

THE SLAVE QUESTION.

At no period of our history has the extending greatness and prosperity of our country been more apparent and prominent than at this moment.

The war of 1812, which has been very appropriately called the second war of independence, resulted in the complete establishment of our national rights.

In regard to our internal relations, we can perceive no just cause to mar the harmony of the operations of our federal system, or to retard its progress.

The course of the ultra abolitionists, is certainly ill-advised, as well in regard to the slaves themselves, as to the constitutional rights and duties which we owe to our fellow-citizens of the slave states.

They have not only riveted the chains of the slave in many places, but they have produced an intensification of feeling and excitement among the Southern brethren, unfavorable to calm discussion and rational decision.

We entertain no prejudice or unkind feelings toward slaveholders. With many of them, that they are such is their misfortune rather than their fault.

But we cannot help believing, that the man who does not see that slavery must certainly give way to free labor, is unworthy to be a citizen of a free state.

When we regard now but as nominally a slave state, and we believe her lands would bring more, to-day, if slavery were abolished within her limits.

Some of the friends of the progressive democracy, are asking us what is to become of the slaves?

It is not our business to settle them, or to send them to any other part of the world.

Some have said, then? said she coxingly, I'll split the difference with you—said my squeeze my hand?

New-York, May 26—9 A. M. The steamer Coladonia arrived at Halifax, on Thursday evening.

The corn trade was still depressed, and 33s 6d had been accepted for considerable parcels.

The steamer arrived at Boston, at 8 A. M. The whole of Central Europe seems ready to burst into one general conflagration.

The London papers of the 11th, state that a joint note, the production of Great Britain and France, has been addressed to the Cabinet of St. Petersburg.

Orders have been issued to undermine the Delvian buildings, and the approaches on the side of the city, towards the heights, and streets that lead to Civita Vecchia.

The French General marched on the 27th from Civita Vecchia. It was stated at Mazzino that the triumphs had received a description of three Gen. Gendry's officers who had been required to assign a reason for their conduct.

All the fighting was done outside the walls. Gen. O. was nearly taken prisoner. The Paris papers state that information of the entrance of the French into Rome.

The character of the assault, aggravated by the circumstances of the preceding evening, was such a cause as merits the apprehensions of violence.

After the verdict was rendered, Mr. Burroughs was surrounded by numerous friends, and congratulated warmly upon the result.

A NEW CLASS OF EMIGRANTS SETTLING AMONG us.—We met a few days since, an intelligent farmer from the province of New Brunswick.

Two DAYS LATER FROM SAN FRANCISCO.—The New York Tribune of the 23d, is in possession of advices from San Francisco to March 31.

Some days about the "Scow" Post Office, Adams County, Ohio, hearing that the workmen of the mill were so anxious for victims, that all that was wanted was to poke a head at them, and off it came.

THE WEEKLY OBSERVER.

ERIE, PA. SATURDAY MORNING, JUNE 2, 1849.

THE GROANS OF THE WOUNDED.

Unlike Father Riche, of the "Union," we can say with Zanga, "we like the rocking of these battlements."

Their vibrating motion gives us the most exquisite pleasure—the shrieks and groans of the agonies wounded—those who have been toppled from their giddy height.

When we look at the "Second Washington," and see that they were more instrumental in carrying this great "swindle" through, are surprised by those who were unknown to each other.

That is a pretty loud groan from a Pennsylvania disappointed voter who heard one of the great Claytons own state. It appears that some time since, Gen. Young, a favorite of Gen. Taylor, was appointed Collector in Delaware.

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REPORT

OF THE COURSE OF THE ENGINEERS TO THE PRESIDENT AND DIRECTORS OF THE ERIE AND NORTH EAST RAILROAD COMPANY.

To the President and Directors of the Erie and North East Railroad Company. GENTLEMEN:—Having just completed our field operations in making the survey and location of road, and my engagements being such as to require my absence from you for a short time, I hereby respectfully submit the general result of our labors.

After being occupied about ten days in making examinations in order to ascertain the general features of the ground between this place and the New York State Line, the location was commenced, and for reasons that will hereafter appear, we have located what I shall denominate, and describe as three distinct lines, although portions of each are common to one and sometimes to both the other lines.

First Line.—Commencing on State Street at its intersection with Penn Street, in the Borough of Erie, the first line located approaches and ascends the ridge diagonally by an easy grade, crossing the Four Mile Creek about fifty rods North of the Ridge Road, passing over said Road on the West bank of the Six Mile Creek.

Second Line.—This line commences at the same point and running North of the first line, pursues a straight course sixteen miles and 1,623 feet from Erie to its intersection with the State Line.

Third Line.—This is a continuation of the second line from its point of intersection with the first (sixteen miles and 1,623 feet) straight through from Erie to the New York State Line. This line crosses the Twenty Mile Creek about 600 feet South of the other lines, and at an elevation of about 100 feet above the surface of the water by 719 feet across the Gulf, and in section the State Line 819 feet South of the other lines.

After the survey was completed, the result of the same was found to be such as to justify the construction of the proposed lines, and it is believed that they will be of great benefit to the public, and to the commerce of the State.

The advantages of such an arrangement, upon mature consideration, can scarcely be doubted, nor could any great danger or material inconvenience result from the two roads thus running parallel to each other.

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bridging the crossings of Millcreek, Four Mile Creek, Six Mile Creek, Twelve Mile Creek, Sixteen Mile Creek, and Twenty Mile Creek, exceed in items the following amounts, viz:

Clearing, 16 Acres. Excavation, 23,000 Yards. 250,000 Yards. Stone, 2,000,000 Yards.

Much of the material over which the road passes is loose round gravel and sand, very easily excavated and forming when finished a dry and most capital road bed.

There are many single sections on the New York and Erie Rail Road between Port Jervis and Lanchester which cost more to grade than the whole grading of this road will cost, exclusive of bridging the streams mentioned.

The road crosses Mill Creek 20 feet, Four Mile Creek 15 feet, Six Mile Creek 25 feet, Twelve Mile Creek 35 feet, Sixteen Mile Creek 36 feet above the beds of their respective streams.

Numerous considerations induce the road to be brought into the point mentioned. 1st. It is the only point from which a straight line can be extended on level ground to any of the points mentioned.

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By the Hon. the President of the Erie and North East Railroad, Mr. J. S. Kugler, aged 17 years 11 months and 16 days.

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