## Nebraska and Slavery.

We would direct the attention of our readers to the following able article (on the subject to which it relates,) from the Woodsfield (Ohio), Spirit of Democracy. It shows up the inconsistency of the fusion movement, in a clear style. Read and reflect:—

"In the call issued to the People of Ohio for the "fusion" convention, to be held in the city of Columbus, on the 13th of July, there is this remarkable sentence:

"It is necessary now to recur to the Constitution. In that instrument it will be vain to seek for any recognition of slavery, even as a fact, outside of Slave States, or for any power given to Congress to legislate in its behalf."

We confess we are unable to keep up with the times if this sentence is not a recognition of the doctrine contained in the Nebraska bill. If there is in the Constitution no "recognition of slavery, even as a fact," in the territories, as declared by the foregoing extract, how could slavery exist there, or what right has Congress to legislate on the subject in any way whatever?—If slavery be not recognized by the Constitution, "outside of Slave States," it can not exist in the territories of the United States except by positive Statute; and under the Nebraska bill that Statute must be enacted by non-slaveholders, for none others will have an existence there, or at least if they are slaveholders, their slaves will not be in the territories. Who, then, believes that the non-slaveholding people of Kansas or Nebraska will create those territories? No man in his heart believes it; but many, for purposes purely political, may assert it. We hold the position that property in man, in addition to not being recognized by the Constitution, is also neither recognized by the law of nature or of nations, nor by the common law. To have an existence, then, in Kansas or Nebraska a positive statute must first be passed authorizing it, which we confidently believe will never be done.

Again. The extract, quoted above, further declares that "it will be vain to see" in the Constitution "for any power given to Congress to legislate in its [slavery's] behalf." If this be true, does it not follow that it will also be equally "vain to seek" in the Constitution "for any power given to Congress to legislate" against slavery? If the first proposition be true, so also is the second. The whole question, then, ought to be left to the decision of the people of the territories, where it of right belongs, and just where the Nebraska bill leaves it.

We here give that portion of the Nebras-Kansas bill which has caused so much talk, and which has been so bitterly denounced. Read it carefully and see if there is anything in it inconsistent with the sentiment proclaimed, in the above extract, by those calling the "fusion" convention:

"That the constitution and laws of the United States, which are not locally inapplicable, shall have the same force and effect within the said territory of Nebraska as elsewhere within the United States, except the 8th section of the act preparatory to the admission of Missouri into the Union, approved March 6th, 1820, which being inconsistent with the principles of NON-INTERVENTION BY CONGRESS WITH SLAVERY IN THE STATES AND TERRITORIES, as *recognized by the legislation of* 1850, (commonly called the compromise measures,) is hereby declared inoperative and void, it BEING THE TRUE INTENT AND MEANING of this act NOT to legislate slavery in any Territory or State, nor to exclude it therefrom, but to leave the people thereof perfectly free to form and regulate their domestic institutions in their OWN WAY, SUBJECT ONLY to the constitution of the U. S. *Provided*, that nothing herein contained shall be constructed to revive or put in force any law or regulation which may have existed prior to the act of March 6, 1820, either protecting, establishing, prohibiting, or abolishing slavery."

Here it is emphatically declared to be the "true intent and meaning of this act *not* to legislate slavery into any Territory or State, nor to exclude it therefrom, but to leave the people thereof perfectly free to form and regulate the r domestic institutions *in their own way*, subject only to the Constitution of the United States." Is there anything in this anti-Republican or anti-Democratic?—Is it wrong for the people of the territories to legislate for themselves? Or must the Congress of the United States, a body in which they have no vote, legislate for them?

If the people "form and regulate their domestic institutions in their own way, subject only to the Constitution of the United States," as provided in the Nebraska bill, and if "in that instrument [the Constitution] it will be vain to seek for any recognition of slavery, even as a fact, outside of slave States" as declared by those calling the Convention for July 13, how is slavery to get into Nebraska or Kansas?

Let us see how an extract from this call to the people of Ohio, and an extract from the language of John C Calhoun will look side by side:

| | |
|---|---|
| "The time has passed for half way measures in respect to Slavery. The repeal of the Missouri Prohibition has demonstrated the utter futility of all legislative compromises. It gives us no security. But is necessary now to recur to the Constitution. In that instrument it will be vain to seek for any recognition of slavery, even as a fact, outside of Slave States, or for any power given to Congress to legislate in its behalf."—Extract from the call for the July Convention. | "I see my way in the Constitution; I cannot in a compromise. A compromise is but an act of Congress. It may be overruled at any time. It is a rock. On it we can stand, and on it we can meet our friends from the non-slaveholding States. It is a firm and stable ground, on which we can better stand in opposition to fanaticism than on the shifting sands of compromise. Let us be done with compromises. Let us go back and stand upon the Constitution."—John C Calhoun |

CALHOUN said, "Let us go back and stand upon the Constitution." The "fusionists" say, "It is necessary now to recur to the Constitution." Where, then, is the difference? About what is all this "noise and confusion?" The Constitution is the only true platform upon which the people of this country can in safety stand. And the party that adopts a platform that is not as broad as the Union, and upon which the people of the North and South cannot all stand, are enemies to the Constitution.—Whenever the North and South become completely divided upon sectional issues, then "will the end come"—then will the dissolution of this Union be come a fixed fact.

As the anniversary of the time when the people of this country declared themselves free and independent, is almost upon us, it is a fitting occasion to pause in our head long career, and consider the toil, and suffering, and bloodshed by which the independence of this country was gained, and the Union of these States perfected. And who can picture the desolation and woe that would follow its dissolution? When the hand of brother shall be raised against brother, of father against son, and son against father! Who will not, upon the return of the ever-memorable 4th of July, renew his vows to be true to his country—true to the Union; and that he will enter into no party, nor stand upon any platform that will not embrace the people of all the States—whether of the East or West, of the North or South.


# Democratic Sentinel.

CADIZ, OHIO.

WEDNESDAY EVENING..... JULY 5, 185[illegible]


FOR JUDGE OF THE SUPREME COURT.

## SHEPARD F. NORRIS.

OF CLERMONT COUNTY.

FOR MEMBER OF THE BOARD OF PUBLIC WORKS.

## ALEX. P. MILLER.

OF BUTLER COUNTY.

### Blank Deeds.

We have a splendid assortment of Blank Deeds for sale at this office.

### DEMOCRATIC CONVENTIONS.

At a meeting of the Democratic Central Committee of Harrison county, held in Cadiz on Saturday, July, 1, 1854, the following resolutions were unanimously adopted:

*Resolved*, That the Democracy of the different townships of Harrison county, are earnestly requested to meet at their usual places of holding township elections, on SATURDAY, the 19th day of August, 1854, between the hours of one and four o'clock, P. M., for the purpose of appointing THREE delegates to meet in county convention in Cadiz, on MONDAY, the 21st day of August, 1854, for the purpose of nominating the following officers to be voted for at the ensuing October election: One Probate Judge, one Clerk of the Court of Common Pleas, one County Auditor, one County Commissioner, one Director of the Infirmary, and a Democratic Central Committee to serve the ensuing year.

*Resolved*, That at the township meetings the Democracy will also appoint ONE delegate to meet in convention with Jefferson, Columbiana and Carroll counties, for the purpose of placing in nomination a Democratic candidate for Congress in this, the 21st Congressional District, at such time and place as shall be hereafter agreed upon.

*Resolved*, That the different delegates be requested to procure certificates of their election, from their township meetings.

BY ORDER.

☞It will be seen by reference to the above call, that the campaign in this county is about to be opened. The Democracy of Harrison county, have an important duty to perform, and it is to be hoped that all who consider themselves Democrats will be willing to perform that duty. It is of the utmost importance to our success, that our township meetings be well attended. Let men be appointed delegates to the different conventions who will be sure to attend.

In this county, at this time, we, as Democrats, have more to contend against, than ever before; and it behoo ves every man in the county who loves pure Democracy and its principles to be at their post. Our enemies will spare no efforts to defeat us.—They have forsaken all their principles in order to secure a triumph over the great Democratic party of the country, a party that has always stood by the constitution, the Union and the Country. Our enemies have used the same means before to defeat us that they are now using; but with untiring vigilance on the part of the Democracy, they have always been routed. So it will be again in this campaign, if we ALL do our duty. The democracy of the country are able to defeat all the isses, fusions, &c., that may come up against them; and we feel satisfied that at this period of our history, they will not be found faltering.

To work, Democrats, of Harrison county, and work manfully until you shall have routed all the combined factions of federalism from the county.

### Watches and Jewelry.

Our friend G. B. Barrett has purchased the silversmith establishment of John Loffland on Market street, where he has received in addition to his former stock, a large and extensive assortment of all kinds of jewelry, watches, &c., which he sells cheap. Bush is a clever, accommodating young man. Give him a call when you need any thing in his line.

Advertisement next week.

### Mongrel Ticket.

The mongrel fusionists on last Monday nominated the following ticket:

*Probate Judge*, A. C. Turner, of Cadiz, an old corrupt office seeking lazy whig, whose principles are anything for the sake of office.

*Clerk*, T. C. Rowles, of Cadiz, whig, a lawyer by profession, but not much of a one by practice.

*Auditor*, John Sloan, whig, of Cadiz, a man who does not understand any political principles.

*Commissioner*, John Yost, whig, of Short Creek, the present incumbent, but incapable of properly filling the office.

*Director of the Infirmary*, Mr. Rogers, of Cadiz township, an old abolitionist of former years, but will sacrifice those principles for the sake of the office he is now running for.

Cadiz and whiggery have all. Hurrah for fusion. *More anon.*

☞We are glad to enter among the list of our exchanges, the Democratic Standard, published at Akron, O., and edited by our young friend, H. P. Abell, Esq., formerly editor of the Guernsey Jeffersonian. Mr. A. is a good democrat and an excellent writer, and we cheerfully recommend him to the democracy of Summitt county. Success to you, Pat.

### Hopedale's Communication.

Our readers will remember that week before last a communication appeared in the Sentinel, signed by "Hopedale," which stated that our neighbor had made pledges to some free soilers in Hopedale that if they would become patrons to his paper, "that hereafter he never would vote a whig ticket, and that his paper should be wholly devoted to the free soil measures." We published the communication just as we received it from a very respectable citizen of Green township. The truth of the communication a large number of Hatton's readers believed, because certain abolition articles which appeared in his paper latterly fully justified the facts. He was talked to about the course he was pursuing in very plain terms, by some of his best patrons.—He then becomes very much enraged. The truth goads him. And in his last paper his leader is devoted to "Hopedale's" communication. He makes a great fuss, and tries hard—very hard to throw the authorship of the communication upon ourself.—In this matter he is in a great—very great error. We will state the facts for the benefit of our genuine whig friends.

On Monday the 19th day of June, 1854, we received "Hopedale's" communication through the Cadiz post office, with the post mark of "Hopedale, Ohio, June [illegible]th," upon it, and upon opening it, we found that it was written by a highly respectable citizen of Green township. These are the facts. We trust that this explanation will be satisfactory, and save our neighbor the trouble of using such *nice* terms as—"false and slanderous," "so base a falsehood," "*lie*," "your falsehoods," "coined the lie," "cowardly villifyer," "your lies," "fool hardiness," when he makes another attempt to reply to the communication. These are all *very nice* terms for a man of Richard Hatton's *age* and *experience* to use—they sound *well* before the public—they will be *very apt* to give him the name of being a very modest, courteous gentleman, the kind of a man that he would like to palm himself on this community for. Your rage, Richard, only makes your patrons more fully believe "Hopedale's" statements.

### Railroad Celebration at Mastersville.

On last Wednesday evening, we concluded that we would attend the railroad celebration, which was to come off on the next day at Mastersville, a pleasant little village in the North western part of this county.—For this purpose we jumped aboard of the cars, and placed ourself under the care of that excellent conductor, D. Hilbert, Esq.—A short time brought us to the Junction, where, after remaining about an hour-and-a-half, we started for New Market along with, Mr. La Gare, one of the excellent conductors on the main road, who soon landed us there, where we stopped for the night with our old friend Croskey, who keeps as good a house as there is in the State.

The next morning, at 9-15 A. M. we got aboard of conductor Kells train, who soon brought us to Mastersville, where we found about 2500 persons awaiting the first arrival of the cars to their village. In a few minutes a procession was formed, at the head of which was the Cadiz Brass Band, which discoursed excellent music throughout the day. After marching a short time, the procession repaired to a delightful grove, at the west end of the town, where the vast multitude was called to order, by appointing Judge Jewett President of the Day, who thanked them for the honor confered upon him, in a few neat and appropriate remarks. Judge Jewett, then introduced to the audience T. F. McGrew, Esq., of Steubenville, who spoke in an eloquent and happy manner of the importance and benefits of Railroads.

After Mr. McGrew had concluded his remarks, T. C. Rowles, Esq., of Cadiz, was introduced, who made one of his truly happy efforts.

After the speaking was over, the procession was again formed, and marched to the residence of Joseph Masters, Esq., where a sumptuous repast was spread before them, which was partaken of with a right good will by all present.

Every thing passed off orderly and quietly, and the committee of arrangements deserve great credit for the manner in which the celebration was gotten up. The liberal hospitality of the citizens of Mastersville, on that occasion will long be remembered by all who partook of their bounties.

### Railroad Subscribers.

Our subscribers along the line of the Steubenville and Indiana Railroad, will receive their papers every Wednesday or Thursday morning, at the following places:

At Cadiz Junction, from Mr. John McGuire.

At Fairview, at the store of Mr. Arbaugh.

At New Market, at the store of A. F. Croskey, Esq.

At Mastersville, at the store of Wilson & Deming.

They will be taken to those places regularly. We would be glad if our friends along the railroad would use a little effort to increase our subscription list in their respective communities.

For this accommodation to us and our subscribers, we are under obligations to Mr. Thompson the baggage master on the Cadiz Branch, and to Mr. Mooney one the baggage masters on the main road.

WHERE IS THE WHIG PARTY.—The editor of the Republican is perfectly wild on the subject of the great-Whig-Freesoil-Abolition-Anti-Nebraska-Anti-Democratic-State-Convention, which comes off in Columbus on the 13th of this month. He goes in for it strong—says there is no other way to make fight against the Democracy but by fusing with all the factions, odds, ends, and isms that can be raked up. Go it, Richard, on the amalgamation convention. You are an excellent hand to make suggestions.

### In a bad humor.

Richard Hatton, Esq., the *talented* and WELL-BRED editor of the Cadiz Republican, seems to have been in a dreadful bad humor, when he publisbed his last paper.—And what do you suppose, reader, was the cause of all his whining and fretting? Simply this. He had discovered in his loud exclamations about *freedom*, that a large portion of the whig party in this county were not willing to be sold to the freesoilers, for the sole purpose of getting the members of that party to become subscribers to his paper. He, some time since, sold himself to that body for the purpose of getting two or three of them to become his patrons.—But their patronage was not sufficient to make up the loss of a number of old whigs in this county, who wished a good whig paper, as they had been accustomed to have before he made his entrance among them. When his first effort failed, he tries the second. He makes overtures to the leaders of the freesoil party, that if they would induce their brethren to become his patrons, he, with two or three other men in Cadiz, who have been about half-and-half-whig, would have the whole whig party in this county to turn over to the freesoilers. He was told that when he done his part of the contract, theirs would be done also. He undertakes the job. But as he progresses with his work, he is told on every hand, that when, "I wish to turn an abolitionist, Mr. Hatton, I will do so without your advice or assistance." "I am not willing to sell my principles, Mr. Hatton, for the purpose of placing a few dollars in your pocket."—With this kind of reception he became alarmed. The freesoilers were not subscribing for his paper as he thought they would. Old whigs were deserting him for his treachery to them. Hence he becomes in a dreadful bad humor, and his spite must be let off on some one; and the editor of this paper is the *fortunate* victim. We are able to stand it; and are glad that we can furnish friend Hatton something to scribble about. Go on, Richard, and do not cease using your slang about "Charley Allen" until your whole vocabulary is exhausted which will not be soon, for all of which we will return you our sincerest thanks.

### Melancholy Occurrence.

Cadiz was the scene of a very melancholy occurrence on Sunday morning last—one of those scenes which are so shocking to humanity; the particulars of which, as near as we can gather them, are these:

Thomas Coleman, an old citizen of this place, and who has been married to his present wife about two months, had been laboring under great depression of mind for some weeks past, under the apprehension that he would come to want. While haunted with this idea, and in a fit of desperation on Sundy morning last, a little after sun up, he made an attempt to kill his wife by striking her upon the back of the head and neck as was supposed, with an iron poker, while she was in a stooping position, in the act of putting on her shoes.—The neighbors were alarmed by hearing her fall upon the floor, and rushing into the room, found Mrs. Coleman lying upon the floor, and he standing near her, with a terble gash in the side of his neck, extending from under the ear to the front part of the throat, and bleeding pretty profusely. No vital part being injured, in consequence of the cut not being deep enough to injure the large blood vessels, he will be likely to recover. His wife appears to have received the worst injury of the two, being badly bruised about the head and neck, and cut in several places. It is thought that both of them will recover. Mr. Coleman is a man of some property, and there existed no grounds whatever for the apprehension which was so nearly proving fatal to himself and wife.

### Receipts and Expenditures.

Why is it that in this county the receipts and expenditures are never published until after the election? In other counties they are published immediately after the annual settlement in June. Are they held back for the purpose of deceiving and not letting the people know the amount that is expended by their county offices. We believe so. Now is the proper and legal time to publish them, Mr Sloan. The people do not wish to wait until after the election to know how their taxes are expended.—They wish to know before. Come, Mr. Sloan, publish them now, and let your constituents have light. Your party in this county make a loud fuss about high taxes, but they are always very careful to say nothing about what is expended in this county. It is the county taxes that are so very high, and not the State taxes, as has been erroneously charged by your party.

☞Capt. Hiram Kountz, an old steamboat captain died a few days since in Louisville of cholera.

☞A friend from Guernsey county, says that our neighbor Hatton now talks just like he used to do before he became an editor of a whig paper, which was in 1844 or '45. Then he was an old blue stocking Garrisonian abolitionist of the worst kind. It is an old saying that a person seldom forsakes their first love, and Hatton is bound not to be an exception to the rule. Nine or ten years is about as long as he can content himself to be a whig.

☞If there is not a change in the Republican soon, the readers of that sheet will be BLEST with one of the rankest INFIDEL ABOLITION papers in the country. The signs at present are portentious.

☞One or two poetical communication which have been deferred this week will appear in our next paper.

☞John Beall has just received another large lot of School Books, which he is selling cheap.

Advertisement next week.

### Taxes.

Whig politicians and whig presses, are very busy just now in trying to impress upon the minds of the people, a great bug-bear story about high taxes, which they charge upon the democracy. Let us have the facts, and see just how the matter stands. Last year the total amount of the levy for State purposes, including school and library taxes was 51 cents on the hundred dollars This year, including school and library it is THIRTY-FIVE and one-half cents, leaving the State levy less this year than last, fifteen and a half cents on the hundred dollars.—Our "fusion" friends as there are no whigs now, are welcome to make all that they can out of this extravagance, as they are pleased to term it.

In this county last year, the county levy which included poor, bridge, building and county fund, was 30 cents on the hundred dollars worth of taxable property. This year it is 20 cents on the hundred dollars worth of taxable property including the same funds as last year. The total amount of State and county taxes last year, were 31 cents, a difference in favor of this year of 25½ cents, or nearly one-third.

This levy does not include special levies for school purposes, railroad and corporation tax.

### Then and Now.

Some three or four months since the whigs were in exstacies at the prospects of the New York division among the Democracy spreading over the Union. At that time some of the leading whigs were making calculations, so as to make the most of the prospective split. We happened says an exchange, about that time, to hear a leading whig question a Democrat upon the subject. They agreed. Both their sympathies were with the Hards. Our old silver grey Whig was unsparing in his denunciations of the wooly heads, or Abolitionists. Their fanatical course, he said, had done the country harm, and had encouraged rather than curtailed slavery.—This was his opinion *then*.

*Now*, however, this "same old coon" is vociferous for an anti Nebraska organization. The Abolitionists are fine fellows.—He finds nothing can be made of the Democracy by patting *them* on the shoulders, and he and other coons are trying the Freesoilers and Abolitionists. They would like to use them, as in times gone by. We shall see what we shall see.

"THE SHOE PINCHES."—Some *gentlemen*, who are now trying to move "heaven and earth" for the purpose of uniting all the fag ends of every party together in this county, are very much displeased, as they say, at the course the Sentinel is pursuing towards their movements. We can't, nor do we wish to avoid their displeasure. We use just such terms about them as to us seems best, whether it suits them or not.—The old democratic ship has carried us safe thus far, and we have faith to believe that it will carry us through.

☞As we put our paper to press this week one day sooner than usual, in order to give our hands an opportunity of celebrating the glorious Fourth, we find it impossible to give full proceedings this week of the *great* whig-fusion convention which came off on Monday. It opened rich and ended the same.

☞We understand that the Panhandle Railroad was opened yesterday with great ceremonies.

☞"Legion of Honor" next week.—Send in the dimes.

HARD.—The advocates of special privilege think it mighty hard and unfair to make a man pay taxes on moneys and credits which he may possess, without being allowed to deduct his indebtedness; but if he should exchange his moneys and credits for land, cattle, sheep horses, hogs, or any other kind of property, no one allowing deductions to be made from such property on account of indebtedness. Now, where is the justice or equality of this distinction? Are not the moneys and credits as valuable as the property they will buy? Do they not enjoy equally the protection and benefits of the Government; Surely they do. Then why should the deductions be allowed to one and not to the other? Is it any harder for a man who has money, but is in debt to pay taxes on his money, than it is for a farmer who is in debt to pay taxes on his farm? And, if you allow the money holder to make the deduction, and do not allow the farmer to make it, just so far you increase the taxes upon the farmer for the benefit of the money holder. And this is what is demanded, that we shall maintain by law a privileged order in this State, by shouldering the entire burdens of taxation upon the farming and producing interests, while money mongers and speculators enjoy an exemption from this burthen.—*Portage Sentinel.*

CHOLERA.—The following extract from the letter of a clergyman to the Lord Lieutenant of Ireland, presents a very simple, and he says, effectual preventative of cholera, as well as a remedy of great power:

"The preventative is simple; a teaspoonful of powdered charcoal taken three or four times a week in a cup of coffee or other liquid, in the morning.

"When attacked with cholera, a mixture of an ounce of charcoal, an ounce of laudanum, and an ounce of brandy, or other spirits, may be given as follows:—after being well shaken, a teaspoonful every five minutes. In half an hour I have known this effectually to relieve and stay the disease. As the patient becomes better, the mixture may be given at longer intervals.

"I have known a patient in the blue stage, and collapsed, perfectly recovered in a few hours.

"The charcoal was tried as a preventative on a large plantation in the Mauritius, and not a single individual out of eight hundred was attacked with cholera."

☞Rev. John Reynoldson, of the Baptist church, Portsmouth, Va., was a passenger in the missing steamer City of Glasgow.

AMERICAN LINEN.—A company, with a capital of $500,000, has commenced the manufacture of linen at Fall River, Mass.

☞No debt contracted for liquor can be collected in Connecticut.

*From Bicknell's Reporter.*

### PLANK ROADS

**Their Origin, Progress, and Utility.**

We are indebted to a friend for a copy of an Essay on Plank Roads, by T. P. Holcombe, Esq., a distinguished Civil Engineer, who has paid much attention to the subject. He says that plank roads were first used in Russia, and were introduced into Canada by Lord Sydenham, while Governor of the Provinces. In the last nine years, upwards of five hundred miles of these roads have been constructed. They are these laid with white or soft pine, a material, apparently, very indifferently adapted to the purpose.

From Canada, they were introduced into the United States, and the first road built in New York, was that from Syracuse to Central Square, which went into operation in July, 1846. The success which attended this enterprise, led to the rapid extension of the system, until it is now stated, that there are in operation and in progress, upwards of one hundred plank roads; and new companies are constantly forming under the general Plank Road Law, which was some time since passed by the Legislature of that State. Among the roads in operation and commenced, are the following:

| | |
|---|---|
| Syracuse to Central Square, | 17 miles |
| Utica to Rome, | 15 do |
| Utica to Bridgewater, | 18 do |
| Utica to Sherborne, | 40 do |
| Utica to Waterville, | 23 do |
| Utica to Mohawk. | 13 do |
| Ilion to Unadella Forks, | — do |
| Ilion to Cedarville, | 3 do |
| Little Falls to Newport, | 10 do |
| Schenectady to Saratoga | 21 do |
| Rome to Turin, | 20 do |
| Rome to Pulaski, | — do |
| Oswego to Syracuse, | — do |
| Oswego to Sterling | — do |
| Oswego to Hastings, | — do |
| Fulton to Hanibal | — do |

From Oswego to Rome, and from Oswego to Syracuse by way of Central Square, are the longest roads yet constructed; several short roads act as feeders to these, one or two of which have been mentioned above.

It is rather a curious fact, that three or four of the above mentioned roads are between points already connected by railroads, and some of them also by canals; which certainly would appear to afford every desirable facility in the way of transportation—the Railroads affording speed and comfort for the traveller, and the Canals furnishing transportation at low rates of charge. But there appear to be certain circumstances and seasons of the year, when with good roads to travel upon, the farmer prefers to place his produce upon his wagon, and if the distance is not too great, to drive to market and become his own agent or factor; and more especially, if he is in the least removed from the Canal or Railroad.

A leading proprietor of a line of stages on the road from Schenectady to Saratoga, states that a team of horses will perform nine miles an hour, including stops, or ten miles travelling time, on a plank road, with the same ease that they could perform six miles on a good summer road. He further states that there is no description of road on which a horse travels with so much ease as the plank road; and that there is a slight elasticity which is highly favorable to the motion of the horse. Others, however, contend that with long usage on plank roads, a horse loses his elasticity of limb, and becomes stiffened. The road from Utica to Rome, N. Y., is one of those which run parallel and adjacent to Railroads; and in this case parallel and adjacent to one of the best Railroads in the country, viz: the Utica and Syracuse Railroad, over which passes six passenger trains a day each way; and, in addition to this, the Plank Road is also parallel and adjacent to the best Canal in the country, viz: the Erie Canal—so that, here, we have a Plank Road, Railroad, and Canal, in mutual opposition.

The average cost is about $1500 a mile. Mr. Holcombe does not anticipate that Plank Roads will ever become rivals to Railroads, but that the two systems will work harmoniously together, and that the former will become important feeders for the latter. Under the general Plank Road Law of the State of New York, on the application to the supervisors of any number of persons, not less than five, for permission to build a Plank Road, and if, after examining the pros and cons at a meeting, of which public notice is given, it appears called for by the public convenience, a permit is given, whereupon the company proceed to construct their road, and erect toll gates.—This permit or grant, may be for an entire new route, the company paying the damages occasioned by running their road through private property, in the same manner, and the amount of damages determined mostly in the same way, as in the case of Railroads; or for a road to be laid down along a common highway previously existing—the company paying to the different townships the just value of the common roads taken, which amount is appropriated by law to the repair and improvement of other roads.

There are numerous instances in the State of New York of both descriptions, that is, on new and independent routes, and of routes following the common roads, with all the sinuosities common to them. In this case all that is necessary preparatory to laying down the plank is, occasionally to cut off the crest of a hill or to raise a hollow, to bring the inclination within any maximum which the company may adopt—the law being silent on this head, though defining the form, &c., of the road in many other particulars.

The preliminary steps having been taken, the clearing, grubbing, and leveling are commenced. The road is cleared, grubbed, and levelled 20 feet in width.—Preparations for laying the superstruction is then made, by plowing or picking up (usually the former) the surface, and making it mellow and convenient to be brought into the precise shape required. On one side of the centre of the graded track, two channels are then dug, being guided by a line which is stretched where one end of the planks will come. These channels are dug such a distance apart that the stringers when laid in them, will be seven feet apart from outside to outside. At the first glance it might appear preferable to have them nearer together; but it is understood this would involve liability in the planks to tip up when a heavy loaded wagon drives upon the road, having a bearing at first only on the extreme ends of the planks.

The process is still further described by Mr. H. thus:

"The mud-sills or stringers having been properly adjusted in the trenches, the earth having been previously made mellow, is filled in around and between the stringers, and also for the space of a few inches on the outside of them. This filling is raised about one inch above the stringers, and is now ready to receive the plank, which are uniformly eight feet long, and any width from ten to fifteen inches, and frequently wider at one end than the other; which, while it effects a saving of timber, is at the same time an advantage from the facility it affords in turning curves, by putting several wide ends or butts together in succession.—The thickness of the planks varies on different roads from three to four inches, though the former is much the most common. The stringers are pretty uniformly four inches square, and any convenient length from fifteen to twenty feet, and simply laid end to end without any splicing or fastening. In some instances planks three inches thick and twelve inches wide, have been recommended and adopted, but the four inch stringer is much the most common, and appears to answer the purpose well, as little reliance is placed upon the stringers for the bearing.

"Two men place the plank in its place, and a third standing upon it, with a heavy wooden maul made of a sound piece of timber two and a half feet long, and eight inches thick, with a pin through one end for a handle, strikes the plank a blow upon its edge in the middle to drive it up to its fellow. Then three or four blows are given upon the surface of the plank at different points, when it becomes firmly and accurately settled down to the stringers, carrying with it the earth which had been filled above the stringers, and on which the plank now mainly depends for its support. One more blow on the edge of the plank finishes the operation, by which time another plank is ready, and the process is rapidly repeated. Each plank is alternately laid in and out, or jutting past each other about three inches, for the purpose of assisting the wheels to rise upon the road in the event of a rut being formed at the ends of the plank.—The planks, however, are all cut the same length, and are either delivered upon the ground eight feet long, or sixteen feet. If the latter, they are piled up and sawed in two with a cross cut saw.

"The timber used is uniformly hemlock, which is a cheap, but very imperfect timber. Besides being exceedingly knotty, it is soft and exceedingly porous, absorbing water almost like a sponge; which, under these circumstances is very prejudicial to its durability. The estimate of its durability in Plank Roads is, however, seven years; which is about all we could expect of good heart pine in this climate.

"In order to facilitate the escape of the water that falls upon the road, the planks are laid with an inclination towards the ditch, on that side of the graded road on which the plank are laid, of two inches in six feet, or say three inches in the length of the plank, so that all the water that does not fall immediately at the joints, is conducted off at the ends. To effect this, a straight edge with a carpenter's level properly adjusted to it, is used in laying down the stringers, the ends of it resting upon either stringer and their respective elevations arranged accordingly.

"Now follows the filling in of earth at the ends of the planks necessary to keep them from moving laterally—as they are not attached to the stringers by any kind of fastening whatever; neither spikes, pins or anything of the kind, being necessary and to facilitate driving upon and off the road. This filling is commonly raised about three inches at first above the planks, so that when it becomes thoroughly settled and compacted by use, it will be at least as high as the ends of the planks.—If it should settle below this attention must immediately be given to restoring the proper elevation by the addition of more earth. A slope on the ditch side should be given of about three inches to the foot. The earth which is used in the filling in may be obtained from the ditches. The ditches are, of course, an essential part of the work, and all the care and expense bestowed in first opening them, and afterwards keeping them clear and in order, will be amply repaid; and on no account must this be neglected. They should be two feet wide on the bottom, and two feet below the top of the planks.

"On that side of the graded road not occupied by the plank, a good earth road must be made resembling in contour the side of the road laid with plank—ditch and all. This, of course, is intended to apply where a single plank track is used; and it will be a matter of surprise with all, I venture to predict, on first travelling on a plank road, as it was with me, how completely and conveniently a single track accommodates a large business. I could discover no more inconvenience in vehicles passing each other than in the streets of Macon. This had appeared to me a great difficulty and objection to a single track, and I was surprised to find how little foundation it had, in fact, and how well a single track answered all demands upon it. The great bulk of travel being upon the plank, and the earth road being only used to turn out upon, it has little tendency to cut up and become rutted, as it will seldom happen that a vehicle in turning out will take the exact track of a previous one.

"Some of the roads leading from the principal marts are laid with a double track for a distance of three or four miles; but, even here, the second track might apparently have been dispensed with without any inconvenience. When a double, or second track is laid down, it is simply a duplicate of the first, and has no direct connection with it; a space of from two to four feet is left between the two, which is filled with earth raised a little above either track.

"This is obviously, as a general rule, preferable to doubling the length of the planks and laying the two tracks in connection. There may be cases, however, where this course might be expedient."

The experiment thus far has been eminently successful in New York. Some of the roads in that State have paid as high as 30 per cent. There are now upwards of one hundred completed, although the first was opened no longer ago than July, 1846.

THE FILLIBUSTERS.—According to a statement which appears in the Memphis Whig the number of enrolled Fillibusters in the United States if fifty thousand. They have a cash capital of one million to start business with. No wonder the President issued a proclamation.

A NEW MOVE.—The merchants of Alexandria, Va., have entered into an agreement by which Indian Corn will be sold by weight in that place after the first day of July.—The bushel will be estimated at 56 pounds.

METHODIST SALARIES.—According to the regulations of the Methodist Church South, single men are now to be allowed $150, married $300, besides family and travelling expenses; children under seven years of age, $25; over seven and under sixteen, $40.