

Hillsborough Recorder.

Vol. XV.

WEDNESDAY, JUNE 18, 1884

No. 121

HILLSBOROUGH, N. C.

PUBLISHED WEEKLY
BY DENNIS HEARTT,
AT THREE DOLLARS A YEAR, OR TEN DOLLARS
FIFTY CENTS IF PAID IN ADVANCE.

Those who do not give notice of their wish to have their paper discontinued at the expiration of the year, will be presumed as desiring its continuance until countermanded. And no paper will be discontinued until all arrearages are paid, unless at the option of the publisher. Persons procuring six subscribers shall receive the seventh gratis.

Advertisements not exceeding sixteen lines will be inserted three times for one dollar, and twenty-five cents for each continuance.

Subscriptions received by the printer, and most of the post-masters in the State.

All letters upon business relative to the paper must be post paid.

THE BEAUTIFUL ARABIAN HORSE

YEMEN.



ALL STATED in the ensuing season, at my stable in Hillsborough, on the following terms: thirty dollars a season, due the first day of January next, which may be discharged by twenty-five dollars in cash; forty dollars to ensure a mare to be in foal, due when that fact is ascertained; and for season or insurance, (as the horse is not my property,) it is requested that all gentlemen sending mares will at the same time forward their bonds, to avoid all those misunderstandings incident to accounts.

YEMEN is a beautiful grey, with dark mane, tail and legs, showing black hoofs of the finest shape. He is about fourteen and a half hands high, and carries the highest finish to great strength in all those points essential to the formation of a superior horse. The subscriber is of opinion that no description could convey a just impression either of his symmetry or action and therefore invites all who have a taste for fine horses, or a wish to breed them, to call and view this first genuine Arabian ever offered to the patronage of the people of North Carolina.

YEMEN has made two seasons in the south, as has shown that he is both a good and a sure foal getter. In 1832, he had one hundred and twenty-seven mares put to him, of these one hundred and twenty-five brought colts; and these are generally considered to be as fine colts as any ever dropped in South Carolina; they are large, handsome and bloodlike; to a beautiful forehead, they invariably unite a strong back and loin, with the finest legs and feet. For some of these the highest prices have been offered and refused although neither mare was bred a race horse.

YEMEN was presented by the present Sultan of Constantinople, to our Agent Mr. Round, with whom he had just concluded a treaty, as a genuine Arabian purchased for his use at Aleppo from the Arabs of the Desert.

It is fair to presume that the Sultan would not under the circumstances of the case, have made a present of an inferior horse, and I am therefore induced to believe that he is of the purest Arabian blood. This is the evidence of his stock, and he is only to be seen to have it admitted that he presents the best ideal of an eastern courser of the purest blood.

The following reasons should induce his patronage by all breeders of fine horses.

No horse has ever distinguished himself on the English turf as a race horse, four miles unless he was entirely of Arabian blood, and those most unobscurely descended from the west coast. The same rules apply to stallions both in England and in the United States. None succeed but those of the purest Arabian descent, and those are the best sires and the most nearly and deeply imbued in that blood.

This is proved by well-informed English writers, that sires of horses acquired reputation in that country as a distance horse that was not descended from the Darley or Godolphin Arabians.

It is a well established fact, that the immediate descendants of Arabians, on an average, remain useful horses at least ten years longer than the blood horses of the present day. This is a most important consideration with those who have merely for ordinary uses.

An opinion has been advanced by some, that the colts of Arabians sell on race, but that in the second and third generations they distinguish themselves. Now the fact is this, the best race horses on record were gotten by Arabians. Children, by the Darley Arabian, is at this day thought to be the best race horse ever bred in England.

The Godolphin Arabian got more race hares than any other stallion in the kingdom, and his descendants were particularly distinguished for their feats. Lath Downhouse Regulus, Black Sally, were the best runners in their day, and afterwards the best stallions.

Those who breed for the turf should avail themselves of this chance to raise from a genuine Arabian, because it offers a fair prospect of getting real game stock, and at the same time holds out a promise to correct the most prominent defects of our present turf horses, and bestow that durability and longness now so rare.

The great beauty of the Arabian stock always ensures a ready sale to those who breed horses for market; and the pure blood, longevity, united to their great strength and uncommon powers of endurance, must always render them a valuable to those who raise them for mere plantation use.

The subscriber has made arrangements to have the mares, and the boys sent with them, boarded at farms in the vicinity. The mares being thus operated on different plantations, will have a better chance of pasturage and attention, and at the same time avoid those various accidents to which they must be liable in crowded lots. They will be well kept, on moderate terms and gentlemen will be expected to discharge the expense on their removal.

The season commences the first day of February, and ends the first of July. No liability for accidents. The groom will expect a compensation with each mare for his attention in the case.

Allen J. Davie.

The editors of the Raleigh Star and Milton Spectator will publish the above one year, and forward their accounts.

JOB PRINTING
Executed at this Office with neatness, accuracy and despatch.

METHODIST PROTESTANT CAMP MEETING

A CAMP MEETING will be held by the ministers and members of the METHODIST PROTESTANT CHURCH at the Ridge Meeting-house, about seven miles south west of Hillsborough, to commence on the 15th of August. Ministers and christians of all denominations, are respectfully invited to attend and join in the work of the Lord.

May 3 25

A FEMALE SCHOOL

Will be opened in the town of Hillsborough, on Tuesday the 3rd of June next, under the direction and superintendence of Rev. SAMUEL J. PRICE, and Mrs. PRICE. The school will be taught in the house formerly occupied by Mr. Yarborough.

REFERENCES:
Wm J. Bingham, A. M. James Webb, M. D.
E. Stroudwick, M. D. Hon. F. Nash.

May 28 24

NOTICE

THE subscriber having qualified at May 18th 1834, of Orange County Court, as Administrator of the estate of JAMES CAIN, deceased, hereby gives notice to all persons indebted to said estate, to come forward and settle the same, and all persons who have claims against the estate will present the same duly authenticated, within the time prescribed by law, or this notice will be filed in bar of recovery.

Archibald Cain, Adm'r.

June 7 26-3w

PRINTING OFFICE

FOR SALE.

THE subscriber having discontinued the publication of the YADKIN and CATAWBA JOURNAL, offers the whole printing establishment for sale on reasonable terms.

It consists of a first rate Super Royal Ramage Screw Press, Type from Eight Line Pica to Brevier sizes; a great variety of Cuts, Rules, Leads, Flowers, Galleries, Cases, Chases, and short all that is necessary for the immediate establishment of a Printing Office.

Any gentleman, desiring to embark in the Printing Business, can get a good bargain by applying to

Hugh Welch.

N. B. Postage need not be paid on letters, or they will not be taken out of the office.

Salisbury, May 31. 26-

SEEDS

Trees, Plants, Domestic Animals, Implements, Books &c &c

For Sale at the

AMERICAN FARMER ESTABLISHMENT,

No 16, S. Calvert street, Baltimore, Md.

THE subscriber presents his respects to farmers, gardeners, and dealers in Seeds throughout the United States, particularly his customers, and informs them that he has received from Europe from his own seed Garden, and from various parts of this country, his annual supply of FIELD AND GARDEN SEEDS, and that he is prepared to execute orders, wholesale and retail, with promptness and accuracy, at as low prices, and on as favorable terms as can be had, either by any dealer in the United States, for first rate articles.

FRUIT and ornamental trees and plants, grapes, strawberries, gooseberries, raspberries, and all other strawberry plants, hothouse and flower roots, will be put up for seasons, and prepared to order from the best sources, including all the principal nurseries and gardens in this country, for most of which the subscriber is agent, also.

PLANTS, various cultivators, straw-cutters, wheat fans, corn shellers, threshing machines, and all other kinds of agricultural and horticultural implements, will be procured from the best manufacturers in Baltimore, at the manufacturer's prices.

DOMESTIC ANIMALS, particularly cattle of the improved Durham, Northhorn, the Devon, and the Holstein breeds, Sheep of the Bakewell, Southdown, and various fine woolled breeds; Swine of several valuable kinds, especially of the Barnuz breed; Dogs of several varieties for the farmer and sportsman; various kinds of Poultry, such as white turkeys, Brimons and Westphalia geese, game and other fowls, and several other species of animals, all of choice breeds, and no others are either kept for sale at the establishment, or can be procured from the best sources, to order.

BOOKS, agricultural, horticultural, and historical in much greater variety than at the bookstores; some of them rare and particularly valuable, are kept constantly for sale.

In short, all articles wanted by farmers and gardeners in the prosecution of their business, are intended either to be kept on hand, or procured when ordered, for a small commission.

And though last in order here, yet FIRST IN IMPORTANCE to every tiller of the soil and keeper of Domestic Animals, the subscriber offers to them THE SEEDS OF KNOWLEDGE in their vocations, "fresh and genuine," having been carefully gathered from the field of experience, and the garden of science.

The whole done up in papers and labelled "THE FARMER AND GARDENER AND LIVE STOCK BREEDER AND MANAGER," and dispensed from the printing press of this establishment every Friday in the form of a weekly Agricultural Paper at \$5 a year, payable in advance.

N. B. This periodical is essentially similar to the late AMERICAN FARMER, the publication of which has been for some time past suspended.

Address

L. IRVINE HUTCHCOCK,

American Farmer Establishment.

Note - An "Extra" number of the Farmer, containing a prospectus of the establishment, and a catalogue of Seeds, and other articles for sale, will be sent gratis to any person who shall furnish his address, post paid, for that purpose.

May 20. 23-

On Discourse, or Permanent and Universal Laws

2000 COPIES of the above discourse have been deposited at this office for distribution throughout the State at a low rate. Any person desiring copies, for himself or his neighbors, will be furnished on application.

March 4. 19-

CAIN & KIRKLAND

ARE now receiving, from New York and Philadelphia their Stock of

SPRING GOODS.

which renders their assortment complete. They therefore solicit their former customers, and the public generally, to call and examine them, as they are determined to sell as cheap as goods of the same quality can be purchased elsewhere in North Carolina.

They earnestly request all those indebted to the firm to call and settle their accounts; and as this notice is intended for all indebted to them without exception, they beg none will exempt themselves from it.

APR 29 C. & K. 20-

JEWELLERY

WATCHES SILVER WARE

LEMUEL LYNCH,

CLOCK AND WATCH MAKER

AND JEWELLER

RESPECTFULLY informs the citizens of Hillsborough, and the surrounding country, that he has again commenced business in the town of Hillsborough, in the house formerly occupied by Messrs. Turner & Phillips. He has on hand a good assortment of Watch Materials, and will repair all kind of work entrusted to his care with neatness and dispatch.

Watches, Clocks and Time Pieces, repaired by him, will in all cases be warranted for twelve months; and those disposed to patronize him, are assured that no pains will be spared to give the most general and entire satisfaction. Thankful for former favors, he respectfully solicits a renewal of patronage.

All kinds of SILVER WORK made according to order.

He has on hand a small assortment of WATCHES AND JEWELLERY,

which will enable him to accommodate his customers.

All kinds of work from a distance will be thankfully received and executed with punctuality and according to order.

March 18th 14-

NOTICE

ALL those who are indebted to me, will do me well to call as soon as possible and pay me.

I will offer for sale to the HOUSEHOLD AND KITCHEN FURNITURE, on Tuesday the second day of May court. At the same time I will also expose to sale my HOUSES and LOTS.

Jos. Jeff. Faddis.

April 29 17-20

A CARD

DR BAKER takes this mode of notifying all whom it may concern, that in accordance with the advice of his medical friends and his own views of expediency, the publication of his works on the Mineral Waters of the United States, will be delayed some six months or more. In the mean time, he purposes visiting many of our medical springs with the view of obtaining an accurate analysis of their waters, and collecting such other information as may be likely to prove interesting. The work will be comprised in an octavo volume of 250 or 300 pages - price to subscribers \$1 for a single copy. To merchants and agents the usual discount will be made.

To such as afford aid in obtaining the information needed, a copy of the work will be tendered, not as a remuneration, but as a token of gratitude for the assistance rendered.

Communications have been received relative to the following Springs: - Saratoga, Ballston, and Lebanon Springs, N. Y. - Schooley's Mountain, N. J. - Bedford, York and Yellow Springs, Pa. - Red, White, and Salt Sulphur, and Buffalo Springs Va. - Warm Springs, N. C. Madison Springs, Ga. Blount Springs, Ala. Olympian Blue Licks, Harrodsburg, and Greenville Springs, Ky. Additional communications are still coming in by almost every mail; and effectual measures have been adopted, in order to obtain correct information from those springs, from which there has been received as yet no direct or thorough information.

Dr B embraces this opportunity of returning his grateful acknowledgments to those individuals who have kindly favored him with their communications, or otherwise afforded their aid. To the fair lady who imparted information relative to one of the watering places in New York, he holds himself under very special obligations, and will endeavor to devise ways and means of evincing his gratitude in a suitable manner. Further communications are respectfully solicited.

Danville Va. May 17th. 24-

Editors of papers who will give the above one insertion, and forward their papers to Dr. B. through the P. O. at this place, shall receive in return a copy of the work, when published, with the unfeigned thanks of the author.

WANTED

AS AN APPRENTICE to the Watch Making and Silversmith's trade, a boy fourteen or fifteen years of age.

Lemuel Lynch.

April 29. 20-

WANTED

AS APPRENTICES to the Tailoring Business, two boys of moral and industrious habits, from fourteen to fifteen years of age. Early application is desired.

John Cooley.

December 31. 50-

BLANKS for sale at this Office.

Dr. Caldwell's Address.

Delivered before the Orange County Internal Improvement Meeting at Hillsborough, May 27, 1834.

MR CHAIRMAN:—Is there an individual among us, who would deny that an open commerce, by a rail-way between Raleigh and the sea, would be an immense advantage to North Carolina? A quick and punctual passage, offered at an appointed hour every day, with the fleetness of the wind, for goods and persons, must be incalculably efficacious both for the agricultural and commercial energies of this country. We say with the fleetness of the wind, for many of us can testify, that upon rail-ways now existing but few winds are so forcible as are felt in a car moving from 16 to 25 miles an hour. Sometimes the traveler is below the general surface of the country; at others, he is on the same level with trees and other objects; and in both cases he finds it impossible to keep pace in counting these objects as he passes them. In a moment they are here, and in the next they are far behind; while it would excite error to see a fellow creature placed upon the track at the distance even of a quarter of a mile, lest he might be incapable of so slight a movement as will place him out of danger. Such is the astonishing speed of a locomotive engine, and its train of cars with passengers and goods to the amount of 80 or 100 tons. At another time, the road is elevated above the surrounding country. So narrow is the base on which he moves, that the traveller looks down on fields and houses and herds of cattle, as though he had realized the powers of magic, or had mastered that law of nature which had originally forbidden him the privileges of the feathered creation in being wafted on wings through the air. Am I in danger, in setting this picture before you, of being charged with extravagant fancies? Happily, strange as is the story, there is no lack of witnesses good and true, at this moment, and on this spot, to substantiate these things as facts. Fortunately numbers are here, to whom we can point with personal selection, ready to stand forth, and when we affirm the literal truth of all that I have said, of the speed and force of steam in reducing weight and distance to nothing, and in removing every obstruction to the conveyance of goods into the market of the world.

Who, then, is there to question the importance of this improvement? How can any one withhold his admiration at its wonders, and his wishes for its accomplishment? Is there an individual who would not urge it as a privilege to be permitted, with others throughout the state, to contribute his dollar, it so much were necessary to construct a rail way from Raleigh to the sea—if by means of it a daily flight, forward and backward, can be maintained in perpetuity for goods and passengers, at the rate of 16 to 25 miles per hour. Yet in the present condition of our funds, no contribution, even of a single cent is necessary. North Carolina now owns a capital of eight hundred thousand dollars. Of these, provision is made for appropriating three hundred thousand for shares of stock in a State Bank, leaving still in the treasury five hundred thousand dollars. By explanations given in times past, we are assured that nothing more is asked by private citizens, than a subscription on the part of the state of two-fifths of the stock necessary for the construction of a railway like the one of which we speak. By actual experiments, upon such level surfaces as extend from Beaufort nearly to Raleigh, five hundred thousand dollars would be sufficient for the expense. The experiments of which we speak are almost in our very presence, in South Carolina and Virginia. Of these five hundred thousand dollars required for the cost of such a railway, three hundred thousand we may consider as already offered by private capitalists, leaving the other two-fifths, namely two hundred thousand, to be subscribed by the state, and still after this, a balance of three hundred thousand of disposable funds remaining in the treasury of the state, for other purposes which she may afterwards think proper to consult. Here, then, is a channel of communication proffered between the capital of our state and the market of the world. In effect, it must convert our metropolis of Raleigh into a mart of trade little at all inferior to a great maritime city. Transit is furnished by means of it for productions and commodities to any extent requisite for our interior country, both going and returning in a less space than twenty-four hours, and for every day of business in the year. Our state owes nothing. I have funds already available to a value not less than the sum already specified. Where then is the necessity of denying to our population the prosperity involved in the great

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work whose efficiency is established by a thousand proofs through other states, and in Great Britain, where the powers of steam have been applied to locomotive engines for commercial transactions throughout the world.

Here I wish detain you long enough to assert, in the distinct hearing of every one now present, that no fewer than at least a dozen of our neighbors are here ready to stand forth, and under the solemnities of oath to affirm frankly and untruly, the verity of these statements, from what their own eyes have seen and their ears heard, respecting the speed and efficacy of railroads and locomotive engines. In the united attestation of such men, we should rest with a confidence as complete as our own senses could produce.

Why then should we hesitate upon this subject? What has been said respecting the resources of the state is well known to most of you who hear me. The public funds amount to such a sum at least as eight hundred thousand dollars; and you need no information that a subscription of two hundred thousand dollars for the construction of such a work as that before us, is certain to profit the people and build up the great interests of the state, to an extent far greater and more liberal than if vested in bank capital, or any other species of stock within the compass of our present knowledge or power.

Let us then plant our feet upon this firm ground, and never flinch from the purpose until it shall be accomplished upon those indubitable principles. Let us march up to this great enterprise with united front, and with one voice let us hail this day with hearty cheers while we advance to the great and glorious work.

We can do nothing without union. Before the force of union every obstacle fades away like the mists of the morning when the sun breaks out in all its brightness. You all know the story of the father on his death-bed, counselling his sons by the fable of the sticks. Bind them together and their strength is irresistible; but take them separately and how easily are they broken? Let us then meet one another with a spirit of union, to be actuated as though we were one man. Let us instruct our legislators whoever they may be, that if by such means as are in the power of the state, without taxation upon the people, a rail way can be constructed or conveyance by steam can be effected, between Raleigh and the sea, it is your will that the measure should be adopted, by concurring with a plan in which two-fifths of the funds shall be subscribed by the state.

It will possibly be insisted, that it is not from any doubt respecting the advantages of steam in the opportunities of trade and travelling to the people that our difficulty proceeds. The question after all remains, even if we admit all these advantages, whether the rich who possess great funds ought not to be the first to step forward and make rail-ways. They, it is said, are able to do it. It is but reasonable that they should do the example, and they can advance the money. They tell the people that if they will lay out their funds upon these works, they will be sure to enjoy all these advantages, and yet they themselves hold back and show by their conduct that they are not so certain of the profits. But let us reflect upon the other part of this subject. The people call upon the men of property to show that they really believe in the advantages of such a work. And now let me ask, do not the men of property give every evidence that ought to be expected of them that they are in earnest in what they say; and actually do every thing properly to be expected of them, while they give their counsel to the people? This is their language: We do not ask you to go as far as ourselves in subscribing to the object. It is only that while we embark three-fifths of the requisite sum, you will, no out of taxes to be yet levied, but out of funds already in your hands, appropriate two-fifths to an undertaking in which all are deeply interested; and without which, important as it is to us, we can live and prosper far better than the generality of the people. The abler part of the community can make their way into the market with such opportunities as we have; but the poor cannot. The great object of a railway is to open a free and unexpensive passage to the ocean for the poor as well as the rich, and at the same time to present to all who already possess capital the means of enlarging their property with the greatest advantages to themselves and to the country. Since all these are concerned essentially, if not equally, in this great enterprise, how shall it be reasonable that some should stand aloof and render every effort and every prospect abortive by refusing to share in the expense as well as the profits? We know with what ef-