

# SOUTHERN CITIZEN.

BY BENJAMIN SWAIM.

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

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TERMS—\$2 IN ADVANCE.]

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[From the Raleigh Star.]

### AN IMPORTANT PLACE TO N. CAROLINA.

Mr. Editor: I cannot describe the pleasure I have realized on visiting the town of Beaufort. The objections I have heretofore entertained to its becoming the mar of this State, have vanished like mist before the rising sun.—One, which I deemed of a most formidable character, is esteemed by mariners as a real advantage. I allude to the capes. They are regarded as the natural bulwarks of the State, effectually preventing a regular blockade in time of war, are not as dangerous as those of Philadelphia or the coast of Charleston, and can be easily avoided by an experienced navigator. From additional information received, I am inclined fully to concur in opinion with Dr. Caldwell, that this place is destined to rise to considerable importance. In a recent report made by Lieut. Colonel Kearney, he states that it "deserves to be made the principal inlet to the sounds of N. Carolina." An appropriation has accordingly been requested for deepening Core Sound, the channel of communication between Beaufort and Newbern, Washington, Edenton and other towns near the sounds of Pamlico and Albemarle. From the books of the Treasury Department it appears that its revenue in 1813, during the war, was \$105,214 00. To it, is now directed the attention of various persons in the adjoining States, and of many of our enterprising friends of the North. An intelligent gentleman of Tennessee, in his correspondence with one of the citizens of Beaufort thinks that it ought to be made the outlet of many of the Western states, and that it would then ultimately rival even New York. A few days since, I witnessed the arrival of the ship Napoleon, of nearly 600 tons burthen, formerly of the New York and Liverpool line of packets; (She could not load at any other port south of Norfolk. The Captain, being apprehensive that an entry was impracticable, sounded for the distance of two miles, and obtained not less than twenty four feet of water—more than sufficient for the largest mercantile ship in the United States. I sincerely wish, sir, that the roar of her cannon could be heard in every portion of the State, that she might arouse from the slumbers which have chained every faculty of her soul, stained her with the disgraceful epithet of Rip Van Winkle, and place her at the mercy of others who are engaged in draining the very life's blood from her system. The health of the place is unquestionable; as is evident, from the testimony of its physicians, of transient residents from different parts of the country, the appearance of its inhabitants, the absence of periodical diseases, its being a place of resort in the fall season, and from its location, not suffering from the miasma arising from the stagnant ponds and

marshes of the low lands, but inhaling the pure and salubrious air of the ocean. It possesses great facilities for transportation. My eye is on a rock where a Rail Road could terminate, and a ship load; from whence she could be ploughing the deep in less than sixty minutes. Its harbor is easy of access. Capt. M. of Newbern, informed me that its bar was so plain that he sailed over it the first time without the direction of a pilot, although he would not do this over that of Ocracoke, where he had been sailing for upwards of thirty years; it is large and commodious—protected by a well constructed fortification—landlocked by ridges as permanent as the Andes, and where hundreds, if not thousands, of vessels may lay perfectly sheltered from the most destructive storm that ever howled along the shores of the Atlantic.

Now, sir, if North Carolina would arise in all the majesty of her strength; secure a large and ample revenue, enjoy the benefits of agriculture and commerce, and the many advantages of a well trained system of internal improvements; let her 'shake off the dust that blinds her sight,' ascend the elevated summit of her capital, take a deliberate survey of her seaboard—then turn a prophetic eye to the Ohio, and behold it pouring its streams of wealth into the bosom of the Delaware and Chesapeake; then construct the Central Rail Road to intersect the contemplated one from Cincinnati, and thus make the town of Beaufort a great Commercial Mart for the Southern and Western States—and then may we expect to see her who is now 'the least among the cities of Judah, like unto Babylon the glory of kingdoms.'

### A VISITER FROM FRANKLIN.

[From the Raleigh Standard.]

#### OUR TRIP.

We make no apology for giving our readers some observations relative to our visit to Wilmington, where may be always found a fair sample of good old North Carolina hospitality and kindness, as well as in the staunch Democratic counties of New Hanover, Duplin, and Sampson, through which we passed and paused. We make no apology we say—for these observations relate to improvements, most of which are interesting to our citizens generally.

And first, as to the Wilmington and Raleigh Rail Road. There are 55 miles of this road graded from Wilmington, in a continuous line, besides about 22 miles in detached pieces between the termination of the 55 miles and Waynesborough. Nearly all the heavy grading between Wilmington and Waynesborough is completed; the gaps that are to be filled in are mostly the light work.—At the Roanoke end, the road is graded to Enfield, 12 1/2 miles South of Halifax, and the bank of the superstructure nearly completed; this, with the 7 1/2 miles from Halifax to Weldon, already finished, will make 20 miles at the North end of the road, which will be in use by the middle of June, and probably earlier.—At the Wilmington end, the rails are now laid and ready for the iron, for a about 43 miles, and 10 miles more are in a state of forwardness, the timber being dressed and most of it laid down.—The necessary iron is hourly expected, which can be spiked down at the rate of 1 mile per day. It is confidently believed that the road will be finished to the Duplin Court House road, before the expiration of the month of July next, and that a Locomotive and train will cross the Neuse by Christmas.

Of the Steamboats owned by the company, we shall not attempt a description. We can give dimensions, speed, power, &c., but it is difficult to enumerate the various elegancies and conveniences of a modern Steam Packet. There are two packets, the Boston and the North Carolina. The Boston is 148 feet long; 28 1/4 beam; and 9 3/4 hold; burthen 380 tons, and draws 7 1/2 feet water, when loaded.—She has two engines with copper boilers, each 75 horse power, and finished in the best style of workmanship. The Boston has three cabins, besides state rooms and can accommodate 300 passengers.

The North Carolina is 167 1/2 feet

long; 24 feet beam; 9 1/2 feet hold; burthen 370 tons, and draws 5 feet water, when loaded. Her engine is 100 horse power, with copper boilers, &c. of the most approved construction. She has a ladies' and two gentlemen's cabins, besides the saloon and state rooms, and can accommodate 80 to 100 passengers.

At present, the boats run (between them) but two trips each week. Another boat similar to the North Carolina will be completed in July, when three trips per week, to Charleston, will be made. The North Carolina has been running since the 5th December last; and although the captain has positive orders to run no risk of bad weather, she has lost but two trips on her regular days.

The North Carolina cost nearly sixty thousand dollars; the Boston a bout forty-five thousand. The Boston has been out in two severe gales, and made a harbor, each time, without any difficulty.

The only buildings as yet erected by the company, are a machine shop, 150 by 40 feet, of brick, covered with slate; a temporary wooden building for blacksmiths' and carpenters' shops, and a wood shed. Other buildings will be erected as the road progresses. There are, as yet, but two locomotives on the road; but two others, manufactured in Richmond, Va., are daily expected.

The habits of the operatives on this road are strictly temperate; we think this an important matter; none but temperate persons should be trusted with the management of locomotives, steam boats, or stages. Were this universally the case, accidents would be much less frequent.

Business is unusually dull on the seaboard at this season, and in Wilmington it is uncommonly so at this time.—There is notwithstanding the "hard times," a marked improvement in the place, and a sober and discreet rise in the value of property. The Baptists have just completed a very neat edifice for public worship; and several private dwellings are going up.

[From the Madisonian.]

### THE WEST.

We have seen a paragraph going the rounds, relating the circumstance of a "dug-out" of unusual size having arrived at Peoria, Illinois, freighted with lumber and produce from the opposite side of the Lake above that place.

The announcement of that "arrival extraordinary," excites so many pleasure associations in our mind, that we cannot refrain from transcribing some of our recollections of a visit to Peoria, made just a year since, for the edification of some of our readers.

We have the impression that Peoria occupies one of the most beautiful sites in the west. It is on the bank of the Illinois, two hundred miles from the mouth of that river, and at the foot of one of the most charming sheets of water, called Peoria Lake. The eligibility of the sites long since attracted to it the attention of the French and Indians, by whom it was once occupied. It was burnt, however, during some of our difficulties with those people, by the U. S. troops, and has been improved by American settlers, but about five years.

The sites rises from the river by three successive steps, the second of which includes a width of half a mile of rolling prairie and reaches to the foot of a grassy bluff perhaps hundred feet high, from whence back into the country extend fine arms of rich prairie and heavy timber. The town is distinguished by one of the best Court Houses in the State—and several neat and pretty cottages and excellent stores. There were three taverns in the place—two steam saw-mills and a brewery. Presbyterians, Methodists, Unitarians, and Baptists, had each a congregation. Steamboats and stages were constantly arriving and departing, and these, with the aid of a newspaper, kept up an agreeable state of social and commercial excitement.

Peoria Lake, an enlargement of the Illinois river, is a beautiful sheet of water, about eighteen miles long, and varying from one to three miles in breadth. High bluffs crown the western banks, and on the east are low, timbered, bot-

tom land. The Lake abounds with fish, and is said to contain forty-six varieties of species. Some of them are rare and curious. Two specimens were caught, of a fish called the Alligator Garr. The largest was six feet eleven inches long, three feet in circumference, and was protected by a sort of scales, of a thick horn-like substance, of small size and quadrilateral form, giving its sides the appearance of being tessellated. Its form was similar to that of the shark, and the creature was thought quite as dangerous. The weight was about two hundred and thirty pounds.

Another curious specimen was the Spoon or Shovel fish. The one we caught was said to be a small specimen. It was about four feet long, and covered with a black and smooth skin, resembling that of an eel. The curiosity about it was, an extension of the nose, or upper mandible, some eighteen inches or two feet beyond the mouth and lower jaw, and of a thin, flat, shovel like form. The fish probably uses it in digging for food.

Pike, Pickerel, Perch, Salmon, Trout, White Fish, Buffalo, Red Horse, or Mullet, Cat Fish, &c. are also found in this Lake. The surface of its waters abound with wild Geese, Ducks, Gulls, Loons, a bird called "Water Turkey," and sometimes Swans and Pelicans.—We found the shores also alive with Plover, Woodcock, Rail, Jack, Snipe, Yellow Legs, Cranes, Herons, &c. Along the prebly bottoms we found several curious specimens of petrification, and some beautiful carnelian, a stone which is very abundant in all the North-western Lakes.

The Illinois is certainly one of the most beautiful of the Western rivers.—This, instead of the Ohio we think should be called "La belle River." Its waters are perfectly transparent—deep enough for the largest steamboats—the current uniform and gentle—no snags or sawyers, nor other obstructions, except a narrow bar at Beardstown, and a smaller one at Coppers Creek, both of which could be easily removed.—

The stream narrows to about 72 yds. at Peru, and the banks, all along are covered with thick groves of timber, intermingled with grape vine arbors, which when in full summer foliage, adorned as they are also with the most beautiful wild flowers, are a delightful "ravishment." Now and then a prairie intervenes, and startled deer may be seen, bounding away, giving variety as well as animation to the scene.

The most important towns on the river are Meredosia, Naplen, Beardstown, Pekin, Peoria, Peru, Rome, Hennepin, and Ottawa. Many new towns have been laid out; as Liverpool, Montezuma, Wesler's City, Detroit, Enterprise, Illinois City, and several others. The Illinois canal, commencing at Chicago, terminates in the Illinois river, near Peru, and forms the important link connecting the chain of water communication between the Atlantic Ocean and the Gulf of Mexico, through the interior of the United States.

A dreadful tragedy has just been witnessed in Hickman county Ky.; growing out of the fatal recourte last fall between James and Binford. We gather the particulars from the Nashville Banner and Paris W. Tennesseean.

Col. Ferguson and Dr. Rives, of Mills' Point, friends to the parties in the Clinton affair, were authorized to draft a statement relative to the affair, to be laid before the public. In the discharge of this office, they could not agree.—Several difficulties had arisen between them with reference to the matter; but they were finally settled by a social drink from the flowing bowl. In the face of this adjustment, and against the laws of man and humanity Ferguson deliberately loaded his rifle, placed himself at his window, in front of the public street; and shot rivers dead as he passed, (his little child followed him,) perhaps unconscious of any danger. He fell exclaiming—"Oh God! I am dead!—I am dead." Ferguson proceeded from his room to this fatal spot, and seeing his fallen victim cried out—Rivers is dead!—I did it.—He was arrested and confined in a room. A brother to Dr. Rives, (Mr. Jones Rivers) hearing the next

day of the occurrence, rushed well armed through a crowd to the room in which F was, and finding he could not enter at the door, he broke through the window, Ferguson retreated through another. Some of the crowd, observing the escape of the latter, cried out to Rivers—"He is out." At which Rivers immediately returned from the room, and shot Ferguson at the distance of thirty yards. He fell instantly but was not dead. Rivers approached no one intervening, and snapped two pistols at him—the third presented to his breast drove his spirit into eternity, whilst Ferguson preyed piteously for mercy.—Rivers has not yet been taken.

Pub. Ad.

We extract the following question which were propounded in the conclusion of an address, delivered at a Whig meeting in New York on the 6th, of April, 1838.

Are you willing that the experiments of the last eight years, shall be continued, and the distresses of 1837 increased and perpetuated? If your answers be not carry it to the polls?

Are you content that the office holders under the general government shall be paid in a better currency than is afforded to the people, and that the gold and silver of the country shall be clogged up in government vaults for their special enjoyment? Answer like freemen at the polls!

Do you think it fair and honest that, in time of general embarrassments, members of Congress should be paid eight dollars a day in specie (which they sell for the premium) and at the same time the soldiers who fight our battles eight dollars a month in depreciated paper; and that the same difference should be made between the officers and the people in any payments of the government? Let the people answer thro' the ballot boxes.

Are you satisfied that the yearly expenditure of the federal government should exceed thirty millions per annum and be constantly increasing, when under Monroe and Adams they did not average twelve millions? Is not the increase of the last eight years most inordinate? Can there be any excuse for it now, when we are at peace with all nations, our country impoverished, and our Treasury bankrupt? Your votes will embody your answer.

Are you content to see the government rushing in debt at the rate of ten millions per annum, up this prodigal waste of money? If with five millions surplus on the first of Jan. 1837, besides nine millions withheld from the States in October, we yet were obliged to borrow ten millions for that year, and now want ten more for this, how shall we ever pay? Does any man believe that the government can collect 30 millions per annum in specie for expenditures and a surplus to meet the principal and interest of this rapid accumulating debt? If there be one who believes this and has a relish for general wretchedness and want, let him vote the sub-treasury ticket.

Can you sanction and approve the oppressive and murderous policy now pursued toward the miserable remnant of the Indians? Are you willing that four millions per annum, and thousands of valuable lives, shall be buried in the uninhabited morasses of Florida, when Gen. Jesup himself proclaims that the Seminoles cannot be conquered, and their country is worth nothing if we had it, and when the Indians are willing to submit to any thing but exile for the sake of peace? Do you approve of driving the industrious, unoffending and christian Cherokees from their possessions, which we have sworn to maintain to them forever? Do you now wish to see them expelled by perfidy and military force—to see them an unresisting prey to rapacity and lust? Answer as men who have consciousness at the polls!

Finally—Would you have the country prosperous instead of desolate? its people contented and thriving rather than idle and famishing? Would you, for yourselves, prefer employment for your industry, scope for your enterprise, and the hope of future independence as a stimulus to your exertions? Then vote with us, we entreat you, for a re-