

THE OBSERVER.

"The World is Governed too Much."

ERIE, PA.

Saturday Morning, March 4, 1848.

Tues. II. ELLISON is a duly authorized agent to procure subscribers for this paper.

Conventions.

Owing to the illness and death of Mr. Adams, nothing was done last week in Congress of interest; we have not, therefore, deemed it necessary to attempt our usual synopsis.

Col. Samuel A. Bridges, Esq., democrat, has been elected to Congress in the Bucks and Lehigh district, in place of Mr. Hornbeck, who deceased. His majority is about 150. The tariff panic of 1846 has passed away.

Death of President J. Q. Adams. A Great Eighty-third Year!

The illness of this venerable statesman, alluded to in our last, terminated fatally on the 23d. An event so sudden, though in a measure not unexpected, has thrown the nation into the deepest gloom. It is not for our pen to write his eulogium—abler and older hands have attempted it in the Senate and House, and failed! His great services to his country, at home and abroad, his long career of usefulness, and his many bright and shining virtues as a public man and a private citizen, are indelibly engraved on the hearts and memories of his countrymen; and his name, associated as it is with the past and the present, will be held in grateful remembrance while the Union lasts. It was emphatically the last link between the heroic men of the revolution and the present generation. Born in 1767, he was taught patriotism and love of country in the eventful struggle that wrested from England a colony and gave to the world a nation. Though he may have been at times a partisan, his course for the past few years shows that he had lived down all such feelings, and was only actuated by motives of the purest philanthropy and most exalted love of country, Peace to his ashes!

The following condensed sketch of his life we find in the New York Tribune. It will be read with interest by all. It brings his biography up to the time of his elevation to the Presidency by the House of Representatives in 1821; since which event his history is well known to need recapitulation:

Mr. Adams was born in Massachusetts, on Saturday, July 11, 1767. In the eleventh year of his age he accompanied his father to France, who was sent by Congress as joint commissioner, with Benjamin Franklin and Arthur Lee, to the Court of Versailles, and returned in August, 1779. In November of the same year his father was again despatched to Europe, for the discharge of the diplomatic services. He took his son with him and arrived in January, 1780. The son was immediately put to school. In July of that year Mr. Adams removed to Holland. There his son was first put into the public school at Amsterdam, and afterwards into the University at Leyden. In July, 1811, Mr. Francis Dana, who had accompanied John Adams as secretary of the embassy, with whom he was charged, received the commission of Minister Plenipotentiary to the Emperor of Russia, and took John Quincy Adams, then fourteen years old, with him as his private secretary. Here the younger Adams remained until October, 1782, when he left Mr. Dana at St. Petersburg and returned to Holland, and continued several months in Holland, until his father took him to Paris, where he was at the signing of the treaty of peace which took place in September of that year, and from that time to May, 1785, he was for the most part with his father in England, Holland, and France.

Returning to the native country, he entered Harvard University, at which he graduated with a Bachelor of Arts in 1787. He then entered the office of Theophilus Parsons, at Northampton, afterwards Chief Justice of Massachusetts; and after the usual term of three years passed in the study of the law, he entered the profession and established himself at Boston.

In May, 1791, he was appointed by Washington, without any intimation of such a design, either to him or to his father, Minister resident to the United Netherlands.

From 1791 to 1801 he was in Europe, employed in diplomatic business, and as a public minister, in Holland, England and Prussia.—Just as President Washington was retiring from office, he appointed him Minister Plenipotentiary to the Court of Portugal. While on his way to Lisbon he received a new commission directing his destination to Berlin. He resided in Berlin from November, 1797, to April, 1801, with which he concluded a treaty of commerce with Prussia, thus accomplishing the object of his mission. He was then recalled just before the close of his father's administration, and arrived in Philadelphia in September, 1801.

In 1802 he was selected from the Boston district, a member of the Massachusetts Senate, and was soon afterwards by the Legislature of that State, a Senator in the Congress of the United States for six years from the 4th of March, 1803.

In March, 1803, President Madison nominated him Envoy Extraordinary and Minister Plenipotentiary to the Court of Russia.

Some time previous to this, however, in 1800, he had been appointed professor of Rhetoric in Harvard University, at Cambridge, in Massachusetts.

Mr. Adams signified him-self while in Russia by the discharge of the trust committed to him, that it was through his instrumentality that the Russian court was induced to take active measures to promote the pacification between England and the United States during the last war.

When the proper time came, he was called at the head of the five commissioners who were appointed by President Madison to negotiate a treaty of peace with Great Britain. This celebrated diplomatic transaction took place at Ghent in December, 1814. Mr. Adams then proceeded, in conjunction with Henry Clay and Albert Gallatin, who had been associated with him in concluding the treaty of peace, to negotiate a convention of commerce with Great Britain, and he was forthwith appointed by President Madison Minister Plenipotentiary to the Court of St. James. After having occupied that post until the close of President Madison's administration, he was lengthened home, in 1817, the head of the Department of State, at the formation of the cabinet of President Monroe.

Mr. Adams career as a foreign minister ended at this point. It has never been parallelled in this country, or the number of embassies of which he represented his country.

While Secretary of State—an office which he held during the eight years of President Monroe's administration—he discharged his duties in such a manner as to increase the confidence of his countrymen in his ability. Under his influence the claims of Spain were adjusted, Florida ceded to the Union, and the republics of South America recognized.

The celebrated singer, the Baker Family, are holding forth to crowded houses in Albany. The Express says, that they intend going west. We hope that they may revisit the place—we should like to hear them once more.

For the Erie Observer.
REPORT OF Col. J. J. Abert, Chief of the Bureau of Topographical Engineers, in relation to the Commerce of the Lakes, and the Western Rivers, submitted to Congress, January 6, 1848.

This report, transmitted to Congress, ably to a call therefrom, is now before me. A more full and complete exposition of the subject of which it treats, has probably never before been had before the American people.

The subject matter of this exposition takes a wide range, as will be seen by the following specifications of the several heads: 1. The Commerce of the Lakes, and its probable increase. 2. The same of the western lakes. 3. The population depending upon the lakes, as a means of communicating with a market. 4. The amount of tonnage employed upon the lake trade; distinguishing, as far as practicable, between steamboats, propellers, sailing craft, and number of hauls employed in the trade. 5. Facilities of communication, by railroad and canals, with the Mississippi and the Atlantic. 6. Adaptation of the commercial means of the lakes to purposes of defense, and of military operations generally. 7. Extent of lake coast; and of the same in the different States and Territories; harbors in this extent; their condition and usefulness, and a comparison of their present condition with that before improvements were made. 8. Means of communication in the British provinces, by roads and canals, with their ports and harbors on the lakes, and the condition of the latter. 9. Adaptation of the British commercial means of the lakes to the purposes of military operations generally.

The enumeration of these several points of inquiry will at once give the scope and object of the report. To become convinced of the scientific manner in which the results arrived at are reached and of the absence of all that may be called merely speculative, or not inferable from the facts collected, the report must be read as a whole.

To enter into an analysis of it to show this, would be, within the confined limits to which I am restricted in a newspaper article, out of place; and therefore to all those who take pleasure in seeing such matters treated with precision, I would recommend the perusal of the report itself.

At the outset of the report, there are some just considerations and reflections, which, on account of their value and the great importance to which they point, of the establishment of a more thorough system than at present exists of arriving at the elements of a just and precise knowledge of our internal trade and commerce. I cannot withhold from the reader. They are as follows:

1. The absence of any established system of statistics in reference to our internal commerce, will, until so serious a defect in our national policy be adequately remedied, render it extremely difficult, to answer questions of this kind with the precision due to their intrinsic importance, and to their evident influence upon the prosperity of the nation.

The internal commerce of all nations vastly exceeds their external, and is a more infallible measure of their strength. It is only

from a knowledge of this commerce, which is a knowledge of the produce of all kinds of

a country, and of the interchange of those products, that the capacity of a country can be properly estimated; its ability to sustain itself in seasons of adversity, and to turn a helping hand to others. And it is also

from a knowledge of these products, that a sound

judgement can be formed of those national interests which may require some adventitious aid, and of those which may ably sustain themselves.

Or, in our intercourse with other nations, that the statesman can decide upon the position which his country can take

from a correct knowledge of her own resources, and of her own consequent independence.

A nation may be obliged to endure a wrong, to be able to resent it, according to the condition of her internal resources, for on the

strength of these her ability to resist chiefly depends.

The productive industry of a nation may be considered as measured by its internal and external trade and commerce, and the external commerce of a nation consists of those national products which are not wanted in other nations; or, in the language of the statesman, the commercial power of a nation is measured by the amount of the commerce of 1846:

That com. has been shown to be \$61,914,910 To which add the pasts trade of 1,250,000

And we have a total of \$63,164,910

This amount for ten years, at 17 per cent, will be in 1857 \$170,515,257

The Counsel then goes on to remark, that he has no reason to doubt the correctness of this estimate, and feels under no apprehension of being represented for exaggerating, after ten years shall have passed away."

But I fear that I have already extenuated this topic too far, and therefore what I may have to say in regard to the rest of the report, must be reserved for some future communication.

X. Y. Z.

* The net value is alone involved in this amount; that is half of the floating, or aggregate value of the exports and imports.

Bachelors and Fatal Accidents.

A melancholy and fatal accident occurred at the house of Col. B. F. Morris, in Green Township, in this county, on the 22d ult., by premature discharge of a cannon.

A young man named Edward Chipman, formerly of North Java, Wyoming county, N. Y., where his mother still resides, was in the act of placing the cartridge in the gun, and to do so had inserted his arm to the shoulder, when it exploded, shattering his arm in a horrible manner, and causing his death in a few hours. He was about eighteen years of age, and was a young man of good character and promise.

The Livingston & Wells line of Telegraph have their wires up as far as Fredonia, and are coming this way with all possible dispatch. We shall soon have two telegraphic lines of communication.

Taylor Meeting in New York.

There was a very large TAYLOR demonstration in New York on the night of the 22d, at which HUGH MAXWELL presided. It was held at Nibby's Garden. Among the Vice Presidents we notice the name of James Harper, late native American mayor of New York; while others of that defunct party appear to have taken part in the proceedings.

Mr. Henry J. Raymond of the Courier & Enquirer, presented the address and resolutions, and speeches were made by Osgood Holloman, Mr. Gentry, of the House of representatives, Col. Baker of Illinois, Col. Morrison of the same State, and last, though not least, Gen. Peter Skon Smith, of the "church buyer's" Native American organ, Philadelphia.

Will the editor of the Fredonia Express give us the name of the "gentleman" who informed him that there had been over 120 cases of small-pox in this city? This community would very much like to know the name of a "gentleman" that will lie in wait for us.

A correspondent of the Tribune states that Richard P. Robinson, of Ellen Jewett's, recently died in West Florida. He has kept a small drug store, and was very successful in his habits, studiously avoiding all mention of his home and friends.

Another Canton Factory is to be established at Lancaster city. Gen. James of Massachusetts, is at the head of the enterprise. It will be for the manufacture of drilings and Canton flannels. What a ruin.

fore the assumption of but half the amount as being the net moneyed value of the lake commerce, is but reasonable and proper. The net value then of this commerce for the year 1846, was \$61,914,910; and as, according to the same rule, the net value of the commerce for 1841, must be placed at \$32,912,991; it shows an increase five years, of nearly 100 percent., or, more precisely, an average annual increase of 17 62-100 per cent.

The registered, chartered, and licensed tonnage of the lakes, according to the official reports of the Treasury Department, amounted in 1846, 106,836 tons. From the same authority, this tonnage amounted, in 1841, to 56,252 tons. The increase in five years was then nearly 100 per cent., or annually at an average rate of 17 98-100 per cent.

The number of clearances and entrances in 1846, 15,833, tons of goods imported and exported, 3,861,798 tons. The amount of goods imported and exported in 1841 was \$3,802 tons. The increase then in five years was nearly 100 per cent., or annually at the average rate of 17 27-100 per cent.

Col. Abert very pertinently remarks:—

The striking coincidence in the average rates of increase from 1841, to and including 1846, of these several aspects under which the lake commerce has been considered, namely—it's moneyed value, its licensed tonnage and its tons of merchandise exported and imported, will, I hope, be received as some evidence of careful investigation, and will gain confidence for the facts reported.

The number of passengers in all directions upon the lakes for the year 1846 was not less, according to Mr. Barton—who has published some statistics relative to lake commerce—than 250,000. Assuming then, as Col. Abert does, that the average charges upon each passenger, amount to \$5, the value of this item of lake commerce, could not, for that year, have been less than \$1,250,000.

The number of mariners employed in 1846 was, by the Treasury Department returns, 6,972.

In regard to the probable increase of the commerce of the lakes, the report speaks as follows: "It is difficult to approach this part of the inquiry without fear of appearing to exaggerate. Those who knew these lakes thirty years ago, and know them now, will admit that the existing facts have baffled human anticipation, and that the wildest speculations of the imagination have been more than realized in the vast increase of their commerce. Then, if we examine into the elements of this increase, we can perceive no reason to doubt a less energetic action of these elements, for many years to come, than has been realized in the past.

The regions whose intercourse is facilitated by the commerce, the productiveness of the soil of the adjacent States, extent of that soil, and extent of lands yet unoccupied; the population depending upon the lakes as a means of communicating with a market already great, and daily increasing; the agreeableness of the climate and general salubrity; the character of the population and of the foreign emigrant, to whom the lake region is so great a favorite; the cheapness of the canal—all these elements of increase now exert as great energy as heretofore, and must continue to exert on equal energy, for many years to come. If it be supposed that merely for the ensuing ten years, the increase will be equal to that of the last five, it will justify the following results. We have found that increase, under all the aspects in which the trade has been viewed, to exceed the annual average of 17 per cent. We are disposed to confide in this, as we are disposed to confide in the wisdom of the Senate and its regard for the honor of the country, to believe that any treaty will be concluded, in which would be in any respect derogatory to our character as a nation, and which would not secure, beyond a contingency, that full indemnity which we have a right to demand.

Postage on Newspapers.

A friend at Harrisburg writes us that the publishers in our Atlantic cities are organizing an effort to induce Congress to amend the post office laws, as to discriminate in favor of their mammoth sheets of trash, and against the country or local press. We have seen indications of this movement in a number of quarters, and have no doubt it is as our correspondent states. Whether they will be needed to as they stand. We are disposed to confide in the quiet possession of the 16th infantry, a detachment of which is stationed here.

After a thorough renovation of our gondolaing person from the dust, cleansing our throat with a "wee dram," we sat down in the barracks at the officers' mess with as jolly a set of lads as ever came to the wars.

At this place our escort was increased—the train consisting of near three hundred wagons again unloosed, and we vaulted into our saddles and were once more upon the road.

About four miles from this place rise (as is common in this country) abruptly from the plain the Coraado mountains, and beyond them, to the front and left, the mountains that surround Monterey. Our path ran over a broken rocky country, winding and torturing itself into a narrow pass, where we encamped on the second day. Here the hills rose in huge, barren heights all about us; toward Monterey hill upon hill are piled up, until their towering heights are lost in the blue mists of Heaven. We were entranced with the view, but were suddenly awakened by a remark at our elbow to the effect, that "them's mighty like tater hills;" whereupon a discussion arose as to whether "Irish" or sweet potato hills, but the fellow was a Carolinian, and fond of the latter, swore by the point of his blade that they resembled the latter. The next day we passed through the town of Monterey, a place that was burnt by the troops last year, and of course deserted by all save one or two families. It was about two miles beyond this, that Smith's train was massacred in Feb., '46, and as we passed over the ground the bones of our murdered countrymen were still to be seen upon the field, with here and there burnt portions of wagons or harness. The train had an escort of thirty infantry soldiers, thirteen hundred strong, under the command of the Coraado Indians, who were shot and killed, and the survivors were to take him up. We were told that the Indians had been singularly deserving of their punishment.

As we passed through Marin, rather a handsome place, by the way, every citizen, male and female, seemed to have turned pedlar, the streets being lined with dealers in pies, cakes, oranges, &c. Passing out by the west end of the town, the valley (proper) of Monterey, opened to us in all its rich expansions. The next day we made

our camp near Monterey, and in doing so traveled over a region of very rich soil, particularly after you leave Ague-Frus (cold-river) distant eight miles from Marin.

Five fields of corn and sugar-cane are on either side, surrounding considerable ranches—the farms irrigated by artificial streams of good water running through them, and the business seems to be conducted generally on the principles of the Mammoth.

The train of the express, we understand, will stop at San Francisco, and the passengers will be accommodated in the best hotels.

It is a melancholy fact, that the passengers will be exposed to the elements of the climate, and the risks of the country, and the difficulties of the route.

We see that Wm. S. Lane, Esq., of the 3d dragoons, will be pleased to learn of his promotion to the Quartermaster's department, with the rank of Captain.

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