THE ERIE OBSERVER.

B. F. SLOAN, Editor. ☞FORWARD.☜ $1 50 A YEAR, in Advance.

VOLUME 20. FRIDAY MORNING, JANUARY 25, 1850. NUMBER 37.

Erie Weekly Observer.

B. F. SLOAN, EDITOR.

OFFICE, CORNER STATE ST. AND PUBLIC SQUARE, ERIE.

TERMS OF THE PAPER.

City subscribers by the carrier, at $2,00
By mail, or at the office, in advance, 1,50
☞If not paid in advance, or within three months from the time of subscribing, two dollars will be charged.
☞All communications must be post paid.

RATES OF ADVERTISING.

Cards not exceeding 4 lines, one year.	$3,00
One square " "	10,00
do. do. six months,	6,00
do. do. three months,	3,00

Transient advertisements, 50 cents per square, of fifteen lines or less, for the first insertion; 25 cents for each subsequent insertion.
☞Yearly advertisers have the privilege of changing at pleasure, but at no time are allowed to occupy more than two squares, and to be limited to their immediate business.
Advertisements not having other directions, will be inserted till forbid and charged accordingly.

BUSINESS DIRECTORY.

J. W. WETMORE,
ATTORNEY AT LAW,
In Walker's Office, on Seventh Street, Erie, Pa.

HENRY CADWELL,
IMPORTER, Jobber, and Retail Dealer in Dry Goods, Groceries, Crockery, Glassware, Carpeting, Hardware, Iron, Steel, Nails, Spikes, &c. Empire Stores State Street, four doors, below Brown's Hotel, Erie, Pa.
Also—Anvils, Vices, Bellows, Axle Arms, Springs, and a general assortment of Saddle and Carriage Trimmings.

S. MERVIN SMITH,
ATTORNEY AT LAW and Justice of the Peace—Office one door west of Wright's store, Erie, Pa.

W. H. KNOWLTON & SON,
DEALERS in Watches, Clocks, Looking Glasses, Piano Fortes, Lamps, Britannia Ware, Jewelry, and a variety of other Fancy Articles, Keystone Buildings, four doors below Brown's Hotel, State Street, Erie, Pa.

J. GOALDING.
MERCHANT TAILOR, and Habit Maker.—Store, South side of the Public Square, three doors East of the Erie Bank.

S. R. DEWEY,
WHOLESALE AND RETAIL Dealer in Dry Goods, second door below Brown's Hotel, State Street, Erie, Pa.,

GEORGE H. CUTLER,
ATTORNEY AT LAW, Girard, Erie County, Pa. Collections and other business attended to with promptness and dispatch.

WILSON LAIRD.
ATTORNEY AT LAW—Office over J. H. Williams' exchange office, next door to Judge Thompson's office.
Collecting and other professional business attended to with promptness and dispatch.

BROWN'S HOTEL,
FORMERLY THE EAGLE, corner of State street and the Public square Erie, Eastern Western and Southern stage office.

ROBERT A. BAKER,
WHOLESALE and Retail dealer in Groceries, Provisions, Wines, Liquors, Cigars, Nails, Detroit Ale, Buiscuit, Crackers, &c. &c. Cheapside, Erie, Pa.

H. B. HAVERSTICK.
No. 2, REED HOUSE. Dealer in Dry Goods, Hardware, Crockery, Groceries, &c.

T. W. MOORE,
DEALER in Groceries, Provisions, Wines, Liquors, Candles, Fruit, &c., No 6, Poor People's Row, State street, Erie.

ALFRED KING,
WHOLESALE & RETAIL dealer in Groceries, Boat Stores, Provisions, and Pittsburgh manufactured articles; No. 2, Fleming Block, and 7th street, Canal Basin, Erie, Pa.

W. H. CUTLER,
Attorney & Counsellor at Law, (Office in Spaulding's Exchange, Buffalo, N. Y.
Collecting and commercial business will receive prompt attention.
REFERENCES.—A. P. DUTTON, Esq., BENJAMIN GRANT, Esq.

JOSIAH KELLOGG,
Forwarding & Commission Merchant, on the Public Dock, east of State street.
Coal, Salt, Plaster and White Fish, constantly for sale.

J. H. WILLIAMS,
Banker and Exchange Broker. Dealer in Bills of Exchange, Drafts, certificates of Deposite, Gold and silver coin, &c., &c. Office, 4 doors below Brown's Hotel, Erie, Pa.

BENJAMIN F. DENNISON,
ATTORNEY AT LAW, Cleveland, Ohio—Office on Superior street, in Atwater's Block.—Refer to Chief Justice Parker, Cambridge Law School; Hon. Richard Fletcher, 10 State st., Boston; Hon. Samuel H. Perkins, 111½ Walnut st., Philadelphia; Richard H. Kimball, Esq., 53 Wall street, New York. For testimonials, refer to this office.

MARSHALL & VINCENT,
ATTORNEYS AT LAW—Office up stairs in Tammany Hall building, north of the Prothonotary's office, Erie.

MURRAY WHALLON,
ATTORNEY AND COUNSELLOR AT LAW—Office over C. B. Wright's Store, entrance one door west of State street, on the Diamond, Erie.

I. ROSENZWEIG & Co.
WHOLESALE AND RETAIL DEALERS in Foreign and Domestic Dry Goods, ready made Clothing, Boots and Shoes, &c., No. 1, Fleming Block, State street, Erie.

C. M. TIBBALS,
DEALER in Dry Goods, Dry Groceries, Crockery, Hardware, &c., No. 111, Cheapside, Erie.

A. H. HITCHCOCK,
DEALER in Groceries and Provisions of all kinds, State street, three doors north of the Diamond, Erie.

SMITH JACKSON,
DEALER in Dry Goods, Groceries, Hardware, Queens Ware, Lime, Iron, Nails, &c., 121, Cheapside, Erie, Pa.

WILLIAM ROBLET,
CABINET MAKER Upholster, and Undertaker, corner of State and Seventh streets, Erie.

KELSO & LOOMIS,
GENERAL Forwarding, Produce and Commison Merchants; dealers in coarse and fine salt, Coal, Plaster, Shingles, &c. Public dock, west side of the bridge, Erie.
EDWIN J. KELSO, W. W. LOOMIS.

WALKER & COOK,
GENERAL Forwarding, Commission and Produce Merchants; Second Ware-house east of the Public Bridge, Erie.

G. LOOMIS & Co.
DEALERS in Watches, Jewelry, Silver, German Silver, Plated and Britannia Ware Cutlery, Military and Fancy Goods, State street, nearly opposite the Eagle Hotel, Erie.
G. LOOMIS, T. M. AUSTIN.

CARTER & BROTHER,
WHOLESALE and Retail dealers in Drugs, Medicines, Paints, Oils, Dye-stuffs, Glass, &c., No. 6, Reed House, Erie.

JOEL JOHNSON,
DEALER in Theological, Miscellaneous, Sunday and Classical School Books, Stationery, &c. No. 1, Perry Block, Erie.

JAMES LYTLE,
FASHIONABLE Merchant Tailor, on the public square, a few doors west of State street, Erie.

L. WARREN,
SASH, Blind and Door Manufacturer, and dealer in glass, south east corner of 8th and State streets, Erie.

D. S. CLARK,
WHOLESALE AND RETAIL Dealer in Groceries, Provisions, Ship Chandlery, Stone-ware, &c. &c., No. 5, Bonnell Block, Erie.

O. D. SPAFFORD.
Dealer in Law, Medical, school Miscellaneous Books stationary, Ink, &c. State st., four doors below the Public square.

DR. O. L. ELLIOTT,
Resident Dentist; Office and dwelling in the Beebe Block, on the East side of the Public Square, Erie. Teeth inserted on Gold Plate, from one to an entire set. Carious teeth filled with pure Gold, and restored to health and usefulness. Teeth cleaned with instruments and Dentifrice so as to leave them of a pellucid clearness. All work warranted.

MOSES KOCH,
WHOLESALE AND RETAIL Dealer in Staple and Fancy Dry Goods, Groceries, Crockery, Ready Made Clothing, &c., Commercial Buildings, corner of French and Fifth streets, Erie.

S. DICKERSON,
PHYSICIAN AND SURGEON—Office at his residence on Seventh street, opposite the Methodist Church, Erie.

C. B. WRIGHT,
WHOLESALE AND RETAIL dealer in Dry Goods, Groceries, Hardware, Crockery, Glass-ware, Iron Nails Leather, Oils, &c., corner of State street and the public square, opposite the Eagle Hotel, Erie

JOHN H. BURTON,
WHOLESALE AND RETAIL dealer in Drugs, Medicines, Dye Stuffs, Groceries, &c. No. 5, Reed House, Erie.

ROBERT S. HUNTER,
DEALER in Hats, Caps and Furs of all descriptions. No. 10, Park Row, Erie, Pa.

PLAIN and Figured De Lains all wool, and other cheap De Lains at the store of S. JACKSON.

BLACK French Cloth from $2 to $6 per yard, for sale at S. JACKSON.

BLACK, Brown Green and Cadet mixed Broad-Cloths at all prices for sale at S. JACKSON.

GREEN, Black, Morain Claret, Brown, and Blue French Merino, for sale cheap at the Store of S. JACKSON.

BLACK, Blue, Plaid, Striped and other Fancy Cassimeres for sale by S. JACKSON.

BLACK, Blue, and mixed Satinets, Tweeds, Kentucky Jeans. &c. for sale cheap by S. JACKSON.

LADIES DRESS GOODS. The Ladies will find a good assortment, French Merinoes, Cashmeres, De Laine, Chamilion Lustre, Mohair Lustre, Alapachas of all colors, Ginghams, Calicos, &c. just opened at GEO. SELDON & SON.

A GOOD assortment of Winter Vestings, some very nice, for cheap at the store of S. JACKSON.

ALAPACA, any quantity Black Figured and plain changable Silk warp, chamelians mohair lustre &c., for sale by Erie, ct. 21. S. JACKSON.

GOLD, Silver and Florence Leaf; Gold, Silver and Composition Bronzes; Japanned tins, assorted colors.
Nov. 21. CARTER & BROTHER.

Erie Weekly Observer.

FROM WASHINGTON.

Correspondence of the Pennsylvanian.

WASHINGTON, Jan. 13.

There is no little speculation going on concerning the probability of the confirmation or rejection of Mr. Justin Butterfield, President Taylor's Commissioner of the General Land Office, whose nomination has been before the Senate, it is said, for some days. General attention being thus turned to the case, a few facts connected with his appointment may not prove uninteresting to your readers.

I have every reason to believe, that his nomination was a concession to Mr. Webster, who was then deeply offionded with the ungracious refusal of those who have the President in charge, to accept and act upon his advice in the formation of the Cabinet and the bestowal of the offices falling to the share of New England. You will recollect, that the gentleman who is said to have bid a cool hundred thousand (offering to subscribe that amount to the Whig presidential election fund) for the nomination of Vice President on Taylor's ticket Abbot Lawrence became the New England right-hand-man of the Administration, rather than the godlike. Webster and Lawrence are rivals for the direction of New England federal councils, and each considers the advancement of the other to be a blow upon himself. Webster and Lawrence have intimated, in strong terms, his displeasure at the appointment of Lawrence, and to prevent W. from "speaking himself" in Executive session against that and other nominations, he was permitted to dictate the selection of Butterfield to the Cabinet, the president not daring to meddle with such matters. From all accounts Butterfield is very obnoxious to the great body of the Whigs, of Ill., who really are but comparatively little tinged with the leaven of blue-light Federalism. Certainly, he is the most obnoxious individual to the entire Democratic party of the State. Mr. Webster insisted on his appointment, it is said, over the heads of Mr. Lincoln, a late member from that State, Mr. Edwards, and Col. Morrison, who were each well recommended from Illinois; *as B. was not.* Lincoln was, however, the General favorite for the office, with the Illinois Whigs. Indeed, in this appointment, the recommendations of the *entire* Whig party of Illinois, were deliberately disregarded, to propritiate Webster, who had as little interest in the Commissionership of the General Land Office, as the man in the moon. Webster and Seward are, doubtless to be his Senatorial sponsors. W. favors B. from personal and geographical considerations; while Seward is for him because their sentiments are identical upon the subject of slavery; both being very fanatical abolitioists.—Professionally, Mr. Butterfield is a sort of antiquated case lawyer; politically, he may be styled a modern Whig-Abolitionists, grounded upon ultra blue-light Federalism.—No man, in all Illinois, more studiously sought opportunities to revile the lamented Polk; and no other public man in the State, took so virulent and abusive grounds against the Mexican war, which he denounced in all his speeches, as inhuman, murderous, and uncalled for, on our part.

The question is—what can, and should be done with a nomination like his, which surely, to use the language of Webster himself, applied to another, "was one not fit to be made?"

In the caucus held by the Whigs, on the night before last, (to consult about filling the Clerkship,) I understand Mr. Clingman notified his party that he should vote for the Democratic nominee, whenever his vote would secure his election; under the pressure of which threat, only, were the Northern Whigs (or many of them,) worked up the sustain Campbell, by way of preventing the election of a Democrat. Mr. Brooks undertook to take C. to task for this declaration, intimating that, if he had made this avowal when the voting for a clerk first commenced, it would have saved a week's time, as the Whigs would have gone into the contest upon the hypothesis that *he* (Clingman) must be counted as one of their enemies. I do not know what was the substance of Clingman's rejoinder, which is described to have been very severe. Brooks, though passing for quite an orator in New York, is by no means a match for Clingman, who, in turn, is but a second-rate stumper in the South, where men cultivate the art of public speaking much more closely than in the North.

Our friends of the Senate have held another caucus since that one to which I referred in a recet letter. At the last, they appointed a Committee consisting of Messrs. Downs, Bradbury, Yulee, Bright, and Butler, to draw up resolutions, laying down a platform upon which the party in the Senate shall act this winter, in reference to the administration. Its particular duty will be to report what will be done concerning Bradbury's resolution, which beyond all doubt will be passed. It would be well to mention that no democratic Senator entertains the last idea of making factious opposition to any appointment of the administration. If the Executive will reply properly—fairly—to this resolution, every individual nominee, who may not be proved "incapable, unfaithful, or dishonest" to the satisfaction of the Senate will be confirmed. But the democrats *must, should* and *will*, compel the administration to formally admit that its removals were made on political grounds, or to sustain charges against the removed, by tangible proof. Your readers will recollect that the Executive now stands before the country on his pre-election and inaugural pledges, that removals should not be made by his administration on political grounds. Nevertheless, his keepers have removed more individuals from office than were ever before removed in the same space of time—yes, fourfold as many. The inference, therefore, is either that, the incumbents under the last administration were almost all "incapable, unfaithful *or* dishonest," or that the the pledges of President Taylor have been unscrupulously disregarded. It is but due to truth and Justice, as well as to the removed and the administration, that the matter should be set right. The political friends of the proscribed are willing that they shall undergo the ordeal, and only demand that their wholesale accusers shall face the music. EXAMINER.

WASHINGTON, Jan. 14.

The letter of Mr. Venable, in the *Union*, of yesterday morning, with the accompanying editorial, were yesterday and last evening, as they have been to day, the subject of much conversation among the Democrats here. It is generally thought that, in the strictures of both, there is much truth and justice—in the letter, concerning the course of the Democrats from the North, who refused to sustain the nomination of their party, from the start; and in the editorial, concerning the course of those from the South, who seek a justification for voting, even at the eleventh hour, for a Whig, in the treachery of Bingham, Wilmot & Co. It is to be hoped that the mischief which many fear will grow out of this election, may be averted. Our most active and influential friends are laboring anxiously to draw good, rather than evil results, from this affair. That is: to use it as an illustration of the necessity of harmony, concession and conciliation, between Democrats from the North, on the one hand, and from the South, on the other. Certain it is, that the Democratic party is indebted, in a great measure, to the absence of these sentiments from the breasts of too many members, for the mortification involved in the election of Campbell, as he was elected. The mere loss of the patronage connected with the Clerkship, would not give our friends a moments regret. The difficulty is, that the circumstances connected with this election, advertise, as it were, a state of feeling which threatens, if not checked and set right, to defeat every effort that may this winter be determined on, by a majority of the party, as necessary and proper, by way of strengthening us for the next Presidential contest. There is certainly an anti-administration majority in the House; but if this election is a proper criterion on which to judge, I fear that when we come to have a vote upon a Democratic party measure of importance, it will be found that our friends fall twenty votes short of a majority in the House.

To-day, in the House, the further execution of the order for the election of officers, was postponed, to take up the report from the Committee on Rules; which action was made necessary by the fact, that otherwise, tomorrow, the House would have found itself entirely without regulations for its due government. In this matter, two or three unimportant changes were determined on only. It was, however, agreed that the present House rules shall stand until they have an opportunity to consider the amendments reported by the Committee, which are yet to be acted upon. The subject is again postponed until Monday next. Mr. Vinton made quite a speech in favor of the adoption of the amendment *proposing to restrict debate in Committee of the Whole* on the state of the Union, to the subject matter immediately under consideration—a very necessary change which, by the by, was not voted on. It is surprising, however, to witness the anxiety the Federalists now discover, for the adoption of this clog to as free discussion of the measures and policy of the present administration as they desired during the last Congress—the administration of Polk being in power, mark you. Jacob Thompson opposed it on the ground that its adoption would interfere with the exercise of rigid scrutiny into the acts of the party controlling the Executive department of the government. His remarks were very able, and to the point. I may not forget to mention that he seems to be looked to, to occupy the position of the Democratic leader on the floor, upon party points made vacant by the advancement of Mr. Cobb to the Speakership.

Mr. Preston Butler, of your State, proposed to permit any member to introduce within the Hall, as many persons as he might choose, which change found many *advocates even among old members. It was spoken* and voted down, however, much to the joy of the reporters who are now annoyed, beyond measure, with the rush and conversation of strangers about, and around their desks, usually seeming more than any thing else, to prevent them from catching accurate accounts of what may be going on, when the Hall is in a state of excitement. Had it been adopted, from to-morrow morning untill repealed, we should have been half smothered in petticoats, whenever the House is in session, as all the ladies in Washington would strive to spend all their spare time within what has been considered a sort of half sanctuary.

In the Senate there was, to-day, quite a debate upon a joint resolution from the Committee on Finance, introduced by Mr. Dickinson, to repeal so much of the resolution of 1849, as limited the amount to be expended by the government during the present year, in the collection of the revenue to one and a half million dollars, and to permit as much to be expended thereon as was spent for the same purpose, during the year 1843; Messrs. Webster, Dickinson and Hamlin, made the speeches in favor of it, and Senator Davis, of Miss., the principal speech against it. The casting vote of the Vice President alone carried the resolution through, to the great relief of a score or two of hangers-on of the government, who being present, seemed to tremble lest *its failure, which appeared at one time imminent,* might deprive their masters of much of their means of keeping up the resemblance of an active party in their favor, in the commercial cities of the country. The question on the Vermont anti-slavery resolutions has gone over for the time being. When again taken up, they will continue to form the subject matter of the first grand slavery debate of the 31st Congress.
EXAMINER.

WASHINGTON, Jan. 15.

The motion prevailing yesterday, in the House, postponing the further consideration of the important report from the Committee on Rules, until Monday next, is *equivolent to its indefinite postponement. I fear,* (the House having adjourned) pending a subsequent resolution, to make it a special order for that day, as postponed the subject must take its chance of resurrection from the Clerk's table, by a vote of two-thirds, which it can hardly obtain, as it is well known and the Free Soilers design moving amendments, intended, if possible, to give them a chance to cut a wider swarth in the Hall, than at present, though they do manage to occupy, perhaps, ten times as much of the time of Congress, as a proportion to number or talents they are justly entitled to. Mr. Preston King, yesterday, gave notice of his intention to move, as an additional amendment to the 107th rule, that the minority of any committee, shall be entitled to report on any subject committed to their care, when the majority fails to report after having the subject matter under consideration for thirty days. This was equivolent to advertising that the Free Soilers designed, if the change be approved by the House, to bring in all sorts of flaming anti-slavery reports and resolutions—such as heretofore they have been prevented from thrusting on the House, by the fact that unless the majority of a committee deems proper to report upon a subject matter committed to its charge, the minority is not permitted to report thereon. The movement of Mr. King, more than any thing else, probably, caused the House to adjourn, leaving the question of further changing the rules, in such a condition, that to get up the subject again will be next to impossible. This is to be regretted, not that Messrs. King & Co. are disappointed, but that their interference has, in the case, as often before, served to defeat reforms which are much needed.

On the first trial to-day, for a Sergeant-at-Arms, in the House, Mr. C. M. Giddings, who, on the last vote on Saturday, came within one of an election, was found to have six votes short. The nominally Democratic Free Soiler party, would have voted for him, had it not been certain that any action of the sort on their part, would have at once induced a dozen Southern Whigs to charge their votes. They have so far destroyed the prospects of *every candidate or aspirant before the House whom they* have touched. In truth, those who by way of keeping their names before the House, have prevailed on such gentlemen to vote for them early, remind one of the sailor on board of the man of war, who to preserve his soup, spits in it. Of course, no one else will touch it.—On the second trial of the day, the 8th of this contest for the office, Mr. A. Glossbrenner, of your State, formerly clerk in the office of the clerk of the House, was elected, having received 107 votes; 105 being neccessary to a choice. This was a strict party vote, with the exception of the vote of Mr. Dunham, who having voted for Mr. Jesse E. Dow, did not change as some thirty or forty others did, with a view to finish the election, by concentrating on Mr. G. Mr. Dunham's failure to do this, was of course, an accident. His was the only scattering vote thrown on this trial; the Free Soilers, even, having divided according to their former political affinities. In the Senate to-day, Mr. Bradbury delivered a powerful speech (requiring an hour and a half for its delivery,) *in favor of his now famous resolution of inquiry,* which to-day came up for consideration. Half a dozen Hungarians in uniform, came into both Halls of Congress this morning, attracting much attention. They were as fine specimens of a manly, intelligent, chivalric, and enduring race, as I ever saw thus accidently collected in so small a number of men. EXAMINER.

REPORT

Of WILLIAM MILLER, Esq., Engineer of the Board of Directors of the Franklin Canal Company, authorized to construct a Railroad to Lake Erie.

GENTLEMEN: The more laborious part of the duties required in your service having been completed—the route of your Railroad surveyed and located, the necessary drawings made, and the work lot, on favorable terms to respectable and generally experienced contractors, for the grading, bridging and wooden superstructure of the entire length of road—I beg most respectfully to submit the following report.

A party was organized and our labors commenced on the 23d of August by preliminary examinations of Walnut, Elk, Crooked, and Conneaut Creeks, to fix grading points in the location of the Erie division of your Railroad.

The country over which it passes presents a peculiar appearance, the surface being terraced or rising in steps from the north and indented by deep ravines. The higher parts being composed of a round gravel and sometimes sand formation. As our line runs parallel with these steps or crosses them diagonally, the amount of earth to be removed is light, and easy grades have been obtained.

Three lines have been traced from the proposed depot of the Erie and North East Railroad, in the borough of Erie, to Walnut Creek: two from Walnut Creek to Elk Creek, and two from Elk Creek to the west line of Springfield. Both lines cross Walnut Creek at the same place and diverged only 150 feet at Crooked Creek. As we were confined to a junction with the Erie and North East road, all our lines necessarily commence at the same point in the borough of Erie.

In tracing the *first line* we commenced at State street, on the located line of the Erie and North East road, and followed said location, curving gently through the outlots with a grade of 10 feet to the mile, and crossed the Extension Canal a few feet to the north of the intersection of Twelfth and Poplar streets. Thence, with a grade of 12 feet to the mile and an easy curve, to the intersection of Cascade and Twelfth Street, from which a straight line was run to near the "Oxer road," ascending Turkey ridge with a grade of 12 feet to the mile; the line then *bears more to the south, crosses said road near Barr's* house, and runs straight with light grades to Walnut creek which is crossed 1400 feet below the canal aqueduct. From a point one half mile west of the creek to Trout run a grade of 22 feet to the mile occurs. Trout run is crossed a little south of Anderson's mill, from which light grades were obtained to Elk creek, where two places, previously examined and apparently favorable for crossing the gulf, presented themselves, each being about 1300 feet accross and 100 feet above the bed of the stream. The more northern crossing would have proved the least expensive, but, as the line would have been taken considerably out of the direct route owing to the *unavoidable* curvature necessary to carry the road from the bluff on the eastern side to that on the west, this was abandoned and the line traced across the gulf 2600 feet more to the south and above Miles' saw mill. Here a second gulf (Silverthorn's run) required to be crossed at considerable expence. A line of lateral levels was taken to another place 2200 feet still further to the south, and on Dighton's land, from which the line was traced nearly straight to Conneaut creek; crossing Silverthorn's run south of the fulling mill, Crooked creek 300 feet north of Webster's mills, Raccoon creek a little above Patterson's saw mill, and the west line of Springfield one mile north of the Ridge road. Between Crooked and Raccoon creeks a gradient of 25 feet to the mile was required, which caused another line to be traced hereafter described.

The *Second Line* follows the course of the first to the crossing of the canal, and ascends Turkey ridge with a grade of 15 feet to the mile to the Greenhouse road, thence with light ascending grades straight to the crossing of Walnut creek where it joins the first line.

The *Third Line* possesses the advantage of being more direct, generally less expensive to construct, the gradients more favorable with less curvature, and as only minor diversions from it were required in the location, it may be described under the head of

THE LOCATED LINE.

Commencing on Sassafras street at the proposed depot of the Erie and Northeast railroad, and 110 feet above the level of the lake, the line ascends with a gradient of 10 feet to the mile, and a short curve of a half mile radius to the crossing of the canal described on the first line. West of the canal the grade is level for 1100 feet with a curve of 3000 feet radius. The line then crosses Turkey ridge diagonally with an ascending gradient of 18 feet to the mile, and two curves with respective radii of 8000 and 9000 feet, to a distance of 2 miles and 310 feet from the depot. From this point for 5¼ miles a tangent line with light ascending grades is obtained to an angle of the canal 7¼ miles from Erie.

The highest summit on the line 162.20 feet above the lake occurs near to this. Thence with a descending grade of 13 8-10 feet to the mile and two curves with radii of 2¾ miles to near Walnut creek. The line is then straight for 6½ miles, with undulating grades none exceeding 18 feet to the mile, and passes over the main gulf at Walnut creek, 750 feet accross, at a height of 96 feet above the bed of the stream, and 152.91 feet above the lake. Walnut creek is 8¼ miles from Erie. Trout run is crossed near Anderson's south line at 20 feet above its bed and 126.20 feet above the lake. It is 11 miles from Erie. On the east side of Elk creek there is a descending grade of 18 feet to the mile and a curve of 6700 feet radius. Elk creek is 15¾ miles from Erie, and its bed is 36 feet above the lake, the main gulf is crossed at 98 feet above the bed of the stream and 1300 or 1600 feet in length of viaduct, as your Board may determine to form a permanent bank or the additional length of bridge; for the difference of cost I would respectfully refer you to the estimates. From Elk Creek the grade ascends at the rate of 18 feet to the mile to a *summit 154.18 feet above the lake and 17¼ miles from* Erie. Silverthorn's run is crossed 33 feet above its bed and south of the Fulling mill. A curve of one mile radius occurs between Elk Creek and Silverthorn's run and from which a tangent line is obtained to Raccoon creek a distance of 6 miles. The grades are undulating and the heaviest 18½ feet to the mile. Crooked creek is 19¼ miles from Erie and is crossed a little north of Webster's grist mill at 82½ feet above the bed of the stream by 770 across the gulf—the bed is 58 feet above the lake. Raccoon creek is 22¼ miles from Erie, and is crossed 1100 feet south of the first line and 22 feet above the bed of the stream. Two short curves of 12000 feet radius occur near Raccoon creek. From here the line is straight for 3 miles, with light descending grades, to the west line of Springfield which is crossed 360 feet south of the first line and a little short of a mile north of the Ridge road. At this point the grade line is 71.86 feet above the lake.

The whole distance by this line is 25 miles 1450, and by the Ridge road the distance is 27¼ miles. The distance to Walnut creek by the first line is 170 feet more than that by the third; and their greatest divergence 2100 feet at 4½ miles from Erie. Both lines cross Walnut creek at the same place, at Trout run their divergence is 700 feet, at the road leading from Girard to the mouth of Elk creek the divergence is 2450 feet. The line first traced west from Elk creek is 220 feet shorter than the third, 105 feet being due to the angling manner of crossing the west line of Springfield.

There is a total length of curvature of 3 miles 1360 feet with radii varying from one-half to two and a half miles, and the balance of the length, 22 miles, 90 feet, is straight.

The aggregate ascent going west is 120½ feet variably distributed over a distance of nearly 12 miles, the heaviest graduation being 18 feet to the mile; and the aggregate ascent going east is 158½ feet variably distributed over a space of 10¾ miles, the heaviest graduation being 18½ feet to the mile.

It would appear by a formula deduced from carefully conducted experements that a locomotive capable of taking 60 tons at a rate of 12 miles per hour on a level, will be able to ascend an 18 feet grade at the same rate with 30 tons, or the traction on an 18 feet grade will be equal to one-half the power of the engine on a level.

Two houses between Sassafras and Walnut streets will require to be moved back from the line of the road. The only other dwelling likely to be interfered with is at Crooked creek; the site is valuable and the owner will of course be liberally compensated. In Springfield the "Middle road" is cut rather badly for about a quarter of a mile, its location will require to be shifted.

Having made a reconnoissance of the valley of French creek by Meadville to Franklin the location of that division of your road was commenced on the 5th of November. I was assisted in the surveys by Ch. Heydrick, Esq. whose knowledge of the country was valuable and his services efficient.

For the first 10 miles from Franklin the nature of the country is intricate; French creek winds amongst bold and projecting hills rising to some hundreds of feet above its bed, the face of the spurs frequently forming an angle of twenty degrees with the horizon; and their base washed by its waters, which in some places have a fall of ten feet to the mile. The average width of the valley is about half a mile and at some places but little more than that of the creek. The northeast side of the valley presented a more favorable appearance for our purpose; and as some of the improvements made by the State for the slackwater navigation could be used, that side was preferred, and the location made accordingly. The nature of my instructions required that I should make the location with the view of constructing a cheap railroad to connect the navigation of the Allegheny at the town of Franklin with that of the French creek feeder 6 miles below Meadville; the curvature is consequently abrupt at some points but not more so than that on some of our most travelled thoroughfares, and only one of the grades exceeds 20 feet to the mile, it being 22, on a tangent, and a little over a mile in length.

Only one line is located. Other examinations were made with the view of shortening the distance by having the road on higher ground, and which in several instances, we were obliged to abandon, owing to the heavy expense of grading.

The more effectually to connect with the navigation of the river, the location commences on the Clarion turnpike, between Elk street and the Alleghony bridge, and at an elevation of 10½ feet above the top of the dam at the outlet lock, and with an ascending grade of 13 feet to the mile, the line runs through the tier of lots along the river and French creek, and between Elk and other streets, to lot number 41 where the creek is crossed at 23½ feet above its bed by 520 feet across. The grade is there level with a curve of 800 feet radius, having a sweep of 70 degrees (this curve is much the sharpest on the *whole line and is adopted to shorten the length of bridging*). A cut is made in the face of a steep hill to obtain sufficient earth to form embankment between the creek and Meadville turnpike. The line then follows the course of the canal to a distance of 2½ miles: a grade of 20 feet to the mile on a tangent occurs on the first part, and on the last a curve of 1100 feet radius with a sweep of 110 degrees from which the line skirts the base of a precipitous hill, part of which is washed by the creek to the 3d mile where a counter curve occurs with a radius of 1450 feet and a sweep of 90 degrees, crossing Whitman's run to the point of a bluff hill on the east side; the grades are easy and the line crosses Big Sugar creek at 4½ miles, from Franklin and 210 feet north of the towpath bridge of the Slackwater. At the 5th mile there is a curve of 2000 feet radius with a sweep of 67 degrees, from which the general course of the line is direct for two miles, with a gradation of 20 feet on the last mile. The ground is sideling all the way and for the first mile the base of the hill is washed by the creek, at the 7th mile there is a curve of 1500 feet radius with a sweep of 75 degrees, at the 8th mile a counter curve of 1400 feet radius with a sweep of 97 degrees, and at the 9th mile the line curves to the northwest with a radius of 1800 feet sweeping 60 degrees. The grades are light. From this point the general direction of the line bears to the Aqueduct. For the next mile the line follows the base of a steep hill washed by the creek except for a small space at 9¾ miles where the line crosses the public road leading between the villages of Utica, on the opposite side of the creek and Cooperstown, 4½ miles distant. This point is 72 feet above the dam at Franklin. Between the 10th and the 11th miles the ground is rough, part swamp and part high and broken. Johnson's run is crossed and the earth-work is heavy; the curvature is irregular and part of the graduation 20 feet to the mile and undulating. From this point for 3½ miles the line is nearly straight and the grades light, four streams are crossed, and for a few hundred feet the line skirts the base of a bluff hill and the margin of the creek. On the next mile the work is heavy, to avoid which a line was traced some distance from the creek passing over rough broken ground, the grading of which would involve a still heavier outlay without any proportionate gain in radii of curvation or grades, it was consequently abandoned. For three-fourths of the way the line passes along the base of concave banks, the earth composing the face of which is liable to slide, and owing *to the angling of the creek exposed to its full wash.* This brings us to a point 15½ miles from Franklin, and near to a canal lock on Blair's land where the valley spreads out to a mile and a-half in width. The village of Cochranston stands about the centre, and the creek flows on south-east side with a fall of less than four feet to the mile. In the first mile the canal is crossed twice, and the the line passes an angle of the creek known as the "Ox-bow bend." The road leading from Cochranston bridge to the village is crossed at 17¾ miles and is 94 feet above the dam at Franklin. Little Sugar creek is also crossed here on the north side of the towpath bridge of the Slackwater. Part of the ground to the 19 mile is low, liable to inundation, and where provision has been made for raising the road bed five feet above the general surface. Approaching the 20th mile a grade of 22 feet is encountered, the earth-work is heavy. From here to the outlet locks the grade is level and at a height of 124.33 above the top of the dam at Franklin, and 114 feet above the turnpike near the Alleghoney bridge; at the feeder the grade line is *two feet above the mason work of the first* lock chamber.

But little more of an ascent is encountered in coming up the creek, than that of the difference of level between the two ends; and very little ascent in going to Franklin.

The total length of road from the Alleghany bridge in Franklin to the first lock at the outlet from the French creek feeder is 21 miles 1120 feet. From the outlet lock into the Alleghoney to the same point of the feeder the distance by our line is 20¾ miles, and between the same points by the Slackwater and canal the distance is 22½ miles.

Few buildings are interfered with. Some barns will require removal, and only one dwelling situated near the village of Utica, the house is small and can be cheaply removed. Two of the township roads are cut rather badly. From the end of the 1st to the 3d mile a road has been laid on the towpath which our line follows, with only minor diversions, for the whole way. Between the 2d & 3d miles we are left no choice of ground, being confined by the spur of the hill on one side and the creek on the other. Your charter gives the company the right of using the towpath, berm bank, and graded bed of the canal, the township road must consequently be made elsewhere; the valley of Whitman's run to the turnpike may perhaps afford the best location. Between the French creek bridge and the locks near the aqueduct the road is cut badly for 1200 feet. The ground here also sidling. The public road can be laid along side of the railroad with but little interference to the business of either.

On the Erie division the grubbing forms a large item in the estimated cost, no rock excavation is expected. The amount of earth-work for a single track, exclusive of preparing foundations for bridging, the removal or deposit of earth to form depots, Turnouts or stations, &c. is estimated at,

Excavation, 216,000 yards.
Embankment, 300,000 "
or 21,600 cubic yards per mile,

On the Franklin division, the grubbing will be generally light; some rock excavation occurs, but only at or near places where the material will be wanted to form protection walls. The amount of earth-work is estimated at

Excavation, 215,000 yards
Embankment, 240,000 "
or 21,500 cubic yards per mile.

This average is small when compared with that for other railroads. The quantity of earth-work in ten completed roads, forming an aggregate length of 342 miles of double track, gives an average of 103,330 yards per mile; which assuming the double track to be 30 feet wide at grade line, will give an average of nearly 67,600 yards per mile for a single track 15 feet wide at grade line, or more than three times the amount required on your railroad.

The excess of embankment over excavation is owing to a considerable length of the road requiring nothing more than common *turnpiking*—raising the road-bed above the general surface by cuttings from the side ditches, and which in all cases has been estimated as embankment.

The Erie division is divided into 26 sections and the Franklin division into 18 sections.

For the details of the estimated cost of the several items required in the construction, I respectfully refer you to the tabular statements.

For the Erie division the aggregate estimated cost for the grading, bridging and superstructure with the T or H rail for a single track is $365,000 being, an average of $14,430 per mile. With the plate rail the estimate is $271,500, average $10,730 per mile.

For the Franklin division the estimated cost for the grading, bridging and wooden superstructure is $140,500, average $6,630 per mile, and with the Plate rail the estimate is $191,600, average $9,040 per mile.

The estimates are based upon fair cash prices, and are exclusive of land damages, cost of depots, turnouts, stations, and warehouses, and the necessary motive and carrying stock of the road.

At the request of several citizens residing in Girard and Springfield. A reconnoissance was made with the view of locating the road nearer to these villages, but, as the doing so would involve a very heavy additional expenditure in crossing Elk creek, and a longer road to build without in my opinion, any proportionate compensating benefit, this was abandoned and instrumental examinations deemed unnecessary. The located line of the railroad is by the nearest public road ¾ of a mile from Fairview, 1½ miles from Girard, and the same distance from Springfield.

The villages of Fairview, Girard, Springfield, Cochranston, and Utica will require stations with the necessary buildings to accomodate the *way* trade and travel. Durable streams, for the supply of water, exist near the intersections of the roads leading to each.

The Erie division of your railroad will form a most important link in the great chain connecting the West with the East—the lakes with the sea-board—the producing with the manufacturing parts of the country, and is destined to do a very large amount of business; and as your charter is ample and dividends unlimited by law, your stock must be proportionably valuable. Judging from the enterprise and rapid increase of the Western States, the augmentation of trade and travel will scarcely admit of computation. The "Great West" has now a commerce within her limits which will not meanly compare with that floating between the United States and Europe. "In 1825, the tonnage was one steamboat of 350 tons, and 30 or 40 small crafts, in all about 2,500 tons," and at the closing of navigation in 1848 there was on the lakes alone a tonage licensed at American ports of 95 steamers, 45