

TO THE WOMEN OF CAROLINA
There has recently been formed an association, to which we would call your attention, and bespeak for it your earnest sympathy and hearty support. A body of ladies have organized a society for the purpose of aiding "The Calhoun Monument Association" in collecting a sum sufficient to build up a lasting testimonial to the memory of our Calhoun.

Each daughter of the State, by subscribing her name and one dollar, is entitled to the privilege of enlisting herself among this patriotic sisterhood.

Now we earnestly call upon the daughters of Carolina zealously to embrace the opportunity afforded them of proving their patriotism; and thus wipe off the foul stain of ingratitude, with which, as a State, we are dishonored and reproached. But it has been, and may again be said, we built no monument to Sumter and Marion, why then build one to Calhoun! In no system of logic do two wrongs make a right. Shall the thief say I stole yesterday, therefore it is right for me to steal to-day?

Shall we omit deeds of charity this year because we were blind to our duty the last? Oh! no, let the good deeds of the present cancel, in some measure, the omissions of the past.

In the name of patriotism, in the name of justice and gratitude, we call upon the women of Carolina to come forward and generously aid in this praiseworthy cause. Never let it be said of them, that cold and ungrateful hearts refused to acknowledge the claim, and their hands to bestow a little mite upon this just and worthy undertaking.

For our own sakes, let us not afford Calhoun to reap any longer beneath the lowly tomb that now covers him, a tomb far from being commensurate with our gratitude or his worth.

Let us not refuse to honor him, who, for so many long years honored us; who, fighting manfully our battles, perished in the midst of the weary conflict, with his arm on a sword.

Let not our glorious "Star of the South" fade from out the sky, and we raise no memorial to tell of the departed glory, that, replenished in beauty, tracked our armament with such lustreous light.

Let the woman of Carolina rally in this cause, and, certain of success, we shall see, gleaming in beauty, the memorial stone of a people's gratitude.

Standing still and calm in marble majesty, it will yet speak eloquently of a people's love, and the mothers of Carolina, gathering at its base, and, proudly pointing their sons to the honored name of Calhoun, shall bid them learn a lesson of Truth, Justice, and Virtue.—Evening News.

TOTAL DESTRUCTION OF FRENCH'S BALL CARTRIDGE FACTORY.
About two o'clock yesterday afternoon the building occupied as a factory for the making of ball cartridges at Lower Ravenswood, Long Island, blew up with an explosion that shook the houses in the neighborhood for two miles around, and breaking the windows of all those buildings which were within six hundred or eight hundred feet of the place. It was reported by Mr. French, who together with his son, are generally engaged in the building, but being at the moment otherwise occupied, happily escaped serious injury, though Mr. French, sen., is suffering severely from contusions.

The number of persons employed is generally about thirty, being for the most part girls of the age of ten to eighteen; but some men and youths also find work in the factory. The exact number of lives lost is now not known, for, being the afternoon of Saturday, a greater or lesser number than usual might have been there, according to circumstances.

Our reporter was on the spot half an hour after it occurred, and the sight of such a sickening scene as he witnessed is not likely to be soon forgotten. The site of the building and the surrounding lots were covered with the debris of the building, human limbs, and fragments of machinery. We saw a man draw from the mass the head of a little girl which he knew was that of his daughter by a bit of ribbon fastened to her hair; but any other portion of the body he would never find, or if he found it, he would be unable to say it was the body of his child.

The precise cause of the explosion no one remains to explain. It is known, however, that the stove used for warming the building was red hot, the day being very cold; and from the highly combustible materials which were used in close proximity to it, may readily be imagined, by supposing some particle ignited on the floor, and communicating with the articles in various stages of preparation caused the explosion.

The shock occasioned by the explosion was tremendous, and was sensibly felt at a distance of six or eight miles; and during the afternoon a report was current, that Williamsburg and Brooklyn that an earthquake had taken place somewhere upon the island.

It is supposed that there was about twenty persons in the building, and but three were known to have been taken out alive.

The people of the village where Mr. French severely for not employing a greater degree of caution in his dangerous manufactory, and especially for not appointing a cautious and experienced superintendent over his juvenile workmen, many of whom were of tender years, some of them being under twelve, and only two or three adults among them, if we are rightly informed. Several of the Irish residents of the place became, shortly after the occurrence, quite riotous on the subject, and a riotous mob of about a dozen, headed by F. Perkins, in consequence of these threats, that gentleman, with his family, have left the place temporarily.

HON. L. M. KEITT.
The following from the correspondent of the Charleston Standard contains an account of the Speech lately made in Congress by the Hon. Laurence M. Keitt:

Mr. Keitt made a powerful speech in the House yesterday, advocating the imposition of tonnage duties as the best means to secure economy in laying taxes. His arguments were clear, full, and unanswerable, and were received with marked attention by the House, and warmly applauded by the galleries.

Mr. Keitt said that South Carolina was republican and would support any administration, in the attempt to bring back the Federal Government to its primitive republican simplicity. South Carolina had never stooped from her high and sovereign position to mingle in the strife of party, and to gamble away her rights for pelf and patronage; nor would her delegation bind her to the error of party. She stands upon the old republican platform, which was wide enough for all to stand upon, too narrow to sluffle on. She was always first in the field of battle, when called upon, and if again demanded, to send her sons forth to battle, she would do so right merrily, and would uphold our flag and ask no share of the spoils.

He would not discuss the slavery question for that institution was founded in the immutable law of God—that it was a great national necessity—and was, as the South believed, the corner stone of society. That class is an enduring, not a conquering one, and hence, the annals of that section are not stained with blood, nor its history marked by popular violence.

Mr. Keitt showed the present casting, hypocritical abolitionists, in their light, and strip from their persons all their garments of pretended philanthropy, and painted the character of the political demagogue in vivid and glaring colors.

He did not ask for territory—he did not ask for Cuba war, but, under two contingencies, he would seize it and hold it, at all hazards. The first was, in case of European intervention in the affairs of the island, and the second was, if Spain attempted to manumit the slaves.

ARRIVAL OF THE STEAMER ASIA.
The British steamer, Asia, from Liverpool with dates to the 14th ult., arrived at New York yesterday.

LIVERPOOL COTTON MARKET.—The sales of the week reach 89,000 bales. Fair Orleans is quoted at 63, Middling 60 1/2; Fair Uplands 63-8, Middling 57. The demand fair and the speculators have taken 4,000 bales, and Exporters 2,000.

The Turks have gained a victory near Kalafat. The Porte consents to negotiate. The British and French fleets were still in the Black Sea.

The latest rumors from St. Petersburg were more pacific.

The allied fleets all proceeded to the Black Sea on the 2d, except six ships left at Bujores to guard the Bosphorus. The first division remains anchored at the Rapids.

The Czar, it is said, is not disposed to view the entry of the fleet as a declaration of war, but has ordered all his own fleet to return to Sebastopol.

On the 6th of January the Turks gained a brilliant victory on the Danube. They stormed and carried the Russian entrenchments at Camp Iuliu, near Kalifat and put twenty-five of the enemy to the sword. They also attacked a body of eighteen thousand Russians sent to relieve Citati, and after a sharp encounter, compelled them to retreat. The Russians are thus driven back from positions at which they hoped to cross the Danube. The Turkish force in battle, was fifteen thousand men and fifteen guns, and it is admitted that Omer Pasha brilliantly outmaneuvered the Russian Commander.

Other advantages were formally notified by the Divan on the 1st inst., to the ambassadors of the Four Powers, but the details are not given. Supposed to be the storming and capture of Karakol, with several skirmishes.

It is confirmed that Persia has resumed negotiations with Great Britain, and will not at present attack the Turks.

The American ships, Edward Ward Fletcher and Condon, had been fallen in with at sea, wrecked. The crews and passengers were saved. The infant Princess of Spain, died suddenly. The Rev. J. C. Richmond, who has been detained in prison by the Austrian police at Rehene.

Hungary calls on the United States for redress.

The Advertiser.
ARTHUR SIMKINS, EDITOR.
EDGEFIELD, S. C.
WEDNESDAY FEBRUARY 8, 1854.

Our Collector.
MR. M. E. WAGNER is now abroad upon a collecting tour for the "Advertiser." We hope he will be kindly received by our subscribers, and dismissed with "the needful" as precipitately as possible.

A Proposition.
We know that some of our subscribers object to having their names published in the Patent Medicine Advertisements to the exclusion of good reading matter. It is exactly our own feeling upon the point; and we really wish to turn over a new leaf in this respect. Our engagements with advertisers of this kind will expire in a few months; and now for the proposition we have to make. It is, that each subscriber, who can do so, shall procure for us an additional subscriber at an early day as possible. Should this list of new patrons come any thing near making up the deficit upon our protractance which will ensue from curtailing our advertisements, we will gladly "throw physics to the dogs" and, in lieu of a stiff, call on many spay items as may be required to fill the space. We hope our considerate and intelligent friends will act in the matter.

NEXT WEEK CAPT. A. J. HAMMOND'S piece upon the Bridge question will appear. We regret that it reached us after our matter for the week was made up.

A Particular Beg Off.
EXCUSE us, gentle and very dear reader, for our remissness this week—very, very excuse us. We had not thought to have had occasion to fall thus upon our knees before you. But so it is. Several articles were expected from correspondents; and we chose to leave all our space for them. But two of them failed and we knew it not in time to supply the elipsis with our own lucubrations.

But we present you with an excellent article on the "TABUET OF RESPECT." You will find also a goodly number of entertaining extracts.

FOR THE ADVERTISER.
TABUET OF RESPECT.
AT A Regular Meeting of CALDWELL LODGE, No. —, A. F. M., the following Preamble and Resolutions were unanimously adopted.

WHEREAS, God has seen proper, in the dispensation of his justice towards us, to visit our Lodge and call from us our friends and Brethren W. F. WISE, JOHN LYON and JOHN B. HARRISON. Let us therefore be humble in recognizing God's wisdom in this afflictive dispensation, and bow with reverence before these mandates. And WHEREAS, it becomes us, while thus bowing to these decrees of Providence, to proclaim our feelings of grief, and share our sorrows with those of their bereaved families, and pay a just tribute of respect to their memories. Be it therefore

Resolved, That in the death of Brothers W. F. WISE, JOHN LYON and JOHN B. HARRISON, the community has lost valuable citizens, and the fraternity three good Members.

Resolved, That we tender our warmest sympathies to the bereaved families for the losses they have sustained, and invoke the assistance of God in their behalf.

Resolved, That in testimony of the loss the Fraternity has sustained in the death of our Brethren, we will wear the usual badge of mourning in the Lodge for three months.

Resolved, That the above Preamble and Resolutions be recorded in the journal of this Lodge, and that copies be sent to the families of the deceased, and also to the Edgefield Advertiser for publication.

FOR THE ADVERTISER.
Plank Roads—What they do for the Farmer.
MR. EDITOR:—As the Advertiser is a medium for the communication of ideas and information, permit me, through its columns, to tell to your readers, what I think and know of the Plank Road system; a system which, though successfully tested in our own District, has not yet received the favor and support from the farmer that its merits and his interests demand. There are those among us, whose incredulity or want of observation veil from their eyes the truth, and they still regard this system of improvement as one of the chimeras of the times, or as one of the meteoric humbugs of modern progress. There are men in all communities, whose mental obtuseness and narrowness of purpose, keep them in the rear of great and beneficial results until faster and more expansive minds have established their truth by hazardous experiment and practical success. Such skeptical obtuseness exist in this community; individuals who decry every thing that savours of improvement as the abortion of "Young America's" progressive genius, and oppose it with all the violence of envy and jealousy. This class of citizens are usually denominated "Old Foggies,"—not because they are old men, I apprehend, but because they read old books (I love old books) or books at all, and pertinaciously adhere to old principles and antique customs. They live in error, and are one of the retarding elements in human advancement; they are drones in society, and their blighting influence is manifest upon the manly struggles of every laudable enterprise. It were a waste of time to attempt the Herculean task of removing the optical scales that hide truth from these interesting specimens of the genus homo; they are "joined unto their idols," and with them "let Nature take its course."

It is to the doubtful, the timid and the active friends and staunch believers in Plank Roads that I would speak. I would convince the doubtful; dispel the fears of the timid, and encourage the advanced and enterprising few who are already engaged in the good work.

I am no enemy to Rail Roads. So far from it, I hope to see every Road now projected in the State completed and in successful operation. In a political and Commercial point of view, Rail Roads are far—very far superior to any and all other systems of inter-communication, travel and transportation; but for social and agricultural purposes, Plank Roads claim superiority, and they are infinitely of greater utility, convenience and advantage to Villages and farming communities through which they pass, than any other system of road-making yet presented to our understanding.

I have had occasion to give some attention to the history, construction, and effect of Plank Roads; and the result of my limited investigations, has been to impress upon my mind three important truths: First, that Plank Roads are cheaper in construction and repairs than any other system; Second, that they enhance the value of adjacent landed interests in a greater ratio, and enable the planter to realize greater profits than do any other Road; and lastly, that they pay better dividends to Stockholders than any other Roads. These are the rules—there may be isolated exceptions.

Departing from the usual sermonic order of discussing a three-fold subject, I propose to vindicate the second truth only in this paper—namely, that Plank Roads tend in a greater degree to appreciate landed property, and are of greater and more general utility to the farmer, than Rail Roads are. (I can institute a comparison with no other system, because we have no other among us except the old fashioned mud road.)

It has long since been ascertained by all observing men, that land increases in value, correspondingly with the increase of facilities for the transportation of the products of the soil to market; and this, I take it, is a rule that has no exception where the soil will sprout peas, or produce wheatearberries; for if it holds good in one case it must in all. If then the facilities afforded the planter and the landholder, for the transportation of their produce to market, and their supplies in return, by the Plank Road, are equal to the facilities acquired by Rail Road, the appreciation, or enhancement of the value of their land must be in the same ratio. But Plank Roads confer domestic or local advantages, which the Rail Road does not, over and above the marketing convenience, that materially effect and influence the prices of real estate, as I shall presently proceed to show.

Rail Roads are eminently useful in their peculiar and most natural sphere—the shortening of distances and the annihilation of time. They are often of incalculable advantage to the Cities, Towns and Villages situated at their termini. To the Manufacturer they furnish the cheapest means for the transportation of his Machinery, Cottons, Cloths and Casimeres; and to the Merchant they are of very great utility and convenience. In the common course of trade, he necessarily accumulates, at short periods—large quantities of produce and merchandise in his Stores, and the frequent changes, and rapid fluctuations of prices require that he should have the convenience of quick transit, and rapid exchange, in order to enable him to realize a profitable yield upon the hazard of his capital. And they are a modern traveler's peace and comfort, they are a sine qua non. He lives, moves and has his being amid a constant clash-crash uproar—rush here and thither; and he is borne along in a confused train of thought, as fast as the comet's flight, disposing of brain-impressions, ideas and objects, as they enter his cranium, with corresponding rapidity, until speed becomes his ruling passion, when he is seized with a fit of go-a-head-iveness, and at forty miles per hour, annihilates Rail Roads in general for not running ahead of time. (It is no ball, I mean schedule time.) Rail Roads are also useful and necessary for Government purposes, and the political advancement and aggrandizement of our common country. In the transportation of slaves, troops, mail matter, &c., the exchange of commodities between different and remote climates, and the inter-communication of distant States, and different sections of this world of Sea-girt freemen, their good influence is sensibly felt and gratefully acknowledged.

In all these particulars, Plank Roads, of course, will be over-advanced by a comparison; but there are local purposes, home wants, social pleasures, and agricultural interests to be subserved, that are of paramount importance to a planting people—and before which these floating elements of society and Government sink into comparative insignificance.—To the planter, Rail Roads are of no earthly advantage, except for the carrying of his produce and family supplies; and to patronize them in this respect, he does a losing business, provided he is blessed with the convenience of a well-constructed Plank Road. He derives no advantage from them in his intercourse with his neighbors; no advantage in the domestic labours of husbandry; none in the convenience, safety and comfort of his family, and none in the wear and tear of his wheels, or in the vitality and endurance of his horses. The Cars may run through his yard, and yet he will find it inconvenient, and, in a degree, unsafe to carry his wife and children aboard for the purpose of paying a social visit to his neighbour; he cannot drive his team on board to go to a remote field, a neighboring mill or village; nor can he make the Rail Road subservient to his purpose for gathering in his crops, or hauling his lumber and fire-wood. For all these home purposes the Rail Road leaves him in exactly the same condition in which it finds him, and the Cars only salute him, as they pass his door, with a whistle and a puff.

What do Plank Roads do for him? They find him as Rail Roads do, plodding along, toiling and struggling through the mud, breaking his wheels and killing his horses, in going to and returning

from his fields, his forests, his mill, his neighbours, his place of trade and his Church. They give him a good haul, passable Road, every day in the year; they take his wheels out of the mud, and his horses too; and at all times, and in all kinds of weather enable him to perform his social and business intercourse with his neighbors, his domestic carrying, and his various home duties with much more ease, in less time, and with one-half the labor. When his glee is too wet for the treading plow, he can employ his domestics and his team, in a thousand ways about his farm, assisting his neighbors, carrying off his produce, &c.; he is never obliged to strangle his team, or idle his horse in consequence of bad roads, for he has a good road, as well in wet as dry weather. Nor does he wear and break his wagon upon Plank Roads. It is estimated that wheels and tire wear four times as long upon Plank Roads, as they will upon the common or Macadamized Road. And it is also a well established fact, that with reasonable and humane traveling, horses will last much longer on Plank Roads than on any other—it is fast driving and mismanagement, and not the weight of load, that makes the horse fail before his time. The following remarks of Mr. KINGSWOOD, Civil Engineer on the Hudson River Rail Road, in 1850, are admirably illustrative of this part of my subject—they are an extract from his valuable pamphlet on the "History, Structure and Statistics of Plank Roads." He says, "It has been asserted that horses traveling mostly or occasionally on Plank Roads are ruined before their time. But it will be found that this opinion rests altogether upon what is observed to occur, either where the plank surface is badly constructed, or where the power of the animal is mismanaged. If, for instance, the strings are laid without care, the perulation of the water increases the defect, and any weight passing over the Road is succeeded by a rebound varying with the velocity of the passage; and it is this rebound or elasticity which operates principally upon the horse. It is only necessary for a man to run some little distance on a caneway, having this defect, and he will feel at once the difference between a well and ill constructed Road. Mismanagement is a principle and frequent cause of the deterioration of the horse's vitality and endurance. Owing to the trifling resistance encountered on a Plank Road, and the consequent ease with which a great weight is drawn, drivers, without noticing the rate at which they travel, press their horses beyond their strength. The axiom has long been received, that it is speed, not weight, which destroys the horse. It is the pace that kills. The argument against Plank Roads, derived from this observation, and making its inference from the very excellence of the Road, is palpably vicious. In reality, there is nothing to warrant the inference, that the horse is a sufferer on a well-made Plank Road. On the contrary, it may be said without contradiction, that the horse, when not pressed beyond his strength, can work longer, and always in better condition, on a Plank Road, than on any Road whatsoever.

If I have spoken the truth thus far, and I challenge contradiction, it will be seen that for all local and domestic purposes, the Plank Road has a decided advantage over the Rail Road, and all other Roads. I shall now proceed to the consideration of the comparative advantages of Plank Roads, to the planter, in the transportation of his produce to market. And here I must be allowed to institute an assumption argument, in order to arrive at reliable data.—I will, then, suppose that the planter resides at the distance of fifty miles, both Rail Road and Plank Road, from his market; and I will further suppose, that he produces sixty bales of cotton, weighing three hundred and sixty pounds per bale. He must either ship by Rail Road, or by the common carrying on the Plank Road; he calculates the cost and expense by the one, and compares with the other, and the result of his comparison is as follows:—By Rail Road, his freight at 50 cents per bale, the ordinary rate, is \$30; his drayage at 64 cents per bale, is \$25.20; his insurance, at 1 percent, the usual rate, supposing his cotton worth 10 cents per lb, is \$21; his commissions for selling, at 50 cents per bale, is \$30. He wants 1000 lbs. of Sugar, Coffee, Salt, Iron, &c., in return, the drayage and freight on this is \$150—the whole amounting in the aggregate to the handsome sum of \$397.75.

I must premise the Plank Road side of the question, with the observation, that the planter runs his own team and driver; and that in the winter or market going season, though obliged to keep them, he has but little use for them on his farm, and on the road they consume no more food than at home. This being the case, it is unfair to argue that his team and driver cost him the same, on the road, that he would be required to pay, were he to employ his neighbor's team and driver, for the simple reason before stated, that it cost him no more to feed on the road than it does at home; and the time and labor only can be admitted in the argument, and counted as cash paid out.

Well, then, on the Plank Road, with six horses, he can, with the greatest ease, draw twenty bales of cotton, or 7000 lbs. This may at first be regarded as too large a figure, but it is not; on the Northern roads, where the grades are much heavier than they are here, 40 cwt. is considered an ordinary draught for two horses; whether the team can draw the load, is not a consideration—for those who travel on Plank Roads affirm that the only danger is that the wagon cannot bear the load, not that the horse cannot draw it.—Kingswood's pamphlet, p. 6.

This would enable the planter to carry off his sixty bales at three trips, each trip requiring four days in its performance; and this is time enough, for thirty-miles is the minimum distance per day, made by teams drawing heavy draughts.

The driver is worth per day 50 cents, (but few slaves are worth more,) the team and wagon \$2 50 per day, making for the four days, the sum of \$12, add to this, the toll down and up 85, and the planter's expenses in town one night, say \$2 50, and the total for each trip is \$19 50, and an aggregate for the three trips of \$58 50, or \$35 50 less the cost by Rail Road. But here let it be remembered, that the planter pays out no actual cash for his team and driver; they being his own, he retains within his pocket the \$36, accounted for their time and labor; and hence the difference in cash actually paid out is \$71 25—i. e. \$71 25 less by Plank Road than by Rail Road. To recapitulate:

BY RAIL ROAD. Freight on 60 bales cotton, 50 miles, at 50 cts per bale, is \$30.00. Drayage on 60 bales cotton, at 64 cents per bale, is \$38.40. Insurance on 60 bales cotton, at 1 per cent, is \$2.10. Commission for selling 60 bales cotton at 50 cents per bale, is \$30.00. Multiply by 3. Difference in favor of P. R. \$71 25.

BY PLANK ROAD. Driver for 4 days, at 50 cts per day, is \$2 00. Team, for 4 days, at \$2 50 per day, is \$10 00. Toll, down and up, is 85. Total, down and up, at 34 cts per bale, is 7 50. Insurance on 60 bales cotton at 1 per cent, is 21. Commission for selling 60 bales cotton at 50 cents per bale, is 30.00. Multiply by 3. Difference in favor of P. R. \$71 25.

From these figures it appears that the Plank Road is the cheapest, by \$35 25, in the transportation of sixty bales of cotton; or 58 cents on the bale; and that he actually saves, by his own carrying, \$71 25, or \$1 18 on the bale. I will meet the argument that time and labor are money, with the simple remark that it is better for the planter to turn his time and labor into cash, than to pay out time and labor to others—in the shape of dollars and cents—while he destroys the same amount at home in idleness; or if he remain at home, doing nothing, and em-

plays other means to carry off his produce, his outgoings are two fold—his own lost time, and the amount paid out for carrying.

Then the Plank Road system is the cheapest: is it so expeditious? I will look into the facts, and see it is reasonable to suppose that, as a general rule, his two days will be consumed by the planter in placing his sixty bales on the line of Road, or at a station; and from the known negligence and careless indifference of Rail Road Companies, it may safely be assumed that one day will be consumed in loading, one in transit, and one in discharging. After this the cotton goes into the hands of the Factor, in whose warehouse it may remain for one, two, three, five or ten days, as the case may be; so that ten days may, with all safety, be set down as the time required for the shipment, sale and return of the proceeds. This is two days less time than the sixty bales can be transported in, with only one team, which, of course, in that case, makes the Road the most expeditious; but it is seldom the case that the planter desires to sell his entire crop at the same time; it is more frequently the case that he finds it inexpedient, and to his advantage to send it off as he finds and packs it—say one or two loads at a time.—In this case it will be seen, that the Plank Road is by far the most expeditious.

If I have succeeded in establishing my premises, and the truth appears that Plank Roads facilities, for social and agricultural purposes, are equal to those afforded by Rail Roads; the rule with which I set out is applicable, and the appreciation of landed interests, by the construction of Plank Roads, is equal to the enhancement under the operations of Rail Roads.

A few words, on this point, Mr. EDITOR, and I shall close my argument upon this branch of the subject. The history of Plank Roads, and their influence upon the prices of land, show an invariable and almost incredible rise in the value of real estate. In the State of New York, where this system has been worked to a greater extent than in any other portion of the country, the increased value of land, in consequence of the acquired facilities for marketing, is double the usual increase on the line of Rail Roads. Albany has three Plank Roads, upon all of which the price of land has increased 30 per cent; in the Amsterdam and Fish-Neck Road it has increased 30 per cent; on the Fonda and Caroga Road 300 per cent; on the Farm Roads, converging towards Utica, 25 per cent; on the three Roads leading from Rome, 500 per cent; on the five Roads radiating out from Syracuse, 700 to 1000 per cent; on the two Oswego Roads, 50 per cent; and on the Rochester Road, 50 per cent. What cheering results; on nine Plank Roads, in one State, the average increase in the value of landed property, is 282 per cent. In our sister State, North Carolina, the same results have been experienced. The town of Fayetteville is the converging point of five Plank Roads, which traverse a great deal of poor pine lands, as well as extensive areas of good farming land; these Roads are completed to the extent of near three hundred miles, and the average increase in the value of the lands lying adjacent to them, is estimated at 200 to 300 per cent. Although I could add instances of this sort from every State in the Union where the Plank Road system has been adopted to any extent, as also from the Canadas where the system is held in high estimation; one more instance will suffice my purpose, as with it the most of our readers are familiar. I allude to the Hamburg and Edgefield Plank Road. Upon the line of this Road, the increase in value of land varies according to the distance it lies from the lower terminus; for the first eight miles from Hamburg, the increase is estimated at 25 per cent, (let it be remembered that on this part of the Road there is no wood or timber, all having been cut and carried off years ago); above this, the increase in value is gradual until at the Pine House, a distance of twenty miles, it reaches 100 per cent, and varies according to locality. All these beneficial and profitable results, are the effect of acquired and increased agricultural and marketing facilities. No such results characterize the Rail Road system, unless it be in the minds of interested enthusiasts, whose objects are to "secure the charter."

I have now done with this branch of the subject. Mr. EDITOR, and I submit what is written to your readers, with a promise, that if they and I think the laborer worthy of his hire, to pursue the first and truly truthful strand in the beginning—but more particularly the third—viz: that Plank Road Stock is the best dividend paying stock in the CAROLINA.

Yours in esteem, CAROLINA.

I am indebted to Mr. KINGSWOOD for valuable information relative to Plank Roads in New York.

INTERESTING FROM CUBA.—Our Havana correspondence by the Crescent City, which arrived on Saturday, contains many very interesting items of intelligence from that port. It seems that out of thirty-two men who were committed to the dungeons of Havana on charge of being engaged in the slave-trade, all but three have been discharged; and these three are the American sailors—whose offense it was that they were found on board a slave-ship, having been shipped under false pretenses, and detained against their will. Three Americans are to be kept four years in the chain-gang,—sweeping the streets of Havana—one of them is an old man of 70, and another a boy of 19! Has our Government even taken the pains to procure any authentic report concerning the cause of their detention, the offenses laid to their charge, and the kind of trial they have enjoyed? Is there not some one who would care to move a call for information on this subject?

One of our correspondents sends us a statement of the number of slaves imported into Cuba during each year for some ten years past; from which it will be seen that during the last year nearly 9,000 were thus introduced. Slavery is still rife in this City, and the coast of Africa, and are now being sent to have been carried off into Janeiro for the prosecution of this piratical trade on a still more extensive scale. We trust a day of reckoning for the Spanish Government in Cuba is near at hand.—N. Y. Times.

AN AGED MISTRESS.—An old man named Beaving died at Chilington, Somersetshire, aged 93. He denied himself of almost every necessary article of food, fire, or clothing. A fortnight since he was visited by a lady, who gave him a shilling, as he told her he was perishing from want, and she had heard of his death, and that he had not had about the cottage nearly £200, principally, in gold and half guineas, several suits of clothes, rotten from lying by, and a quantity of coal, which was bought by him two twenty-one years since, but which he was too niggardly to burn. There was also found a will, wherein he bequeathed £200, which it seems he had put out at interest, with the other money, &c., to some relatives in America, leaving a poor old relative, who had rendered him every assistance in her power, without a shilling.—Sherrborne Journal.

AMAZON RIVER ENTERPRISE.—The New York Post understands that the Brazilian Government, by its agents in that city, have annulled a grant of Land and River Navigation on the Amazon, by purchasing all the right, title and interest, claimed by Captain J. D. Williamson, under said grant, for the sum of \$10,000, in cash, and a certificate in interest on the said river, worth as much more—formerly belonging to the Government. The contract for the steamers building for Capt. Williamson for the navigation of the Amazon has been assumed by the Brazilian Government, who intend to have them so built as to answer for the use of their Navy.

More than sixty criminals have been executed in the United States during the year 1853, and quite a number are now in prison under sentence of death.

A large establishment for the manufacture of sewing silk is about to be erected at Hartford. It will give employment to some three or four hundred operatives.

DAMAGE BY THE FLOOD.—The Nashville Whig says: The late heavy rains appear to have extended a considerable distance in every direction over the country. We learn from the Murfreesboro News of Wednesday, that from the rain of the preceding Thursday, "Stone's river rose within a few feet of the highest point it was ever known to attain," and that the flood in Lytle's creek had swept away about a hundred yards of the Railroad, south of the depot. The News also learns that some damage was done to the track about ten miles beyond Murfreesboro, near Christians. We also hear that some injury was done by the flood, on that part of the Road between Chattanooga and the Tennessee river, but we are not particularly informed of its nature or extent. We trust they will turn out to be inconsiderable, at the most.

The New York Express says that reports from Madrid via Paris are that the Marquis de Turgot had his leg amputated, and is in a dangerous condition.

HYMNIAL.
MARRIED, on the 22d January, by Rev. Jesse P. Bodie, Mr. Jesse COUCH and Miss LUCINDA LOTT, daughter of Mr. Elbert LOTT, all of this District.

COMMERCIAL.
Correspondence of the Advertiser.
HAMBURG, Feb. 4.
COTTON.—In the early part of the week our market was much depressed, and prices had declined 1/4 to 1/2 cts from those of last week. The Market on Thursday was relieved by the receipt of more favorable advices from Liverpool, which caused prices to advance, or fully recover the loss. There still appears to be serious apprehension of a general war in Europe, but for that, Cotton would improve in price. The decrease in the Receipts at all the Ports, as compared with last year, is 617,000 bales. We quote extremes 7 to 9 1/2 cts. Market unsettled. D.

Butler Lodge, No. 17, I. O. O. F.
A Regular Meeting of this Lodge will be held at 7 o'clock on Monday evening next, at W. O'NEAL, Sec'y.

S. S. TOPKINS, ATTORNEY AT LAW.
Office in rear of the COURT HOUSE. Edgefield, S. C., Feb. 8.

Return Day.
ALL Persons indebted to the Subscriber by Note, are requested to come forward and pay the Interest on the same, or they may rest assured they will have cost to pay. All who fail to do so, previous to Return Day, will be put in the hands of an Attorney for collection. ROSELLA BLALOCK, Feb. 6, 1854.

To Planters.
THE Subscriber has for sale an excellent Second-hand TWO HORSE WAGON, in good repair, which will dispose of on the most reasonable terms. C. H. GOOLWIN, Feb. 8.

Tax Collector's Notice.
I WILL attend at the following times and places hereinafter specified, to collect the General Poor and Road Tax for the year commencing 1st October 1853.

At Stevens' Store, on Monday, 20th Feb. same evening, 3 o'clock.
"Miller's, on Tuesday, 21st, same evening, 3 o'clock.
"Liberty Hill, on Wednesday, 22d, same evening, 3 o'clock.
"Freeland's, on Thursday, 23d, same evening, 3 o'clock.
"Parks' Store, on Friday, 24th, same evening, 3 o'clock.
"Mrs. Middle's, on Saturday, 25th, same evening, 3 o'clock.
"Maj. S. C. Scott's, on Sunday, 26th, same evening, 3 o'clock.
"Red Hill, on Monday, 27th, same evening, 3 o'clock.
"Cheatham's Store, on Tuesday, 28th, same evening, 3 o'clock.
"W. S. Smyley's, on Wednesday, 29th, same evening, 3 o'clock.
"Ridge, on Thursday, 30th, same evening, 3 o'clock.
"Lybrand's, on Wednesday, 31st March, on Thursday, 2d.

"Hatcher's, same evening, 3 o'clock.
"Granville's, same evening, 3 o'clock.
"Beach Island, on Saturday, 4th, on Sunday, 5th.
"Edgefield C. H., on Monday, 6th, on Tuesday, 7th.
"Maj. Allen's, on Wednesday, 8th, same evening, 3 o'clock.
"Richardson's, on Thursday, 9th, same evening, 3 o'clock.
"Mr. Willing's, on Friday, 10th, same evening, 3 o'clock.
"Nerva's Store, on Saturday, 11th, same evening, 3 o'clock.
"Rhinehart's, on Sunday, 12th, same evening, 3 o'clock.
"Havard's, on Monday, 13th, same evening, 3 o'clock.
"Mickler's, on Tuesday, 14th, same evening, 3 o'clock.
"Perry's X Roads, on Wednesday, 15th, same evening, 3 o'clock.
"Coleman's