the other two. The ship, at the time we first supposed ourselves in danger, was put upon a southeasterly course, in the hope of falling in with or cutting off the ship we had passed in the morning, and signal lanterns were hoisted in the rigging, but when we commenced getting out the boats she was hove to, and she rode very easy all night, the sea not being very boisterous, and there being very little wind. It rained at intervals all night, and although it was day light and clear about four o'clock in the morning, the time seemed almost an eternity. After the long-boat was hoisted out, an attempt was made to save some articles from the cabin, and the steward succeeded in saving the captain's watch, and chronometer, and trunk, with a small box containing about three hundred dollars in specie, but the gas and the smoke soon obliged us to abandon all further attempts, and to close all the doors to the cabin and to the house over them.

We walked the deck all that night, but said but little. Captain Anthony was watchful, and going silently about in every part of the deck, stopping up a crack here, and adjusting a rope there, or giving some order for the safety of those whom at that moment he must have felt were dependent almost entirely upon his discretion for their lives. Morning broke, and the sun rose, but no sail was in sight. There we lay on the broad ocean, a fine ship smoking at every crack, with three frail boats attached to her by a single rope, and no hope of rescue except through the goodness of the Almighty. Whatever may have been the religious feelings, or the want thereof, among those sixty-three persons so awfully situated, there was no cowardice exhibited, no sudden outbreak of prayer and repentance and murmuring. But there did appear to be a confidence in the breast of every one that the God who had thus suddenly afflicted us would not leave us to perish in that desert sea.

We remained in this state of suspense all day Sunday, making ourselves as comfortable as possible.—Every crack where we could find the smoke coming out was stuffed with cotton, or plastered over with pipe clay, of which the captain found a small lot on board attached to the gallery erected for the steerage passengers. The ice-house on deck contained fresh meat, such as beef, chickens, ducks, &c. and the cooks were employed all day in cooking. We sent some warm coffee and fresh milk, with some boiled fowls, to our friends in the long boat; and made every exertion to lighten their misfortunes. But still no ship came in sight, and the evening at last found us in the same perilous situation that we were in the night before. During all this day, the deck was quite warm, on the right hand side forward of the mainmast, indicating, as we supposed that the fire was under that part of the vessel, the thick glass dead-lights set into the deck at intervals of about two feet from the stem to the stern, were also quite hot. But towards night, the deck and glasses began to cool off, and there was less smoke apparent; the forward hatches, too, were not quite so hot at night as they were in the morning, and we began to have more hope. We had got a man over the stern in the forenoon, on a spar, to fasten down the shutters to the cabin windows and nail them down but this did not prevent the smoke from coming through. The wooden shutters to the sky-lights on deck were put on to prevent the glass being broken by accident, and towards night we thought that the glass under those shutters had cooled off.

About ten o'clock, on Sunday night, most of the unfortunate people on board the ship sunk to sleep on the deck from mere exhaustation, leaving only three awake to watch for help, or to warn us of what we most dreaded, a bursting out of the flames. No language can tell of the sufferings of that night, which was more dreadful than the last. We were all like people confined on the top of a burning mine, with no power to escape—death almost certain to be our portion within a few short hours, and our minds tortured with suspense. During the night, Captain Anthony laid down and caught a short sleep. The weather was tolerably fair, but silence reigned throughout, except so far as it was broken by the occasional rumbling and dashing of the sea. Just before two o'clock I laid myself down beside him to wait my fate, leaving only one man walking the deck, and in doing so, I disturbed him. He waked, and turning over he took my hand and remarked, "I feel that we shall be saved—I have had a pleasant dream." This circumstance, slight as it was, had its effect, and did impart some little consolation to both of us—So true it is that drowning men will catch at straws.

About this time the weather was changing, and the sea had risen, and the people in the long-boat became alarmed. Mr Wainwright hailed the ship, to know if it would not be best to take the boat in.—Capt A. answered that they had better wait patiently until daylight, and then walked forward to examine into the state of the ship. We now found that the fire had evidently increased, the deck and hatches were still quite warm, and the pitch was begining to boil or melt in the seams between the planks. A short conference convinced us that but little time could elapse before the fire would burst through the deck, and then there would be no further hope.—What we said and what we felt between that time and daylight, is not to be told here—it is sufficient that we thought we knew the worst; the two small boats could not hold more than fifteen persons, and there were nearly thirty on board the ship; under the best of circumstances some of us must be lost, and it is needless to say that Capt Anthony determined that he should stick to his vessel and run the risk rather than crowd the boats with too many people, or exclude any one else.

At daylight, Mr. Wainwright came on board, in one of the small boats, and we explained our situation to him. There was but a chance for any of us. If he and his party remained in the boat, they might be saved, but if they were taken on board the ship, and the fire should then break out, it would be then impossible to put the people into the boats again, and lanch them over the side, and death by fire or drowning would be the certain fate of all. The case was too strong, and the horid conviction was too apparent to be disputed, and, as was his duty, he prepared to return to his family and meet his fate. It is not for me to say what were then our feelings. Three of us in the fulness of our strength and the ripeness of years, were then parting, as we all supposed, forever; and nearly every one else was asleep. Words were useless, and we could not utter what we wanted to express. We commended our families to each other, in case either should be saved, and with a silent shake of the hand he returned to the boat, to make such preparation as prudence suggested, to protect his almost helpless companions in case we should find it necessary to cut his boat adrift.

From this time the sea became more boisterous, and, at last, after some hours of anxious watching, we sent for Mr. Wainwright to come on board again, and he was told that there were fears that his boat would swam. Capt Anthony was afraid to make sail on the ship, as the working of the masts might create a currant of air below, which would either increase toe fire, or operating upon the gas in the hold, blow off the hatches and thus seal our fate at once. After some consideration, it was concluded to run the risk and take in the boats, and put the ship before the wind, in the hope of falling in with some other vessel, before we were entirely consumed;—and no time was lost in putting the plan into execution.

When the poor sufferers, in the boat came on board their situation was found to be much worse than ours had been. We had at least had the power of locomotion, and could shift our position at will: but they, particularly the females, had suffered for two long nights and a day, the tortures of a cramped up situation, unable to sit, except in a certain position, with their feet continually in the water, and their bodies every few minutes covered with the dashing spray of the sea. Mrs. Wainwright had held one of her children in her arms the whole time, and not being by any means a robust woman, it is astonishing that we held out so long. Nothing but a mother,s love and a firm trust in an over-ruling Providence preserved her in those hours of trial. Mrs. Ariwedson was almost exhausted, and her infant having suffered for want of the natural nourishment its mother could not afford, seemed almost ready to die. Some of the passengers in the boat were sea-sick the whole time, and taken altogether, their situation had been more trying than ours.

Once more together, and stowed away in the most comfortable way possible on the quarter deck some little cheerfulness was shown, although all felt that our situation was not in the least alleviated, and many feared that we had joined together to struggle and to die. Sail was made on the ship and we stood off to the northeast, and at noon we found by observation that we were in latitude 40° 08', and longitude 56°, having drifted to the southeast with the sea. We were now in the track of vessels bound to and from Europe and the United States, and the hope that we might yet be saved, inspired some confidence. The men were now put to work at the pumps, and the ship was found to have leaked a great deal, a part of which was undoubtedly owing to the pitch, where she was caulked, having boiled out of the seams; the water which was pumped up was quite hot at first, and as long as the men pumped, it continued to be warmer than the temperatare of the sea or common bilgewater.

About two o'clock this day, (Monday) a sail was discovered from the mast head, and soon after it was seen from the deck. The joy which this discovery gave can be imagined, but cannot be described, it seemed as if some would almost, if not quite, go crazy. The stanger saw our signals of distress, and being to the leward, hove to for us to come up. It proved to be a Boston built ship called the Clifton, Capt. J. B. Ingersoll, bound from Liverpool to New York, with two hundred and fifty steerage passengers, mostly Irish To Capt. Anthony's statement that his ship was on fire in the hold, and that we wanted to be taken off, the prompt answer was, "come all on board of me, and bring all the provisions you can."

Before our own boat could be got out and manned, the boat of the Clifton, with the chief mate and four oarsmen was alongside of us, and the process of transferring all hands from ship to ship commenced. The sea was very high, and the gale was increasing, which made our task a long and dangerous one; from three until nine o'clock the two boats were passing and repassing; with people and such articles as could be saved from the deck.

The gale was now blowing from the north-west and both captains remarked that they did not recollect ever to have seen a worse sea for many years. We were all safely on board by nine o' clock, and Capt. Ingersoll not thinking it safe to risk his own ship any longer by laying to, in the vain hope of saving property, made sail on his ship, and we left the unfortunate Poland to burn up and sink, a fate which she undoubtedly met within two or three hours.

At the time the last boat's load left the Poland, the decks had become too hot to stand upon, and her sides were so warm that as she rolled in the sea the water would run off as from hot iron, and she would instantly become dry, and too hot to bear the hand upon. An effort was made to get out some articles from the house over the cabin stairs, but on opening the doors, the smoke, heat, and deleterious gas drove the people away instantly, and the second attempt proved alike fruitless. A like attempt near the main hatch met with the like success, and the ship was abandoned with tears and regret, for sailors imbibe an affection for the craft in which they have sailed, and they feel the loss more keenly than many people feel the loss of their friends and relatives.

On board the Clifton we met with a most cordial reception from Captain Ingersoll and his whole crew. We had been saved in life, but had lost all our clothing. and the chests of the sailors and the trunks of their commander were freely opened, and their contents were as freely offered for our use. What inconveniences were suffered from the crowded state of the Clifton, and our own destitute condition, were of no moment.—We were safe, and all things else were forgotten in a feeling of gratitude and thankfulness to Almighty God for saving us from the death we had so long seen almost certain to us.

There were many incidents connected with this eventful period, the recollection of which is interesting to those concerned, but I have already taken up more room than I at first intended.—I cannot conclude, however, wtihout remarking that to Capt. Anthony belongs all the credit that belongs to any one for preserving us so long; the card published by the passengers under their signatures, awards him no more than justice, and might with equal justice have been made much stronger. He has acquired a hold upon our hearts that cannot be loosened but with life itself, and if ever man could retire with a confidence that he had done his duty faithfully in the hour of danger, unflinching at the last moment, that satisfactory consolation must be his.

It has been remarked by some that the ship might have been scuttled, and that water might have been poured into her, but those who make such observations little know the danger to which such attempts would have exposed us. and to those who cavil at the fact that she was abandoned without further attempt to save the vessel and cargo, we can only reply that we hope they may never personally know how much more difficult it is to act in the hour of danger at sea, than it is to talk and find fault in safety on shore.

As for the passengers and crew, they deserve all praise. It appears now almost impossible that so much could have been done, so much have been suffered without confusion and without a murmur. From the first moment to the last there was order and regularity observed, and each one appeared to strive to make the burthens of the others as easy to bear as possible; the calm confidence of our female companions, and their firm reliance upon the goodness of the Power which was afflicting them, served in a great measure to encourage their friends in the hard task of sustaining them until assistance came to hand.

J. H. B.

More of the forger Elridge.

The New York Courier and Enquirer furnishes the following additional particulars, in relation to the extraordinary history of this bold knave. A few of them has already been published, but finding it imposible to sift them from the general story, and knowing that much interest is still felt in our community in relation to this swindler, we give the whole:

Eldridge was born in Woodbury, N. Jersey, in the year 1809. While quite a youth he came to this city, where he was employed as clerk to a dry goods dealer. For this fact with most of those which follow, we are indebted to the politeness of Oliver M. Lowndes, Esq; late police magistrate, which gentleman has been chiefly instrumental in procuring Eldridge's arrest.

Leving New York, he went to Philadelphia and became a clerk in the store of Mr. William Okie, chemist. Here he remained a year or two till he became enamoured of beautiful young lady, daughter of one of the most respectable citizens of the place. Just as he was on the point of sealing her ruin by marrying her, he was arrested on a charge of robbing his employer. He was tried and convicted of the offence and was sentenced to the Penitentiary, for one year. Through the interposition of friends however, his sentence was commuted to that of confinement in the House of Refuge, whither he was sent. The young lady to whom he had deen betrothed was so affected at Eldridge's misfortunes, that she fell into a decline and eventually died of a broken heart. He remained in the House of Refuge but a brief period, ere he was pardoned, on condition of leaving the city. He was apprenticed to a tailor who resides in one of the Southern States, and with him left Philadelphia.

Eldridge, however, "had a soul above buttons," and cut from the tailor after a brief sojourn with him.

About a year and a half from his leaving Philadelphia, he was heard of in Baltimore, where he remained till 1830, when he returned again to Philadelphia where he remained some time unrecognized by most of his former acquaintance, and married a yonng lady, named Carleton, with whom he removed to Ohio; remained there four years when he abandoned his wife and four children and came to New York. He was here introduced to the celebrated Dr. Mott, and then to many of the first families of the city, with whom, from his genteel appearance and polished manners, he became a general favorite and ever welcome visiter.

He always seemed to have a ready supply of funds at his control, and without any apparent regular employment. He frequently, by way of amusement, or the employment of his leisure, contributed to the various papers, light, well written articles, and ultimately became connected regularly with the New Yorker, a weekly paper. In August 1834, a check for 540 dollars, was drawn upon the firm of Warner & Harrison, was presented at the Fulton Bank, and was there detected as a forgery. No trace was however discovered of the perpetrator of the forgery.

Mr. Lowndes, who was then Police Magistrate had charge of the matter, and found upon inquiry, that the signature to the check was similar to that on others drawn by Dr. Mott. The Doctor however, could not be convinced of the reality of the case, and the inquiry was dropped for the time.

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