

SOUTHERN CITIZEN.

BY BENJAMIN SWAIM.

WHAT DO WE LIVE FOR, BUT TO IMPROVE OURSELVES AND BE USEFUL TO ONE ANOTHER?

VOLUME I—NUMBER 10.

TERMS—\$2 IN ADVANCE.]

ASHBOROUGH, N. C. SATURDAY, MARCH 4, 1837.

[Or \$3 AFTER 3 MONTHS

SOUTHERN CITIZEN,
By B. Swaim.
Every Saturday Morning.

TERMS.

Two dollars per annum in advance; or Three dollars, if not paid within three months from the date of the 1st No. received.

Any subscriber may discontinue within the first 3 months of the publication.

No subscription to be discontinued till all arrearages be paid unless at the discretion of the Editor.

All letters, communications &c. to come post paid.

ADVERTISEMENTS, inserted on the usual terms.

BAD FENCES.

It is most erring policy, that induces farmers under the name and notion of economy, to inclose their grounds with temporary and defective fences. It is in truth the very worst of economy, or rather, the very reverse of economy. It would be well for those who feel inclined to negligence, or to be governed by the "do-for-the-present" doctrine, to open an account of debt and credit with their fences for a few years; and if that should not cure them, they might be given up as incurable.

Perhaps some of our readers might be edified by a sight of such an account at any rate; if it should not happen to suit their own experience, it may give them some idea of this sort of book-keeping; and here it is.

Cornfield FENCE Dr.

To corn destroyed by horses, cattle, and hogs, at different times, supposed 100 bushels, say 25 dols.

To time lost in stopping hog-holes, repairing fences and mending water-gaps, say six days, in harvest, 5 dols.

To wounding one of the plough horses, in braking over the fence, by which his services were lost for ten days when they were most wanted, say, 5 dols.

To price of a hog of my neighbor Hodge, for which I had to pay, having dogged it in my cornfield, so that it died, 3 dols.

To time lost in attending a law suit, about said hog, and costs of suit 5 dols.

To loss of a valuable Dog which I supposed Hodge had killed, in revenge for the killing of his hog by said dog, but which I could not prove, 5 dols.

To perpetual loss of Hodge's friendship, which had been a steadfast for twenty years—amount not known.

To the spoiling of my young horses, Smith's cow and Hodge's hogs so that I shall never be able to fence them out effectually hereafter—loss not known.

To keeping me in bad humor, fretted and crabbed nearly all summer; damage incalculable.

Total, exclusive of the three last items \$48,00

Credit,

By 500 rails, the number wanting to make the fence good; but which as they must be furnished next spring are only saved for one year, so that the interest on their cost is the only saving—cost 10 dollars, interest at 10 per cent is \$1.00.

By labor which would have been required to put the fence in good condition; say 10 dols. at most, but

which have still to be done, is only entitled to a credit to the amount of interest as in the former case

Total, \$1,00
Balance against bad fences \$46,00
And the said debtor (bad fences) being utterly insolvent, the whole amount is irreparably lost; except that it has taught a lesson which may be useful hereafter.

SYLVESTER SLOVEN.

What came to pass in the case of neighbor Sloven, has happened to many others, and will continue to happen, until proper attention shall be paid to what should be a farmer's first concern, good enclosures. No thing can be more unbearably provoking, than after having toiled all the season to raise a good crop, than to have the whole destroyed in a single night.

But besides the security and actual gain of good fences, nothing more than this contributes to the neatness and good appearance of a farm and without this it is impossible to do away a repulsive and condemning aspect of slovenliness, which indicates any thing rather than good husbandry.

Lyman Cobb, Esq., in his "Lexicon of the English Language," has a most excellent fact in defining and explaining words (which are differently *spelt*, but alike in *pronunciation*), by the introduction of anecdotes. For instance the word

MADE; *pro.* make—

MAID; *s.* an unmarried woman—

"Counsellor Green, during his cross-examination of a prevaricating old female witness, by which it was essential to prove that a tender of money had been made; had a scrap of paper thrown him by the opposite counsel, on which was written.

"Garrow submit—that tough old jade

Can never prove a tender made?"

Another:

To; *prep.* noting motion towards; as far as;—

Too; *ad.* likewise, also;—

Two; *a.* one and one; twice one; a couple;—

"Three gentlemen meeting to sup at a hotel, one of them wished for partridges. A brace was accordingly brought, which he was requested to carve. On this he took one to himself, and left the other for his friends. "Hold," cried one of them; "that is not fair."

"Perfectly fair, I think," said the gentleman, "there is one for you too, and here is one for me too."

A third:

Cousin; *s.* an uncle's child, or aunt's child;—

Cosen; *v. a.* to cheat, to defraud;—

"Call me cousin, but cosen me not."

Warm Clothing vs. Croup.—Mr.

Eberre, in his excellent work on the diseases of children, says, the mode of clothing infants with their necks and upper part of the breast bare, cannot fail to render them more subject to the influence of cold, and its dangerous consequences.—In this country, especially amongst those who are in the habit of clothing their children in such a manner as to leave no part of the breast and lower portion of the neck exposed, croup is an exceeding rare disease. Whereas in cities, or among people who adopt the mode of dress common in cities, this frightful disease is, in proportion to the population, vastly more frequent. During a practice of six years among the "Pennsylvania Dutch," he met with but a single case of this affection; and this case occurred in a family who had adopted the present universal mode of suffering the neck and superior part of the breast to remain uncovered.

Conjugal Affection.—A singular and extraordinary instance of conjugal affection occurred in this place a few days since. A miserable, pitiful looking object, in the shape of a woman, bareheaded, was observed standing and crying, with her eyes intently fixed upon the company of recruiting soldiers who were marching up Chapel street. As they approached, she placed herself in a situation for observation, and with a watchful look marked each soldier as he passed, until at last the object of her search appeared in view; when she sprang like an enraged woman; and caught him from the ranks, and with her arms clasped about his neck, she could only utter in her agony, "My Johnny! My Johnny!" The hard hearted deserter of the domestic hearth, little affected with her cries rudely attempted to liberate himself from her, but in vain; she clung to him as her only hope. When he shook her from his neck, she caught him by the leg, while lying upon the side walk in the wet and dirt, and with shrieks like Indian yells, she still clung to her Johnny.

She followed him, with cries of despair, to his quarters, when the difficulty was disclosed; and the humane captain of the recruit ordered him to be disrobed of his uniform, and discharged, to take care of his wife. He left the quarters, cursing his fate and his wife, who had thus suddenly terminated the glory of his military fame.—While his curses were deafened with cries of joy and clapping of hands with the well known Irish brogue—"My Johnny! my Johnny! how could I live without you!" And says Pat, "Faith, and sure and you will not." Thus her fond one was again restored to her bosom with whom she repaired to her home; probably to receive a flogging for her toil to regain him.

New Haven Daily Herald.

From the Western Carolinian.

RAILROAD MEETING.

At a meeting of a number of the Citizens of Salisbury on Tuesday evening, the 7th of February, the Rev. Patrick J. Sparrow was called to the chair, and Thos. L. Cowan appointed Secretary.

Messrs. Polk, Jones and Fisher appointed a Committee at a previous meeting with instruction, reported the following Preamble, and Resolutions, which were unanimously adopted, and ordered to be published.

PREAMBLE.

The act of the last General Assembly, authorizing a subscription on the part of the State of two-fifths of the capital stock in certain important Railroad Companies,—is a measure of liberal and elevated policy, which if judiciously carried out, cannot fail to produce great and lasting benefits to the whole State.

The Western counties however, are more immediately concerned in the construction of the road, known as the Fayetteville, and Western Rail Road, and it now behooves them to turn their attention most seriously to that enterprise.—The charter incorporating this company is rather more indelicate in some respects than perhaps it should be:—it does not prescribe the route along which the road shall run; it only designates Fayetteville as the starting point, thence to the Yadkin River at some point above the Narrows, thence by one Branch north-west, towards Wilkesboro', and by another west or south-west; to terminate on the Charleston and Cincinnati Rail-Road. Thus it will be seen that a very wide latitude is given to the Company in the location of the route,—particularly between Fayetteville, and the Yadkin river. As some conflicting views have already arisen as to the route this road shall pursue,

this meeting is of opinion that now, before subscriptions are solicited, is the proper time to settle this question, at least, so far as it can be settled independently of the surveys. If this question be not settled, the friends of the rail-road in the Western counties will feel themselves embarrassed, either in subscribing stock, or in declining to do so. If they subscribe stock, they do it at the risk of having to pay their money on a route in which they may feel no interest, and have no faith. If they decline subscribing altogether for the present, then the unjust conclusion may be drawn, that they are unfriendly to the whole enterprise. Sound policy, and fair dealing therefore require,—that the route should be designated before the people are called on to pledge their funds to the work. As however it may be several months before the question can be settled, and as in the mean time to suspend action may have an unfavorable influence on the cause,—this meeting, have come to the conclusion that it will be best for the subscription to go on;—but to go on with an express condition that they are not to be paid unless the company shall establish a certain route, designated in the subscription.

It now remains for this meeting to designate the route which they are willing to support, and their reasons for preferring it to all others. After deliberate consideration, this meeting entertains the opinion that the route leading from Fayetteville in the direction to Moore C. House, and thence through Randolph, and Davidson to some point on the Yadkin River about the mouth of Abbott's creek,—or between that, and the mouth of Swearing creek,—this being the extreme summit of the Falls terminating in the Narrows,—is the only route from Fayetteville to the Yadkin which can unite an interest sufficient to build the road, or when built to draw custom enough to support it, and pay an interest to the stockholders.—Our reasons for this opinion are as follows, viz:

1. In the present state of the Country west of Fayetteville, and perhaps for some years to come,—the amount of produce, that may seek transportation over the road, will not of itself, be sufficient after keeping up repairs to pay a fair profit on the Capital invested.—Indeed we have yet to learn, that there is a single rail road in America, or in Europe where the transportation of produce alone, is sufficient to keep the same in repair, and pay six per cent interest on the capital. On all railroads that we know of, it is admitted that the great source of profit is the transportation of passengers.

2. We therefore think, in the location of this road, that an eye should be had on the transportation of travellers and likewise to the mail.

3. If there be any force in these views, the question arises,—how can the road be so located as to accomplish both objects;—that is,—to carry the surplus produce of the West to Fayetteville, and at the same time to draw in upon it a large amount of travelling? If the road from the Yadkin inclines South, bearing down the River, it will no doubt answer the purpose of carrying off the surplus produce, but in that direction it will not command the travel.

Travellers from the West, or South-West, or South passing North, on reaching the Yadkin will not consent to turn their backs on the North, and take a South Eastern sweep of 50 or 60 miles, in order to reach a route going North again.

They will not submit to this, but seek other routes. But if the road be run from the Yadkin to the point indicated, the direction for 80 or 90 miles, will be on a line midway between Fayetteville and Raleigh; that is, as far as Moore C. H., where this route will be intersected by the Raleigh and Columbia rail-road, or where indeed the Raleigh and Columbia rail-road may terminate.

At this junction, or fork, produce will take right hand to Fayetteville, so also, will all passengers who wish to visit Fayetteville, or Wilmington, or any part of the country cut by the central rail-road, or who may choose to take this route with a view of falling into the Wilmington and Raleigh rail-road. The left hand will be taken by those wishing either to stop at Raleigh,

or continue on to Petersburg, or Norfolk; thus securing to the road as far as the Fork, the whole travel, and then, such part of it as may incline to Fayetteville.

It now remains to be examined, whether the road, even if it be located as here suggested, will command many travellers.—We think it will. 1. It will necessarily be the line of intercommunication between the Eastern and Western parts of the State. 2. By its connexion with the Charleston & Cincinnati rail road, it will form a continuous line as far West as Knoxville, Penn. where again the Hiwassee rail road bears South into Georgia and Alabama; and the Charleston & Cincinnati, North into Ohio. It cannot be doubted that much of the travel on these roads going in one or the other direction will pass over this road. 3. All the travel which now pours along the stage-route from Washington in Georgia, to Fredericksburg, Va. will naturally fall into this line on reaching it. 4. The existence of the road will increase travelling. Experience elsewhere shows that travellers increase with the facilities for travelling; thousands who shrink from the fatigues and labor of long journeys in stages, carriages, or on horseback, will gladly travel when they can do so on railroads.

In short, if this route be established, we believe there will be but few roads in the South, running from the interior, and not along great thoroughfares, that will command more travel. Nor should we forget that it must become a very important mail-line, the advantages of which to the Company and country must be obvious.

On the whole, we believe that the selection of this route, will ensure the taking of a sufficient amount of stock to construct the road; which, we think will not be the case if a more southerly route be chosen;—when constructed we have every reason to conclude that the income arising from the transportation of produce, and passengers will keep the road in good repair, and pay reasonable profits on the Capital invested.

With these views, and for these reasons the meeting unanimously adopted the following resolutions:

WHEREAS, in the deliberate opinion of his meeting, the success of the Fayetteville & Western railroad mainly, if not wholly depends on a judicious location of the same, and consequently in making this location regard should be had, not alone to the nature of the ground over which it shall pass, but likewise, that the road should be constructed on that route, which of all others will command the greatest possible amount of produce, and also which will attract the greatest number of travellers.

And whereas, we believe that the route from Fayetteville, in the direction of Moore C. H.; thence West, so as to strike the Yadkin about the mouth of Abbott's Creek, or between that and the mouth of Swearing Creek is the only one that can secure the success of the road, whether we regard either the raising of means for its construction; or the profitability of the stock after it is constructed; therefore,

Resolved, That it is inexpedient in our opinion, for the citizens of this part of the State, to subscribe their money to any route which may be located South of the line above designated.

Resolved, That in our opinion the citizens in this part of the State ought to make conditional subscriptions of stock in the Fayetteville &