requisite to keep the road in order. The most striking feature of the plank-road system, that distinguishes it from the rail-road, is, that the first avails itself of the independent, pre-existing animal power for the purposes of transportation, while the last substitutes mechanical agency for the same end.

Now, if the question were raised in manufacturing countries, like Great Britain and the large class of the population, and where horse power is used only to a limited extent,) as to the advantages of the two modes of transporwe are seeking the best modes of transportation question of some importance how far the publie interest will be promoted by substituting machinery, when it would not lessen the amount production; from the great amount of plowing necessary to the growth of a cotton crop, there is no country in the world which employs so much of animal power, in proportion to the weight of the staple product, as in our cotton growing States. In the growth of cotton, plowing is continually needed from January and Fel ruary, when the land is broken up, to August, when the crop is laid by, and the fruit beemployed for every eight bales of cotton, or ton and a half of product. In grain and grass growing countries, a farmer puts in 30 acres of wheat with one horse, which yields from 15 to 20 bushels to the acre, or 36,000 pounds-about 15 tons of product to the horse. The article of hay will greatly exceed this, and probably reach forty tons of product to the horse.

the resistance to wheels in motion from friction, mules. on a wooden plain, at from 1 in 94 to 1 in 98, but special reference must be had to the hardness of the material. In New York, where soft hemlock is used for plank-roads, this re sistance is estimated at 1 in 60 of the weight; with our hard piae 1 in 80 may safely be assumed; but as such calculations should be based roads to a rail-road depot. To such persons, on the resistance of roads which have been considerably worn and therefore not perfectly smooth, I will assume 1 in 60 as my basis for calculation.

The most reliable authorities give the available effect of a horse as equivalent to a tractive force of 125 pounds, moving two and a half miles an hour, for ten hours in twenty-four. Yet it must be remembered that the dynamic effort of a horse, or total power which he is capable of exerting on a dead pull, is much greater. Dr. Gregory assumes it to be equal to 420 pounds. It is by a frequent tax of this absolute energy that our wagoners are enabled to overcome the immense resistance which they encounter, from hub-deep mud, and the uneven surface of our up-country roads. Assuming the resistance to be one in sixty of the weight, a horse woll be capable of drawing upon a level plank-road, for days and months in succession, without suffering from over-exertion, 7,500 pounds, including the weight of the wagon, and move two and a half miles an hour, for ten hours in twenty-four.

On an ascent of one in fifty, the power of the horse to move at the same speed would be equal to the draft of 4.000 lbs., which would give for four horses 16,000 lbs., equal to forty bales of cotton of 400 lbs. each, but this is the gross load; if we deduct four bales for the weight of the wagon, we shall have thirty six bales as the nett load. It will be perceived, that in this ealeulation no allowance is made for the diof the road. The calculation is based on the ton to Abbeville would be about 160 miles long. found to be, after a few year's wear. I have assumption, that the road throughout the whole The grading would necessarily be figur, and nothing to say against paving our streets with extent, is a rise of one in fifty, and that the velocity, as well as load carried, is governed by the resistance upon such an ascent.

Now, in practice, this would not be the case. It has been satisfactorily ascertained that a horse moving two miles an hour for eight hours, can exert a force of 166 pounds, therefore, on a plane of one in fifty, at this rate of speed, he would draw for eight hours 5,408 pounds, gross, in the place of 4,000, as before stated, which would be for the four mules, fifty-three bales. By reducing the speed, therefore, to this rate, there can be no doubt that the ascent could be overcome with this load; particularly as this rate of inclination would only be encountered occasionally; probably not for a tenth of the the durability of the timber for use, is twice as day's work. Upon the remainder of the road, great is a plank as in a rail-road. The matethe speed could be increased to three, four, and five miles an hour with ease to the horse, without using a power of traction on the level parts of the road exceeding forty-one pounds to the ly moving and neavy muchinery requires that horse. This would admit of a speed of six miles an hour, according to Wood and Leslie. tom of leany. The average durability of plankmiles an hour or thirty miles a day.

In that State, where the grades are from 1 in 16, to 1 in 20, a ton is a common load for a horse, at an average of the above mentioned of the railroad. We refer such persons to the speed. On a grade of 1 in 50, a horse will draw two tons; this is ascertained from actual practiee, which, aside from all scientific rules, proves the above calculation within bounds. The en- produce is hauled sixty miles to town in wagons, quiry of the planter will not be, how much his and sometimes from Blackville, amety miles .team of males will be enabled to had to market, On a good plank-road, a single mule will had up the State road, and be willing to give it to a but how he is to arrange his wagon so as to car- a cord of wood tairty miles in a day, and a company who will construct plank surface u ry a full load. With a little additional strength team of four mules will bring to town 4,000 on it, and render it one of the useful improveto the oxles of an ordinary road wagon, it will feet of lumber, from sixty miles up the country, ment of the age. sustain 15 or 20,000 lbs. without injury, while running on the even, smooth surface of the Idank road. It is not the weight usually passon to town from a large range of country. them that racks them to pieces, but the strain to which they are subjected from remning on steep sideling declivities, and from being drag, teresting theme for speculation. I am fully

ged over roots, stumps and rots.

If any charles are entertained as the practicaboute of earning such commons loads on a plank-mad, I will refer to one of the land stanclard works for ambonity as to resistance from friction, for wheels in motion, on different kinds of made: where it will be seen that Mr.Adamized morte produce but one third of the red drawn which is found to white on a studior ground read, and that a plank-road produces on shall less than a McAdaudzed road, so that it is ohover a plank-road, as he would be able to carry

mules, through the streets of Columbia, where the surface, no better than an ordinary road.

"We think, therefore, that we are perfectly the nett load which can be conveyed on a plank-road with grades of one in fifty, at the rate of thirty miles a day-this would be forty bales for a team of four males. But to make Eastern States, (where the construction and allowance for the weight of the wagon and promanagement of machinery is the business of a visions necessary for the team, we will deduct eight bales-3,200 pounds-leaving a nett load of thirty-two bales of cotton of 400 pounds each. Allowing \$3 per day, which is considered a tation, the deci-ion would undoubtedly be in very full estimate for the services of a four-horse favor of the machine-but in South-Carolina team, then the 32 bales, 12,800 pounds, would be conveyed thirty miles for \$3, plus the tolls. for our great agricultural staple, and it is a Estimating the tolls at four ceats a mile, would give \$1 20 for the thirty miles; or a total ex bense of \$4.20 for 12,800 pounds conveyed a distance of thirty miles-equal to 91-10 cents of animal power required for the purposes of a hundred pounds for a distance of 100 miles, a fraction less than 37 cents a bale. I regard cheapaess in our country, as the most esseatial element in estmating the value of an improved means of intercommunication. Railroads, unless they are located on thoroughfares and managed with the greatest possible econoay, will not be able to carry freights at the above rates; for roads of fifty miles and under, the compensation would not be sufficient to pay gins to open; on an average, a horse or mule is for the labor of loading and un oading, and the clerk's hire for receiving and delivering.

plank-road would, with four teams, bring to the road a load, which would be transferred to one agon on the plank-road. No material alterations would be necessary in the wagons for the plank-road, except the erection of a frame safficiently long to hold from 30 to 36 bales of cot-The authorities which I have consulted, give | ton, and the requisite provender for the team of

Those who live in the vicinity of a plankroad or its branches, will be able to carry a crop to market, in less time and with less labor, and certainly with less wear and tear of wagons and harness, than is now expended in earrying the same over forty miles of hilly and maddy the saving by plank-road transportation will be equal to the entire cost of the fail road freight, with its attendant drayage and other charges.

In hilly countries, plank-roads are more necessary and advantageou-than inflat ones, and it is not at all necessary to procure so low a grale as 1 in 50; I in 16 is in very common use, and I in 10 may be used to great advantage. If the hill sides only, of the upper districts, were planked, it would effect a saving, afford great relief, and prove more economical in the end, than the usual repairs bestowed upon the a Many persons suppose, that in our sa

try, a double track will be required. instances, where the sand is very light, it may be, but this is a rare occur cace. King and Meeting streets were beds of loose sand previous to planking the si les of these thoroughfares, but now, since the heavy wagons are confined to the plank-road, the middle portions of the streets have become so soli! as to make a good surface for fast driving, and to admit of a heavily toaded wagon passing off and on the plankroad with little or no inconvenience.

For the various as well as most approved modes of building plank-roads, reference should be made to Gi-lispie's Manual of the principles and practice of road building. He gives eight teet as the most approve I width, and requires 160,000 feet of lamber to the mile. The cost to the wharves-for a team could not had more is variously estimated at from \$1,000 to \$2,-400 a mile. The grading in billy countries not even that, unless the pavement were kept minished resistance on the easy and level grades | constitutes a heavy ite a | A road from Charles- in botter condition than they are generally with lumber at \$6, it could be completed, with a track nine feet wide, for \$1,700; at the out- of finally exterminating the yellow fever from ide \$1,800, a mile, which cost will include endour city. But there can be no doubt that a gineering, gate, houses, &c. From my experience in such matters, I am satisfied that, by the ail of steam saw mills, a contractor could lay down his timber on the line, for the first 150 ticles at least one half. Those who are well unles, at \$1,50 per thousand feet.

abject, the first objection which we as to orgatite fully \$50,000 per annum. The rail-road comself against plank oads, compared with rail-roads is the immense amount of lamber required in their construction. This objection is easily act by the used for the construction of a rail-road, while their own cost to the suppling. As to McAdarial for the former will remain and do service as long as a wagon wheel will pass smoothly over it, while, on the latter, the safety of rapidthe timber should be removed on the first symp-The ordinary speed upon the roads in roads, is from mine to ten years, and if the air widened portion, is thirty feet between the New York, with heavy loaded wagons, is three is excluded from the ils, they will last from fif- curb stones, and twenty-four feet, in the old narteen to twenty years.

could not thrive or be supported in the vicinity edges next to the curb stone, would be more feet, that there are now upwards of 5,000 wagone per annual that pass the Six Mile House, counting to Charleston; that cotton and other in two days; this will make it a profitable business to cut lumber and fire wood, and bring it city in thus extending her business to remote

increased by plank-roads, is a fruitful and in vest for all time to come. persuaded that the first twenty miles will pay mation contained in this essay, to the report of from the present traffic, and that by its own in- | A. A. Dexter, Esq., Civil Engineer, of Mont | is the initiatory steps to the proposed mediation. Buence it will create other branches of trade, gomery, Alahama, which I would commend to which will daily increase its income. It will every individual who feels an interest in the dear trade from the private avenues on both subject. I have used both his figures and lan- ted by the unwarrantable interference of the sides of it, and every note added to its length guage where I have found them to answer my will increase the ratio of its profit. Wood, tar- purpose. gentine and lamber, will formish the business of the first bity miles - after which, will come the trade from the vicinity of Orangeburg. -57 hea the road shall have reached the rich agvisus that a mule can hard six threes as much ricultured districts of EdgeSeld, Newberry, and Wherille, its capacity for husiness will be tested . We dispense with notice of all, save the aspi-

sor, the gate-keepers, everseers, and laborers to 24 bales of cotton, is a common load for four nomical transportation will be so apparent, that of Lieutenant Governor is likely to go a begthere are few who will not avail themselves of there are few who will not avail themselves of there are few who will not avail themselves of the more recommendation with the second date. the grades certainly exceed one in fifty, and them. The advantages above set forth are so apparent, that, we think, they ought to convince the most skeptical that there will be a travel on safe in assuming 4 000 pounds to the horse as it equivalent to, at least, 12,000 wagons, 150 miles each in a year, which, at four cents a mile, will amount to \$76,800 tolls, without ta king into consideration the carriages, buggies

and horsemen that will use it. The effect on Charleston would be, to bring back, with a ten fold increase, that important wagen trade which once gave value to Kingstreet, and all the other property in the northern part of our city, an impulse might be expected which would, in a very short period, extend the buildings of King and Meeting-streets to, and even beyond, the new limits of our city.

All doubts, if any exist, as to the benefit the community at large would derive, or as to the profit which eapital would yield, if invested in such works in our State, I think will be removed by a knowledge of what the State of New York is doing. There the whole country is traversed by canals and rail-roads—yet we see McAdamized roads being converted into plank-roads, and plank-roads by the side of railroads are paying ten per cent., after laying by eight per cent. for the renewal of planking .-We could quote many instances were plankroads are generally saying 20 and 25 per cent, on the capital invested. One of these companies in New York, in its report to the Legislature, states that 83,000 wagons passed over Persons living at distant points from the the road in one year. Allowing that each team earried an equivalent to fifteen bales of cotton they would all have carried 1,245,000 bales, which is more than all the machinery of the South Carolina Rail Road could earry in two these roads, that the whole business of the year might be crowded into one month, and not effeet its operation in the slightest degree.

It is certain that the animal power necessary to the production of a cotton crop, is fully dequate to its transportation to market, over a plank road, a distance of 200 or 250 miles. In one trip, every horse or mule could carry the resu't of his labor to market, which method, in two or three weeks would dispose of the crop. In no well managed plantation would this serionsly interfere with the economy of judicious agriculture. But let us suppose, in order to compensate for any loss of time, that the planter puts his own provender on the wagon for the trip, and gets his thirty-two bales of cotton to market with no outlay but for tolls, (say \$3,) for 200 miles-suppose, further, that to meet his expenses, he takes a return load of 12,500 pounds, a. 30 cents a hundred. This would pay his tolls both ways, and leave him \$21.20 clear profit. The same would cost him, on 200 miles of rail road-in freight on his cotton at least \$1.25 per bale, or \$40; this added to the \$21.50 carned by the return trip, over and above tells, and we have a saving of \$61.50 by three week's use of the team, which would have to be fed at home if not employed upon the road. The return loads of sugar, coffee, moinsses, salt, iron, and other sorts of merchanlise, would not always supply a full back load, but it is presumed that such facilities for transportation would lead to the improvement of and by the use of lime, gypsum, and other stimulants of the soil. Oyster shells, five and a half tons to the load, would be a good return load for a back country planter.

To make the work complete, such roads leading from the country should be extended than a half load over a stone paved street, and tone, for I believe it to be the only sare mode good plank-road leading from our railroad to the wharves and wholesale portion of the city, would reduce the cost of drayage on heavy arinformed on the subject, estimate the drayage With persons who have not reflecte! on the to and from the rail-road, in Charleston, to cost panies which have been receiving and transporting iron over the South-Carolina Rail road ies, that they do not exquire more thaber thy is money by the construction of a plank-road at who walks King-street must see, from the mud which is constantly accumulating, that Me Adamizing is but a temporary work-for, unless the operation of relaying with broken stone is kept up, the carriage wheels will soon cut through in the mud. That street, in the row part. A plank road 18 feet wide laid in the Others, again, may urge, that plank-roads centre and properly arched; with McAdamized durable, cost much less, and answer quite as well if not better than the present method .-Its noiseless operations render it far preferable

to stone paving, for a lusiness street. It is hoped that the time is not far distant when South-Carolina will get tired of keeping

A half millions of dollars expended by our parts of the State, would truly be sowing the How bouch the present wagon trade will be seeds of prosperity, which would yield rich har-

I am indebted for a large share of the infor-

Latest from Texas -- With the following inst, has a whole catalogue of names of candidates for Executive and legislative stations .-

ed that Col. M. T. Johnson will be a candidate for Governor. Judge Evans, Judge Ochiltree, Judge Martin, Judge Mills, Gen. Darnell, and R. Scurry, Esq., are spoken of as probable candidates for Congress. The office of Lieutenant Governor seems to go a begging.

The San Antonio Western Texan, of the 6th, contains various accounts of murders by the Indians, and the pursuit and punishment of them by the whites.

The Victoria Advocate says the slave population of Gonzales county has been quite doubled this year, and that the agricultural products of that country will be swelled far be-

yond any preceding year. Other counties in the West have also had their full share of emi-

We may also add, that all accounts go to show that the emigration to the Eastern counties, especially the upper counties of the Trinity River, has made the population, both of whites and black, quite double that of last year. Should the present year be favorable for crops, we venture to predict that the amount of exports from Texas will be more than donde what they have ever been before in any one year. Planters, boat-owners, and merchants should have an eye to this important subject.

Free Sugar Increasing the Slive Trade .-The repeal of the discriminating duty in favor of British sugar, has increased the African slave trade to an alarming extent. In 1845, Brazil imported only 23,000 Africans; but undenthe increased demand for sugars in the English market, the production has been greatly years. So great is the expensive power of cularged, and in 1846 the number of slaves im ported was 52,000, in 1847 54.800; and now it is supposed to be much larger. The rigid blockade of the African coast is more than counterbalanced by the demand for sugar.

THE CAMDEN JOURNAL.

THO. J. WARREN & C. 'A. PRICE, Editors. TUESDAY EVENING, APRIL 1, 1851.

Gregg's Essay.

Read it, if you desire information of the right kind, upon the right subject, to us, one of all absorbing interest. We publish it to-day, to the exclusion of other matter. Considering as we do, that the claims of the Plank Road are paramount o ail others, so far as relates to the commercial interests of the town and district. When you have read Gregg's Essay, we consider the argument exhausted. The time then comes to go to work. " Delays always dangerous, are some times fatal."

Temperance Meeting.

This evening a Public meeting of Wateree Division No. 9, Sons of Temperance, will be held in the Presbyterian Church, commencing 2. 8

The Rev. E. Cater, of Bradford Springs, and he Rev. Mr. Witherspoon, are expected to Address the meeting.

Brethren of heighboring Divisions are invited to join Wateree Division on that occasion. The m mbers of the Order, will meet at their New Hall, over Kennedy's Store, at quarter past 7 o'clock. The public are respectfully invited to at-

W. E. Hu HSON, A. M. KENNEDY, T. J. WARLEN.

"Our Rail Road is again all right. Passengers are carried over as heretofore, and the Freight Cars pass over the Road without difficulty. It is not likely that a serious detention will again occur; at least, we hope not.

Concert Postponed.

Madame Anna Bishop's Concert is postponed till Thursday Evening, 3rd inst.

37 We understand that Maj. Noah, died on the night of the 23rd inst.-a former report being thco: rect.

47 We have no disposition to bore our readers. particularly on a sore subject. We are neverthe porting iron over the South-Carolina Rail road for the last three years, would have saved money by the construction of a plank-road at their own cost to the suppling. As to McAdamized roads, experience has proved them not to be half as durable as planking, and every one who walks King-street must see, from the mud we hope to hear shortly from these of our friends ir. arrears.

SONG OF THE EDITOR. DEDICATED TO HIS DELINQUENT PATRONS.

Air-"Then you'll remember me."

When other bills and other duns Their tales of wee shall tell, Of notes in bank without "the funds," And cotton hard to sell; There may, perhaps, in such a scene Some recollection be Of bills that longer due have been, And you'll remember me!

When 'hard-up' customers shall wring Your heart with hopes in vain, And deem it but a triffing thing To tell you "call again;" When calling proves a uscless task, Without the "lawyer's fee," In such a moment I but ask That you'll remember me!

Virginia Resolutions.

By last evening's mail we perceive that sundry resolutions have been introduced into the Virginia Legislature, and were made the special order for Friday last. We extract the following touching South Carolica, which we suppose

"2. That whilst this State sincerely sympathize with South Carolina in the feelings excipeople of some of the States with our domestic institutions; and whilst she cannot approve of all the legislation of Congress touching the same, yet she perceives in the present condition of the will be held on Wednesday Evening the 9th inst. to endanger the integrity of the federal Union. discussed.

"3. That in the language of the farewell address of the father of our country, she regards o era common sand or grarel road. Then, again, with the products of a populous and wealthy roots for high state honors. John Tylers must the "unity of government which constitutes us be scarce in Texas, as it appears that the office one people as a main pillar of our real independ-

ence; the support of our tranquili y at home, our pence abroad, of our safety, of our posterity, of that very liberty which we so highly prize; and watching for its safety, with 'jealous affixiety,' this State deems it a duty to declare that slie cannot unite in a Southern Congress, nor in any way commit herself to the evident consequences of such a measure; and she is constrained respectfully, but earnestly, to remonstrate with her sister State against any meditated secession on her part, which e mot but tend to the destruction of the Union and the loss of all the countless blessings that spring from it."

This, we suppose, is the first step toward the Virginia mediation, that has been talked of, and we do sincerely hope, it will be the last. On what ground can Virginia offer her mediation between South Carolina, and the North? as a friend? this we deny. Would you consider him your triend, who would counsel you to disgrace? Would you consider him your friend, who would advise you, or offer his mediation, to cause you to become the truckling, succumbing slave of a vile and oppressive moster? how then can we consider Virginia as a triend, if she advise us to a course, so low and degraded?

We differ with the Carolinian, in hoping that Virginia will send any Delegates to our Convention. We want no advisers who give us the firewell address of Washington, as a passport info the and of submissionism. What have we to hope from her, when she says she is afrail to commit herself so far as a Southern Congress, Alas! for Virginia, "the days of her g'ory are as if they had never been"-entombed with the "Illustrious Southerner" seems to be all her high and holy patriotism. The voice of a Patrick Henry, is silent, and with it the high strung chords of her State pride seems to be untuned. Mason, Hunter, Beale and Seddon, Tucker and a few more of those who keep alive the past, are scattered here and there as flowers over some deserted garden, in which the rank weeds and thorns had choked. all that once won the admiration of the beholder-If Virginia will submit-let her submit. But who would have thought, that the land of Lee, of Henry, of Wirt, and of Washington, could thus have fallen.

The Union Journal.

It is proposed by Mr. R. A. McKnight, to publish a l'aper with this Title, at Uhion C. H., in this State. The name is not indicative of submission. "In politics (says the Prospectus) the Journal will be devoted to the rights of the South, and the establishment of a Sanchern Confederacy."

Mcultrie House. Hall he towns

We see that this establishment will be opened early in May, for the reception of visitors; and in addition to the inducements offered last season, there are a number of others which must make it not only a desirable, but popular summer resort.

Ample arrangements will be made it is said, for the amusement of gentlemen, whose time may hang heavily on their hands. Among these, we regret t) see, a bar is enumerated. It would be a great blessing to most of them, if this (in our judgment) unnecessary appendage had been dispensed with. However, as it is none of our business, we must be excused, for intruding our opinion upon the public. We have no idea that what we say in this matter, will effect the practice of this bar very materially. We recommend the Moultrie House, bar or no bar. It is a Southern enterprise, and deserves Southern support.

MARRIED, on the 27th March, by Rev. A. J. Cauthen, Capt. J. E. RUTLEDGE, of Lancaster; to Miss N. M. TRUESDEL, of this Untriet.

LATEST NEWS FROM CANADA.
From the Montreal Gazette. June 19, 1849.
"Our readers will have observed the frequent notices which have appeared on our advertising columns of hene-fits resulting from the use of Wistar's Balsam of Wild Cherry in the care of diseases of the respiratory organs,

Cherry in the care of diseases of the respiratory organs, cutard all off-ctions, liver complaint, &c.

Many of the certificates are vouched in strong language, and may be thought to be mere catchpenny notices, for the purposes of drawing attention to a quack medicine. Such however. Wistat's Balsam of Wild Cherry is not. We can ourselves vouch for the good effects this Palsam had but diseases of the nature of those above mentioned. whenever we have known it resorted to, and that when every other remedy has been trie; and failed. From the New York Evening Mirror, March 39, 1849.

tive cures when all other prescriptions had proved of no

None genuine unless signed I. BUTTS on the wrapper, for sale in Comden at McKAINS' Drug Store. Wholesale by P. M. COHEN & Co. Charleston, S. C., and by Drugg'sis generally throughout the State.

From the Louisville Courier.

We have seen the young bride blooming, as it were, as the hird of paradise and the fair flower of hope, the pride of her father and the joy of her mother, her cheek flushed with anticipation, and her eye beaming with the soft expression of love—the gay dreams of life dancing on her fancy with the rich and variegated units of the rainbow promises. We have seen all this change I aye, the wedding garment for a shroud, and the bridal chamber for the sepulcher of the dead, and all this from neglecting a common cold. Now, before it is too late, use Dr. Roger's Livewort and Tar, which gives immediate relief, as thousands of our most intelligent families now admit of its most extraordinary cures. The gay the beautiful, and the young From the Louisville Courier. extraordinary cores. The gay the beautiful, and the young speak forth its praise, and will, so long as it make cures, and cheers the desnairing family firesides.

For sale at McKain's Drug Store, Camden S. C.

See Advertisement in another column.

(CAMD	N	PRIC	ES	CUR	RENT.	1.00
Bagging,	per yd.	14	to Id	Lar	d,	lh i	
rate Rope	115		to 12	Larit	d.	lh (
Bacon,	115	9	10 121	Mo	asses.	gall 3	1 to 40
Butter,	lb	18	to 20	Mag	karel	. bbl t	3 to 10
Brandy.	gall		10 35				
Beekway,	Th.	13	10 22	Oat	s.	bushel	75
Beef.	Ib	-1	to 5	Pea	5	bushel	80
Cheese.	H	1	2 15	Pot	ataba	sweet, bu	50
Cotton.	Lin	8	to 11	1		Irish bu	15
Corn.	bushel				2	bushel 9	5 to 1
Flour.			to 7			bushel :	3 to 1
Folder.	cut		150			lb 7	
Hides, dry	15					sack	11
Iron.	115		to 61			hug	11
Lime.	bbi						to 54.
Leather, se	le. Ib	17	10 22	Wh		hush	0.013

CAMDEN DEBATING CLUB. The regular Meeting for Wednesday Evening 2d inst. will not take place. An Extra Meeting caption the San Augustine Herald of the 8th country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall, when the following Query will be Country nothing to justify any action calculated at Library Hall at Library

> Query .- Are the causes which tend to perpetuate stronger, than those which tend to dissolve the union of these States. S. B. LEVY. Secretary.