

THE CAROLINA WATCHMAN.

BRUNER & JAMES,
Editors & Proprietors.

"KEEP A CHECK UPON ALL YOUR
IS SAFE."



RULES. DO THIS, AND LIBERTY
Gen'l. Harrison.

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SALISBURY, N. C., FRIDAY, APRIL 9, 1847.

MESSAGE.

From His Excellency, Gov. Graham, communicating Report of Professor Mitchell, on the Turnpike from Raleigh, West.

To the Honorable General Assembly of North 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, 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 highway from that distant part of the State to the Capitol, and one of our chief market towns.

W. L. A. GRAHAM.

REPORT.

To His Excellency, WILLIAM A. GRAHAM: Sir: The Act of the Legislature under which I had the honor of an 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 Bucombe 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 outskirts of the County, giving to all its population free access to the seat of justice. As Raleigh is the seat of the Legislative, 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 the east to the west through the State.

It is most desirable that the eastern and western sections 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 productions 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 roads 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 and goodness 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, (except 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 4.5ths of an inch to a mile on six sheets, and finally to a scale of 1.5th 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	25	462
Chapel Hill to Greensboro'	49	346
Greensboro' to Lexington	34	1910
Lexington to Salisbury	16	1567
Salisbury to Statesville	26	361
Statesville to Island Ford	12	946
Island Ford to Morganton	36	825
Morganton to Back Creek	25	573
Back Creek to Top of Ridge	15	880
Top of Ridge to Asheville	18	1089
Salisbury to Asheville, upper route	134	4314
Salisbury to Asheville, lower route	136	1653
From Raleigh to Pittsboro'	34	1490
Pittsboro' to Ashboro'	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
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 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 many 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 interspersed 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 the foot of the Mountains, there will, except in two 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, low 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 the 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 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 Greensboro', 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 also, obstacles will have to 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 very 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 reverse. 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 countertravelling 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 had in wet weather. From Lincolnton to Rutherfordton, a 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 to 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, substantial reason is, on a little examination, discovered, such as the waters of a creek or tract of broken ground, which is well to avoid, even 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, 129 miles, 60 yards.

Raleigh to Salisbury, by Pittsboro', 118 miles, 719 1/2 yards.

"POTOMAC," the Washington correspondent of the Baltimore Patriot, under date of March 19th, writes as follows: "At the time Commodore Perry, the brother-in-law of Mr. John Slidell, was first despatched to the Gulf, did I not write to you that he was to supersede Commodore Conner? At first the Administration was slow in carrying out his design. Commodore Perry, it is suspected, was not in the least satisfied with the prosecution. He left the squadron and paid a visit to New Orleans. It is suspected that he there had a consultation with John Slidell, the Minister to Mexico, rejected by the Mexican Government, but still the Minister! The next we hear of Com. Perry, is that he has arrived at Norfolk on the steamer Mississippi! The next, that he is in Washington City in close consultation with Mr. Polk and the Secretary of the Navy. The next, that he goes back to the Gulf to take command of all our naval forces there!"

In this, Mr. John Slidell has carried his point. He also carried it in getting his brother, Capt. Slidell McKenzie, employed by Mr. Polk to proceed in haste to Havana, last year, on a mission to Santa Anna, and thence to Mexico on a visit to Col. Black, who still holds a position there in some capacity, or to General Taylor, or both—all in relation to Santa Anna's return from banishment, the order of Mr. Polk granting him and his platoon of Mexican Generals a free pass through our blockade into Vera Cruz.

Capt. McKenzie, after fulfilling his mission returned to the United States and reported progress, and it was understood, was again despatched to Mexico on a visit to Santa Anna, at San Luis Potosi. It is stated, I know not upon what authority, that he saw Santa Anna and joined in his cock fighting sports, but, on the subject of his mission, his proposition of peace, his proffer of the three millions, &c., met with a cold reception.

It now appears that after him Mr. Polk sent Senator Atocha to try his hand at diplomatic bargain with the Mexican Government, and that his reception was awfully cold—the Senator received orders to leave the capital "immediately if not sooner!"

Senator Atocha, who was connected in some way with the financial operations of Santa Anna—perhaps one of his bankers—when the tyrant was hurled from power and sent to Havana, also received orders to leave the Republic. He came to the United States, and laid a claim before Congress as an American citizen (he having previously lived in Louisiana.) of some eighty or an hundred thousand dollars for spoliation of his property and liberty—which claim has not been very urgently attended to. He has been much in this city within the last two years, and seems to be a genteel, very fine-looking, quiet, peaceable gentleman, who wears an extraordinary imperial, and speaks broken English with great moderation.

It is reported by the latest news from Mexico, that Senator Atocha offered the Mexican Government, in behalf of Mr. Polk, not three, but fifteen millions of dollars for peace and a strip of territory—and that the offer was treated with contempt.

The fact is, the Administration has gone all wrong from beginning to end, in carrying on this war with Mexico, out of which Mr. Polk expected to reap an overwhelming and irresistible popularity! General Gaines, whose quick perception, great forecast and military experience caused him to look at the matter precisely as it appeared, and mark out the only true and feasible plan of the campaign, and with an energy and promptness characteristic of his name, adopt the important initiatory steps of carrying it on, was recalled and sent to the North! That was a false step. It was a gross blunder, and Tallyrand always pronounced a blunder to be worse than a crime.

Had the old war worn and energetic patriot General Gaines, been entrusted with the com-

mand of the army, and allowed to carry out his plans, he would have terminated ere this, as I believe, if not in a blaze of glory, certainly in a permanent and substantial treaty of peace.

But Mr. Polk and Capt. Marey thought they would repudiate General Gaines' notions of things pertaining to a campaign, and try their own united skill in the business, and see if they could not compel Mexico to receive Mr. John Slidell as Minister, and sell as a strip of her territory. And truly a nice business they have made of it.

By the way, the question whether Mr. Slidell still receives his salary as Minister to Mexico, so often asked, has not yet been answered Congress at its recent session, made the appropriation necessary, and it is, therefore, presumable that Mr. Slidell's salary still goes on.

It is understood that Mr. Benton openly condemns the course of the Administration in ordering General Taylor to march on to San Luis Potosi with the inadequate force that is with him. He may have spoken his mind to Mr. Polk fiercely upon the subject, for he called at the White House to see him yesterday, and to show him some letters he had received from Col. Price and others in New Mexico.

PARTY RIGHT OR WRONG.

There is much to excuse, yea, something to recommend the sentiment, "Our country right or wrong." We fear that with some people, the sentiment, "our party right or wrong," is considered as admirable as that in reference to our country, and of authority equally binding. We repudiate the sentiment, and advocate the doctrine, PARTY FOR THE GOOD OF THE COUNTRY. When this fails, when we cannot sustain party without injuring country, the obligation to sustain the former ceases.

We do not know when we have seen a clearer instance of tergiversation and inconsistency, than in the following case of Mr. Charles J. Ingersoll. In 1845 Mr. Ingersoll used the following language. It is found in a speech delivered by him in the House of Representatives on the 3rd of February of that year:

"The stupendous deserts between the Nueces and the Bravo rivers are the natural boundaries between the Anglo Saxon and the Mauritanian races. There ends the valley of the West. There Mexico begins. Thence beyond the Bravo [Rio Grande] begins the Moorish people, and their Indian associates, to whom Mexico properly belongs; who should not cross that vast desert if they could, as we, on our side, too, ought to stop there, because interminable conflicts must follow our going South, or their coming North of that gigantic boundary. While peace is cherished, that boundary will be sacred. Not till the spirit of conquest rages, will the people on either side molest or mix with each other; and whenever they do, one or the other race must be conquered, if not extinguished."

Now compare it with the following taken from a report made by him shortly before the close of the late session. In both instances he was acting as the chairman of the committee of Foreign Relations.

"President Polk had no constitutional right to stop short of the Bravo, and in truth, the Province of Texas extended to that river by territorial configuration which nature herself has rendered the limitary of that region."

In the first, Texas terminated at the Nueces! Nature itself had interposed stupendous boundaries between the Anglo Saxon and the Mauritanian races. These barriers were between the Nueces and Rio Grande rivers. "Not till the spirit of conquest rages," said Mr. I., will that barrier be passed. "While peace is cherished that boundary will be sacred." It was passed, however, by Mr. Polk, without consulting Congress, and when not demanded by necessity or propriety. According to Mr. I. it was passed for purposes of conquest, and hostility. Can the President engage in such enterprises without the consent of Congress!

How does the first position of Mr. Ingersoll compare with his last? How utterly inconsistent they are! What confidence can be placed in men whose opinions can be so easily changed, and moulded to suit the circumstances of the case? Mr. Polk must be sustained right or wrong; party must be upheld though the constitution falls! The first must be grappled with hooks of steel! To the soul, though the latter is in consequence, torn, tattered and profaned!—Such doctrines may suit professed politicians who cling to place, rather than principle, but they cannot suit the people whose only interest consists in having the constitution and good laws honestly administered. It is their duty to see to it, that while men may make wrecks of their own characters, they do not make a wreck of the constitution and the country.—Augusta Sentinel.

Remarkable Escape from Death.—On Sunday week a negro boy belonging to Mr. John S. Skimmer, of Nottingham district, came very nearly being killed in the following manner: He went to the store of Mr. Isaac, at Magruder's Ferry, and on entering the door a clerk in the store asked him if he could stand fire, and on being answered in the affirmative, he thoughtlessly aimed the pistol at the boy, and the ball entered just below the right eye, and passing through his head lodged, it is supposed by the physicians who were called in, against the inner side of the skull on the back of his head. Strange to say, the boy did not complain of any uneasiness at the time, nor has he since suffered from the effects of the ball, and has had but a slight fever. The ball cannot be extracted without great risk, and as he is considered out of danger, no operation for that purpose will be performed.—Marlboro' Gazette.

WORTHY OF IMITATION. The Norfolk Herald states that two wealthy planters residing on the Roanoke River, in North Carolina, have instructed their mercantile friend and agent in that city, to deposit to their credit in the Irish Relief Fund, the one sum of one hundred dollars, and the other one hundred bushels of corn or its equivalent in money. The amount thus contributed, \$187.50, has been promptly deposited as directed.

GENERAL SCOTT.

There seems to be a great desire on the part of a portion of the New Orleans press, as well as some of its numerous correspondents, to find fault with and to meanly disgrace Gen. Scott. Gen. Scott has already severely censured in so many terms, for having withdrawn from Taylor so large a portion of his force, leaving him unprotected, &c.—and in the event of any disaster to Taylor, the blame is now making for fixing the responsibility on Gen. Scott. The Massachusetts correspondent of the N. O. Commercial Times, whose letters we published yesterday, indulged in some extremely unbecoming and contemptible sneers at General Taylor, indicative of a settled design to do injury.—The Register of this city yesterday in that indirect, underhand way, for which it is celebrated over most of its countrymen, throws, out the same insinuations about the mismanagement of Scott. The N. O. Delta, of Sunday, is more plainly direct in its censures. It openly attacks Gen. Scott with much of the blame of Taylor's defenceless position, and

"It is evident that Gen. Scott has made a great mistake, at the least. What it is nothing more, and that he may be able to exculpate himself from the imputation of selfishness and egotism, by weakening Taylor's force, in order to his own Grande Armeé. If, however, disasters apprehended by many occur to our arms, the public will at any loss to know to whose fault it takes, to attribute them?"

Thus we see the way is paved for doing all the odium and disgrace of a disaster to Gen. Taylor upon Gen. Scott. We protest, in advance, against all efforts, as unfair, cruel, unjust and reprehensible. What does an editor, seated in his sanctum, away from the scene of danger and strife, know of these things, and what is his opinion? And what a ridiculous piece of pretension it is for such men to be critical of movements and condemning the generalship of such military veterans as Scott, Taylor! And why attempt to tarnish the fame! The capitulation of Montezuma, Gen. Taylor, it will be recollected, made the subject of criticism and censure by these same chieftains of the press, and in the efforts to cast a shadow on the glorious reputation of the Hero of the Rio Grande, there was played a knowledge of military calculation to astonish the world, who should not be shut up in the dingy and quiet walls of an editor's sanctum, when men of science and bravery, much needed in the battle field, men should join the army forthwith. Surely they will not remain in their sanctum when great men are so much needed to lead our armies to victory!

Seriously, there is no doubt but that Gen. Scott, in all he does, is acting under all and positive instructions from Washington. Our life on it, whatever it may have taken from Gen. Taylor has been in compliance with, and in obedience to positive written instructions from the Department. Scott knew the men he had to deal with—he knew their hostility to him and their desire to injure and disgrace him—and, of course, would be wakened and not assume any responsibility himself. He is acting in obedience to orders. The plan of the campaign—minute as well as the outlines—are understood at Washington, are prescribed and dictated by Mr. Polk and his Cabinet, and if the disasters apprehend by the public should occur to our arms, the public should not be at any loss to know whose fault it is—the responsibility will be fixed upon it—where it properly belongs.—upon Adv.

THE AMERICAN REVIEW

A Whig Journal of Politics, Literature, Art, &c.

EDITED BY GEO. H. COLTON, ASSISTED BY C. W. BIER, OF KENTUCKY.

The American Review has now reached the end of a second year. Its success so far has been truly unprecedented. Its subscription list now amounts to 3,500, with a constant increase. The value of the work is shown by the fact, that the numerous new subscribers whose names have been sent into the office within the last few months, number have ordered the back volumes. Arrangements have been made to add greatly to the interest of the work, in both its political and literary departments; and it is confidently believed that the present Review, on the part of the Whig party, and literary public generally, will soon be no longer able to pay so liberally for every order of high quality writing, as to make it in all respects the most attractive periodical published in the United States. We earnestly ask the continued confidence of all true friends in the country.

ENLIGHTENING.—There will be four engraving, carefully executed; and what is of more importance, accompanied with ample biographies, to stand as a part of the history of the country. The illustrations may be given, if the intrinsic value of the Review can thereby be enhanced.

TERMS.—The Review will continue to be published at Five Dollars, in advance; Three Dollars, if paid for at twelve dollars; Five for ten dollars; so that Committees, Societies, Clubs, &c., may obtain them at a more liberal rate.

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