NO. 50.

VOL. XLL

The following Tracts of Land, or an much thereof as will not the respective amounts of taxes due upon the arms, with east of advertising, will be sold in the town of Asheborough, on the Suth they of December, 1830, at public sale, to wit:

40 Acres, belonging to the Estate of John Allm, deed, on the waters of theep River, amount of taxes 1842 not 1843.

700 Acres, belonging to the Estate of Titlenee Lane, dee'd, on the waters of Reed Greek, taxes for 1841–1842 and 1843,

129 Acres, John Lane tract, Reed Greek, tax for 1842

82 Acres, John Moon tract, Deep River, tax for 1843. 85 Acres, John Mosn treet, Deep River, 1ax for 1543, 100 Acres, Robert D. Recson, waters of Rush

for 1843,

106 Acres, Robert D. Beccon, waters of Bush Greek, 1-x for 1842,

200 Asres belonging to Enoch Pugh, Sandy Greek, tax for 1842 and 1843,

1 as Acres, belonging to George Wilson, ou Sciomon Branch, tax for the year 1842,

203 Asres, belonging to George Wilson, ou Sciomon Branch, tax for the year 1844,

204 Acres, belonging to River and Sciomon Branch, tax for 1841,

250 Acres, Wellium Wilson's truet, Solomon Branch, tax for 1841,

250 Acres, belonging to John Allon of John, on the waters of Deep River, tax for 1840, 2 10

200 Acres, Sanuel Hensham's trast, on the waters of Brey Brier, tax for 1840, balance due,

20 Acres, belonging to Michael Luther, on the waters of Fork Greek, tax for 1842,

300 Acres, belonging to Michael Luther, on the waters of Brey Creek, tax for 1843,

430 Acres, belonging to John Luck, on the waters of Brey Creek, tax for 1843,

243 Acres, Belenging to John Luck, on the waters of Brey Creek, tax for 1841,

250 Acres, John Luculernstik, on the waters of Deep River, tax for 1844, 1842 and 1843,

252 Acres, Eli Lambert, on da waters of Deep River, tax for 1844, 1842 and 1843,

253 Acres, Link Deek, lax for 1842.

500 Acres, Jeremish Wilson's do do tax for 1841, and 1843,

600 Acres, John Kurpastrick, do do tax

600 Acres, John Kurpastrick, do do tax for 1841 and 1842,

for 1843, Acres. Michael Asheworth, Little River, Acres, John Gatlin, Mesdow Brauch, tsx 900 Acres, John Gattin, Meadow Branch, tax for 1843, 107 Acres, Hugh Mcfitt, Deep River, tax for 1843, 148 Acres, William Loffin, Deep Hiser, tax

139 Acres, Reuben Turner, Polecat, tax for 200 Acres, Nathan York, Bush Creek, tax for 200 Avres, Nothen York, Bush Creek, tax for 1839.
101 Avres. Solomon Loneberry, Se., Melntire Branch, tax for 1840.
130 Avres. Robert Wilson, Sandy Creek, tax for 1840.
55 Avres. Larkin B. Bullock, Polesat, tax for 1844.

for 1842,

118 Acres, Stanford Causey, Polecat, tax so
1840, '41, '42, '43,

152 Acres, E.ach Causey, Polecat, inx for 1842,
150 da Chas, Hardin, Polecat, Taxes for 1841,
153 do do do do do 1842,
152 do Sam'i Lindany's Heirs, t'oleant, fax
for 1839 and 1842,
154 William Morgan, do do tax
146 for 1839, 65 Acres, Cyrus Welborn, Deep Diver, tax

for 1842, 288 & 10 Acres, Hugh Walker's Heirs, Sandy

358 & 19 Acres, Hugh Walker's Heirs, Sandy Cerch, 1-a ter 1-44;
75 Acres, Deep River, 236 Pulcest, and 100 acres, Deep River, 100 Pulcest, and 100 for the form of Ashaburough, John G. Hanner, 188 for 1843.
78 Acres, Reuben Lamb, Buck Creek, 188 for 1843,
50 Acres, Institution Robbins, Buck Creek, 188 for 1842 & 48.
1 Let be Ashaburough, 1 do. in New Salere, B. Sander, 188 for 1842 be 49. B. Samin, tax for 1848,

John Elliott, Galciel's Creek, tex for 1841.
70 Acres, Robert Hooker, Caraway, tax tor 1841. 133 Acres, Isane Robbins do tax for 1841 & 1842. 1842. Emstey Rollins, Buck Creek, tax 100 Acres, Emsley Rollins, Buck Creek, tax for 1841. 200 Acres, Jesse Wall, Deep River, tax for 1841 & 1842. 100 Acres, Melinda Wood, Hasket's Creek, tax for 1842.

260 Acres, Nathan Presnell, Little River, 182, for 1842 & 1843. 200 Acres, Cuelis Presnell, do do tax for 1842, 50 Adres, Eti Searlet, Little River, tax for 100 Acres, Jesse Gatlin, Righland Creek, tex

for 1842-43.

250 Acres, William Campbell truet, known as the Husson Land awarst by Reyben Hendrix, tax for 1842.

225 Acres, William Hown, Brush Creek, tax for 1842, 19 Acres, Jo 10r 1842, 247 Acres, H

for 1842, 1730 Acres, Elijah Wilson, Cester Creek, tex for 1842. 1500 Acres, Alaton Cenven, B-Il Benoch, tax for 1542.

190 Acres, Moses Shaw, Deep River, tax for 11842. 300 Acres, John D. Brown, Bruth Creek, ian for 1840, "St Acres, Nawney Ingram, Lanes Creek, tax 460 Acres, Jeremish Seaton, Second Creek, 70 Acres, John W. Stafford, Ustiare, 190 Acres, John Gibson, Sr. Jackson's Creek,

230 Agres, Josse Hussoy, Uwharie, 275 Agres Duncan C. Kush, flettie McGee's Creek,
133 Acres, Henj F. Stred, Second Kerek,
111 Acres, Godfrey Beisher, Jacksvin's Geek,
111 Acres, Warden Hinghem, do do
400 Acres, John Henly, Bear Branch,
18AAC WHITE, Late Shoriff of Randolph Con

JOHN C. PALMER'S Daguerrean Gallery, bls fucly furnished Room warrants the Like-ness to be perfect, and to please. His reputa-

Call at PALMER'S & RAM-

less to say more. C. SEY'S Jewelry Store. Nov. 25, 1850 A LOT OF THOMASTOWN LIME, just re-

tion is so well known in North Carolina, it is

RALEIGH POST OFFICE. mail ARHANGEMENTS. rs Moil-By Rall Bond, Due daily at 1-2 p. m.

and closes 11½ a. m.
Sinthers.—Two horse stage, due daily at 11 a. m., closes
at 12 m.
Greessborough.—Four horse stage, due Monday, Wednesday and Saturday at 6 s. m., and closes Sun Wednesday and Friday 12 m. Northern Fam. huges stage, due Wednesday, Friday and Sunday at 3 s. m., and closes Sunday, Tuesday and Thursday at 5 s. m.

Torborneys, Two horse stage, due Monday, Wednes-day and Friday at 10 p. m., closes Munday, Wednesday and Nat. rday at 9 p. m. regh ... Two-berse stage slike Monday and Thurs day at 7 p. ss., and closes Saturday and

p. m. Rarterwegh. One-berse mail. Due Friday at 9 s. m., Hotel Priday at 1 p. m.

Hotel Primar Herro Mail, due Monday at 4 p. m.,

and closes Friunday at 8 p. m. Letters should he in the Office fifteen minutes before the time of closing.
The Office will be spon every day, except Sunday, from

19 o'clock a. m. until 9 p. m. 10a Sunday, it will be open from 84 to 94 n. m., and one hour directly after the departure of the Western

WANTED.—Two or three boys, from 14 to 16 pasts of age, of good character, who can read and meite, will be taken as appreciated at this office, if application be made launediately.

SATURDAY MORNING, DECEMBER 14, 1850,

REPORT. Of the Chief Engineer of the Western Turnpike Road.

To the General Assembly

of the State of North Carolina. I transmit herewith the Reports of the Engineer and the Commissioners charged with surveying and locating the turnpike road from Salisbury, west, to the Georgia line, together with a topographical chart and map, and a sealed package

containing an account and vouchers of expenses.

CHAS, MANLY. EXECUTIVE DEPARTMENT) Nov. 25, 1850.

To His Excellency Governor MANLY.

Sir: I have the honor to lay before you the maps and docu- the construction of the work. ments relating to the surveys made under my direction, for the proposed turnpike road from Salisbury, west, to the Georgia line.

The central position and favorable direction of the Catawba riv- duce the necessary slopes to the lowest possible degree. a good road. On the north, the country from the great elevation at variance with that of practice. abrupt in its formation; while on the south, the waters of the Catawba and Broad rivers, running in a southwardly direction, stretch their ridges and water courses directly across the way of the line. Fortunately the commercial and natural requirements are both equally served by the advantages offered on the central route adopted. From Asheville, west, the general route of the old road anpeared to answer best the requirements of a good route. It is true that many other of the mountain passes seemed to offer particular or in round numbers, a horse on a slope of 1 in 20 can only draw the vallies of the Soco, Tuckaseege, Tennessee, ascends the Nan- point that the nature of the obstructions will admit. tabala to the north head of the Valley river, and thence down that

Nantahala river, and passing up the Nantahala, and over the Val- the public roads in the hilly regions of the State, indeed they are that stream to Murphy. This route would accommodate a very direction, but in most instances a sacrifice of all the other essenfine valley and compare favorably with the one chosen. The latter, however, has the advantage of a more central position.

could not have been made upon all those routes recommended, principles of road making. Most these errors would have been which, upon reconnoisance, should appear at all practicable, as it avoided by a proper survey and location of the work, and the and convinced them of the propriety of choosing the route adopt of good road, where now they are extremely bad, ed. I was anxious, however, that the information I have obtain. A bad road like a bad habit is continually getting worse, and the

Several other routes were examined between Salisbury and Morganton to establish particular localities which it is needless to de-

the valley of the Catawba river; the latter route is six miles longer than the one chosen for location, but has a great advantage over it in profile, the former being over an extremely broken country, while the latter has only the inclimation of the valley of the river to

by any description.

tion of the line

The act of Assembly, directing the surveys of the turnpike seed a slope of I in 20, and west of that road it does not go over 1 out the whole distance and timber for plank is plenty. Too much reaches the town of Asheville. in 164. I would recommend that a maximum of 1 in 20 should be stress cannot be laid upon the importance of well constructed. This first Division so that the slopes have in no cases exceeded adopted throughout the whole of the line; the result of my sur- roads. The commercial prosperity of every country depends up- a maximum of 1 in 20 except in one instance near the town of veys has convinced me of the entire practicability of this, and the on the ease of personal intercourse and the facility with which its Marion where for a short distance one in 15 has to be adopted.

er, point out the leading ridges and valleys of that stream and its The following table of draft, prepared with great care trote nu- neglected, the people will be barbarous. tributaries as the most proper route for the proposed work. Any merous experiments, will furnish an idea of the amount of deprecis-

1 in 100, he can draw only :90 decimal, 40 " " 10

advantages; but the principal ones either carried the road too far two fifths of that which he can haul upon a level road, andon a north or south of the proper direction, or would not so well accom- slope of 1 in 10 he can haul but one fifth as much; or in other form, as that it cannot be easily displaced. modote the wants of the country. The chief of these routes leaves words, it will cost five times as much to haul 100 lbs. upon a road the located line near Waynesville, and, passing over the dividing rising I in 10 as it does upon a level road, and more than twice as

There is another very important consideration in this matter, stream, joins the located line near Weich's. This route would which is the injury done by the wear and rain upon steep slopes, have about the same length as the one adopted, with the advantage. On these steep inclinations each rain washes away a portion of of only one serious hill at the crossing of Bald mountain; the the surface, forming in time, deep and dangerous gullies costing summit between the Nantahala and Valley mountain is very low, more for repairs in a few years, than the original sum necessary Another route, to leave the located line near Jarrat's, on the to construct a good road. These errors of slope are evident in all ley mountain at one of the heads of the Hiwassee, is carried down deficient in all the attributes of good roads, except perhaps that of fects may in many instances be attributed to the want of capital in It is, perhaps, to be regretted that instrumental examinations a new country, but most of them arise from ignorance of the true would have given more satisfaction to those interested in the work, funds, if properly expended would have furnished a long distance

ed should be prepared in form to present to the present General only remedy in both instances, is to abandon it altogether—this Assembly, and did not deem that the act for the surveys contem- remedy has been, by compulsion, frequently applied to the west plated such an extensive examination as this would require. Ow- ern roads, but the same error having been committed on the new Stra ing to the great extent of country embraced within the limits of work will eventually lead it to the same fate as its predecessor. diffuse a sound and healthy system of improvement throughout the of the route located by them: scends the valley of one of the branches of the latter stream, and joins the located line. This route is three miles longer than that chosen, but possesses great mechanical advantages over it, having but two hills between Salisbury and Morganion, and being, for the most part, over a surprisingly level ridge.

Another line was run from Salisbury, along the dividing ridge the last described line near Sheppard's Cross Roads. This line is two road will frequently save thout two and a half miles shorter than the latter, and-occupies very good.

having had roads.

and furnish an accurate guide for the road agent to the proper posi- unprofitable and grass grown, on account of the railways running nearly the site of the present road for three miles; thence it is carparallel with them.

alteration can easily be made by the agent appointed to attend to products can be brought to market. Capital will always seek From Asheville the line passes by the present western road

places where good roads give to property increasing and per- to within half a mile of the French Broad river, from whence the The adoption of slopes upon a road is by no means arbitrary, manent value. What benefits the capitalist benefits the farmer slope to descend to the valley of that stream commences passing to the but is subject to as fixed laws as any other mechanical calculation: and manufacturer who depend upon him for the disposal of the right of the present road, it crosses the French Broad one thousand After a careful reconnoisance of the country between Salisbury That a road should be as near level, as a proper drainage will products of their interests are common and these classes feet above the site of Smith's Bridge; thouse passing up the valley and Asheville, and from that point to the Georgia line, it was con- allow, every one must admit, and in proportion as it departs from this constitute the State. It will always be found, that in proportion of the stream which empties at this point, it intersects the old read sidered that but two general routes required minute examinations, must be usefulness of the road depreciate. A level road can very to the excellence of these means of intercourse is the prosperity one mile from Smith's Bridge, keeping along the ridge upon which between the two former points; and but one from Asheville west, rarely be obtained; it occupies very nearly the fection, the people will be wealthy and enlightened; and where site of that road to a positione mile beyond Deaver's springs; here

The surveys were recommenced on the 6th of April, 1850, and the line is graded along the northern side hill and reaches the

ridge between that stream and Jonathan's creek and up the latter, much upon one rising 1 in 20. Hence it is manifest how important it, extremely elevated mountains and ridges-offering unusual difficulpasses the Bald mountain at the head of the Soco; thence following is that the slopes of a road should be kept to the lowest possible ties to such a thorough knowledge of the passes, as the nature of head of Scott's creek. my duties required. I have endeavored, however, to discover the as possible to this route.

have to acknowledge myself indebted to the gentlemen oxing the commission joined with me in these duties, and particularly to Mr. G. W. Hayes, to whose thorough knowledge of the wild region of Cherokee county I owe much of the valuable in-

I have been assisted in these duties reported upon, by Mess J. D. Barnes and B. B. Ruggles, whose zeal and assiduity, both in the field and office, have contributed much to advance the inter-

All of which is respectfully submitted by Your obt. ser'vt.

S. MOYLAN FOX, Chief Engineer.
Ruleigh, Nov. 20, 1850.

REPORT OF THE COMMISSIONERS OF THE WESTERN TURNPIKE.

To His Excellency

Governor MANLY.

my survey, these examinations have been necessarily very extend- A well located and constructed road will afford not only its own Assembly to survey and locate a turnpike road from Salisbury, hala summit is passed at a slope of 1 in 17, commencing near ed, exceeding nearly double that which was anticipated—upwards real and practical advantages, but by the present real of five hundred miles have been examined instrumentally, and or followed by those constructing the bye ways of the country, will them, and respectfully submit the following report and description descending thence by the valley of Mad woman's creek, at a slope

ed themselves for examination; the first following the leading ridge ments for the correct construction of a work of the kind proposed of west by the route known as the Statesville road, the located branch-up the Chorce mill branch to its head; thence following between Crane and Grant's creeks; and thence by the dividing to the Georgia line. At present there is scarcely a main travelled line occupies the position of that road to a point four and a half the South side hill to the head of the South Bronch of valley river. ground between the waters of the Catawba and Yadkin, enters up road west of Salisbury, which has not hills upon it exceeding a miles from Salisbury; thence, diverging to the left, it is carried a bout three fourths of a mile from Poplar-bend; thence, leaving on the valley of the Catawba, at the Long Shoals, near the great slone of 1 in 12-many instances occur of 1 in 5 or 6:-on the long the top of the ridge to a point near the Lutheran Station old road to the left, it passes along western bend of that river. This route avoids the crossing of all water courses, and, in consequence, all hills, and is over a fine.

House on the road to Shepard's Cross Roads; thence passing to the South branch, it passes along the North side full road water courses, and, in consequence, all hills, and is over a fine.

House on the road to Shepard's Cross Roads; thence passing to the South branch, it meets the old road to the left, it passes along the North side full road to Shepard's Cross Roads; thence passing to the South branch, it meets the old road to the left, it passes along the North side full road to Shepard's Cross Roads; thence passing to the South branch, it meets the old road to the left, it passes along the North side full road to Shepard's Cross Roads; thence passing to the South branch, it meets the old road to the left, it passes along the North side full road to the left, it pas dry and unusally level ridge the whole distance. After crossing the Catawba, this line attains the summit of the dividing ridge between the waters of Lyel's creek and the river, and, following that ridge and the ridge between the Catawba and Henry's river, described the valley of one of the branches of the later and the line of the later and the ridge between the Catawba and Henry's river, described the valley of one of the branches of the later and the ridge between the Catawba and Henry's river, described the valley of one of the branches of the later and the ridge between the Catawba and Henry's river, described the valley of one of the branches of the later and the ridge between the Catawba and Henry's river, described the valley of one of the branches of the later and the ridge between the Catawba and Henry's river, described the valley of one of the branches of the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the Catawba and Henry's river, described to the later and the ridge between the continuous slope of 1 in 8 for over two miles in Withron's creek: thence, passing along the side hill on the north with the old withron's creek: thence, passing along the side hill on the north with the old withron's creek: thence, along the ridge of the North side hill on the north with the old withron's creek: thence, along the ridge of the North side hill on the north with the old withron's creek: thence, along the ridge of the North side

the last described line near Sheppard's Cross Roads. This line is two and a half miles shorter than the latter, and occupies very good ground; with the exception of the crossing of Grant's crock. It is ground; with the exception of the crossing of Grant's creek, it is very level. The route chosen by the Commissioners, passing through the town of Statesville, is a good line—avoiding all unnershood of the crossing of the repairs in the latter case comes in small sums through the town of Statesville, is a good line—avoiding all unnershood out not heard of although in the aggregate from private pockets, and is not heard of although in the aggregate reck hear its head, when it reaches the road leading the town of the tumpike.

In addition to this, the whole of the tumpike.

In addition to this, the whole of the line as now located has been marked out upon the ground by stakes set at intervals of 100 feet, and at such points as the maximum slopes have to be adopted.—

from private pockets, and is not heard of although in the aggregate reck hear its head, when it reaches the road leading the tumpike.

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In addition to this, the roads of the reason marked out upon the ground by stakes set at intervals of 100 feet, and at such points as the maximum slopes have to be adopted.—

from private pockets, and is not heard of although in the aggregate reck hear its head, when it reaches the road leading the total to the summit of the fidge, passing to the south west, and crossing to the sou cessary hills, and grading those that it was necessary to encounter at the easy slope of I in 20.

Another route was carried from a point on the located line near Newton, to join the first described line at the 14th mile post on the Island Ford road.

The only exceeds the annual expense paraded by companies, it would much exceed the annual expense paraded by companies, it would much exceed the annual expense paraded by companies. Some idea of the loss to the consomer in the cost of transportation have been continued in the located line near Newton, to join the first described line at the 14th mile post on the Island Ford road.

This line passes along the old Lincolaton different counties west of Salisbury. It has been estimated that the line from Reid's to Franklin. the Island Ford road. This line passes along the old Lincolnton road, over a very level and dry ridge, it is shorter than the located portion between these points, saves the crossing of Clarke's creek and it appears to me would accommodate the interests of the country equally as well as the line through the town of Newton.

South Catawba river to its summit, passing along and up that ridge to the line from Reid's to Franklin.

In locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the Catawba river to its summit, passing along and up that ridge to the line from Reid's to Franklin.

In locating a line as extensive as that from Salisbury to the Catawba river to its summit, passing along and up that ridge of the line from Reid's to Franklin.

In locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury to the locating a line as extensive as that from Salisbury the Cumberland turnpike road the load for a four horse team is Henry's rivers for four miles: thence down that rigde to the valley for the interest of the State except that which parses the Cumberland turnpike road the load for a four abree team is flenry's rivers for four miles: thence down that right to the valley by their ewn doors. Acting under this conviction and their ewn four their duty with an land and Pennsylvania, and the cost of transport upon it is just one rel summit; thence, following very nearly the present Lincolnton eye single to the best interest of the Sinte at large. Where it has From Morganton to Pleasant Gardens, two principal routes were examined, the one described as located and another following called a tax which they are paying every year for the privilege of along the south side of the Catawba river, crosses Silver creek, about two nundred yards above its mouth, and reaches the presen The results of my examinations have convinced me of the entire road to Ashaville about one and three-fourths mile from Morganton; ly as practicable through the centre of the State, offering equal factors. practicability of constructing a rail road from Salisbury to Asheville, thence, following that road with the exception of such points as it crossing the Blue ridge at the Swananoa Gap; while they have rendered the idea of making the same kind of road through the coun- slope, it crosses Muddy creek below Rutherford, to the south ties of Haywood and Macon, to say the least, extremely probleby those interested in the matter by an examination of the general matical. The formation of the country forbids the attempt. The by those interested in the matter by an examination of the general and detailed maps which I have prepared, than could be furnished ridges of the Bald mountain and Homminy form barriers, which at to the town of Marion, through that town and down the valley of central position, nature has p-inted it out by the direction of a great elevation and parallel to each other, stretch directly seroes Pleasant Garden creek, to the old road at A. froin's; thence, along the ridges and water courses, as not only practicable, but as The whole of this work has been carefully located by stakes the course of the line, rendering the attainment of easy grades, the old road and the southern, slope of the Catawba valley, it offering a cheap position for construction, no doubt could exdriven at intervals of one hundred feet, all the ground has been ac upon which the success of a railway mainly depends, entirely be crosses to the North side of that stream at the Great Bend below ist upon the minds of the undersigned as to its final adopcurately leveled, and at those places where it was necessary to youd the limits of any reasonable expenditure.

D. Greenlee's—along the north side of the Cotawba to meet the adopt the maximum grade the stakes have been placed in the pro-D. Greenlee's-along the north side of the Cotawba to meet the tion. per position to indicate the level of the road. The general maps construction of a work which is not suited to the wants of the with the exception of such point, where the road is carried unneherewith furnished are accurately drawn to a scale of twelve thou, community or of the best kind that the character of the country ces arily over the stream or spurs of hills to a point a little beyond normap of that county having as yet been published. The detailed maps numbering 111, are drawn to a scale of 400 feet to an inch.

ried along the valleys of Flat creek and Swannanea river, with In view of these facts, would it not be the better policy to con- but little variation to the junction of the Hickory Nut gap road and road, requires that the slopes of the road should not exceed a grade fine the construction of the turnpike road between the town of the Swananoa road, about two miles from Asheville. The principal of 1 in 16 cust of the Buncombe turnpike, nor more than 1 in 10 Asheville and the Georgia line! No other kind of road will ever pal variation above alluded to is at Bergen's ridge, at a point rest of that road. The lightest of these grades, however, has not supersede it, while the turnpike will be well adapted to the wants near J. Porter's; from this point to the second crossing of the een attained in any part of the road located. The portion east of of the country. It should be made at once of the best kind, either Swananon the line occupies very nearly the site of the present the Buncombe turopike has been located so as in no place to ex- of stone or plank. Stone of an excellent quality is found through- road. The line now leaves the Swananos and, by the present road

leaving the old road to the right, the line passes over and down The surveys were commenced on the 10th of September, 1849, the ridge below Hawkins' and by Chandler's, and reaches the valline passing at a material distance either north or south of that tion is departure from a level. It is founded upon a fixed law of the Homminy creek at Pinland's. The line is now carried stream, encounters at once serious difficulties in the construction of gravity, and the result furnished by calculation will never be found the head of Scott's creek, the extreme inclemency of the weather, along and up the valley of the Homminy and meets the old road driving the surveying party from the mountains. The line was again at Smather's. From this point to the foot of the ridge the of the Blue Ridge and its spurs, becomes very much broken and Calling the load that a horse can draw on a level at I on a rise of resumed at the French Broad, and carried east to Salisbury, where line is carried along the old road, only deviating from it to avoid the party retired to winter quarters, on the 15th of December, unnecessary crossing of the creek. From the foot of the ridge, completed on the 1st of August. The remaining portion of the road again at the summit and along the site of that road to a point time has been consumed in making the maps and recording the half a mile beyond Patton's; here it leaves the old road to the left, notes of the work. This latter very important part of surveys, passes down to the south slope of the Pigeon river, and along the has been heretofore entirely neglected, and of the results of a large the south bank of that stream to a point three-fourths of a mile amount of money expended by the State in making surveys of below the point where the present road leaves that stream, and roads and rivers, not a vestire remains to show that the work has passing over the ridge at Killian's reaches the old road again at been done. I have recorded my work and prepared it in such Liner's; thence, along the old road to near the mouth of Racont creek, passing to the right it gains the east bank of Richland creek, These examinations have been made for the most part through passes up that bank and reaches the old road again about one mile a country almost unknown—very sparsely settled—and formed of from the town of Waynesville; thence along the old road, through

From the head of Scott's creek to the foot of the Cowee Mt nearest, cheapest and best route between the places designated by the line occupies the site of the present road as nearly as it can to the act of Assembly, and have confined my examinations as nearly obtain the requisite slope and avoid unnecessary hills; the nacent of the Cowee is overcome by a slope of I in 17, passing up and and along the north side hill of the Swananoa and crossing mountain at the same point crossed by the present roads the passing down and along the north slope of the Cowee ridge and eaving the present route to the left it reaches the old road again at a point four miles from Franklin; thence the line is carried along the present road to the hill near Cook's, when it diverges to the right and passes down the branch to the mouth of a small stream which empties near Reid on the Tennessee river, up and along the north side of that stream to the old road near Mankburn; then along the old road to the town of Franklin.

Passing through the town of Franklin, the line of the old road, with but little exception, is followed to the first of the except of the Nantahala mountain, near Slagel's; the only variations being at Hick's, where the line passes to the north of the old road, back of Dr. Woodfin's and thence by Moore's, reaches the old road again about half a mile frem McDaniel's; at NcDaniel's the line is carried to the left of the hill up which the present road passes, and The undersigned Commissioners, appointed under an act of meets it again at the head of the hill beyond Siler's. The Nantaof 1 in 17, it reaches the old road again about two miles from Jar-From Salisbury to the Catawba river, two principal routes offer- whole body corporate. This should be one of the greatest induce-

should have every facility offered that the nature of the case would admit. It will be perceived that the line as located, passes as nearcilities to the north and south. Such a line as this would suggest first choice, unless some great physical difficulties should ex-"All of which is respectfully submitted.

A. H. SHUFORD. G. W. HAYES.