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### POLITICAL.

#### TEXAS.

The papers at the South and West still continue the discussion of the subject of the acquisition of Texas, most of them advocating it warmly and supporting the position that it ought if possible, to be purchased with strong and cogent reasoning. The papers at the north, favorable to the Clay and Webster Coalition, oppose it, not indeed warmly, but with indignant cunning—alleging that Texas ought not to be purchased, unless a sufficient quantity of northern territory to balance it, the Canadas, and we believe the provinces of Nova Scotia and New Brunswick also should be purchased at the same time. The Clay men find great difficulty in an open opposition in anticipation, in consequence of Mr. Clay's opinion in favor of the purchase of this territory given in 1820. But it is evident, from the conduct of the Richmond Whig and other prints of the same stamp, that should the purchase be made under any circumstances, however advantageous they might be, the Administration would be chased with as much virulence and bitterness as was Mr. Jefferson at the time of the purchase of Louisiana. It is impossible to tell, at present, whether circumstances will invite the purchase of this valuable province; it is a known nor have we indeed much reason to believe that the Administration has, as yet, taken any decisive steps in relation to the subject. It seems generally admitted, however, that the value of the land—its advantages in giving us power to form a defensible frontier—the additional security which its possession would give to new Orleans, the great mart of the countries bordering on the Mississippi, Texas would be invaluable to the United States. It is believed that Texas was lost to this country by the clumsy diplomacy of John Quincy Adams, at the time when he is known to have been over-reached in a part of a negotiation by the shrewd Spanish Minister Don Oros. It is desirable to recover as much as possible from the losses occasioned by his chicanery in the *art diplomatique*. Should the Texas, coming in the hands of Mexico, it must, it is thought by a source of future contention between that Republic and the United States. Should it fall into European hands, the consequences would be still less desirable. Under all circumstances, it appears the general impression of the best informed men in the country, that if it be possible to obtain on peaceful and fair terms, a territory embracing an area of about 350,000 square miles, it would not be proper that our government should let slip the opportunity, in expectation of the arrival of a juncture, when we could purchase at the same moment, the Canadas, Nova Scotia, New Brunswick and Texas. It cannot be hoped that the *Great New England Party*, with Mr. Webster at its head and the Editor of the Boston Patriot at its tail, would ever consent to the acquisition of territory, which would increase the weight of Southern influence. We have delayed publishing the speculations on this subject, which are circulating through the public prints, in hope that something more definite might appear as to the feasibility of the purchase. Considering it proper, however, that what information there is moving, relative to the value and productions, climate, location, means of defence, &c. of Texas, should be laid before our readers, we intend hereafter to make some extracts from the best articles which have been written on the subject.—There can be no harm in possessing the means of forming a fair opinion, on the course of the administration in respect to this matter, whatever it may eventually be, nor shall we entirely lose our labour if nothing should be done. We submit at present a short paragraph from the Columbia Telescope, by which the feeling of that spirited print on this subject may be understood.—*Balt. Republican.*

[From the Newburyport (Mass.) Herald.]  
**Disunion.** Projects of disunion seem to be in high favor in South Carolina. The majority of her public men and men of influence act on and are acted upon by the people—the greater portion of whom seem to think that the time has come when the "value of this Union" ought to be seriously calculated. Evidence of the depth, extent and aggravation of the evil may be gathered from the multitude assembled in Colleton district; from the official and approved acts of the South-Carolina Legislature and the unrepented declarations of men high in office in that State. The indications are certainly not a little lamentable, but suggest a few reflections not so creditable to the State in question.

Every body who knows any thing about the political history of our country, knows that South-Carolina has professed an ardent attachment to the Union and a chivalrous devotion to its preservation, almost unequalled by any other State. It is too well known that, for these professions, it has had ample credit and abundant eulogy from her sister States—all whom looked on her as a model of fine, lofty patriotic spirit. Who lived through the trying sessions of 1807, 15, and does not recollect how earnest were here protestations of high souled patriotism and single eyed devotion to the national dignity and independence—how loud, bold and vehement were her denunciations of any attempts to dissolve the band of our political strength! These she avowed a readiness to make any sacrifice for the protection and preservation of our honor; and could find no language harsh enough for those northern men, whom with a thousandth part of the evidence that now appears against herself, she stigmatized as plotters of disunion. "What," said she, "shall these northern incendiaries fire the fabric of our strength, because their interests suffer by provisions made for the general good? Are they so devoid, base and mean that they will not sacrifice a single advantage to promote the whole?"

At that time, be it recollected, the eastern States—the commercial portions more especially—were suffering the direst evils. The means of their prosperity, and almost now a question—were by successive acts of government rooked up from their foundations—the extreme of distress was suffering. Would it be surprising that murmurers should be heard? More surprising is it that those murmurers were generally repressed by a sense of patriotism. They never assumed any alarming or imposing form—and were never boldly and authoritatively reiterated. Then however South Carolina was so full of patriotism, as to be shocked at the bare imagination of sedition at the North; and, without any sympathy for the distresses of the North and with no reasonable presumption of sedition there, they condemned it unsparingly. They pretended to feel "even a stain as a wound;" and professing to think, with Cæsar, that Cæsar's wife should be above suspicion, they reproached the North, on suspicion, of rebellion—presuming, perhaps in that caserightly enough, that the North was aggressive enough to rebel.

Of course such conduct could not but inspire the highest degree of respect and admiration for the patriotism of South-Carolina. All were convinced that her resolution to suffer every extremity for the good of the Union, was unconquerable. Nobody supposed, that South-Carolina would stick at "dying in the last ditch for the good of the Union." The State—that would gag the smallest murmur of those who were groaning under oppression—could certainly be actuated by no mean patriotism. Their indignation against the North could never spring from a callous insensibility to their sufferings—from that very common instinct which makes us hear philosophically the pains of other people. South-Carolina was as sensitive as she was patriotic—and though she duly appreciated the grievances of the North—sunk the tender sister in the Amazonian patriot!

But O consistency! where is thy blush! After these distinguished professions of regard for the Union—when all her sister states were saying so many pretty things of her character; her leading men—the pillars of her patriotism—her Governor—Legislature. Judges, members in Congress, professors of learning, men of general influence and lack a day! her people, meet together, by hundreds and thousands, in popular meetings—talk and act in their Legislature—thunder in pamphlets and periodicals, and make every parlour and fireside audible—for what! most assuredly for raising an army to march against the seditions northerners, who are, it must be supposed, in open arms against the duties on molasses, hemp and duck; or, at least, a practice which she has heretofore brought to some perfection, to talk eloquently about the "inviolable integrity of this sacred Union!" Nothing short of these can be supposed to come out of South-Carolina.

We quote the words of one of her own distinguished men—"the high-souled patriotic South-Carolina." Alas and alas! for the vanity of human prognostications! These meetings are held and these acts committed, not to preserve the "inviolable integrity," but to calculate (base Yankee phrase) "the value of 'this sacred Union!'" Now she openly preaches a dissolution of this sacred bond! It is not confined to murmur from a few insignificant, both for character and numbers—who are overborne by the general sentiment of the community, as formerly in the Eastern States—but it is the general and authoritative resolution, in which a majority is proud to share. And is it because—as once with the Eastern States, her commerce and agriculture are crippled and laid prostrate? Indeed does she suffer, from the operation of the Tariff, at this moment—(worth more than ten times New England! No cool headed man will pretend to assign the depression of interests in South Carolina to the Tariff or any other National measure. And if her depressions were owing to such measures—and such measures were deemed beneficial to the Union, as a whole, is it for any State, much less is it for any South-Carolina, with her mouth full of fine spun pretensions to clamor for disunion! And to set up to the most extravagant political doctrines to effect this measure?

Another reflection, and we have done.—We have remarked, on the indignation of South-Carolina, in years gone by, at what it was pleased to suspect as rebellion at the North; upon her utter insensibility to the sufferings of the victims she continually calumniated; victims whom she first helped to load with burdens, and then punished on the bare—but very natural suspicion, that those burdens set ill—and now we ask, of the world of calm and disinterested judges, if the general conduct of the Northern States, in view of the treasonable efforts of South-Carolina, does not present a broad and noble contrast, that speaks volumes in praise of the magnanimity and tenderness of the North! The truth is the North—which has been the most active and abundant contributor to the strength of the Union—has been reviled and has not reviled again. It has suffered from other portions of the Union, patiently and magnanimously—from love of harmony and dread of breaking the great bond that unites us. While the South has shown the pettishness of a child, the North has shown the reflection of ripened and exemplary manhood. It even now views South-Carolina, not with indignation; but with grief, regret and pity.

General Coffee of this State passed through this town on his return from the Cherokee Nation some days since. He was some months past appointed by the President of the United States, in conjunction with Gov. Carroll of Tennessee a Commissioner to visit the Creek and Cherokee nations of Indians, and learn their views in relation to emigration. Of the result of the trip to the Cherokee nation, the public are already made acquainted through the letters of

Chief of that nation thereto, recently published in our paper. General Coffee is at present among the Creeks, and we learn, that in accordance with his request, a General Council of the chiefs of that Nation will be held, to commence on the 30th of November, at which Council General Coffee will explain to the Chief, the views of the United States Government in reference to their right to the soil they now occupy, and the course the President feels bound to pursue in justice to the claims of Alabama, and also, urge upon their consideration the necessity of immediate emigration. We very much desire that the views of the United States Government may be favourably received by the Council, but judging from what has already transpired on the subject among the Creeks, we are confident that General Coffee's mission will result in no positive good. It is useless for the United States longer to debate the matter. Nothing short of complete abandonment of the Indians to the control of the States within whose territorial limits they are respectively situated, and, if necessary, aid from the General Government in enforcing the just rights of these States, will induce them to go west of the Mississippi. Mission after mission has been sent to the Indian tribes in Georgia and Alabama, making to them advantageous and indeed, extravagant offers to relinquish their territory, and employing all honorable and peaceable means to effect their removal, but no more friendly disposition is manifested by the majority of the two nations than at first. We hope Governor Gilmer will adopt some decisive course in relation to the Indians within our borders, and take the proper measures to place in the possession of our citizens, a tract of country extensive, fertile, and healthy, and well calculated to sustain a large population.—*Columbia Enquirer.*

[From the Newburyport (Mass.) Herald.]  
**Extract of a letter, received in this town, dated,**

"ABBEVILLE, S. C., Oct. 11.  
 "The cottons in the Carolinas are up an average, but little over half a crop. I get from actual observation, since I have been in North and South Carolina—and I understand not a whit better in Georgia.—From the best information I can get, we are not quite so bad off in Alabama. The cotton crop, however, will upon the whole, be a short one."  
 "You may think strange of it, but you may depend South-Carolina will attempt a separation from the Union, unless the tariff is considerably modified; this is not the opinion of a few, but of the many, and those of the well informed. I have taken some pains in travelling to inform myself on this subject."

Some of the South-Carolina papers propose an extra session of the State Legislature next summer for the purpose of adopting measures hostile to the Tariff, if Congress does not concede to the demands of the South, the ensuing winter. The Carolinian says, "There is so little probability that Congress will interpose efficiently on our behalf on our own principles, that perhaps it will be best for the Legislature to dispense with all circuitous modes of action, and at once resolve to assemble sometime during next spring or summer."

### VARIETY.

#### STEAM CARRIAGES.

[We call the attention of our readers to the following detail of a very decisive experiment on Gurney's Steam-Coaches. The question of practicability is now determined. Half the horses of the kingdom will be saved by this invention, and all the ground that supported them left productive for the food of man.

But this is not all: If Carriages can be driven safely by Steam over rough roads for a hundred miles, a *PLOUGH* can be driven by Steam too, in all grounds not overburdened with rocks, roots, and stumps; that is, in two thirds of the plough lands of the United States. And even stumps can be rooted out on an average for 37 cents each. A two-horse Steam-engine can be transported in a wheel barrow. It will not cost so much as two horses; it can be kept at work longer, more steadily, more efficiently, at a tenth of the expense.

Is there no ingenious man among us to introduce this very easy and very important improvement?—*ED. TEL.*

[From the United Service Journal.]

**Trial of Gurney's Steam Carriage.**  
 [We are convinced the following paper, both from the novelty of its subject, and the high quarter from which it comes, will be interesting to our readers.]  
 The following observations occurred upon an investigation of the steam carriage of Mr. Gurney, at Sir C. Dance's, near Watford, July 22d, 1829.—  
 This carriage is not intended for the conveyance of passengers or baggage, but is intended exclusively as a drag, by means of which a carriage with passengers is to be drawn along the road at a rate of from eight to ten miles an hour.  
 The steam carriage has four wheels, and contains, beside the engine, a seat for two persons, the one being the engineer, the other the steersman.  
 The engine is upon the principle of high pressure, and the piston works horizontally under the bed of the carriage. The motion is given by means of a crank attached to the axle of the hind wheels, and is so managed, that the power may be communicated to one hind wheel exclusively, or be extended equally to both, if required.  
 The mode of action is therefore thus far different from that which governs an ordinary carriage, as instead of being drawn forwards by a power in front, this machine is pushed forwards from behind by means of power impressed upon the axle of the hind wheels.  
 The machine is steered by means of a horizontal wheel fixed in front of the seat, and communicating with the axle of the forewheels in such manner, that the carriage may be directed with greater precision than can any carriage drawn by horses, under the guidance of a coachman.

The machine can be stopped instantly. The length of the machine is the same as that of a four-wheeled carriage without the pole, about ten feet; so that when a carriage with passengers shall be added to it, the whole length of the two carriages taken together, will not exceed the length of one four-wheeled carriage, with one pair of horses.

The friction of this upon the road will be that of a carriage with eight wheels, but it is presumed that the number of wheels may be easily reduced to six.

This engine moved upon the turnpike road up a hill of more than ordinary steepness, and round several turnings, for at least half an hour, at the rate of from eight to ten miles an hour.

A barouche containing four people, (of whom the writer of this article was one,) was then attached to it, and was drawn along with great facility, upon the same road, and round the same turnings, avoiding the steepness of the hill, at the same rate.

The engine being of high pressure, and therefore expending its steam, necessarily consumes a large quantity of water and of fuel, and which renders a supply of water indispensable at every half hour, and a supply of coke at every hour, so that depots of each must be established at proportionate distances of four and eight, or five and ten miles, according to the rate of speed to be determined upon.

The noise of the steam-carriage, with the passenger-carriage attached to it, is not so great as the noise of a travelling carriage with two horses. There is very little or no smoke from the burning of the coke.

The eight wheels of the two carriages cause less dust than would a carriage with four wheels and two horses.

The danger to be apprehended from an engine upon the principle of high pressure, appears to be altogether obviated by the manner in which the boiler is made, not in one capacious cavity, but formed of a series of tubes communicating with each other.

The expense at which this apparatus can be piled upon the road, is stated not to amount to three-pence per mile.

It is evident that before this mode of conveyance can be brought into use for public convenience, depots of water and coke must be established at fixed stations along the line of road which it is intended to travel, and that its use must be confined to that line, and to that exclusively.

It should seem that each fresh supply of water and coke need not occupy above two minutes of time.

One very serious difficulty will be opposed to the general use of this mode of conveyance, in the danger which will attend its unusual appearance, and rapid movements along a public road, in frightening horses, both saddle and draught.

Upon the whole, the impression which this inspection has left upon my mind, and giving due weight to the many difficulties and accidents which must unavoidably attend the introduction and first trials of such a novel and extraordinary vehicle, it certainly appears to me that it will eventually, and at no distant period, force itself into very extensive use; and I do not see any other objections to it than such as may be overcome by time, practice, and ingenuity.

(Signed) J. W. G.  
 Horse Guards, July 22d, 1829.

Another statement.  
 Reading, 28th July, 1829, half 8 o'clock.  
 A. M.—We left Cranford Bridge at ten minutes after 4 o'clock this morning; a slight barouche containing four persons, attached to the steamer. We went on rapidly, and without the slightest accident or difficulty, till we arrived at Longford, where they are rebuilding the bridge over the Coln, about one mile and a half from the London side of Cranford.  
 On the bridge is piled a large stack of bricks, so high as to impede the view from the nature of the road which winds up to the top of the bridge. Just as we arrived at this point, a broad-wheeled waggon was approaching the bridge in the same direction as ourselves. In advance of the steamer was our advanced phaeton, and behind the steamer a carriage containing our coke and some of the engineers. At the moment our leading carriage had passed the waggon, the steamer following close, the mail from Bath appeared at the top of the bridge coming on rapidly. We called out to the coachman to pull up, but he not being aware of the unusual carriage he was about to meet, kept on till we all became entangled and nearly jammed together. The leaders of the mail being high couraged, and their heads close to the steamer, bolted round, and broke the mail traces. Mr. Gurney, anxious to avoid mischief, forced the steamer up against the stack of bricks, by which he did some injury to the steamer, but of no consequence beyond the delay of a quarter of an hour. The mail put on a new bar and traces, and we both proceeded on our respective journeys.

We have had no other accident whatever, but a fracture of the iron of one of the wheels, and are going forward immediately.

We came from Cranford Bridge to this place, in four hours and ten minutes, including all stoppages for water, coke, turnpikes, &c. which of course is our first attempt, cannot be expected to be managed with the celerity we may calculate upon hereafter.

We met and passed on the road, between Cranford Bridge and this place, 21 carts, 7 waggons, 2 post-chaises, 4 mail-coaches, 7 stage do. 1 drag with two horses, drove of cart-horses, 3 pigs, 6 horses, of which I can assure you not one started, or was in any means disturbed by the steamer, except the mail-horse on the bridge at Longford.

It should be said that we endangered the mail, I beg to assure you that I have

strictly represented the facts, and I am convinced that a carriage with horses in such circumstances, might have occasional an accident, if not much more serious accident.

The regular easy pace seems about ten miles an hour whilst moving.

July 30, 1829.—On our arrival at Reading at twenty minutes past 9 o'clock, we were detained two hours to have the iron, which had been broken of the wheel, repaired. To avoid the town, the steamer went on to a public house, about a mile on the road, whilst we waited for the iron.

On our overtaking Mr. Gurney, he had discovered that two small chains, which are used for the expansive motion, were broken. We must attribute the fracture of the iron, as well as of these chains, to the violent shock the carriage sustained against the stack of bricks, in avoiding the mail on Longford Bridge.

We started again at half past ten o'clock from the public house beyond Reading. We went on steadily from this time, all the way to Melksham, (about twelve miles this side of Bath) where we arrived about eight o'clock in the evening, without any material alteration of pace, at the rate of about six miles an hour, including stoppages.

It must be observed, that our grand object was to accomplish our journey without accident to ourselves or to any passengers. We, therefore, were resolved to avoid all possibility of danger to any part of the steamer, by always giving plenty of water, & we, therefore, made it a rule never to go above four miles without taking in water. In order to accomplish this, we stopped whenever we saw water near the road (though frequently at two or three miles only, and although we were by no means in want of it) lest we might not find it again in time.

There were altogether about eight gentlemen, and as many engineers and attendants. When we wanted water, we formed a lane, (as at a fire) in some instances getting over the hedge to a pond in a field, and handing the buckets from one to another till the tank was full. We carry three buckets always with us.

We were disappointed in not finding coke where we wanted it, and were obliged to go out of the road with the carriage in attendance, to fetch coal from a wharf near the forty-eighth mile stone.

No smoke whatever was visible whilst burning coke, but as soon as we used coal (which made an excellent fire) the smoke became visible, and would most certainly be objectionable on a public road. But when we got coke at Newbury, no more smoke was visible till we got to Devizes. The coke we took in at Devizes was so bad that we were obliged to have recourse to coal. After this the smoke appeared again, and in Melksham it beginning to grow darker, some sparks flew up the chimney, which made the appearance of a beautiful fire work. This would be highly objectionable and dangerous to thatched or hay stacks but it can never happen with coke.

The first five miles from Cranford Bridge to Colabrook (exclusive of fifteen minutes lost by our meeting with the mail) we did including three minutes taking in water at a pump, in twenty-five minutes; we therefore, travelled five miles in twenty-two minutes.

At our quickest pace, the post horses were kept in a gallop, and when we stopped, were in a *white lather*. The light Phaeton could keep up very well, but the post carriage was so heavy, that the post boys said no pair of horses could keep up, and we were obliged to take four all the rest of the journey for the post carriage in the rear.

I was apprehensive that the smoke would frighten horses; but with the exception of one little spirited mare in a rig near Melksham, and the mail horses at Longford, I really did not see any absolute start. On the whole, I should say, as an old cavalry officer, that I never saw so little noise paid by horses to common stages, as they showed to the steamer.

When we were going the first five miles nothing could be easier, more free from noise, or any sort of objectionable inconvenience, and the movement so easy, that there was nothing to alarm any body. Nothing like the appearance of a four horse coach going the same pace. We got coke for two pence a bushel at the retail price. We burnt but very little more than half a bushel a mile, and should certainly never exceed half a bushel when all is perfect. The expense, therefore, of one hundred miles is only right shillings and four pence, exclusive of the wages to the engineers.

I consider this first experiment decisive of success.

On our arrival at Melksham, there was a fair in the town, and the streets full of people. Mr. Gurney, who unites with extraordinary talent and great perseverance, the most amiable qualities of mind and temper, fearing to injure any person, moved as slowly as possible; unfortunately, from some cause or other, the people here had taken a dislike to the steam carriage, and after abusing us shamefully, attacked us with stones and flints; and after having wounded the stoker and another engineer severely on their heads, (the former being knocked out of the carriage into the road) a violent scuffle took place between us. Mr. Gurney, not thinking it advisable to proceed when two of his best men required surgical assistance, we secured the carriage in the yard of Mr. Ho's, (a brewer) and having obtained the magistrates assistance, placed constables over it during the night, and it was removed yesterday to Bath under their escort.

[Signed.] C. W. DANCE, Lt. Col. H. P.

N. B.—I have omitted to observe, that the loss of the expansion by the chains breaking, lessened our power one third, and we travelled the whole way on one wheel only, i. e. one wheel bolted to the axle.

Further Particulars.  
 "On Saturday, August 3d, after having examined every part of the carriage, and found nothing injured, except what has been before stated, and having repaired the same, Mr. Gurney ran the steamer, with the barouche attached to it, about two o'clock P. M. through Pottery-street, Laura Place, &c. for about an hour, to ascertain

The Louisville Advertiser of the 20th inst. says  
 "A rumor reached this place on Sunday morning, that the Editor of the Kentucky Gazette had received two challenges since the affair between him and young Mr. Wickliffe. We trust that it will prove unfounded—as Lexington has been sufficiently injured already by the virulent and overbearing conduct of the dominant party there.

On the working men's ticket, in N. Y. perceive the name of Dr. Blatchley.