

# Lexington and Padkin flag.

VOL. 2. LEXINGTON, NORTH CAROLINA, FRIDAY, DECEMBER 19, 1856. NO. 19.

PUBLISHED WEEKLY  
 BY  
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 EDITOR AND PROPRIETOR.  
 \$2.00 PER ANNUM IN ADVANCE.

**The President's Message.**

We give the following extracts from the President's Message. It is a very long document, and as usual speaks very fair words for the South. No doubt Mr. Buchanan will do the same, and then we fear follow in the footsteps of Mr. Pierce in keeping up sectional strife:

I refer you to the report of the Secretary of the Treasury for particular information concerning the financial condition of the Government, and the various branches of the public service connected with the Treasury Department.

During the last fiscal year the receipts from customs were, for the first time, more than \$64,000,000, and from all sources, 73,918,141; which, with the balance on hand up to the 1st of July, 1855, made the total resources of the year to amount to \$92,850,117. The expenditures including \$3,000,000 in execution of the treaty with Mexico, and excluding sums paid on account of the public debt, amounted to \$60,172,401, and, including the latter, to 72,948,792, the payment on this account having amounted to \$12,776,390.

On the 4th of March 1853 the amount of the public debt was \$69,129,937. Of this the sum of \$45,525,319, including premium has been discharged, reducing the debt to \$30,737,129; all of which might be paid within a year without embarrassing the public service, but being not yet due, and only redeemable at the option of the holder, cannot be pressed to payment by the government.

On examining the expenditures of the last five years it will be seen that the average deducting payments on account of the public debt and \$10,000,000 paid by treaty to Mexico, has been but about \$48,000,000. It is believed that under an economical administration of the government, the average expenditure for the ensuing five years will not exceed that sum, unless extraordinary occasion for increase should occur. The acts granting bounty lands will soon have been executed, while the extension of our frontier settlements will cause a continued demand for lands and augmented receipts probably from that source.— These considerations will cause a reduction of the revenue from customs, so as not to exceed \$48 or \$50,000,000. I think the exigency for such reduction is imperative, and again urge it upon the consideration of Congress.

The amount of reduction, as well as the manner of effecting it, are questions of great and general interest; it being essential to industrial enterprise and the public prosperity, as well as the dictate of obvious justice, that the burden of taxation be made to rest as equally as possible upon all classes, and all sections and interests of the country.

I have heretofore recommended to your consideration the revision of the revenue laws, prepared under the direction of the Secretary of the Treasury, and also legislation upon some special questions affecting the business of that department, more especially the enactment of a law to punish the destruction of official books or papers from the files of the government, and requiring all such books and papers and all other public property to be turned over by the outgoing officer to his successor; of a law requiring disbursing officers to deposit all public money in the vaults of the treasury or in other legal depositories, where the same are conveniently accessible; and a law to extend existing penal provisions to all persons who may become possessed of public money by deposit or otherwise, and who shall refuse or neglect, on due demand, to pay the same into the treasury. I invite your attention anew to each of these objects.

The army during the past year has been constantly employed against hostile Indians in various quarters, that it can scarcely be said, with propriety of language, to have been a peace establishment. Its duties have been satisfactorily performed, and we have reason to expect as a result of the year's operations, greater security to the frontier inhabit-

ants than has been hitherto enjoyed.— Extensive combinations among the hostile Indians of the Territories of Washington and Oregon at one time threatened the devastation of the newly formed settlements of that remote portion of the country. From recent information we are permitted to hope that the energetic and successful operations conducted there will prevent such combinations in future, and secure to those Territories an opportunity to make steady progress in the development of their agricultural and mineral resources.

Legislation has been recommended by me on previous occasions to cure defects in the existing organization, and to increase the efficiency of the army, and further observation has but served to enforce on my mind the conviction that such measures are not only proper but necessary.

I have in addition, to invite the attention of Congress to a change of policy in the distribution of troops, and to the necessity of providing a more rapid increase of the military armament. For details of these and other subjects relating to the army, I refer to the report of the Secretary of War.

The condition of the navy is not merely satisfactory, but exhibits the most gratifying evidences of increased vigor. As it is comparatively small, it is more important that it should be as complete as possible in all the elements of strength; that it should be efficient in the character of its officers, in the zeal and discipline of its men, in the reliability of its equipment, and in the capacity of its ships. In all these various qualities the navy has made great progress within the last few years. The execution of the law of Congress, of February 18, 1855, to promote the efficiency of the navy, has been attended by the most advantageous results. The law for promoting discipline among the men is found convenient and salutary. The system of granting an honorable discharge to faithful seamen on the expiration of the period of their enlistment, and permitting them to re-enlist after a leave of absence of a few months, without cessation of pay, is highly beneficial in its influence. The apprentice system recently adopted is evidently destined to incorporate into the service a large number of our countrymen hitherto so difficult to procure. Several hundred American boys are now on a three years' cruise in our national vessels, and will return well trained seamen. In the ordnance department there is a decided and gratifying indication of progress creditable to it and to the country. The suggestions of the Secretary of the Navy, in regard to further improvement in that branch of the service, I commend to your favorable action.

The new frigates ordered by Congress are now afloat, and two of them in active service. They are superior models of naval architecture, and with their formidable battery add largely to public strength and security.

I concur in the views expressed by the Secretary of the Department in favor of a still further increase of our naval force.

The report of the Secretary of the Interior presents facts and views in relation to internal affairs over which the supervision of his department extends, of much interest and importance.

The aggregate sales of the public lands, during the last fiscal year, amount to 9,227,878 acres; for which has been received the sum of \$8,821,424. During the same period there have been located, with military scrip and land-warrants, and for other purposes, 30,100,230 acres, thus making a total aggregate of 39,328,108 acres. On the 30th of Sept. last, surveys had been made of 16,873,699 acres, a large proportion of which is ready for market.

The report of the Postmaster General presents fully the condition of the department of the gov't. Its expenditures for the last fiscal year, were \$10,07,868; and its gross receipts \$7,620,480—making an excess of expenditure over receipts of \$2,787,046. The deficiency of this department is thus \$744,000 greater than for the year ending June 30, 1855. Of this deficiency, \$330,000 is to be attributed to the additional compensation allowed postmasters by the act of Congress of June 23, 1854. The mail facilities in every part

of the country have been very much increased in that period, and the large addition of railroad service, amounting to 7,908 miles, has added largely to the cost of transportation.

The inconsiderable augmentation of the income of the Post Office Department under the reduce rates of postage, and its increasing expenditures, must for the present, make it dependent to some extent upon the treasury for support. The recommendations of the Postmaster General, in relation to the abolition of the franking privilege, and his views on the establishment of mail steamship lines, deserve the consideration of Congress. I also call the special attention of Congress to the statement of the Postmaster General respecting the sums now paid for the transportation of mails to the Panama Railroad Co., and commend to their early and favorable consideration the suggestions of that officer in relation to new contracts for mail transportation upon that route, and also upon the Tehuantepec and Nicaragua routes.

The U. S. continue in the enjoyment of amicable relations with all foreign powers.

When my last annual message was transmitted to Congress, two subjects of controversy, one relating to the enlistment of soldiers in this country for foreign service, and the other to Central America, threatened to disturb good understanding between the U. S. and Great Britain. Of the progress and termination of the former question you were informed at the time; and the other is now in the way of satisfactory adjustment.

The object of the convention between the U. S. and Great Britain on the 19th of April, 1850, was to secure, for the benefit of all nations, the neutrality and the common use of any transit way, or interoceanic communication, across the isthmus of Panama, which might be opened within the limits of Central America. The pretension subsequently asserted by Great Britain, to dominion or control over territories, in or near two of the routes, those of Nicaragua and Honduras, were deemed by the U. S., not merely incompatible with the main object of the treaty, but opposed even to its express stipulations. Occasion of controversy on this point has been removed by an additional treaty, which our minister at London has concluded, and will be immediately submitted to the Senate for its consideration. Should the proposed supplemental arrangement be concurred in by all the parties to be affected by it, the objects contemplated by the original convention will have been fully attained.

The treaty between the U. S. and Great Britain, of the 5th of June, 1854, which went into effective operation in 1855, put an end to causes of irritation between the two countries, by securing to the U. S. the right of fishery on the coast of the British North American provinces, with advantages equal to those enjoyed by British subjects. Besides the signal benefits of this treaty to a large class of our citizens engaged in a pursuit connected to no inconsiderable degree with our national prosperity and strength, it has had a favorable effect upon other interests in the provision it made for reciprocal freedom of trade between the U. S. and the British provinces in America.

The exports of domestic articles to those provinces during the last year amounted to more than \$22,000,000 exceeding those of the preceding year by nearly \$7,000,000; and the imports therefrom, during the same period, amounted to more than \$21,000,000—an increase of \$9,000,000 upon those of the previous year.

We should be happy to see the day when neither the word slavery nor any allusion to the institution will find a place in the President's Message to Congress.—*National Intelligencer.*

We say amen to this wish. It was our habit, many years ago, to keep the subject out of our columns; but at last it forced itself upon us. Lately we have refrained, and mean to refrain, as far as possible, from publishing articles on the subject. They are of evil tendency; and the Southern press should exclude them, whenever possible.—*Observer.*

**From California.**  
 The steamer Illinois, with California dates to the 5th instant, arrived at New York on Saturday.

The Illinois connected with the Sonora on the Pacific side, which brought down nearly \$2,250,000. She left San Francisco on the evening of the 5th.

**THE ELECTOR.**—Returns received up to 10 o'clock that day foot up Buchanan 14,000, Fillmore, 9,600.

There was nothing definite concerning the Legislature.

The Republican legislative ticket prevailed in San Francisco county, though the Buchanan electoral ticket would probably have 100 majority.

The vote in the city is much smaller than at the State election last year. This is attributed to the unavoidable absence of working politicians. The election passed off quietly.

Advises received by telegraph on the day of the steamer's sailing state that a fire was raging at Sacramento in the National Theatre block.

D. L. Wells, the Republican candidate for sheriff of Anador county, was killed on the 2d instant by being thrown from his carriage.

The Indians in California were still restive. General Costa had a fight with a party on the Klamath river, killing several. Another party attacked the whites near Bald mountain, killing many.

The frigate Independence sailed from Navigators' island previous to the 2d of June.

The following vessels are in the port of Aspinwall: H. B. M. ship Orion, 90 guns; frigate Arrogant, 50 guns; mail steamer Dee, from San Juan del Norte, and one gunboat.

There had been no rain in California since our former date to November 5.

A great pitched fight between the two factions among the Chinese in California was to have taken place on the 25th October at Mound Spring, about fifty five miles from Stockton. The *Sam-yaps* challenged the *Yan-wos* in the following terms:

"There are a great many now existing in the world who ought to be exterminated. We by this give you a challenge, and informed you before hand that we are the strongest, and you are too weak to oppose us. We can therefore wrest your claim or any thing else from you, and give you notice that it is our intention to drive you away before us and make you ashamed of yourselves. You are nothing compared to us. We are durable as stone, but you are pliant as sponge. Your force would have no more effect against us than an egg would against a stone. You want to coax us to come to terms; we refuse. We mean to fight you and expel you from your localities. If you don't stand and fight us, we will consider you no better than so many brutes; and as such we will harness you to our own desires. There are plenty of us, well equipped and ready at any time to meet and fight you whenever you choose, and would make you run into holes and hide yourselves; but we need not go to that trouble; we have only to speak and you'll become affrightened. You won't stand like men; you are perfect worms, or like the dog that sits in the door and barks, but will go no further. If you won't accept the challenge, we tell you, by the way, to go and buy lots of flour and paint your faces; then go in your houses and hide yourselves, and we'll kill every man we come across. Shame! shame!"

After all the preparation, however, there was no general engagement, but several skirmishes took place, in which four persons were killed and as many wounded. There were about two thousand five hundred combatants engaged on both sides, all armed and equipped. Many had firearms. A stop was put to hostilities by a sheriff's posse, assisted by citizens. Some two hundred and fifty arrests were made.

Rev. Mr. HYMAN, recently arrived from the plains, reports that the Indians were very troublesome along the route. He also gave an account of a fight that occurred between a party of emigrants and a band of robbers consisting of seven white men, the affair resulting in the death of five of the robbers and the capture of the other two. The prisoners were brought into California for trial.

On the 29th of August a large number of delegates from different parts of the Gadsden purchase assembled at Tucson for the purpose of taking the necessary steps to form of Territorial government.

It is proposed to call the new Territory "Arizona." The estimated population is 10,000.

From Sonora we learn that a revolution had taken place, and the Governor GANDARA had been completely routed. He has sent messengers to California for 3,000 men and arms, with the ostensible object of putting down the Apache Indians.

Tobacco, pronounced by connoisseurs to be of an excellent quality, is now grown in various parts of California.

The new steamship *Oriza*, of the Nicaragua line, arrived at San Francisco on the 30th ultimo, eleven days from San Juan. Her running time from New York is said to be the best on record.

**Help for Clay Lands.**

To the Editor of the Arator.

DEAR SIR: One of your correspondents, in the November number, gave some useful hints on the application of sand to convert stiff clay into a pliable loam; and, for lasting results, I make no doubt this material should enter largely into every substance given to such lands for that purpose. But to ensure the further object of greatly increased fertility, other and more mutable substances should be added. I have known a garden spot which appeared to be composed of nothing but pure clay brought into a very favorable and fertile condition by the application of a thick covering of light rich earth and oak leaves; a case is reported in which a clay soil was greatly meliorated by the addition of a coating of about two inches of well dried and pulverized muck; and trials have been made with signal success, with white oak saw dust. The dust was spread on the surface, two inches thick, and spaded in—in a part of the lot two spades deep. The same dressing was made, succeeded by the same mixing process, for two or three years, and with only moderate applications of stable manure.

**The Triumphs of Civil Engineering.**

FROM THE BOSTON ATLAS OF DECEMBER 2.

Perhaps none of the higher mathematical sciences has been productive of more benefit to the world than that comprised in the department of Civil Engineering. It is not an abstract science, but practical instead.— It has everything to do with the progress of society. It is humanizing and elevating.— It digs the water-course and deepens the channel, that no barrier may prevent the progress of humanity. It builds the iron way, cuts down the hill, and fills the valley, that man may pass along a smooth and level way to that higher destiny, undreamed of by the ancients and unheard of in all the past. It is the foe of despotism, but the friend of man. It annihilates time and space, and crowds the years that were wont to roll slowly by into fleeting moments.— Its mission is one of peace, leading man to the Millennium, to the years of repose. It does not indulge in the child's play of its military brother, and spend its time, and money, and powers in dropping a bomb into a barrel a thousand yards distant, thereby learning how to destroy humanity, how to blow up cities, how to spread desolation in the shortest possible time; but it surveys the whole land, marches through the forest, spans rivers, winds along the mountain heights or dives beneath the sea, that man may enjoy life in its fullness. This is its mission.

Civil engineering, as a science, has been wonderfully developed during the last quarter of a century. Its triumphs before that period were considered wonderful, as indeed they were. There are those who contend that the ancients were in advance of us even. They point to the poisoned stones of Palmyra, to the gates of Thebes, to the Apelian and Flaminian ways, wonderful indeed, and challenging admiration even after the long years which have passed since their construction. But none of all the ancient works can compare in scope of design for man's benefit with those which are the glory of modern science. The highways leading to the old Roman capital, firm and enduring as they were and are, have no place when compared with the great network of iron spreading over our land. The noblest canals of the old time were nothing in comparison with that "big ditch" which, though it was the political grave of its projector, has made New York the Empire State of the Republic. In architectural design and in individual structures the ancients exhibited wonderful capacity; but in works of utility, of lasting practical benefit, designed for the good of the whole, the triumphs of modern science stand preëminent.

We were led to these reflections while viewing the greatest of all modern structures now rising above the rushing waters of the St. Lawrence—the Victoria Bridge at Montreal. A mere description of the work can convey no adequate idea of its vastness.— It was commenced in 1854, and is under contract to be completed in 1860, at an estimated cost of between \$6,000,000 and \$7,000,000. The bridge itself will be seven thousand feet in length, or nearly a mile and a quarter. Including the approaches, it will be ten thousand two hundred and eighty-four feet, or nearly two miles in length. There will be twenty-six piers of solid masonry supporting the iron superstructure of the bridge. The centre will span 330 feet, and the other spans each 242 feet wide. The height of the centre of the bridge is to be sixty feet above the water level. The weight of iron in the tubes will be 8,000 tons, and the contents of the masonry 30,000,000 cubic feet.

It is in all respects far in advance of any structure in the world, and when completed, will be the crowning work of modern civil engineering.

What is the design of the work? It is simply that that portion of Canada lying beyond the St. Lawrence shall have an unbroken communication with tide-water at all seasons of the year. It may seem to those who view the interest upon the outlay that it is not worth the while, or in other words that it will not pay, to bridge the St. Lawrence at such a cost. Such a view is undoubtedly correct, so far as immediate returns are concerned; but the policy of Canada in its railway enterprises is far-reaching. It contemplates the future development of the Provinces rather than so much immediate per cent. on the investment; it expects but little from the present, but waits patiently for the future. In this we believe it will not be disappointed. The Canadians are wiser than ourselves in this respect. Their railway lines are not competing or conflicting. With its railways extended in every conceivable direction.— There has been no unity of plan, no forecast, save to get ahead of all other lines.— But not so in Canada. The Grand Trunk is like a tree—its roots sprouting from the Atlantic, at Portland and at the Gulf of St. Lawrence, and its branches spreading to the Lakes, all united in a harmonious whole.

The plan has been nobly conceived and successfully consummated. We learn that it is in the main the growth of one master mind. To Mr. S. P. Bidder, an English gentleman, a compeer of Stephenson, the engineer of the Victoria Bridge, is more credit due probably than to any other man. He has brought great practical executive ability and a lifelong experience to the enterprise—experience received in the management of some of the greatest of the English railways. He is now the general manager of the Grand Trunk, and we learn that his system of management is reduced almost to a science itself. The road is divided into seven divisions, each of which has its superintendent, who in turn has his subordinates, each responsible to his superior.— But to return.

The completion of the Victoria Bridge will, as before stated, be the triumph of civil engineering. It will be a proud day for mathematical science when the last tube, riveted and belted in every part, and adjusted to a hair's breadth scientifically for expansion from heat or contraction from cold, shall rise to its place above the whirling waters of the St. Lawrence. It will inaugurate a new era in the history of Canada; and it will also be a lasting benefit to our friends in the Pine Tree State. Ourselves may also feel some of its benefits; for so varied are the courses of commerce that Boston will inevitably feel something of the tide that then will flow from the lakes to the sea.

But enough. Whether Boston shall be benefited or not by the completion of the Victoria Bridge, we rejoice that it is rising from the water, for in its massive stones and its iron rivets we discover that principle of science which humanizes man, which makes him more and more a social being, and which in its very nature must hasten the day when arbitration, instead of appeals to arms, shall settle all differences between ourselves and our friends.

**EMIGRATION TO THE WEST.**—The Cassville (Georgia) Standard speaks with surprise of the multitude of emigrants crowding the streets of that town bound for the far West. The emigrants are mostly from North and South Carolina.

This must be a mistake, we think, as we hear of no emigration from this State.

Miss McDuffie, of South Carolina, John Van Buren's bride elect, has sold her negroes at an average price of \$700, preparing herself for companionship with a Free-soiler.