

## The Cincinnati Railroad and Slavery.

It seems there has been a convention recently at Knoxville on the subject of the above road, at which a delegation from Georgia was present. A. S. Clayton, as chairman of that delegation, has submitted its report "to the people of Georgia," and among the reasons urged for engaging in the project and prosecuting it with energy, is the following.

"The South possesses a property, which has been by heren, and promises to continue, the subject of great agitation among, to say the least of them, a very officious and intrusive class of people. Nothing can give greater security to southern rights in relation to this property, than to have and promote a union of interests with the West. When ever, those affections which are created by constant and interested intercourse between communities shall have run their roots into all those multiplied relations produced by mutuality and identity of interest, depend upon it we shall have a safe guarantee, in such a connection, against the disturbance of this property.— The destruction of it would cause as serious mischief to a people thus indirectly deriving a prosperity from its existence, as certain and disastrous as that which would result to ourselves. Besides this property can never be destroyed but by a blow that must send a tremor to the very foundation of society, and calculated, if successful, to unroot all the ligatures that bind it together. No people can calmly look upon such a condition of things who may have their millions, by reasons of our commercial connection, scattered throughout all our borders, and liable to the same common ruin.

"4th. But there is another result from this confederacy of interest, which must be felt in no common degree. Between states so near each other, though heretofore so distant, by reason of the natural impediments unfortunately obstructing their intercourse—nothing can be so propitious as the SOCIAL benefits which will accrue to these approximated communities, brought together by commercial facilities, and a rapid and easy intercommunication. Apart from the kind feelings which the frequent and friendly interchange of civilities are known to create in the course of long and profitable dealings; aside from the utility of those family connections and lasting attachments which the exercise of hospitality, the influence of wealth, and the dictates of interest, never fail to produce, there will arise, by virtue of these newly wrought sympathies and affections, a more powerful motive for the continuation of the Union, than perhaps any that have as yet been formed or felt.

And yet we are constantly asked—"What concern have we with it?" "Why don't you go to the South?" and are assured over and over again, that if we touch the subject the South will secede from the Union—Secede! Not they. You can't get them to secede. They would sooner build, if they had the means, twenty Cincinnati rail roads than do it.—Ed. Eras.