|  |  |  |  | Yids 1 |
| :---: | :---: | :---: | :---: | :---: |
| VOL. XI | ATURDAY MORNING, DECEMBER $14,1850$. |  |  | NO. 50. |
|  |  |  |  |  |
|  |  |  |  |  |
|  | To the Gevieral Assembly of the State of North Carolina. |  |  |  |
|  | I trammit herexilut to Reports of the Engineer and the 0 |  |  |  |
|  | Conmiesioners charged with sarveying and locating the turnpike road from Salisbury, west, to the Geurgia line, together - with a topographical chart and map, and a sealed package * containing an account and vonchers of expenses. |  |  |  |
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|  |  |  |  |  |
|  | $\left.\begin{array}{c} \text { Exeovitive Dkpantinaxt } \\ \text { Nov. } 25,1850.0 \end{array}\right\}$ |  |  |  |
|  | To His Excellency Gorernor Maxtr. |  |  |  |
|  |  |  |  |  |
|  | meths relating to the murreys made under my direction, for the proposed turnipike road from Salistory, west, to the Georgis line. |  |  |  |
|  |  |  |  |  |
|  | After a eareful reconuoisanee of the country between Salisbury and Asheville, and from that point to the Georgia line, it was con- |  |  |  |
|  | sidered that but two genenal routes required minute examinations. between the two former points; and but one from Asheville west |  |  |  |
|  |  |  |  |  |
|  | between the two former points; and but one from Asheville west. <br> The central position and favorahle direction of the Catawba riv- |  |  |  |
|  | er, point out the leading ridges and valleys of that stremm ahd its |  |  |  |
|  | tributaries as the most proper route for the proposed work. Any line passing at a material distance either north or south of that |  |  |  |
|  |  |  |  |  |
|  | a good road. On the north, the country from the great elevation of the Bline Ridge and its spurs, becomes sery much bruken and |  |  |  |
|  |  |  |  |  |
|  | abrupt in its formation; white on the south, the waters of the Catawha and Broad rivers, running in a southwardly direction, stretch their rilges and water courses directly across the way of the line. |  |  |  |
|  |  |  |  |  |
|  | Formaziely the commercial and natural requirements are bothe- |  |  |  |
|  | quilly merved by the adrantages offered on the ceniral route adopted. From Anteville, west, the general route of the old rad ap- |  |  |  |
|  | ed. From Asheville, wesh, the general route of the old rad appeared to answer best the requirements of a good route. His trye | 1 .\| 10 .. .| .|. 20 |  |  |
|  |  |  |  |  |
|  | that many other of the mountain passees seemed to ofler paricular advantages, bot the principal ones either carried the road too far |  |  | Lhers, thenee, lopog the old road to near the mouth of Racono |
|  | noorth or souit of the proper direcectio, or w wiuld hat sowell nectom-d |  |  |  |
|  | modote the wante of the rountry. The chief of these rontes leaves the located line near Wayneaville, and, passing over the dividing |  |  |  |
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|  |  |  |  |  |
|  | passes the Baid mountain at the head of the Soco; thence following the vallies of the Soco, Tuckaseege, Tennessec, asceads the Nan- |  |  |  |
|  | 'tahala to the north liead of the Valley river, and thence down that stream, joins the located line near Weich's. This route would |  |  |  |
|  |  |  |  |  |
|  | of only one serious hill at the croesing of Bald mountain; the summft between the Nantahala and Valley mountain is very low. |  |  |  |
|  | - Anotier rovte, to leave the located line neat Jarats, on the "d |  |  |  |
|  | Nantaiala river, and passing up the Nantahala, and over the Valley mountain st one of the heads of the Hiwassec, is carried down that strcam to Murphy. This route would accommodate a very |  |  |  |
|  |  |  |  |  |
|  | - fine ralyy and comppre fatiōaly will the one echoen. The lat |  |  |  |
|  | ser, however, has the advantage of a more central position. <br> It is, perhaps, to be regretted that instrumental examinationa |  |  |  |
|  | could not have been made upon all thowe routes recommended, <br> which, upon reconnoisance, should appear at all practicable, as it |  |  |  |
|  |  |  |  |  |
|  | would have given more satisfiction to those interested in the work, and convinced them of the propriety of ehoosing the route adopt. |  | $\begin{aligned} & \text { SONE } \\ & \text { NPIKK } \end{aligned}$ |  |
|  |  |  |  |  |
|  | ed. I was anxious, however, that the information I have oftained should be prepared in form to present to the preeent Geeneral |  | To Hiu, Execelleney |  |
| 70 Acrei, Robert Honker, Garawey, tos tor | Asseahly, and did not deem that the aet for the surveys contenplated such ant extensive examination as thin would require. Ow. |  |  |  |
|  | ing to the great extent of country embraced wilhin the limits of my survey, these examinations have been necessarily very extend- |  |  |  |
|  |  |  |  |  |
|  | ed, exceoding nearly double that which wan anticipand-upwards |  |  |  |
|  | of five hundred miles have been examined instromentally, and aver twice that amount by reconnoisance. |  |  |  |
|  |  | w |  |  |
|  | ed themsolves for examination: the first following the leading ridge between Crane and Grant's crecks; and thence by the dividing <br> ground berween the waters of the Catawba and Yadkin, enters up- |  |  |  |
|  |  |  |  |  |
|  |  |  | lang the top of flee rides to ' point near the Latheras- |  |
|  | water coursec, and, in consequence, all hills, and is over a fine. |  |  |  |
|  |  |  |  |  |
|  | dry and unusally level ridge the whole distance. After crossing |  | of Withron's ereek nat |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  | seends the valley of one of the branches of the later stream, and joius the located line. This route is three miles longer than that |  |  |  |
|  |  |  |  |  |
|  |  | - |  |  |
|  | most part, over a surprisingly level ridge. <br> Another line was run from Salisbury, along the dividing ridge |  |  |  |
|  |  |  |  |  |
|  | lat deeribed liue near Steppants Crous Roate. This lien is |  |  |  |
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| ${ }_{20}{ }^{2 \prime 2}$ |  |  |  |  |
|  |  | if would much exeerd the annual expense paraded by companies. <br> Some idea of the loss to the consomer in the cont of trinsportation |  |  |
|  | A Andier rovee was earied from a point on the 1 |  |  |  |
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|  |  |  |  |  |
|  | Serenio | 5000 lbs . This road passes over the Alleghany mountains in Mary- |  |  |
| Lot or thomastawy mime, jon re |  |  |  |  |
|  |  |  |  |  |
|  |  |  | along the nouth side of |  |
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|  | 1 Ilo not consider it necesary to emer inton minupe den |  |  | - |
|  | of all the lines surveyed, ns a more accurate idea can be obtained by thoso interested is the matter by an examination of the gener | . |  | - |
|  |  | the Batd |  |  |
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