CAROLINA WATCHMAN.

BY HAMILTON C. JONES. SALISBURY, N. C. SATURDAY, SEPTEMBER 3, 1836. VOL. V—NO. 7.—WHOLE NO. 215.

TERMS.

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WATCHMAN.

Salisbury, Sept. 3, 1836.

NAVIGATION OF THE UPPER YADKIN & CATAWBA WITH STEAM.

It is with the utmost satisfaction that we republish the following article from the Danville Reporter, on the subject of Steam Boat Navigation on the upper Roanoke. It was deemed of so much importance to the citizens of that region that it was furnished to the Reporter by the Farmer's Register in anticipation of the regular publication of the latter paper. Whatever is said of the Navigation of the Roanoke, Staunton & Dan Rivers, applies with increased importance to the Yadkin above the Narrows. We have a general acquaintance with the Dan and Roanoke as well as the Yadkin, and we have not the least hesitation in averring that the natural condition of the Yadkin is far more favorable for the purposes of steam boat navigation than the other. We do not think there is any such fall as the Enfield Fall (mentioned in the report below) between Ball Mountain (in the lower part of Davidson county) and Wilkesboro'. For seventy-five or eighty miles of the River above this point, we are assured that three feet of clear navigation can be obtained at low water with small expense, and that the rest of the river to Wilkesboro', with some additional expense can at all times of the year be made susceptible of bearing boats drawing two feet water. If a boat drawing nineteen inches can be used on the Connecticut with profit, as we are informed in the following authentic statement, what is to hinder the upper Yadkin from being used to the very utmost advantage, should a Rail Road be carried as contemplated from the Yadkin above the Narrows to Fayetteville. We have long understood the substance of the facts stated in the following article to be true, but they have never before come to us in a shape so imposing and perfectly satisfactory. We hail this information as opening an interesting field of enquiry to our up the River neighbors:—as the dawn of a new era not only to them but to the State. Of the Catawba River we are not so well informed, but we deem this publication is calculated greatly to cheer their hopes also. We hazzard little in saying, that there is no shoal on that stream for 100 miles above Tuckasege as difficult as the Enfield shoal, no point at which more than NINETEEN INCHES cannot be obtained at common water. We commend this matter to the enquiring and intelligent on both these Rivers. Considering how very easy it is to take the fall of water in a given distance, we hope that some gentleman living near convenient to the obstructions in these Rivers, will no longer leave these matters to mere conjecture, but will furnish us with the results of actual measurement: a common plumb, with a horizontal sight to it can be made in fifteen minutes, to take an altitude such as this: and a common surveyor's chain, can give the distance: the sum of all these altitudes and all the distances will give the aggregate fall at any of these shoals. We know of many gentlemen on the Yadkin that could make a correct survey of any of these shoals in half a day, and we call upon them to it. Such information would give us great satisfaction at our meeting at this place on the 10th of October, and might materially affect the destiny of the State.

REPORT ON THE NAVIGATION OF THE UPPER ROANOKE, BY MEANS OF STEAMBOATS OF SHALLOW DRAUGHT.

Communicated for publication in the Farmers' Register:

Lawrenceville, June 20th, 1836,

To Col. Andrew Joyner, Superintendent of the Roanoke Navigation Company.

Sir—Agreably to the order of the Board of Directors, made at their meeting in April last, I set out, on the 12th day of last month to perform the duties assigned me. The people of Clarksville, most promptly responded to this effort of ours, by appointing Tucker Carrington Esq., to accompany me, from whom I received much assistance.

From the Hon. Walter Coles, and the Hon. B. W. Leigh, we obtained every assistance they could give us in our investigations, by procuring and giving us letters to all persons in our route most capable of aiding us in obtaining the information we were seeking. These letters enabled us to make the acquaintance of many persons in the city of New York, and the States of Connecticut and Massachusetts, best acquainted with the subject of steam navigation in shoal water. In T. B. Wakeman, Esq. of the American Institute of New York, Alfred Smith, Esq. of Hartford Connecticut, and Charles Stearnes, Esq of Massachusetts, I found gentlemen well acquainted with the subject, and who were not only willing, but did put themselves to much trouble and inconvenience to oblige and assist us in every thing we desired. And although we applied to no one who did not manifest the greatest willingness to assist us, yet I should be doing injustice to myself and one of the most valuable and worthy men in New England, did I not in a most especial manner acknowledge the great kindness and service rendered us by Alfred Smith Esq. Mr. S. like all his countrymen, is engaged in business, to which he devotes himself with great assiduity; and his worth being duly appreciated by his fellow townsmen, much of the public business is thrown on his hands. Notwithstanding all this—and although at the time of our visit to Hartford, he was superintending the erection of a large public building—he gave us many hours of his time every day during our sojourn in that city. He had been superintendent of all the improvements on the Connecticut River, and knew all the facts in relation to them. He gave me a duplicate of the profile of the canals and locks around the falls; and a survey of the river, made under his direction;—which I will send you for the use of the Roanoke Company, by the first opportunity.

Every person to whom we mentioned the object of our visit to the north and east, invariably directed us to Thomas Blanchard, as the man to be consulted and employed by us. Indeed the unanimity with which all recommended Mr. Blanchard was astonishing—but when we went to Hartford and Springfield, and saw the steamer Massachusetts, ascending the Enfield falls, and what he had done in the United States' Armory at Springfield, we too, had no doubt of Mr. B.'s ability to put steamboats on the Roanoke, if mortal man could.

This extraordinary man was a common artisan, in the United States' Armory at Springfield, and I was told by Col. Robb, the superintendent, that he had added improvement in the machinery there, until it would seem to be as perfect as the art and wit of man could make it—the principal of which, however, is the machine for *turning* gun stocks, and any irregular figure. But the improvement for which, perhaps, his country will be most indebted to him, is his steam-boat for shoal water—it might be more appropriate to call it an invention—for it is built on a new principle. This gentleman I lost no time engaging for our service; provided you should sanction it. By promptly adding your request to mine, you will soon have an opportunity of learning from Mr. B. himself, what he has done, and what he can do on our river.

I shall now proceed to mention such facts as I have collected, and I shall also venture to give you some conclusions I have drawn from these facts—Being, however, entirely ignorant of engineering (never having my attention directed to such pursuits,) my conclusions must be received with great allowance.

The better to appreciate and apply the facts to be detailed, some account of the Roanoke, Dan and Staunton Rivers, will be necessary. The facts here stated of those rivers, are extracted from the surveys &c. of Messrs Moore, reported after the death of the principal engineer, by Mr. Isaac Briggs, to the Board of Public Works. The distance from Rock Landing to Clarkesville, is 60 miles—from Clarkesville to the highest point of the survey up Dan, is 125—and from Clarkesville to the highest point of the survey up Staunton, is 109 miles The whole fall from Rock Landing to Clarkesville, is 156.60 feet average fall, per mile, 2.61 feet. Whole fall from Clarkesville of the 125 miles surveyed of the Dan River, is 277,47 feet—average fall per mile 2,221 feet—whole fall of Staunton, from Clarkesville in the 109 miles surveyed, is 322,61 feet—average fall per mile, 2,96 feet. It will, from this be seen, that the navigation of the Staunton is the most difficult—and that of the Dan the best of the three rivers.

In one material thing these surveys are very deficient; namely, the fall through each mile; for although a fall of ten feet to the mile, might be easily overcome, if equally distributed the whole distance, yet, as is frequently the case, if the whole fall, or a large portion of it, occurs at one or two places in the mile, it might defy all the power of man or steam. In other instances too, the survey only gives the fall two, three, four and five miles; and frequently from place to place, so that the distance cannot be accurately known. This occurs most frequently on the Dan and Staunton rivers; on the Roanoke, the fall in the mile is generally stated.—The falls in the Roanoke, which require to be here noticed, are Eaton's, falls in the mile 11, 1 feet—Hamlin's Shoals, fall in two miles 16,11 feet. The next mile above these two, (having no name to designate it.) fall 5.98 feet. Pugh's falls, fall in the mile 5.62 feet. Horse-ford fall in two miles 8.95 feet—and Butcher's Creek, being two miles long, fall in one mile 5,60, and in the other 5,59 feet—On the Dan the only ones I shall notice, those of Hyco—they being the only obstruction for some 50 or 60 miles above Clarkesville. These falls are about 1¾ miles long, fall 12,89 feet. On the Staunton, Tally's falls are the only obstacle to Brookneal—and it is useless to notice any other on that river. Here, the survey is too inaccurate to enable me to ascertain the distance to which is affixed the fall mentioned; but as well as I can understond it, the rapids must be about 1¾ miles—in which distance, the whole fall is 15.23 feet.

I will now beg leave to conduct you to the Connecticut River, and lay before you some minute statistics. From Hartford (below which, the river is free from any obstruction) to the foot of Enfield falls is 12 miles—fall, not more than two or three inches to the mile, and the water smooth. Enfield falls nearly 5 miles from head to foot; with one mile of slack water between the upper and lower falls extend nearly 2½ miles (half a mile of which is slack water) and has 20 feet descent—principally, if not entirely, confined to two miles, there are a succession of rapids—one or two of them greater than the others. After the termination of the lower falls, one mile of slack water intervenes; after which, we come to the upper falls, being one mile in length, and having a descent of 10 feet—the descent is unequally distributed, being most of it in three bars, namely at Enfield bridge—Mad Tom Bar—and Surf Bar From the head of the falls to Springfield, is 8 or 9 miles—and from thence to the foot of Hadly falls, is about 8 miles farther; making the distance of 16 or 17 miles, from one fall to the other—in all which distance there is slack water, and fall of only a few inches to the mile, One mile below Hadly falls, however, you have Williamansett falls being not quite such hard water as upper Enfield falls. Hadly falls have a descent of 50 feet in 2½ miles, around which there are locks and a canal through which, all boats and rafts are obliged to pass. From the head of Hadly falls to Miller's fall's is 35 miles—with sand and gravel bars—having by actual admeasurement, only between 8 and 9 feet fall in the whole distance. Above Miller's falls there is more rapid water where steam boats have been tried without much success owing, it would seem, more to the want of employment, than to their inability to navigate the river.

But to return to Enfield falls (where we have actual experiments and well attested facts for our guide)—several boats were put on the river and abandoned, before they got one to succeed. There are now two passage boats, and I believe two tow boats. The passage boats are the Vermont and Massachusetts—the former intended to run in low water, is 75 feet long—including wheel, 13 feet wide—draws 19 inches. The Massachusetts is 97½ feet long, including wheel (which is in her stern) 13½ feet wide—draws 22 inches of water when laden, & has two engines of 17½ horse power, each. Aboard of this boat I passed over Enfield falls, three times. She can carry 75 passengers, has no accommodations for night or meals—but comfortable cabins for both ladies and gentlemen.—In ascending the lower rapid 2½ miles, she cleared them handsomely and with ease, in 42 minutes; and when she went up the upper falls (being exactly one mile) in 23 minutes by my watch. Descending, little or no steam is used—ascending, the boat is quite obedient to the helm; but when the current is extra strong, poles are used to keep her steady—descending she is also steered by a tow oar. She makes a daily trip from Hartford to Springfield, 26 miles, and back—going up in five hours, and returning in 2½ hours—has run with regularity and entire success, for four years, and is considered as good property, as any in New England. She, as well as the Vermont, was built by Thomas Blanchard. Her crew consists of 5 hands, including captain and pilot—her expenses are about $100 a month; and cost about $6000; but owing to the advance in labor and materials, it is probably that such a boat, would no cost more.

Around Enfield falls as well as the other falls on the riverr, there are locks and a canal, through which the freight and tow boats pass—though the tow boats have gone up Enfield falls, it is found to be best to go through the canal. These two boats can carry 150 tons, at the rate of 2½ miles an hour; but experience proves, that towing less than that, is much better. The William Hall, one of the tow boats, has ascended a rapid of 9 feet in the mile, towing up 20 tons—her engine is 20 horse power, and she cost between four and five thousand dollars. At Hadley falls, after the freight boats get through the canal, they are taken in tow by another tow boat, at the head of the falls, and carried up to Miller's falls.

Before steam boats were used on this river, above the falls, the trade was carried on by means of freight boats of 25 tons, with a sail, to be used when the wind was fair. When these boats ascended Enfield falls, they took in additional hands, so as to have one hand to the ton, when they were propelled by poles; and I was told that it was as hard labor as men could endure: it frequently consumed the whole day to get one of the over them falls, 5½ miles. Here steam *has* succeeded both as applied to passage and tow boats—and it would seem from this, that where a man can push a ton up a current, by means of a pole, steam can be employed with success, profit and regularity.

The Connecticut, upon an average, can only be used for navigation seven months in the year—it is ice bound for three months and a half, (last year much longer) and the water is too low for one and a half months in the summer. I saw Mr. Goddard in Hartford, who is the proprietor of the steam boats on the Altamaha, Ockmulgee, and Ockonee rivers, who informed me that they were entirely successful. I was also informed by Mr. D. Copeland, of Hartford, that he had succeeded in putting a steam boat on the St Lawrence, where the fall was much greater than at Enfield: but I was unable to get the particulars in consequence of Mr. Copeland's being obliged to leave Hartford for New York, unexpectedly. Mr. C. is an engine maker of high reputation, and a man of high standing. Mr. Blanchard has also succeeded, (though not to the same extent that he has on the Connecticut,) in putting steam-boats on the Kennebeck, Genesee, and Susquehanna rivers: in the latter, he informed me that he had ascended some half a dozen mill dams. This boat, however, did not run long, and she has not been repaired, or replaced by another.

Here, perhaps, with strict propriety my communication should close; but some opinions must necessarily have grown out of what I have seen and heard—and I hope I shall be pardoned for expressing a few of them. This, however, considering the position of things, may do little else than draw forth a denial of the facts stated, and unfriendly criticisms on the conclusions and reasons which I shall give. The improvements made by the Roanoke Company, have brought into existence so many rival schemes for monopolising the trade of the upper country, that almost any opinion which may be expressed, will be *charitably* ascribed to a wish, to promote one, or put down another. I have what to me is a considerable interest, in the Roanoke Company, and I am entirely unconnected with any other of the various and conflicting interests on, or pertaining to the river. I have looked at this subject exclusively as a stock-holder of the Company—and every thing I have done, and what I shall say, will have no other end in view, but the advancement of that interest.

The most important conclusion I have come to is, that steam-boats can be put on the Roanoke and its two principal tributaries, with profit and success—whether they will be able to navigate the *whole* of Roanoke, Dan and Staunton, remains to be tested by actual experiments; but that they can be successfully and profitably employed on a large part of all three rivers, and that too, without the Company's incurring much expense in further improvements of the beds of the rivers, I have as little doubt as I can have of any thing not yet demonstrated. The facts above stated, I think, abundantly warrant this conclusion. There is but one fall on the Roanoke greater than that of Enfield; there is not one on Dan or Staunton, for a considerable distance up both streams so great. Why then, (it may be asked) may we not ascend our rapids as well as they do those on the Connecticut?

From the head of Pugh's fall almost to Danville there is no rapid equal to the falls of Enfield by several feet to the mile—there are but three which can be considered as opposing any real difficulty—namely, the Horseford, Butcher's creek, and the Hyco falls. The Horseford has 8,95 feet fall in two miles, Butcher's creek, has a fall of 5,62 feet in one mile, and 5,59 feet in the other and Hyco has 12.89 feet fall, in one mile and three-quarters.

The only fall on the Staunton below Brookneal, of any magnitude, is Tally's falls, where the descent in one mile and three-quarters, is 15,23 feet—making in all, only four places to be overcome; to render the rivers accessible to steam boats for largely upwards of one hundred miles, on the Roanoke and Dan, and about fifty on the Staunton. If nothing else could be done but to rescue these portions of the rivers from the state of comparative uselessness in which they at present are, would it be nothing? It appears to me that these improvements, (if indeed any are required to be made,) can be done by the company in a short time, and with but little expense. I am sensible that the Board of Directors, at their last meeting, directed that the work should be commenced at Rock Landing; but I think the policy of beginning at the head of Pugh's falls, and bestowing the first labor on the Horseford, Butcher's Creek falls, Hyco falls and Tally's is so obvious, that you ought to do, what I am sure the Board would do, had they now to decide the question again. Our policy is, certainly to apply our labor so as to open as much of the river as we can, in the shortest time, and with the least expense: in what other way can it be done?

Let us consider for a moment, that these four obstacles are removed, and steam boats can navigate the rivers above supposed; there would be an immediate, easy and expeditious communication between Danville and the Gaston rail-way by running stages a short distance down the river, from Danville to the boat; and from the head of Pugh's falls (about seven miles) to Gaston. And there would be nothing to prevent another boat's running from Brookneal to the same place, I do not think it improbable, in such a state of things, that a toll of one dollar for each passenger would give the company more revenue, than all the other tolls put together.

As to the falls between the head of Pugh's falls and Rock Landing, and those high up on the Dan and Staunton, they would be attended to, after these four places should be put in order. I think it not improbable that the 12 miles below Pugh's fall, will require more labor and expense than all the others: if so, the river being improved above, would give us ample revenue to work on, and remove these obstructions.

But suppose we find some place on the river which steam-boats cannot ascend? If steam cannot overcome it, machinery may; and to view it in its worst aspect, should we be obliged to change boats, and have passengers and baggage carried around such a place, still we shall have accomplished much.

All these remarks apply to passage boats: they are found to be capable of ascending worse rapids than tow boats. The latter, however, would soon follow the introduction of the former; and I have little doubt they can be turned to good account.

May I not hope, in conclusion, that this subject will engage the attention, draw out the energy, and stimulate the enterprise of the enlightened and patriotic sons of those lovely and fertile valleys? Ardently hoping it may,

I remain, dear sir,

Your obedient servant,

E. B. HICKS.

BARBACUE TO MR. STORER.

The constituents of the Hon BELLAMY STORER gave a splendid barbacue, in his honor, at Carthage, seven miles from Cincinnati, on the 6th instant. It unfortunately happened however, that Mr. STORER, who had been on a visit to his friends in Maine, did not receive the invitation of the committee in time to be present at the festival, being detained at Portland, Boston, &c. longer than he anticipated, he did not receive the notice of the exact day appointed until his arrival at New York on Sunday, the 31st of July. He immediately took passage in the mail line, and travelled day and night, with the utmost practicable expedition. The boat on which he was aboard, in its descent from Wheeling Cincinnati, got aground in the night, and detained him several hours, or he would have been at the barbacue in ample time, As it was, however, he did not arrive at Cincinnati until about 4 o'clock in the afternoon.

The entertainment was very splendid, and the company numerous and respectable. Judge BURNET presided at the table, and explained the causes of the absence of Mr. STORER. About five o'clock the company adjourned. That portion of it which took the road leading to the city, had not proceeded more than a mile or two, before a barouche was descried containing Mr. STORER and several of his friends. STORER, STORER, was now shouted through the long line of carriages and horsemen, and the very air trembled with the cheers of his friends, The whole company immediately turned about and retraced their steps to Carthage, where Mr. STORER addressed them (about a thousand in number) in a speech of eloquence and ability. He explained the cause of his detention: spoke of his course in Congress—of the services of General HARRISON, upon which he passed a glowing eulogy, and concluded by giving the following toast:

'The People—the true source of power, if their first duty is devotion to their country, their noblest impulse is gratitude.'

The number who attended the barbacue is set down by the Whig at five thousand; and had Mr. STORER been at home when the procession started, and also had the weather been propitious, no doubt it would have been double that number. As it was, however, the affair went off agreeable and triumphantly in an eminent degree.

A leading incident of the day was the presence of the Hon. JONATHAN MCCARTY, of Indiana, formerly a supporter of the Administration. What his sentiments now are, may be divined from the following toast.

'*By the Hon. Jonathan McCarty*, of Indiana—The late order of the Secretary of the Treasury, demanding specie in payment for the public lands: The precursor of a new National Bank, the inevitable destruction of Western banks and the currency; the withdrawal of Specie from circulation among our farmers for the benefit of land speculators; fatal to the whole West, and ruinous to the new States. It cannot be made to answer the end it professes; it is delusive in theory, partial and unjust in its operations; let the whole West, as they regard their interest, with one voice demand its revocation'

By the Committee of Arrangements—Hon. Jonathan McCarty, the efficient and faithful representative of the 4th congressional district of Indiana.—A personal witness of the corruption among the office-holders at Washington; he is too honest to stick to his party, and therefore abandoned it for his country.

Mr. CLAY was invited, but, being unable to attend, sent the following:

Ashland, July 22, 1836.

Gentlemen:

I am honored by the receipt of your invitation to the barbacue tendered to Mr. STORER by his constituents. Concurring with them in the opinion which they entertain of the value of his services during the late session of Congress, I should be most happy if it were in my power to assist in rendering merited testimony to him, on the occasion referred to; but I regret to say that it is not, and that I must therefore, decline the honor of accepting the invitation.

In lieu of my personal presence, I offer a sentiment which, if you please, may be proposed to the company.

'The distribution of the surplus revenue—the brightest ray of light during the seven years of political darkness.'

I am, gentlemen,
respectfully, your
obedient servant,
HENRY CLAY.

Messrs. Joseph Pierce, &c.

The veteran Republican, BENJAMIN RUGGLES, so long known as a faithful Senator of the United States from Ohio, being invited to attend, sent the following Letter:

St. Clairsville, July 30, 1836.

Gentlemen:

I have received your letter of July 15th, inviting me to attend a public festival to be given to the Hon. B. Storer, your representative in Congress, in consideration of the fidelity with which he has discharged his public duties. It would give me much pleasure to comply with your invitation, but the engagements of the season render it out my power. In common with his immediate constituents, the citizens of Ohio, generally, feel a just pride in the high standing and character of Mr. Storer, and the distinguished ability with which he has discharged all his official duties, but particularly his able and eloquent defence of the well-earned reputation of General Harrison, the People's candidate for the Presidency, from the wanton assaults of his enemies, entitles him to their warmest gratitude and admiration.

Permit me to offer you the following sentiment:

'The Whig representation in Congress—By their firmness and perseverance they have reserved from the grasp of the Spoilsmen, the surplus revenue, and restored it to the People, to whom it rightfully belongs.'

Very respectfully,
your obedient servant,
BENJAMIN RUGGLES.

Messrs. Joseph Pierce, &c.

A VOICE FROM THE WEST.—PUBLIC LANDS.

Eight millions of acres of public lands have this year passed into the hands of a few wealthy speculators, who will hold them up at an extravagant value. These lands, therefore, will remain unoccupied for many years or occupied only by a dependent tenantry. The owner and cultivator of a single farm confers greater benefits upon the community than the monopolists of thousands of acres, permitted to lie waste and uncultivated. Some plan must be adopted to encourage the actual settler, and avert the calamities which hang over the Western country, and particularly over this State, as a consequence of the monopoly which is likely to ensue, and has ensued, from the purchase of immense tracts by a few individuals. Something must be done with regard to this matter. By the laws of Congress which provided for the admission of Michigan and Arkansas into the Union, all lands hereafter entered are subject to *immediate taxation* by those States; here they are exempt from it for five years. This will hereafter offer a *special inducement* to the rich companies to make their immense purchases in this State and Wisconsin Territory. Of course, we shall have much of their patronage henceforth till all the lands worth the entry will be bought up, and remain perfectly useless, till their owners can get the price which they please to set up upon them.

Here is an evil—we all see it to be one—we all know it to be one. The immense purchases for speculation which have been made the past year will most surely retard the growth of the State. Men will not purchase lands of the speculator at a high price, when they can, by going a little farther, get them at a less price. As the present system is, no stop can be put to this rage for speculation. It must go on and increase. Our members of Congress appear to take no effective stand against it, Legislation can remedy the evil, and that alone. Then, why has no attempt been made to cure the disease which is eating its way into the very vitals of our prosperity? Why have not the Western members, firmly and fearlessly taken their stand in defence of State rights and State interests, and stood by them to the last—successfully defended them? Why have many of them been creeping along in the trail of a notorious sharper, a political profligate, an enemy to the West, a land speculator himself, whose sole hope is hung upon the miserable project of *caucusing* himself into the Presidentail chair, upon the ruins of the free suffrages of an independent, yet sometimes too-confiding people? Why did they oppose the Land Bill? We ask this emphatically! *Why did they oppose the Land Bill?* Willian L. May KNEW, they all knew, that the Land Bill *was the most liberal measure ever held out to the West.* They may ridicule it as they please—they may prevaricate, and talk of graduation bills, and draw off the attention of the people to other projects as they attempt to do, yet they KNOW *that the Land Bill was the most liberal measure ever held out to the West.* And the sin of its death lieth at their own door. In defeating it, they defrauded the West; and, on MONDAY NEXT MAY THE PEOPLE *rise up in judgment against them.* But, what is the cause of the servants of the people thus abandoning the interest of the people? What motives could they have had for proving thus recreant? Why did they abandon the State in her greatest need? when the settler was surrounded by speculators, eyeing his little improvements and calculating their value, ready to pounce upon them the moment they came into the market—when the pre-emption law was to be sustained or abandoned—why stood our servants silent, or answering only by a "yea" or "nay?" Why did they not stand up from morning till night, and PROTEST against removing the main prop on which the pioneer rested? Was it because they themselves had become interested, and *public duty* became merged in *self.* Was it because they supposed they were representing the *Albany Regency*, and not the State of *Illinois?* Was it that they made the caucus system a sort of political spirit, (good, or evil?) on which they place their sole reliance to carry them through all difficulty, however their course may conflict with the will of their constituents? Be the reason what it may, this much is certain, *they have failed to sustain the rights of their constituents*—will their constituents longer sustain them?—*Galena Advertiser.*