## One week Later from Europe.

Halifax, February 4. The Royal Mail steamship Arabia, Capt. Jud. kine, from Liverpool at noon on Saturday, the , 21st of January, arrived here at 121 o'clock this afternion, bringing seventy-nine through passen-

THE TURKISH WAB. -We have further se seemts of the battle of Tshetal, confirming the Turkish successes. It appears that the Russians were concentrating a force at Tshetal in order to attack Kalefat on the 13th, but on the 6th 15, 000 Turks marched out of Kalefat, attacked and stermed Tahetal, had a conflict with the Russians in the field on the 7th, and renewed the battle on the 8th, ending in the evening with the total discomfiture of the Russians, who confess to 4, 000 killed, and their generals, Aurep and Tuin-

it, wounded.
On the 9th the Turks, having remained ever aight on the field beyond Tshetal, attacked the reserve of the Russians, and drove them back apon Krajova, with the loss of cannon and immence slaughter on both sides. On the 10th the Turks, having razed the Russian fortifications, returned to Kalefat. The Turks were commanded in this action by : im Pashs, Zodlinsky, and Mehmed Pasha-one of whom, probably Mehmed. is reported killed. The above victories were oficially announced to the French and British

There is very little news from Asia Letters from Trebisonde of the 6th December say that Shamyl had organized a Polish rifle regiment, 1,200 strong. He has plenty of provisions and ammunition, and is organizing an army in Dag-liestan. The Abassians are in alliance with The Hungarians and Poles who had been wait-

to serve in Europe.

On the 25th January the whole of the allied

to the Russian Government at Sebastopol, conformably with the orders of the British and French Governments:

"The British squadron, in concert with that of France, is on the point of appearing in the Black Sea. The object of this movement is to protect the Ottoman territory from aggression or hostile sets. We apprise you thereof, with a view to prevent all collision tending to disturb the amicable relations existing between our Governments, which we are desirous of preserving, and which, no doubt, you are equally anxious to maintain. To this end we should feel happy to learn that you, animated by these intentions, had deemed it expedient to give the requisite instructions to the admiral commanding the Russian forces in the Black Sea, so as to obviate any occurrence calculated to endanger peace

> "REDCLIPFF, "BARAGUAY D'HILLIERS."

It was first intended to send a portion of the fact only into the Black Sea, but a rumor was current that the whole of the Russian fleet had sailed from Sebastopol, consequently the whole of the allied fleet entered. It was further rumored that Russian ships of war were off Erzeram, probably expecting to intercept the Turkh convoy, (which was under the protection of the allies,) carrying 15,000 men for Asia .-Merchantmen at Constantinople on the 9th report not having seen the fleets; they are consequently supposed to have sailed toward Batun;

Around Sebastopol and the coast of Crimes ssians are erecting batteries, and have extinguished all the light-houses.

On the 31st of December the Porte made the following modifications to the note of the Four Powers. First-Instead of the evacuation of the Principalities as soon as possible, say within fifine of runley. The Porte will ameliorate its administrative system alone and spontaneously.

On the receipt of this at Vienna the English, French. Austrian and Prussian representatives were immediately sent off by courier to St. Petersburg, where they would arrive about the

The Porte's demand is, that the note shall be definitely accepted or rejected within forty days hope to see a journal worthy of the seat of gov, ed to the Missouri Compromise in 1848. The from Jan. 2, and the Principalities evacuated ernment, and of the Democratic party. within from twenty to thirty days from the date of the Crar's letter of acceptance. This demand is on the way to St. Petersburg.

On the 12th of January, the British and Prench Ministers at St. Petersburg also commufairs the entry of the ailied fleet into the Black; to believe existed on the part of the railroad mo-Ses. The Czar's reply was not known when the Arabia sailed, and all Europe was anxiously awaiting it, as indications had already transpired that he would at once withdraw his Embassadors from France and England and formally declare improvements. The existence of such a scheme war. Nothing else is looked for.

THE VERY LATEST .+ The signal of Admiral Dundas on entering the Black Sea was: "Our duty is to protect the Ottoman Marine and Territory from all gressions in the Euxine."

A runer was circulated on the Paris Bourse, that the fleet had returned to the Bosphorus from stress of weather, but it proved to be un-

GREAT BRITAIN. Parliamentary preparations are beginning. Lord Aberdeen was to to more important advantages. We go further read the Queen's speech to a private meeting of and say, that it was but a part of a grand plot Government supporters on the 30th January, which, hadeit not been frustrated at Erie, would the speech being previously revised by the Privy in its ultimate development, have given just oc-Council. Lord John Russell has sent a circular to members of Commons, requesting a full attendance at the opening of the House.

England is actively recruiting her sost volunteer artillery and coast defense guard. Ten thousand men are wanted. Exertions are also making to man the navy, and more ships are fit-

ing out, but apparently to land forces.

FRANCE.—The Bank of France has raised the rate of discount to five per cent. It was said the bank would loan the Government from two to three hundred millions of france on treasury

Another important rumor prevailed, that arrangements were making to effect a fusion of the been concerted that the Western, the Hudson riv-Bank of France with the Credit Mobilier, and by er, and the Albany and Buffalo railroads should a bold expansion of currency to prevent the neessaity of a loan. Tax Receivers generally would Cleveland to St. Louis, and with this coalition then be suppressed, and the whole revenue be perfected, a bill was to be passed through the value of New York amending the free bankshe with this, it is said, M. Fould would retire and be succeeded by M. Persigny. The above is and bonds of the above named railroads the bankbelieved to be authentic.

free admission of breadstuffs between France and England to the 31st July. The revenue from indirect taxes last year

shows an increase of four millions over the prereceing year.

The Duobess of Orleans, on the 10th December published a letter to the Duke d'Nemours. refering positively to join the recent fusion of

irbon family, and holding firmly to her son's right to the French throne.

Mr. Mason, the American Minister, had arrive ed at Paris, but had not yet been received by the and I never knew an Indian treaty violated but

The greatest activity provails in the French savy yards. The operatives are ordered to work en Sundays, and every amp is to be made of all immediately. A levy had also been made of all forty years old. days, and every ship is to be fitted for sea the seamen between twenty and forty years old, and all the Newfoundland fishermen are drafted into the flost. Stores for forty thousand soldiers

are ready for shipment at Toulon. ATTERIA.-France is understood to regard it as settled that Austria shall preserve the strictest neutrality in the event of war, and that France will-enforce that neutrality.

# Erie Weekly Obserber.

SATURDAY MORNING, FEB. 11, 1854.

Do not Fail to Read this Special Motice. In three months the present volume of the Eric Observe will close, and as there is a large amount des upon our looks, we deem it a proper time to call the attention of those who are so indedted to the necessity of a settlement. To the States, both North and South—shall have the a large number of friends who have promptly paid during the past nine months we are mainly indebted for being able to meet thus far the liabilities we entered into in order to enlarge our paper last Spring; but as we said before. here are many who still our us. To those we especially adress ourselves, and earnestly urge them to call and settle. We are now posting our Books to the end of the presen rolume, and will endeavor ere it is out to send to, or dal upon each of those indebted with a bill for the amount du as. To all who will save us the trouble and expense of alling personally, or by agent, we shall charge at the rate of \$1 50 per year; otherwise it will be \$2. We make this explicit declaration that no one can have just cause gramble should \$2 per year be charged.

#### Sunbury and Brie Railroad.

We publish, as a part of the history of this reat enterprise, the very able and luminous sildress of Hon. JAMES COOPER, President of the Sunbury and Erie road, to the citizens of Philadelphia. The Pennsylvanian, in noticing this document, says: "it shows that New York owes her superiority over Philadelphia, both in population and trade, to the monopoly she has acquired, by means of her gigantic railroads and canals, of the immense trade of the fruitful West; and he pertinently inquires. Why should not a great thoroughfare of commerce, such as the Sunbury ing at Constantinople for employment were ship-ped on the 2d of January for the Army in Asia. Rispka declined an Asian command, but offers believe that the opening of this channel (the Sunbury and Eric Railroad) will give an impetus to the teade of Philadelphia, which will cause her Two ships had been sent with the following to regain, in a shorter period than has elapsed since she lost, her position as the first city in America. We are glad to find Mr. Cooper taking hold of his new duties with so much energy, and we trust he will be supported by the whole strength of our people. We have the fullest confidence in his capability to successfully administer the affairs of the Company, and the strongest faith in the rectitude of his intentions towards all interested, either directly or indirect

ly. All attempts to embarraes the efforts of Mr. Cooper and his condjutors to push this great work forward to speedy completion, by bringing per- stable to the free soilers of the country. They sonal grievances to bear against them, ought to claim to be sticklers for the largest liberty, yet be indignantly frowned down by this whole community, as an attempt to retard the growth and enjoy it. They claim to adhere to the doctrine cripple the prosperity of Philadelphia.

The "war" being over, and our, "insignificant hamlet," as the N. Y. Times calls our Nebraska and Kansas. But this antagonism be city, having whipped "all the world and the rest tween precept and practice is nothing new. It of mankind," particularly Alfred Kelley and has been their policy from the beginning, and we The fact is we have got above consure or praise the New York Central Railroad, we hope to desuppose will be unto the end. As an instance, vote our paper more to general news than we Senator Douglas says, the first time that the have been able to do for the past three months. principles of the Missouri Compromise were ever We have had a stormy time, truly; but we have abandoned, the first time they were ever rejected got our opponents upon their knees, and putting by Congress, was the defeat of a provision he inour faith in the Supreme Court, the Governor troduced in the Senate to extend the Missouri where it is surmised the Russians have also and the Legislature, we can look with a good Compromise indefinitely westward to the Pacific. deal of confidence to an ultimate triumph in ev- By whom was that defeat effected? By northern

of MURRAY WHALLON, Esq., of this city, as As- the slavery agitation with all its fury. It was sistant Superintendent of the Western road ..... the defeat of that Missouri Compromise that cre-With such a head as Col. PACKER, and such an ated the tremesdous struggle of 1850. It was Principalities as soon as possible, say within fif. With such a head as Col. PACKER, and such an the defeat of that Missouri Compromise that eredoubtless impressed with the idea as we know the defeat of that Missouri Compromise that eredoubtless impressed with the idea as we know the defeat of that Missouri Compromise that eredoubtless impressed with the idea as we know the defeat of that Missouri Compromise that eredoubtless impressed with the idea as we know the defeat of that Missouri Compromise that eredoubtless impressed with the idea as we know the defeat of that Missouri Compromise that ereder the management of Kelly, Stone & Co.

met and drew up a proctocol, stating that the title of a new journal about to be established very men who now insist that the Missouri Com-Porte's terms were good and satisfactory. They at Harrisburg, by Andrew Hopkins, Esq., for promise was a solemn compact, and should never merly of the Washington Examiner, but more recently of the Pittsburgh Union. The first is now assailing the principle of the bill under number is to be issued on the 22d inst., and we | consideration, so far as we are advised, was oppos-

### The Plot Unmasked

in the "unwritten history" of our railroad diffi- mise measures of 1850: It is with rather bad nopolies to form a combination of interests and ful the responsibilities and consequences of their enter into a grand banking scheme, the securities own treachery. of which were to be the stocks of their several might have been doubted by some perhaps, but that it actually existed we are as certain as of so of the same opinion. In an article under the

head of the "Plot Unmasked," the Editor save: "We have said that the New Yorkers, in ask ing permission to extend their road to Erie, sought the privilege merely as a stepping stone ension for alarm and resentment throughout the country. The programme of operations, as communicated to us from an entirely reliable and responsible source—a person to whom it was confessed by a New Yorker, was as foilows:

It was arranged that as soon as the through track of four feet ten inches, crossing Erie county, was successfully laid down, the whole seires of railroads reaching from Buffalo to Cincinnati, should be consilidated, and a mail contract for a fast line entered into with the government for a term of years, by which means the chances of Pennsylvania for the trade of the Lakes were to be absolutely and utterly cut off. It had also tion of the old territory of Louisiana been concerted that the Western, the Hudson riv-Legislature of New York amending the free bank. ing basis. Buffalo was to have been the seat of The Moniteur publishes a decree extending the the great banking house of the companies, whose means and energies were to be concentrated, with the aid of the State, in the event of the passage of Senasor Seward's bill, for the purpose of building the Pacific railroad."

> NOT AT ALL COMPLIMENTARY. -- General Houston, in his lecture at Providence on Tuesday evening, said-"From early boyhood I have lived on the borders of civilization, and have seen much of Indian life and character: what, when sifted to its bottom, it was found that the first violators were the white men."-This is not over complimentary to the honesty of the boasting Anglo-Saxon race.

Our friend. E. Cowan, Esq., late of the Constitution, of this city, has become one of the Editors and proprietors of the Rongh Notes, in Befulo: a connection, let m add. far more hon- to stand by the compromise of 1820, if it existcrable in every particular than the one heformed ed, but he considered it clear the in Eric, and we hope a good deal more profinhle. was exactled by the one of 1860.

### Shall the People Exie!

The most important measure of the that introduced by Senator Douglas, of Illinois, for the organization of the Territories of Nebraska and Kansas. This bill answers, in effect, the query at the head of our article. It says, in so many words, that the people are espable of self govevernment—that they shall rule; that in all things relative to the future of these territories, those who settle them—the hardy pioneers from same right to determine upon the form of government they shall establish when they seek admission as States as their forefathers before them bill for the establishment of these territories is based upon the principles laid down by Gen. Cass in his Nicholson letter, and subsequently established as the future policy of the country by the compromise of 1850! But, say those who oppose Mr. Douglas' bill, the proposed territories are North of the 36th parallel, hence by the provisions of the Missouri compromise slavery or involuntary servitude is prohibited in these territories. Now, while we are as much opposed to alavery as any one, and were we a citizen of either of the proposed territories, would oppose its introduction as an established institution, we must be allowed to say that we deem it a vital and essential principle of our form of government that the people shall rule; that Congress shall not interpose any restrictions to prevent the people of a territory from establishing just such a form of government as they please, not inconpatible with the Constitution of the Union. Slavery is a local, not a national institution, and hence should be left, as we do all such questions of local legislation, to the disposition of the population of the State or Territory which is particularly interested in its existence or prohibition. This rule based upon an affirmative answer to our onerv above, is the only one consistent with our national safety under our vast and varied conflecting interests. This is what we call "freedom of opinion," "freedom of thought," "free soil," and "free speech," for it in effect gives to the people for ming a State the privilege of chosing their form of government to suit themselves. There should not be, and the bill of Senator Douglas says there shall not be, any restrictions upon them, except such as are imposed by the Constitution of their

We are well aware that this doctrine is unpa are unwilling to allow the people of a territory to that the people are capable of self-government. yet denounce the practical application of the prin ciple in the case of the people of the territories of We are pleased to record the appointment | feat of that Missouri Compromise that reopened ssistant and co-werker as Mr. W., we have no summous one public as effectively as she did un. In 1850. Had we been faithful to the principles by the Judge in the remarks he acknowledges of the Missouri Compromise in 1848, this question would not have grisen. Who was it that
The Pennsylvania Patriot is to be the was faithless? We undertake to say it was the tion would not have arisen. Who was it that be violated or departed from. Every man who very men who now arraign Senator Douglas for a departure from the Missouri Compromise are the men who successfully violated it, repudiated Two weeks since, in noticing one or two points it, and caused it to be superseded by the comproshould charge upon others who were ever faith-

> mine. If the Nebraska bill repealed the Misson. ty then and there offered to Gov. BIGLER. ri Compromise, why did not the New Mexico bill of 1850? The senator insisted that the Compromise of 1850 was not intended to be, nor was it confined to the territory acquired from Mexico: for by the New Mexico bill, that bill actually covered ferritory purchased of Texas, lying north 36 ° 30'. New Mexico was made up of a por-

Utah, when organized as a territory in 1850. was left to tolerate or exclude Slavery within her boundaries, as her people might see fit; and vet Utah was formed out of territory-acquired from Texas and from the former Louisiana territory. If the Compromise of 1850 was not a repeal of territories hereafter formed should be admitted without the Slavery test, why then it amounted to nothing; as Slavery agitation would arise ev-

The Senator also argued, that the ordinance of 1787, never had a practical existence—the ordinance was passed, but never enforced-as illustrative: Illinois, when formed into a territorial -when she was admitted as a State, she of her own accord abolished Slavery. The territorial act of Iows did not prohibit Slavery, and some slaves were to be found in that country as late as

In conclusion, the speaker said he was willing

officious of your Mondrille correspondent "Mx foot," and am much surprised at the false coloring their given to the proceedings of the meeting of citizens of Crewford county

In the remarks attributed to me at the meeting (and which were morely incidental to a few explanatory observa tions made relative to the probable effect of the unconditional repeal of the Franklin Canal company's charter upon the Railroad interests of our county,) I made no parsonal attack upon you whatever; and I can scarcely unierstand the writers object in this attempt to disturb the friendly feeling heretefers believed to exist between na .-It is true I expressed as strong distrust of the moral honesty of the person who sould really entertain such sentipent of the heart as had been that moment exhibited ne from an Brie paper by a person present. But I have yet to learn that your views of the moral doctrine of meum in the other States of the Union. In a word, the and seem are of that description.

1:11 6- the articlement of these territories in The allegation that I originated the only made for

"grouns for Governor Bigler" is antirely destitute of truth Perhaps an honset mistake of your informant. After the proceeding of the meeting and the passing of the resolutions, but before the excited crowd had dispersed, a telegraphic dispatch from Harrisburg was read by Mr. Huidetoper to the effect that the repeal act had passed and wa amediately signed by the Governor. Some other person in the crowd then called for the "grosus." The only part that I took in it was to join in the general laugh of those around me, excited by the very amusing efforts of some, and the hideous bone fide grouns of others. On the conrary I said that Governor Bigler had scarcely within the ommonwealth a more sincere personal friend than my. self. The anxiety however understood to have been manifested by him for the immediate pessage through the House of the repeal bill as it came from the Senata. with the (to-us) edious 6th section in it, (but which it seems mere especially as it was said he was making it his administration measure, and for some reusons that he declined giving to a member of a co-ordinate branch of the govern ment on request. This I ventured to say indicated that reasons for an avowed administration measure that he is ashamed or refuses to give when asked for under such cirwere under a misapprehension altogether respecting this time may afford the evidence of it. We felt then and so must every true friend of the prosperity of our county, indignant at a Governor who, after receiving such substantial evidence of favor and support from us, would bring his official influence forward to defat the prespecity we had been struggling so long to maintain. I hope however this may prove otherwise.

leemed friends. Believing them as I do to be the dictation of those hyens characteristics of those whose commu nications of like order have been recently refused a place

he made.

Yours truly, Egie, Feb. 7th, 1854. G. CHURCH. We cheerfully give Judge CHURCH the benefit of the above disclaimer. He of course knows him, in regard to us, or not. For our own part we care very little whether he did or not. We have been too long in our present position, and have been compelled too often by our sense of duty and of right to differ with men of all degrees of greatness, to care much whether the man who saws wood for a living or he who has worn the from those engaged in Railroads: for we know full well, by dear bought experience, that so long as we pander to their interests we are the "prince of good fellows," but the moment we hesitate to endorse all their schemes, and our pen and time ceases to be at their service, we are just as loudly condemned by our heretofore ordent admirers as we were before praised. Hence did nt care a "row of pins" about the remark attributed to him, and are willing to take his denial that it was never made. Nay, we believe it never was, though our correspondent was

But Judge Church also disclaims having called for "three groams for Gov. Bigler" in the meeting alluded to upon hearing of the passage of the bill repealing the charter of the Franklin Canal Company. The Judge is truly unfortunate both in being misrepresented by our correspondent, and in the explanation above. He acknowledges that the "groans" were given, and rather exultingly, we think, claims that they were "bona fide" grosse, at which he "laughed." From the tone of the above letter we should infer that the "laugh" he indulged in was a most sicated to the Russian Minister of Foreign Af- culties, we briefly alluded to a plot we had reason grace that the men who proved false themselves dignity thus offered to the Executive as hearhearty one, and that he approved of the gross tily as he joined in the "langh." Now we say with fine and costs. due deference to Judge C. that we do not dispute his right to "laugh" when he pleases; but really The Compromise of 1850, remarks Mr. D. es. it does seem strange to us that one who had tablished the principle of Congressional non-inter- just endorsed a preamble in which other citizens vention, and set aside the goegraphical line as no as honorable as himself were denounced as rowlonger practicable. By the act of 1850, fixing dies and "rioters," should have so nearly played anything of which we are not actually a particilying north of 36 ° 30' was taken off-a portion dy and "riotous" efforts of those he had just ad not "rioters," as asserted by the presuble adoptlying north of 36 ° 30' was taken off—a portion dy and "riotous" enorts of those he had just adnearly as large as New York and Pennsylvania, dressed to cast an indignity upon the Executive; ed by the meeting of the 28th, in the proceedings of which Judge Chunch was such an active and which portion was included in the bounds of especially when he professes so much friendship New Mexico: by the act creating the territory of for the person thus assailed. We give Judge New Mexico, it was expressly declared, that she Church, we repeat, the benefit of his denialmight be admitted as a State, with or without sla- we emphatically say that we do not believe he is man, but simply to show the world the gross in: falo of \$41,715,972. These figures I have ex- with sympathy in my extract en in: very, just us her people should determine. Hence, the man who proposed the "groans," and that the speaker argued, the Missouri Compromise our correspondent was mistaken-but we have was annulled, by the act establishing New Mex. him here upon paper, over his own signature. ico as a territory-which territory was devoted acknowledging that he encouraged others by his to Slavery, if the people therein should so deter- smiles and his countenance to the gross indigni-

In reference to the hopes and wishes of Crawford county in regard to Railroads, except so far as relates to the Pittsburgh road, we have nothing to say. Nevertheless there is one thing we cannot exactly understand in their course. Judge Church, and other citizens of Meadville appear to think that the repeal of the charter of tion of the old territory of Louisiana and the the Franklin Canal Company, is a direct stab at their Railroad interests. How, the Judge does not see . fit to tell us. Will somebody explain this. We call for light. If we understand the matter correctly, the road in which Judge Church is engaged, and in which through his influence Crawford County has embarked considerable means, runs, or is intended to run, from the one of 1820, and also a final settlement that through Railroad to connect New York with Cincinnati Now, how such an enterprise can have been injured by the repeal of the charter of ery time a territory was organised, and nothing a rival route is beyond the keen of our philosomatter in this light we have always been at a money in thy purse, Horatio." loss to conceive the motive of hostility to Eric which seems to buga with peculiar vehomence in the hearts of a portion—not all—of the citi- ier wants Senator Cameron to send it put lie sees of Meadville. Certainly it cannot be the documents—particularly the Patent Office 1 cinterpet of Mendville to have the break of gauge ports. Our cotemporary is some years behind

have it at Erie rather than # Buffalo . De kirk We may be mistaken, but it dans appear to be that this proposition is too plain for engu-

A few words upon another matter and w leave the subject. It is a matter of history that the Railroad bridges and track across the public streets of Erie were removed by the constituted authorities of the city. This assumption of authority over the streets of Erie by the Mayor and Councils, the preamble of the meeting of the 28th, in which Judge CHURCH was an active and carnest participant, denounces as a "riot," and stigmatizes with a great many other epithets equally as ungenerous, and, in Judge Church's case, uncalled for. We say uncalled for, because we intend to show that Judge Church, while upon the Bench, decided the illegality of the claim set up by the Railroad men, and for resisting which he has chosen to denounce our Mayor and Councils as "rioters." In the Court of Quarter Sessions of Eric County, on the 8th of August, 1848, before Hon. G. CHURCH, then President Judge of this District. Col. DAVID S. was indicted for causing a nuisance. His place of business was on French Street, and he was in the habit of using a portion of the side walk in front of his store for the display of the different articles he kept for sale, and had set now the House negatived) was to me unaccountable, and awning posts along the walk. For this an indictment was prepared against him at the instance of another citizen who complained of it as an obstruction and nuisance in the public highhis reasons were unsound or dishonest. For I cannot con. | way. The cause came on for trial on the day sive of an honest Republican Governor having honest above mentioned, and was argued on behalf of the Commonwealth by Wm. A. GALBRATTH, mustances. I am now assured however that our citisens Esq., then District Attorney, and by John H. Walker Esq., on part of the defence. The deand the Governor's supposed hostility to our road. But | fence set up was two fold; namely: 1st. That the boxes, barrels, posts, and other things in front of Defendants store, did not make such obsidewalk for cellar doors, or for display of goods, uncomfortably "warm blocks." storing of salt, &c. The case was very fully inin the columns of respectable prints at home where their vestigated and thoroughly argued by the counsel before named. Judge Church, in giving the case to the jury-this same Judge Church, recollect-charged strongly against the Defendant on all the points raised by this counsel. He best whether he used the language attributed to said, in substance, that the acts of assembly erecting the town of Erie and fixing its streets broadest sense of the term. The street in question, French Street -one of the very streets over which the Railroad company had erected a bridge only nine feet high, with a bent in the centre tic. of the street-was by law sixty feet in width;-the entire space of sixty feet, therefore, was devoted to public use for the free and unobstructed

> wall, and had set posts at the edge of the walk. as charged in the indictment, it was the duty of the jury to convict, and find the defendant guilty in manner and form as he stood indicted. On this charge and under the direction of Judge Now, if this was law in 1848 it is law now: and if individuals had no right to occupy a portion of the "sixty feet" set apart by the Legislature for a "public high-way," the railroad company has no such right now; and our Mayor and but were simply contending for their legal rights when they removed the bridges of the railroad parallel to the growth of Buffalo: Forty years of their determination to see the company from their public highways. We allude to it, too, in order to brand the preamble of that meeting as a falsehood-a gross and unperdonable falsehood, branded so by the Judicial

decisions of Judge CHURCH himself.! The Buffalo Rough Notes threatens bring down upon Pennsylvania 's gremendous Notes is all powerful with these "outside pressures." hence it really seems to us that if he is a friend of the railroads he'll stop 'em. The presforced our Legislature to abrogate one charter, and that, too, almost unanimously; and it may, if presisted in, force the abrogation of anotherthe Erie and North East. These railroad men have got their arm in the lion's mouth, and the sooner they get it out the more unlikely its

The Girard Express thinks that if the phy. To a superficial "observer," not versed in citizens of that village wish to villify their prosperity, as it did in the first place to hers.— good sense of the citizens of Philade the laws of "meum and teum," it would certain neighbors, some other place is more proper than ly appear that the more obstacles thrown in the a public newspaper; nevertheless the editor exly appear that the more obstacles thrown in the a public newspaper; nevertheless the editor exway of the Lake shore road—the more breaks of presses his willingness to allow all who wish to commercial emporium, which was not enjoyed, lay?

In concluding this brief address: gauge there were in it—the better it would be "villify their neighbors" to do so through his for the enterprise of our Meadville friends, and columns by "paying for it as an advertisem ent." government, established Slavery at once and of their able advocate, the Judge. Viewing the That's considerate and neighborly, truly. "Put

BEHIND THE AGE. - The Connecutville Co wr-

Democratic County Convinction.

The Delegates appointed by the various townships and Boroughs of the County to meet in time of the completion of the Erie Canal, in I. County Convention to send Delegates to the State | Philadelphia was before New York, buta Convention to be held in Harrisburgh, on the 8th of March next, for the purpose of nominating Candidates for Governor and Canal Commissioner, met in the Common Council Room in the city of Eric, on the 6th inst., at 2 o'clock P. M. The Convention was organized by the appointment of JOHN TRISSLER, as President, and on trade, I suppose no one will doubt; for trans motion, M. RANDALL and D. BROWN, were elected Vice Presidents, and Wilson Laird and H. H. Allium, as Secretaries. There being some vacancies from different townships, on motion, M. Randall was admitted a delegate from Girard, D. Brown from Union, A. Saltaman from Millcreek and E. W. Gerrish from Edenboro.

Mr. Durlin nominated B. Grant, Esq. as candidate for Delegate, Mr. Salteman nominated Murray Whallon, Esq., and Mr. Whallon nominated Wm. A. Galbraith and Wilson Laird, Esurs. The Convention proceeded to vote, and on the result being announced it was decided that CLARK, one of our most respectable merchants, Murray Whallon and Wilson Laird, Esqrs. were elected Delegates to represent Erie County in of the Lakes, and north of the Chic. State Convention at Harrisburgh.

On motion of A: Saltsman the delegates were unanimously instructed to vote for and use their endeavors to procure the nomination of WIL LIAM BIGLER as a candidate for Governor. Gen. John Killpetrick, E. W. Gerrish, H. H.

Allison, Wm. A. Galbraith, and J. S. Barnes were appointed Conferees to meet a like number of Conferees from Crawford county to nominate ket, will not lead off to Philadelphia a Senatorial Delegate to represent this Senatorial district in Harrisburg. On motion, Convention adjourned.

### Signed by the Officers.

The Gazette says the Supreme Court this State is after the Erie and North East road Philadelphia to Erie, is 428 miles. struction as to constitute a nuisance, ample room | "with a long pole-and the Legislature not far being left for free passage along the side walk | behind." . Our information is that the instruand in the street. 2d, That by an ordinance of ment in the hands of the Court is a very "sharp Buffalo to Albany, and thence by I care nothing about the scurilous albasions to myself the Borough of Eric all citizens were allowed to stick," while the Legislature is disposed to folisdividually, if wholly unconnected with others bitherto use and occupy four feet and six inches of the low up the prescription of the Court with very

#### The Sunbury and Eric Railroad-Addresafrom the President:

To the Citizens of Philadelphia:

Having been elected, without any desire on New York Central, three transhipment my own part, to the office of President of the Suntern produce are likewise necessarian irv and Erie Railroad, and having assumed the duties and responsibilities of the station, I feel are monoton to exert all the energies I possess in carroad. had made those streets public highways in the rying forward the enterprise to a successful ternination. 'To accomplish this. I need the aid of the citizens of Philadelphia, who are so deeply | Erie Railroad will be that it w. interested in a channel of communication to unite a large portion of the popularing the waters of the Lakes with those of the Atlan-

To over-estimate the value of such a work as the Sunbury and Eric railroad to Philadelphia, ces, only requiring development to and would be difficult. Hitherto, New York, by the lost the most important and product and wise and judicious policy of her statesmen, and the State. Heretofore, the peur passage to and fro of the citizens on foot, or with the enlightened liberality and energy of her peo- have had no intercourse or conne carriages, wagons and other vehicles. He pler has in effect monopolized the immense trade only or otherwise, with Philai charged that no part of that space would be kof them and north of the Ohio. To secure this whom their relations have been un gally used except for the purpose designed by trade. New York has constructed, at an expense timate than with the commercial the act of incorporation; and that the placing of not very short of \$100,000,000, three great chan-their own State. But by the same boxes, barrels, posts &c., on the sidewalk, al. nels of intercommunication between Lake Eric Sunbury and Eric Railroad, tros will though it might not be a serious obstruction or and the Hudson. The first of these was a Canal. into communion with the Eastern finished in 1824; the second, the New York Cen- State and their products will had public inconveniences was nevertheless an in- missed in 1824; the second, the two total convenient market in Philadelphia nuisance. He charged that the evident inten- 1851. Through these channels, which span the liamsport, the Sunbury and Eric Rantion of the act of assembly was to provide a State, the trade and travel of the Lakes are pour- pass, for nearly one hundred miles, the highway sixty feet wide, the whole width to be streaks; and this travel and trade, vast as they the country; and eastward of the Susqclear and free from obstruction of every kind .-are in amount, she has so far enjoyed without ri- will penetrate, by means of its numer As to the ordinance giving four and a half feet valry, at least, on the part of Philadelphia. was inoperative and soid, the law having in exfrequented seas, producing a few dye-staffs, gums, provements. This road will, also, ext. press terms made the whole sixty feet a public drugs, or other products, which enterprise may vey westward to the lakes not only are convert into profit, becomes an object of rivalry ties of coal from the bituminous for a second se highway, hence the borough authorities could among pations, and such is the value placed up- traverses, but likewise hundreds of traverses, but likewise hundreds of traverses, not legally pass an ordinance allowing the use of on its trade that diplomacy is exhausted and milany portion for another purpose, and in effect lions frequently spent in fitting out expeditions Susquehanna. narrowing the street to fifty one feet. If thereto secure it. At this very moment, in order to open a new field of enterprise, we have in comfore the jury believed from the evidence that the mission a large fleet, charged with the duty of defendant had kept boxes &c., in the street or

on the sidewalk, even if piled up close to the merce of the civilized world. But here at home, near our own doors, is a accomplished for New York and Buf. commerce larger and richer than all that the most | Sunbury and Erie will, to a great tate. successful negotiations will ever extort from Ja-pan, and which involves in its acquisition no vio-pan, and which involves in its acquisition no violence, nor war, nor bloodshed; and this commerce the city of New York has been permitted, so far, of the New York improvemen's Church on the law, the jury rendered a verdict to monopolize without an effort on the part of to the Lakes, and united with the control of railroads south of them, and self. Why should a trade so large, so rich, so desirable, be abondoned to our great commercial streams into the lap of Philadelphrival, without a struggle on our part to obtain a eign commerce, in which she has

hare of it.

In many years lagged so far behind he.

Let us look for a moment at the amount of this be greatly stimulated by the increase of trade, and the means which we possess of attract- tic trade. Her ships will find profitat! ing a part of it to Philad lphia. In 1846, the ment in carrying to other countries the trade of the Lakes amounted to 883,164,910; in Councils were doing no more than their duty in 1850 it had risen to the enermous and almost in- not consume. Every branch of induremoving such obstructions. Certainly they were credible sum of \$170,000,000. In 1847, the quickened, and new life and vigor trade of Buffalo, including exports and imports, fused into every department of be amounted to \$62,287,818. During the same year, it will be found by reference to the books this road will greatly enhance the pr of the Custom House, the trade of Philadelphia, Philadelphia; and I cannot but beli participant. We have alluded to this matter with embracing exports and imports, amounted but to the proverbial intelligence and enligh no unkind feelings towards Judge Chunch as a \$20,571,846, making a difference in favor of Buf, lie spirit of her citizens I shall m man, but simply to show the world the gross in tracted from the able report of John H. Walker, mote the success of the enterprise consistancy of at least one whose legal decisions and prompt nia two or three years ago. In the annals of commerce there is nothing which speaks more strongly thus.

ago Baffalo was a poor and inconsiderable village, her trade limited to the business done by a \$2,000,000, provided a like sum few small schooners, touching occasionally in their other sources. But before any voyages along the lake coast. Now it exceeds subscription authorized by County largely, as we have seen, that of most of the Atlantic cities; and her annual tonnage surpasses of dollars must be raised by ind. that of any of the commercial cities of Europe ex- subscriptions. cept London and Liverphol. Cities that were great marts of trade before the Christian era, have the positive assurance of half a mailton of been outstripped by Buffalo. And why is this leaving half a million to be rais decreased. "outside pressure" if a break of gauge here is so? How, and by what instrumentalities has to the first million from the city presisted in. We know our good friend of the this immense trade been built up. The answer will be done promptly; and when is plain. Great channels of intercommunication between the Lakes and the Atlantic were conceived by the wisdom and forecast of New York statesmen, and carried into successful operation by the energy and public spirit of New York merchants. These channels of intercommunication with the merits of the enterprise can, is sure from without has been so great that it has by the energy and public spirit of New York tion spanning the State, terminated at Buffalo. which thus became the focus to the Lake trade. and the centre of a commercial prosperity une-qualled in our own country, and perhaps in the Sunbury and Eric Railroad beyond the world. It is the canals and railroads terminating any adverse contingencies; but at her doors, to which she is indebted for the means of attracting to her the commerce of the abortive, either through lukessarung Lakes, and of bearing it afterwards to other and part of its friends, or hostility to those distant markets, to minister in turn, to their charged with its management, I ama No original superiority of situation has ever help-Erie had advantages greatly superior. She

possessed a fine harbor; and could reach the Atlantic seaboard by a better and shorter route.-But as already stated, Canals and Railroads, in making such examination, they will be stretching from the Hudson across the State of uable information in the late Census or New York, terminated at Buffalo, and attracted report of the Secretary of the Tree-217 to her the trade of the Lakes, while Erie, being merce and navigation, and the able rewithout canals and railroads, was neglected, notwithstanding her superior natural advantages. interpret of Mendville to have the break of gauge ports. Our cotemporary is some years behind the Buffalo and Dunkirk, if one must be, rather then at Erie; on the contrary is it not, taking for granted that their shrough read is to be built. Common has at been in the Sunate for some (which we sinceedy truth is so,), their interest to years.

By this immense trade, thus concentrated, in less important and highly interesting lasts than half a century, Baffalo has spring from an port of the New York and Erie Rain in singulficant village into a city, ranking amongst the great commercial marks of the world; and the prosperity, wealth and greatestees of New York, into whose lap these examines and railroads have labeled railroads have

poured the myriad products of the West having first paid tribute to Buffalo Liv. still more largely augmented Until at ulation and wealth. In 1820, according census of that year, the population of Physical phia was 187,097; that of New York 1997 But in 1830, New York had taken the lead, population having increased to 203,007, that of Philadelphia had only ris n to be That this augmentation, in the population York, was the result of her increased fucility ining her progress, step by step, it will be food that every new channel of improvement has followed by a corresponding increase of and population. And why shall not if causes produce the same effects elsewhere should not a great thoroughfare of comme such as the Sunbury and Eric Railrich Philadelphia and Eric what a like work hafor New York and Buffalo? By the Sunbury and Eric Railroad

nication, shorter and better than inv by New York, is opened between Pi and the Lakes. And not only will to. highway bring Philadelphia into connective the immense trade of the Lakes, have with the three thousand miles of finishe ways which chequer the fruitful a unit railways, uniting at Erie with the Sunb Erie, will form continuous and unbroken of communication with Clevelani, Like Cincinnati, Chicago, St Louis, and that higher up on the Mississippi, and also with roads now hastening to completion in Ken-Tennessee, Georgia and Alabama. Pala this manner, with all these works. Can it be sible that the Sanbury and Eric Rosi, with ter grades and a shorter actual distance amount of valuable trade? In order superior facilities of the Sunbury and Er read over the New York and Eric, and York Central, let us look for a moment a respective distances from the markets to they lead.
The length of the Sunbury and Er

The length of the New York and E: New York to Dunkirk is 507 miles. The length of the New York C. River Railroad to New York, is 55

But besides the smaller distance in a the Sunbury and Erie bus other v advantages over both the New Y between New York and Dunkirk shipments of all Western freignt a and the grades are more than a th than those on the Sunbury and Ene New York Central, three transhipmet grades, like those of the New Y are much more difficult than il Another most important advan

delphia, from the completion of West of Lockhaven, and between is a large tract of country, full of macetons of anthracite from the remains

With all of these promises as a sauce many more which I have not take the should not this enterprise that and the opening the scaled ports of Japan to the comcouragement at the hands of the circles adelphia? What their comband renton is munication, so much shorter in .... and so much better in noint of an the teeming. West will be poured in ment in carrying to other countries the cannot be otherwise than that the comniary aid. The City Councils, with completed, have authorized a

From friends resident out of the think I may venture to assure to Philadelphia that the enterprise will on a footing to insure its prompt of -

be necessary to secure for it the essential to its successful prospention aid, the efforts now making should i especially to those acquainted will .

express the hope, that the citizens phia will examine this subject with of the care which its magnitude demansub-committee, deputed to visit Erre, w braces a letter from John Tucker. Es-