

Lieut. Crittenden was conducted blindfolded to the tent of the Mexican General in Chief, which he found a long distance from the scene of action, and which he thought the safest place he had been in during the whole day. As he approached Santa Anna's tent he was greeted with a most tremendous flourish of trumpets, which might have been heard a mile off, but produced no very great terror in the mind of the Kentuckian. His blind was taken off, and he found himself in the presence of the famous Mexican Chief, surrounded by a brilliant Staff of bedizened, gilded, and inouchatched officers. Santa Anna apologized to the Lieutenant for the act of his officers, in having him blindfolded, saying, that so far from having any desire to conceal his situation, he was desirous of exhibiting to Gen Taylor the utter folly of resisting so many as he had under his command. To which the Lieutenant replied, that his simple message was to demand his [Santa Anna's] immediate surrender to Gen. Taylor. When this extraordinary demand was translated to the Mexican, he raised hands and eyebrows in utter astonishment at the temerity and presumption of such a message, and replied, that he would expect Gen Taylor to surrender in an hour, or he would destroy all his forces. Lieut. Crittenden's reply, which we have already given—*"Gen Taylor never surrenders!"*—terminated the interview, and the battle recommenced, and was continued until night.

Santa Anna took three small pieces of our artillery, which, under Lieut. O'Brien, had been posted too far in advance to be covered by our infantry. All the gunners were shot down, and when the guns were captured there was not a soldier left to man them. One of these pieces was an old Texan 6-pounder, which, during the Texan Revolution, had done good execution among the Mexican ranks. As to the flags he boasts of having taken, they are very probably mere company markers, which were dropped on the field and picked up by the valiant Mexicans. His Excellency of the War Department, to whom Santa Anna has sent these trophies will no doubt be sore disappointed in the size, texture, and beauty of these standards.—Mexican pride is easily satisfied when such feeble mementoes of their prowess and valor as these console them for so inglorious a defeat.

All the officers on our side in this hard-fought battle distinguished themselves; the details of battle were confided to Gen Wool, who nobly justified the confidence of his commander and brother-veteran, by the most active, zealous, efficient and gallant conduct. Throughout the whole action he was constantly engaged in the disposition of our forces, and in rallying them to the onset. It was a miracle that he escaped the thick flying balls which thinned the ranks he was marshaling. There was but one complaint made against him and that was, that he exposed himself too much. Brig. General Lane, also, showed himself to be a brave and capable officer. Although wounded early in the action, he kept his horse until it closed and never for a moment left his post.

The old General-in-Chief remained at his original and much exposed position, superintending the battle and narrowly watching its events. An escopette ball passed through his overcoat—that same old brown, so familiar to all the officers and men who have ever been under his command, and which has seen several campaigns in Florida, in Texas, and in Mexico. On the night of the 22d, both armies drew off from the field of battle. Our men were engaged all night in bringing in the wounded and taking care of them—the Mexicans as well as their own men.—There were, however, but few of our men found on the field wounded. They were, in Santa Anna's significant words, in his despatch, "all dead," the cowardly miscreants having killed every man they overtook, wounded and helpless on the field. With like turpitude and treachery, they left their own dead unburied and their wounded uncared for, on the field where they fell. The latter were carried to Saltillo, in our own wagons, the former were buried by the alcade, under the orders of Gen. Taylor.

A number of officers were taken prisoners, and an exchange was effected, by which all our men who are now in their hands were released. Cassius M. Clay's party are understood now to be in the city of Mexico.

Among the killed and wounded of the Mexicans are, three general officers and twenty colonels and commanders of battalions. Gen. Minon, it appears, has not as yet realized the brilliant career of which he considered his capture of Maj. Borland an earnest. He was ordered by Santa Anna to attack and carry Saltillo during the engagement at Buena Vista. With this object, he made a demonstration against the town with 2000 cavalry. Lieut. Shover, with sixty men and two small pieces of artillery, went out to meet the valiant general, and at one discharge of his cannon, sent him and his large force to the right about in double-quick time.

**Retreat of Santa Anna.**—We understand from reliable authority, says the Matamoros Flag of the 13th inst., that there are letters in town from Mexicans stating that Santa Anna is in full retreat to San Luis Potosi. The letters also state that he held a consultation with his principal officers after the first day's engagement, and that a retreat was then strenuously advocated.—Before the battle commenced, the Mexicans firmly believed that Gen. Taylor would re-

tire before their vastly superior numbers, and that in his retreat they could supply themselves with provisions, of which they were in great need—almost starving.—Finding the Americans obstinate, and determined to fight for their estates with the ferociousness of bull-dogs, they despaired of getting a dinner from them, and deemed it prudent to retire.

**MESSAGE**

From His Excellency, Gov. Graham, communicating Report of professor Mitchell, on the Turnpike from Raleigh West. To the Honorable the General Assembly of N. Carolina:

I enclose herein, the Report of the Rev. Dr Mitchell the Engineer appointed under the Act of the last Session of the General Assembly, to make a survey for a Turnpike Road from Raleigh to the Buncomb Road, and thence to the Georgia line, with a branch on the Eastern side of the Yadkin River to the Town of Fayetteville.

I have not had leisure to give the Report an attentive perusal; but hope the Legislature will find the work to which it relates, worthy to be immediately undertaken. It does seem to me, a most appropriate disposition of the Funds raised from the sale of Cherokee Lands, to devote them to the construction of a good high way from that distant part of the State to the Capitol, and one of our chief market towns.

WILL. A. GRAHAM.

**REPORT.**

To his excellency, WILLIAM A. GRAHAM. Sir: The Act of the Legislature under which I had the honor of appointment from you, prescribes the duties to be performed in the words following:

"It shall be the duty of the Governor of this State, before the third Monday of November, 1846, to cause a survey to be made with a view to making a Turnpike Road from Raleigh, west to the Buncomb Turnpike road, thence to the Georgia State line in Cherokee County in this State—also from the town of Fayetteville, to intersect the same at some point east of the Yadkin river.

"Be it further enacted, That the engineer making such survey, be required to examine and report upon both of the routes over which the mail stages now run from Raleigh to Asheville, and that he furnish estimates of the probable cost of making a turnpike road or roads on the different sections of said road."

That the business might be so performed as to be satisfactory to the Legislature, it seemed necessary to enquire what are the particular ends to be accomplished by the construction of the roads in question. That leading from Raleigh west is understood to have been proposed and favored by the gentlemen from the western part of the State.

When a County is laid off, and a Court House built, roads are immediately opened from the out-skirts of the County, giving to all its population free access to the seat of justice. As Raleigh is the seat of the Legislature, Executive and Supreme Judicial authority, and the Treasury and all the other public offices are there, the people of the remote west may well claim it as an act of simple justice to themselves, that something should be done to facilitate their communications with the Capital; especially as what might be done for their benefit would also accommodate the population of the country along the whole line of the route. Murphy, the County seat of Cherokee, is 370 miles from Raleigh, by the shortest road that can be travelled.

There will be a perpetual stream of travel flowing from North Carolina into Tennessee, and from Tennessee into North Carolina, which will also increase if it may be accomplished over good roads, and for the accommodation of which, it seems that there should be one good road leading from east to west through the State.

It is most desirable the eastern and western section of this great Commonwealth should be bound together by an easy and free communication between them. An intelligent gentleman in the western part of the State remarked to me that as things now are, he has less to do with the people on the northern side of the Albemarle Sound, than with those of some of the remotest regions of the globe.

Trade will always increase with the increasing ease and freedom of communication, though the influence of an eastern and western turnpike upon the amount of traffic would not probably be very considerable. It is in a direction nearly at right angles to this, that the produce of the central and western Counties finds a market,

and manufactured goods and the production of foreign countries are returned.

People travelling the eastern and western road will generally wish to pass through the villages and County seats; it is along lines leading from town to town, that the conveyance of the mail must be effected, and that short journeys on business will be made. If a good road were opened, which avoided the villages and passed over the intermediate ground, it would be very little frequented. Such a road there might be leading from Chapel Hill, midway between Greensboro' and Ashboro', to Lexington—beyond Salisbury the position of the two good fords of the Catawba, and a chain of mountains extending from the Blue Ridge eastward, between the Counties of Burke and Rutherford, compels us to keep either the upper or lower Stage route. The act, therefore, wisely directs that particular attention shall be given to the routes over which the mail stages now run.

The first thing to be done, was to make out an accurate map or plot of the existing roads, to ascertain their length, and whether they are tolerably straight, and if not, on which side we are to search, for the route combining in the greatest possible degree the two qualities of directness of ground. The two routes were therefore surveyed with the chain and compass from Raleigh to Asheville. Beyond the last named village, the survey was not carried; not because the section beyond is less important than the rest, but because the distance to the Georgia line is already sufficiently known; and we are, by the positions of the different County seats and the passes of the mountains, (excepts in a few cases,) confined very much to a country track.

The survey was first plotted on a scale of sixteen inches to a mile, on seventy sheets, each containing from four to seven sections of the road, and which accompany this report. The use of this scale was rendered necessary by the shortness of some of the courses. It was afterwards reduced to a scale of 4 5/8 of an inch to a mile on six sheets, and finally to a scale of 1-15th of an inch to a mile on two sheets, where will be seen at a glance the courses of the roads as they now run. Small windings, for the purpose of passing creeks and branches, or avoiding hills, will of course disappear on this reduced scale.

In general, the existing roads exhibit less considerable deviations from a straight line than might have been expected. The distance from town to town, or other important points, as the road runs, and in a straight line, is given below. That from Chapel Hill to Greensboro' is given direct. The road by Hillsborough is about ten miles longer, but is one that will never be followed in all its windings by a turnpike. It will be taken in hand in a few days, and perhaps finished in time to be added to this report, before the question of constructing these roads shall have been decided by the Legislature.

That in measuring upwards of 4000 angles with the compass and as many lines with the chain, laying all these down on paper, and reducing them from one scale to another, no errors have been committed, is not to be expected. It is hoped and believed that they are neither numerous nor important.

	MILES.	YARDS.	DIRECT.
From Raleigh to Chapel Hill, Road	28	462	
Chapel Hill to Greensboro',	45	346 1/2	
Greensborough to Lexington,	34	1210	
Lexington to Salisbury,	16	1569 1-2	
Salisbury to Statesville,	26	368 1-2	
Statesville to Island Ford,	12	915	
Island Ford to Morganton,	86	825	
Morganton to Burk Creek,	25	577 1-2	
Burk Creek to Top of Ridge,	15	880	
Top of Ridge to Asheville,	18	1089	
Salisbury to Asheville upper route,	134	434 1-2	
Salisbury to Asheville, lower route,	136	1655 1-2	
From Raleigh to Pittsboro',	34	1490 1-2	
Pittsboro' to Ashborough,	39	748	
Ashboro' to Salisbury,	44	231	
Salisbury to Beatty's Ford,	32	286	
Beatty's Ford to Lincolnton,	18	44	
Lincolnton to Rutherfordton,	43	913 1-2	
Rutherfordton to Top of Ridge,	27	517	
Top of Ridge to Asheville,	42	407	

**OF THE KIND OF ROAD TO BE BUILT.**

A macadamized or rock turnpike, cannot be constructed at any expense which the Legislature would be willing to incur, or which would be, reasonably, within the means of a chartered company; if for no other reason, from a deficiency of proper materials, through long distances. The best materials for such roads, should have four distinct qualities: hardness, toughness, uniformity of texture, and the absence of liability to disintegrate, under the action of the weather. Limestone wants the first two, but possessing the two last is used in places, though it wears out pretty rapidly. Most granite is unfit for this purpose. White flint, though hard enough, is brittle. There is a space of fifteen miles on each of the roads—on one,

between Raleigh and Pittsboro', and on the other, between Raleigh and Chapel Hill—over which a stone Turnpike could not be made for one hundred thousand dollars. This body of sandstone has interperced sparingly through it a rock which is an excellent material for a road; such as has recently been employed upon the low grounds of New Hope, at the expense of the County of Orange. But this rock is so little abundant, and would have to be transported through distances so considerable, that the expense would be enormous; nor is there any thing else, within the limit of these 15 miles, that could be used instead of it.

The circumstance just noticed, of the absence of hard rocks through long distances, is favorable in a very high degree to the throw up of a rounded embankment of earth—in other words constructing a dirt turnpike. From Raleigh to foot of the Mountains, there will, except in 2 or three places, be no difficulty in the execution of such a work. There are no swamps to pass, few, if any large and solid rocks to be removed by blasting, few hills of much importance to pass but a country gently undulating, and the construction of a turnpike through which, will be as plain and simple a business, as the cultivation of a field of corn.

The question, "how much will it cost to make such a road?" is somewhat of same nature with the enquiry, how much will it cost to build a house—not susceptible of a definite answer, where so much depends upon the kind of road to be made, or house to be built. The results of experiments made elsewhere, show that such a road could be made at an expense of from 200 to 500 dollars per mile.

Of the two routes from Raleigh to Salisbury, that through Pittsboro' and Ashboro' will be from 15 to 20 miles the shorter, even if we take the most direct route from Hillsborough to Greensborough, and avoid the long deflection towards the South which the stage now follows. But on the other hand, it will run over worse ground and accommodate the population of a smaller number of Counties. On both sides of Ashboro', the country is very broken, and the construction of a good road will be difficult. The structure of the country on which this depends, will be noticed when speaking of the Fayetteville road. In other parts, other obstacles will be encountered. The slate-rocks which occupy most of the region traversed by this route, decompose very irregularly and unequally, so that when they rise to the surface, as they sometimes do, and are exposed there, they are uneven, and unpleasant to travel over. The slate also decomposes into a clay which retains water and keeps the road muddy, when the lighter, sandier soil of the upper route, permits the water to filter through and the ground to become dry in a short time.

Beyond Salisbury, the condition of things is partly reversed. The upper route will still accommodate the population of the greatest number of Counties; it passes through a country both more fertile and more remote from a market, and where the wants of the traveller may be both more cheaply and more plentifully supplied, the ascent of the ridge is easier, the valley of the Catawba being three or four hundred feet higher than that of Broad River; but this upper route is over worse ground. The question which of the two shall be taken, is one which invokes the wisdom of the Legislature, rather than the judgement of the Engineer, for its decision—there being such important and countervailing advantages on both sides.

From Salisbury to Beatty's Ford, much of the ground is good for a road, and some of it excellent. From Beatty's Ford to Lincolnton, there is a good deal of light, spongy soil, over which the travelling is necessarily bad in wet weather. Lincolnton to Rutherfordton, great part of the way is level, or very gently undulating, inclining to sand, forming especially an excellent winter road, and it is remarkable, that we are able to reach the very foot of the Blue Ridge, without encountering any very considerable hill. A low spur from the range mentioned as extending eastward from the Ridge between the counties of McDowell and Rutherford, can hardly be regarded as an exception.

The route from Salisbury to Statesville, across first second and third creeks, is by no means equal to that leading to Beatty's Ford. From Statesville to Morganton, there is much level and good ground, but some that is considerably broken as we approach Morganton. The principal difficulty on this route is between Morganton and the Pleasant Gardens. If the road wind over the high grounds or where the county seat of McDowell is most unfortunately located, like an Eagle's nest on the

top of a mountain there will be many hills to ascend and descend; if we leave Marion out, and keep near the river bank, the work, though practicable, will be expensive.

Throughout the whole distance, whichever route be selected, the road is likely to keep near the present track. Wherever this seems to bend and depart from the true course, a substantial reason is on a little examination, discovered, such as the waters of a creek or a tract of broken ground, which it is well to avoid, if we have to go somewhat further.

For laying off the road, a plot intermediate between the unwieldy one in 70 sheets and the reduced one herewith transmitted, would be the best, and with the materials in hand, may easily be drawn.

Respectfully submitted, by E. MITCHELL, Engineer.

Raleigh to Salisbury, by Chapel Hill, 120 miles, 66 yards.  
Raleigh to Salisbury, by Pittsboro', 118 miles 719 1/2 yards.



**Important from Vera Cruz.**

By the arrival, at an early hour this morning, of the schr. Portia, Capt. Powell, which left Sacrificios on the 15th inst., we are in receipt of the following highly interesting intelligence from the forces co-operating against Vera Cruz. For the facts detailed we are indebted to our correspondence and conversations with passengers.

Troops were landed, after a reconnoissance on the 7th, by Generals Scott, Patterson, Worth, Pillow, Quitman, and Twiggs, with their Aids and the Topographical corps, which approached near the shore, towards the direction of the Castle, the guns from San Juan de Ulion opening fire upon the party, throwing shell and round-shot, but without doing any damage to the reconnoitering party—the round-shot either passing over or falling short, and the shell, although thrown with precision, bursting at a considerable elevation doing no harm.

The first 6000 of our troops were being landed at 2 o'clock, P. M., on the 9th, and the remainder during the day. The landing is spoken of by persons who were eye-witnesses, as a scene of magnificence, rarely witnessed more than once in a lifetime. The troops landed amounted to the exact number of 12,160.

After the landing, the different columns took up their line of march for the positions assigned to them in the important action and siege of Vera Cruz.

The steamers Vixen and Spitfire, laying under Punta de Hornos, opened on the city across the point and in the direction of the Castle, with shell and round shot, which was returned by the Castle, but without effect.

Gen. Worth's division, which, it is said, has been assigned to the operations on the left flank of the city, from the locality of the landing on the South and under Punta de Hornos, had necessarily to move in echelon to the rear, past the right, in order to gain his proper position—in the execution of which it became necessary to attack and take possession of two redoubts thrown up by the enemy, one of which was a piece of artillery, and both filled with infantry. The redoubts were attacked, charged, and taken, a spirited resistance being made by the enemy, who lost several in killed, wounded, and prisoners—our loss, some seven killed and several wounded.

There has been considerable skirmishing to-day, and some twenty of our men wounded, among them Lieut. Col. Dickenson, of the South Carolina regiment, but not dangerously. Fifteen or twenty of the Mexican cavalry have been taken prisoners, horses and men, and some fifty killed.—This evening a 32 pounder ball from the city fell into the 2d Infantry, taking off the head of Captain William Albutis, of that regiment, and severely, if not mortally wounded two men.

The skirmishing was however no check to the advancing column, which passed steadily forward to its position on the left and rear of the city, where it halted and commenced the work of entrenchment.

The pipes used for the purpose of supplying the city with fresh water, have been discovered and broken up completely cutting off the supply from the tanks, which are situated some distance from the city.

During the advance upon the rear of the city passed midshipman Rogers, who had not yet been sent from Vera Cruz, was bound under a cart, and ordered to be conveyed under a guard, to the prison of Perote, but fortunately they were encountered by our forces and Mr. Rogers, was rescued and is now on board his ship.