

LINCOLN COURIER.

THE PUBLIC GOOD SHOULD EVER BE PREFERRED TO PRIVATE ADVANTAGE.
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Lincoln Business Directory

Court Officers—Superior Court—F. A. Hoke, clerk. Equity—Wm. Williamson, clerk. County court—Robt. Williamson, clerk. W. Lander, Solicitor. B. S. Johnson, Sheriff. L. P. Rothrock, Town Constable.

Register, J. T. Alexander; **County Surveyor**, J. Z. Falls; **County Processions**, Ambrose Costner. **Trustee**, J. Ramsour. **Treasurer Public Buildings**, D. W. Schenck.

Committee of Finance—J. T. Alexander, Benj. Sumner, John F. Phifer. **Building Committee**—J. Ramsour, P. H. Phifer, John F. Phifer, and H. Candler.

Attorneys—Haywood W. Guion, main st. one door east. L. E. Thompson, main st. east, 3d square. W. Lander, main st. east, 2d square. V. A. McBee, and W. Williamson, offices at McBee's building, main st. 2d square, east.

Physicians—Simpson & Bobo, main st., west. D. W. Schenck, (and Apothecary), main st. two doors east. E. Caldwell, east of Female Academy. Z. Butt, office opposite McLean's hotel. A. Ramsour, (botanic) main st. west.

Merchants—Benj. S. Johnson, north on square, west corner. J. A. Ramsour, on square, north west corner. C. C. Henderson, on square, (post office) south J. Ramsour & Son, main st. 5 doors west. J. E. Johnson, on square, south west corner main st. R. Reid, on square, south east corner.

Academies—Male, B. Sumner; Female, under the charge of Mr. Sumner.

Hotels—Mrs. Matz, s. w. corner of main st. and square. W. Slade, main st. 2d. corner east of square. A. A. McLenn, 2d. corner, west, on main st. B. S. Johnson, north west, on square.

Grocers—G. Presnell, main st. east of square. Wm. R. Edwards, south west of square. James Cobb, so east corner of main and Academy st.

Tailors—Dailey & Seagle, main st. 1 door west of square. A. Alexander, on square, s. by w. side.

Watch Maker and Jeweller—Chas. Schmidt, main st. 4 doors east.

Saddle and Harness Makers—J. T. Alexander, main st. 2d. corner east of square. B. M. & F. J. Jetton, on sq., north by west. J. Ad. Jetton, south west on square.

Coach Factories—Samuel Lander, main st. east, on 2d square from Court House. Abner McKoy, main st. east, on 3d square. S. P. Simpson, street north of main, and n. w. of court house. Isaac Erwin, main st., west, on 2d sq. A. Garner, on main st. east end.

Blacksmiths—Jacob Bush, main st. 5th corner east of court house. M. Jacobs, main st., east end. A. Delain, main st. near east end. J. Bysanner, back st. north west of public square. J. W. Paysour, west end.

Cabinet Makers—Thomas Dews & Son, main st. east, on 4th square.

Carpenters, &c.—Daniel Shuford, main st., east, 6th corner from square. James Triplett, main st. M' Bee's building. Isaac Houser, main st. west end. Wells, Curry & Co., main st. east end.

Brick Masons—Willis Peck, (and plasterer) main st. east, 4th corner from square. Peter Houser, on east side of street north of square.

Tin Plate Worker and Copper Smith—Thos. R. Shuford, main st. east, on south side of 2d square.

Shoe Makers—John Huggins, on back st. south west of square.

Tanners—Paul Kistler, main st. west end. J. Ramsour, back st., north east of square. F. & A. L. Hoke, 3-4 mile west of town, main road.

Hat Manufactories—John Cline, n. from public square, 2 doors west side of st. John Butts & son, on square, south side.

Printers—T. J. Eccles, Courier of five 5 doors north of court house, 1st and Ford road.

Book Binder—F. A. Hoke, main st. 2d square west of court house.

Oil Mill—Peter and J. E. Hoke, one mile south west of town, York road.

Paper Factory—G. & R. Mostel, miles south-east of court house.

Cotton Factory—John F. Hoke & L. B. Childs, 2 miles south of court house.

The Scotchman's Description of Gen. Taylor.

Thank God, I've ken'd the good old man,
Wi' looks o' snar' and eyes o' fire:
I've fought beneath his eagle glance,
And sturdy heart that does na tire.
I've ken'd him in the loud foray,
When death was laying low the clan,
And blood-stain'd grew the chapparral,
And red old Rio's waters ran.

I've read o' Wallace and o' Bruce,
O' daring deeds by Campbell done;
But ne'er saw one approach so near
Perfection's picture as this mon.
He's nae so tall as lords of old,
But braw and bold to look upon;
And if ye saw him in the fight,
Deil take me but ye'd blush to run!

He's aye sae muckle cool and brave,
Ye'd think the field a ladies rout—
The more the danger pressing grows
The easier he can take ye out.
I mark'd him well at Monterey,
When he rode in beneath the wall—
How coolly he held death at bay—
How calmly he gave the recall.

Ye Southern folk may well be proud,
And tell his deeds in song and story;
The laurel wreath that decks his brow,
Encircles the whole land wi' glory.
For every world a mighty scroll,
And every tree and branch a pen,
The sea all ink—ye'd fail to write
The glory of earth's greatest man.

Diseases of Sheep.

A correspondent of the Boston Cultivator, in commenting upon the malady called "worm in the head," says that most maladies in sheep, &c., as well as in the human subject are caused by unhealthy secretions from the gelatinous juices of the head or it is by this means that disease is indicated—a running nose, watery eyes, heated lips, &c.—This infection, for such it is, is in its principal feature superinduced by bad or unsuitable food, and it is not by naturalists that sheep have the least instinct of any animal in avoiding injurious herbs, they eat a greater variety than any other animal except the goat, and hence the master ought to see that none but nutritious plants grow in their pastures.

Sheep are of a rambling disposition, the hill country is their home. The sheep master should have a moist pasture for them in dry weather, and a hilly pasture for wet weather and not to remain too long in any one pasture.

The best and most sure preventive and cure is parsley. Sow or transplant some patches of this herb in different parts of the pastures, especially the low grounds; the sheep are fond of it and its strong scent preserves them from the attacks of insects. This is a proved remedy. Again, if troughs are used for the animal to drink at, a roll of brimstone is of the greatest use to be kept in the water at all times. This keeps the water sweet and clear of insects.

It is a well known fact that many animals are fond of particular plants, the dog has its grass, the cat has its mint, &c., and sheep & hares and rabbits have their parsley.

The erection of wooden or other shades in some elevated parts of pastures is of the utmost consequence to the health as well as the proper thriving of sheep; indeed the necessity of shelter of some kind for cattle, must be apparent to every thinking person—if this remark applies even on common sheep pastures how much more so does it apply on the open prairies?

John Tyler heading the Whigs

After many abortive efforts upon the part of the Whigs to head John Tyler, it seems he has at length succeeded in turning the tables upon that hopeless party. We give the story as we heard it:

It seems that during the last winter or spring, a county court in Mr. Tyler's county, composed of several Justices of the Peace, with a view to mortify and humble Mr. Tyler for his political sin of turning Democrat, appointed him overseer of a road with the intention of en-

forcing the duties, or impose the fine in such cases made and provided in the statute.

The law of Virginia, it seems, specifies no limited time for working on and repairing roads, but its terms declare they shall be put and kept in order.—Accordingly, Mr. Tyler being notified of this new honor conferred, set about to discharge his duty. To the delight of his patron Justices and Whig brethren, he was soon seen riding thro' the neighborhood summoning the hands to work. The joke was too good to be lost, and many a Whig countenance was lit up with smiles, at the thought that the ex-President was at length harnessed with such a mortifying duty. Old John, however, had too often dodged their leaders, to be headed by the small fry.

He commenced his labors as a faithful public servant. The road being very undulating, he determined to cut down the hills, fill up the gullies and ravines, and make it a good level turnpike road. Day by day he 'plied himself to his work; hills and vales attested his industry. The effect of his diligence was not only visible on the road itself, but the neighboring farms began soon to show that just in proportion as the road succeeded, fencing, ditches, hedges, plowing, carting, and every other plantation service was neglected. For this there was no remedy. The hands were all upon the road. The joke became, in truth, a serious matter. The smiles that lately illumined every countenance, turned into ghastly dismay. A public meeting of the whole neighborhood was called. Headed by the august Justices, they proceeded to the scene of operations, and begged Mr. Tyler for God's sake, for their sakes, (and perhaps for the sake of Ireland,) to quit working on the road and let the hands go home.

Mr. Tyler replied that he had no more duty to put the road in good order, and keep it in such. There were yet a good many bad hills to be cut down and ravines to be filled; till that was done, he felt it his bounden duty to work on. He should dislike to be presented to the grand jury for neglect immediately after his appointment. The Justices promised to excuse him if he should be indicted before them. "He preferred to place himself above the clemency of the court." The Justices then begged him to resign. Mr. Tyler replied "that offices were hard to obtain these times, and having no assurance that he should soon obtain another, he could not think, under the circumstances, of resigning."

It is said that he kept the hands at work upon the road, widening, excavating, filling, graveling, and macadamizing for nearly two months, making one of the finest roads in the Union. It is thought by many that the road will not need repair for the next century. Wonder if the Whigs will make another effort to head him?—*Raleigh Standard.*

Bustles in Mexico.

That the Mexicans are already making rapid strides in the march of civilization and refinement, is evinced by the following paragraph in a letter written at Tampico last month:

"Is it not astonishing? A few days ago a number of American ladies arrived in this city from New Orleans—dressed, of course, in accordance with the latest fashion—and, as common, certain fictitious enlargements beautified their persons. This afternoon, while several Mexican señoritas were passing, I observed two dressed in American costume, and judging from appearance, each had donned as robust a bustle as was ever lugged about by an American belle.—As these were the first I have seen worn by Mexicans, it was certainly amusing to see them strut through the streets, as proud of their bags of bran as a mother is of her only child. Surely, the Mexican ladies are becoming enlightened.

A German recently committed suicide at Niagara by plunging into the Falls.

Definition of a Kiss.—A kiss is thus defined in a love letter written in the year 1679, and translated from the German:—"What is a kiss? A kiss is, as it were, a seal, expressing our sincere attachment—the pledge of future union—a dumb, but at the same time, audible language of a loving heart—a present which, at the time that it is given, is taking from us the impression on an ivory seal press—a crimson balsam for a love wounded heart—a sweet bite of the lip—an affectionate pinching of the mouth—a delicious dish which is eaten with scarlet spoons—a sweetmeat which does not satisfy our hunger—a fruit which is planted and gathered at the same time—the quickest exchange of questions and answers of two lovers—the fourth degree of love."

Curious Fact.—There are many twining plants that ascend their supporters only from left to right. Of this description there are ten genera. The hop, which thousands perhaps have cultivated without noticing the fact, is never known to ascend from right to left. If uncoiled, and forced to assume a direction contrary to that ordained by nature, it will sicken, and perhaps die outright. There are other plants which twine indiscriminately either way, or both ways, as art or instinct may direct. *Olive Branch.*

To be free from desire is money; to be free from the rage of perpetually buying something new is a certain revenue; to be content with what we possess constitutes the greatest and most certain of riches.

From the N. O. Delta, 7th inst. Later from Vera Cruz.

The steamboat Fashion, Capt. Ivy, which date she has brought us a file of "The Sun of Anahuac." The news, if any there may be said to be, is contained in the following article from that paper of the 24, and that settles only one point; which is, that Gen. Scott had not entered the city of Mexico on the 17th ult. But to the article from the Sun—it is as follows:—

FROM THE INTERIOR.—The courier arrived here on Saturday night last, from the city of Mexico, but from the various reports received by him, we can only inform our friends that no new movement on the part of Gen. Scott has yet taken place. We had the pleasure of an interview with a gentleman yesterday, from whom we learn that General Scott had, when our informant saw him, 10,000 men fit for service, and about 3000 others, sick and in other capacities, in which he could not well reckon upon them for fighting purposes. But, we learn it was his fixed determination, the moment of Gen. Pierce's arrival, to march at once upon the capital, and, we may add as a matter of course, to TAKE IT.

By letters received here last Sunday evening, we further learn, that dispatches have been forwarded from Headquarters, U. S. A., for Washington and this city, and that our expresses bearing the same must have been cut off; nothing whatever having been received by that source.

From the Commercial Times.

Tobacco.

We learn that the United States forces at Tobacco had abandoned that city on the 29th ult. in consequence of the troops being sickly.

Prospects of Peace.

This arrival brings us full confirmation of the rumors which have lately prevailed here, relative to the failure of the last effort of our Government, in the mission of Mr. Trist, to bring the Mexicans to listen to reason. All prospects of peace are now dissipated for the moment, and the sword will once more be appealed to, as an arbiter of the future destinies of that Republic.

When the Congress dissolved, which was done by the withdrawal of such a number of members as to leave the remainder below the figure which constitutes a quorum, Santa Anna held a council of general officers, when it was resolved to try the effect of one more encounter, either by marching against Gen. Scott, at Puebla, or rejecting the propositions for negotiation, calmly await his advance, and act on the defensive.

In order to be freed to act, the Government issued a decree suspending the issue of all newspapers, except the official organ. The forces drawn together for the defence of the capital are stated to be 25,000 in the city itself; 4000 hourly expected from San Luis, under Valencia, with fourteen pieces of cannon; and 15,000 scattered on the road between the city of Mexico and Puebla, to act against the invading forces, as they advanced.

Mr. Headley.

The Wilmington Commercial is very severe on Mr. Headley. It says:—"In the case of Major General Howe, of North Carolina, we must protest against the ignorance, recklessness, and gross injustice of this writer. General Howe's life has not as yet been written, though there are abundant materials for a very interesting sketch. In his short notice of an accomplished statesman, and gallant soldier, the patriot and the trusted friend of Washington, this author admits his ignorance of Howe's life, and then has the impertinence and presumption to slander the illustrious dead. The History of North Carolina shows that Howe was, in the contest of Great Britain, one of the earliest, steadiest and warmest friends of the Colonies, and of American Independence. His services in the Colonial Assembly, alone, entitle him to the gratitude of posterity. He commenced his military career in 1775 by driving Lord Dunmore from Norfolk, Va., he succeeded Gen. James Moor, of N. Carolina, as Maj. Gen. of the Southern Division of the United Colonies; he did all at Savannah, against superior forces, that could be done by a sagacious general and brave soldier; he was appointed by Washington to command West Point, when that fortress was the most important point in the Union to the welfare of the army, and was only removed by the intrigues of Arnold and his friends in Congress. Howe was also selected by Washington to suppress the rebellion of the troops at Pompton, N. J. He performed the task assigned him with so much energy and promptness, and so much to the satisfaction of the Commander in Chief, that he was again selected for a similar duty. He sacrificed a large fortune in the service of his country, and this is his reward. If Mr. Headley had taken the trouble to inquire in North Carolina he would have learned much of Gen. Howe. A well informed gentleman of Chapel Hill, we are sure could have furnished him with proof of eminent merit, sufficient to satisfy the most incredulous. But Mr. Headley, we suppose, was writing for hire, and was eager to grasp his reward. The reputation of a Howe was of little importance to him when weighed against the speedy possession of a few dollars and cents.

Cost of Rail Roads.

The Charleston Patriot gives the following statistics in reference to the cost of railroads in this country. Every year's experience enables railroads to be constructed at a cheaper rate than before.

In the State of New York there are 22 railroads whose aggregate length is 705 miles and average cost of construction for each mile has been \$26,000.—Of these roads the most expensive was the Mohawk and Hudson Road, which cost \$85,900 per mile. The least expensive was the Buffalo and Black Rock Road, whose cost was only \$7,200 per mile.

There are in Pennsylvania 801 miles of railroad, whose average cost per mile amounted to \$41,700.

In Delaware 16 miles of road cost \$600,000, which is an average of \$37,500 per mile.

In Maryland the average cost per mile of 304 miles of railroad, was \$41,000.

In Virginia there are 348 miles of road which cost on an average \$15,400 per mile.

The average cost per mile of 248 miles of road in N. Carolina, was \$13,750.

In S. Carolina we have 202 miles of road, which cost us \$28,000 per mile.

In Georgia, \$13,000 per mile were paid for 476 miles of railroad.

In Florida, 34 miles of railroad cost \$6,600 per mile.

In Alabama, 46 miles cost an average per mile of \$9,700.

From these items we learn that the most expensive road has been one in New York, the cheapest one in Florida, and the order in which these States would stand in respect to comparative cost of their roads, would be as follows: beginning with the most expensive, and ending with the cheapest: New York, Pennsylvania, Delaware, Maryland, S. Carolina, Virginia, North Carolina, Georgia, Alabama, Mississippi and Florida.