| 2. They are more easily kept in repair, and yield a larger and more certain return to the |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{\|l\|l\|} \substack{\text { Boit } \\ \text { aid }} \end{array}$ |  |  |  |
| 3. Prodace can be carried over them nt least | TELEGRAPHIC INTELLIGŻNCE |  |  |  |
| 4. They yre partielelirly yadipted to to se sontle. |  |  |  | Requit mibrcribers |
| ern States, because of and the character of the power used. |  |  |  |  |
| people, because they ean be carried atmost toevery man's door, while railroads canaot. |  |  |  |  |
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|  |  |  |  |  |
| To these I may add that plankroads are bet- ter adapted to an agricultural country, because |  |  |  |  |
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|  |  | FALL GO |  |  |
| make the transient travel pay the expense of carryiag their own cotton to marhet, and also |  |  |  |  |
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| pecially where we have negro d:wers.3. That the planters will not trvel uponthem in eonsequence of the tolis charged; but |  |  |  |  |
|  |  |  | Real Cotton Land for Sale. |  |
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| 1 will answer these ohjections in order. |  |  |  |  |
| phankrond than to thy the superstructure of <br> ruilroad, ntid it will i.ust at lesist unc.third long |  |  |  |  |
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|  | days roul Poiit |  |  | (850. |
|  |  |  |  | es egars of sariow bran |
| than against the plamkoads. The weight is so immense, that to rerder the former satu for heavily laden cars, timbers have often to b |  |  |  |  |
|  |  |  |  |  |
|  |  |  | Committed |  |
|  |  |  |  |  |
| conclude that yellow pine will last as long atthe South as the hemoek will at the No:th. If |  |  |  | . |
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|  |  |  |  | d |
| 2. If eight feet be to sonth, it will be an easy matter, |  |  |  |  |
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| $\begin{aligned} & \text { their construetion at the North. Eigat feet at } \\ & \text { the North, where the popalation is mach mare } \\ & \text { dense, is fonad to be quite naple. The raat is } \end{aligned}$ |  |  |  |  |
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|  |  |  |  | - Canal, Sept. 24, 1850. |
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|  |  |  | NEW STORE. |  |
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|  | s.sm |  | dial | New Steam Boat Robert Martin |
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| consignees per rallroad. <br>  |  |  |  |  |
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|  | Corn, Flour and Bacon. |  |  |  |
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| Spingg $\&$ B, Derr $\& G, J \& M$ Iseman, $J d$ $\mathbf{W}$ Fanlenvider, Carson \& $R$, wood d $H, M$ |  |  |  |  |
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| Nathans, R Reid, A H Mess \& Co, F Burke, |  |  |  |  |

