

ARRIVAL OF THE AMERICA

FOURTEEN DAYS LATER FROM EUROPE.

New York, March 9.—P. M. The Steamship America reached Halifax yesterday.

ENGLAND.—In Parliament the Government proposition for the modification of the navigation laws, has been revived.

The cholera returns have now swelled to 12,495 of which 5,649 have died, and 4,454 continue under treatment.

The accounts from California continue to be of the most intense interest. The French government has dispatched an engineer to that country.

The Grand Duke of Tuscany has fled from Vienna with his family, and has taken refuge at Porto San Stefano.

FRANCE.—The National Assembly has voted its own dissolution, and the new Assembly meets about the middle of May.

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It has been stated that the Pope shall enjoy all the guarantees necessary for the independence of his spiritual power.

SPAIN.—The Congress at Madrid, of Jan. 31, declared respecting the cessation of hostilities, that no proposition had been made, and no Ministry composed of Spaniards, would ever listen to such a proposal.

ADVANCES FROM INDIA.—On the 8th of January, Madras had been captured, after having been battered and bombarded for an entire week.

GRAIN.—Trade dull and inactive since last week. American and Canadian wheat 75. 6 1/2 to 8 1/2.

CHEESE AND LARD.—Cheese and lard are selling in value, and butter has fallen 15 to 25 per 100 lbs.

THE CASE OF RETURN TO REASON, AFTER FORTY YEARS' INSANITY.—We stated, the other day, in general terms, the case of a man in the Newton Poor House, who, after an insanity of about forty years, (thirty of which was chained) had recovered his reason.

At one time the papers were fanned out by the town to the lowest bidders. Among others, was Robbins, who was chained in a barn by his keeper, where he was found one day with his feet frozen so as to render their amputation necessary.

Perhaps with a more thorough understanding of some peculiar features of his case, he might have judged differently as to the humanity of his keepers.

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RAILROADS AT THE CLOSE OF 1848.

The American Railroad Journal, in an article upon this subject, furnishes some interesting facts and suggestions. It is only twenty-three years since a combined effort was made in England to construct a railway between Liverpool and Manchester.

There may be uncertainty as to which Atlantic city belongs the credit of making the first successful movement in the construction of railroad, among the earliest, are Baltimore and Cheston—and Boston, New York and Philadelphia, were nearly simultaneous in their movements.

Although railroads were first used in England, and next adopted by us, the system is not confined to those countries where the English language is spoken; but it extends throughout Europe into the heart of Russia, and also to India.

These benefits and these influences are, as yet, only beginning to be felt—the time will come when all our great thoroughfares, from the Atlantic cities to the extremes of every part of our country—even the remotest corners of the Pacific Ocean, will be by railroads; and these main lines will be intersected by thousands of connecting and branch railroads.

PORT SMITH, ARKANSAS. The locality of Port Smith is well known to most of the citizens of Arkansas; but, as it is the proposed rendezvous of the emigration to California on the 1st of April next, it is proper that those who are at a distance should be informed of its advantages.

The town is situated on the south bank of the Arkansas river, just below the mouth of the Poteau river, on the western boundary of the State, and is emphatically at the head of steamboat navigation.

There are two companies forming here: one composed of emigrants taking their families prepared to settle—the other, of young men and such as wish to go to speculate and return—these take only pack mules.

It is estimated that there will be from 2,000 to 2,500 men, by the 1st of April, all eager to handle the "dust." Nearly every one in the country is more or less affected with this "yellow fever," as it is facetiously called.

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LATER FROM MEXICO.

By the arrival on the 23d. of the British mail steamer Dee, from Vera Cruz, dates from that place to the 10th, and Tampico to the 13th, have been received.

The California fever prevails among commercial men in Mexico as much as here, and merchants in the Pacific ports are engaging largely and profitably in the trade which has sprung up with California.

A large party of Americans set out from Vera Cruz about the 6th inst., to cross the country to Mazatlan. They numbered about one hundred, armed to the teeth.

We learn verbally that the proposed Mexican tariff is likely to pass Congress with important modifications, to some of which the Minister of Finance is strongly opposed.

The Monitor has details of successes gained on the 20th ult., by Gen Uraga over the insurgents of the Sierra Gordo. It appears, however, to have been a slight affair.

The same paper of the 10th inst., mentions the arrest of several soldiers of the National Guard, who were going through the streets crying, "Viva el Gen. Santa Anna!"

A letter from the Pope, detailing his trials and afflictions, addressed to the President of Mexico, has been read in Congress, where it produced a lively sensation.

Any change has occurred in the state of affairs throughout the country. We see some reports of rebellion and some of the most important of the present moment.

Now, how does all this happen? In the plainest and most intelligible manner. The railroads stimulate everything into activity. They give employment, they make trade, they furnish facilities for carrying it on.

The fact of the increase of the horse trade we take from the Louisville Journal.

The Reception of Gen. Cass at Cumberland, Md. on Monday, 26th ult., on his way to Washington, it appears by the Alleghenian, was quite enthusiastic.

Fellow citizens.—The reception you have given me in Cumberland, this evening, was entirely unexpected. I am not prepared to make a speech, and I feel that I would be unwise to do so.

More truth than poetry.—There is indeed more truth than poetry in what the Harrisburg Key-stone says on the subject of Legislation now-a-days.

Palpitation of the Heart.—FRA, COFFER and TOBACCO.—Professor W. Parker, of the New York College of Physicians and Surgeons, at a recent clinical lecture, examined a man who was troubled with palpitation of the heart.

Death of Dr. George R. Espy.—We regret to see that Dr. George R. Espy, formerly of this State, died at Fort Madison on the 20th ult.

William Ogilvie, coach manufacturer of Philadelphia has received an order from General Taylor for a carriage. Wonder what "Old Whiskey" will say to this!

Being opposed to the "Kingly veto," he will say something, unless sanctioned by the judicial tribunals established by the constitution, and the practice of the earlier Presidents who had so large a share in its formation.

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THE WEEKLY OBSERVER.

ERIE, P. A.

SATURDAY MORNING, MARCH 17, 1849.

THE LATE ADMINISTRATION.

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A gentleman observed upon an indifferent speaker at the bar the other day, that he was the most affecting orator that he ever heard; for he never attempted to speak but he excited general pity.

The above anecdote reminds of one we have heard told of Gen. Taylor's new Postmaster General, Mr. Collamer. He is represented as a man of few words, but one day he took it into his head to address the House on some one of the important questions before Congress.

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Essays and Reviews, on Science and Character, by the author of the "Edinburgh Magazine" and "The Edinburgh Review," by Thomas B. Macaulay, G. O. G. D.

The author from whose writings these passages are selected, is just now attracting universal attention, in consequence of his history of England. This little work, then, cannot be perused of its pages without desiring to know better acquainted with the writings of one who dresses history in the rainbow hues of romance, and yet does not neglect the facts. The two following extracts are so nearly one with interest, that we cannot forbear extracting them.

THE ROMAN CATHOLIC CHURCH.—There is a work, not so well deserving of examination as the Roman Catholic Church. The history of that Church, which is a history of two great lights of human civilization, is a history of two great lights of human civilization, is a history of two great lights of human civilization.

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