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COLONIAL HISTORY
 OF
NORTH CAROLINA,
 Edited by Charles Campbell, Esq., for the Raleigh Register.

HISTORICAL SKETCHES BY COL. GUILFORD DUDLEY.

Antique notions of the manual exercise as then practised, in order to put them into the attitude for firing; several flags charged with combustible matter, and lighted, were hurled by some dexterous hands to the top of the column, which soon kindled into a blaze and as soon as the fire had condensed smoke, occasioned by the fire, began to ascend, which seemed almost to reach the clouds, the troops with their officers at their proper posts were ordered to fire a volley with blank cartridges, for de jure fashion, from right to left and from left to right, uttering loud huzzas at every volley; and this firing was kept up until the pyramidal gradually burnt down, dripping the tar in profusion from barrel to barrel, until it descended to the ground, where spreading itself in streams over a large surface, last of all caught in a blaze which ascended as from the top on a heavy column of fire and black smoke, of perhaps 30 or 40 feet diameter, to a great height as before, and at last consumed it self for want of more fuel. Whilst these sports and rejoicings were going forward on the lawn the merchants and others of the more wealthy and hospitable inhabitants had provided some Hops and barrels of rum and other spirits which were deposited on the first parade ground with one end upward and the heading knocked out, to which place the troops were then marched, followed by the numerous spectators all shouting and huzzing till they reached the spot. Barbaqued meats and other viands were also prepared in great abundance, and every body who chose feasted, and all upon free cost. This pleasing and alluring exercise of feasting, and merriment lying over, every body retired to their houses in town and country, after a joyous day spent as above described, without any riot or tumult, but all in good humor with themselves and the world. Thus much for the stamp Act and its repeal.

I have already told the reader how the Duke of Gordon as prime minister, and Charles Townsend, the new chancellor of the Exchequer, came into power, now immediately proceeded the passage of a bill for granting new duties in the colonies, to wit: on glass, paper, painters colors and tea. The least of opposition which had subsided upon the repeal of the former impost was now revived, with additional ardour, by the same principle exhibited in its new form. As might have been expected, the new duties gave rise to a second association for suspending importations to British manufactures. Uniformity in this measure was proposed by the Massachusetts assembly, whose activity and persevering firmness excited the marked displeasure of the crown? They were ordered to rescind their resolutions, and on their refusal were dissolved.

During the administration of Governor Tryon in North Carolina, a splendid place for his residence was begun in Newbern, the seat of the royal government in that province. The sum of £25,000 current money, equal to 62,500 dollars, was voted by the House of Burgesses for that establishment in the first instance. This sum being gradually expended, and the building unfinished, another call was made on the House of Burgesses at their next session for a new appropriation, which with some difficulty was obtained, perhaps to the amount of \$6000 more, and the work progressed. But even this additional sum was found insufficient for so splendid a building with all its offices, and Governor Tryon, with the assistance of the influence of his council, always obedient to the wishes of the Governor, and the mandates of the crown, who jointly constituted the upper branch of the Provincial Government, obtained from time to time new grants until the sums amounted to £40,000 or 100,000 dollars—an immense sum for North Carolina to raise at that early period, which though extensive as to its territory, was nevertheless deemed the poorest Province, except Georgia in British America. This enormous sum appropriated for the accommodation of one man (a creature of the crown), and his family, escorted by degrees from the people, (whilst many wealthy and virtuous subjects lived in tenement not costing \$1600) created many murmurings and much discontent, throughout the Province, especially among her hardy sons from Hillsborough, as far as her settlements extended to the West; whilst the people below, who possessed of mere wealth and a considerable black population were better able to pay exorbitant taxes, quietly acquiesced under these oppressive impositions. To add to these discontents, the upper districts loudly complained of impositions in another form, arising from the corruption and laxity of the Royal Government exercised in this Province. As all appointments to office emanated from the Governor, the King's substitute, he was in the habit of appointing Sheriffs in the different counties, who if they were not already his servile creatures, were most likely to become so in order to obtain an office, the gift of the Royal Substitute, and that without taking sufficient security of any for the faithful discharge of the duties of the office, and for his punctuality in accounting at the Treasury Office for the public taxes, and other fees always collected by him, and besides making other alleged exactions not warranted by him of his own accord. It so happened, as might have been expected, that many of these Sheriffs, puffed up by the pride of office, and the temptation of extravagantly squandering what was not their own, often failed and absconded with what of the public moneys that remained in their hands. These moneys once collected already, because the Provincial Government could not do without its annual Revenues, were again levied and exacted from the people and that through the negligence or misrule of the Governor. Another grievance also these hardy people loudly complained of, was the exorbitant and illegal fees of the clerks of the Courts and the lawyers exacted from those whose misfortune it was to be involved in lawsuits, which is not paid without, was sure to be levied and collected by execution, without the smallest chance of escape, unless they prevented it by force of arms; and these men driven to despair by the acts of these rascally clerks and oppressors, at last had recourse to acts of resistance and violence, the

THE CAROLINA WATCHMAN.

BRUNER & JAMES, Editors & Proprietors. "KEEP A CHECK UPON ALL YOUR RULES." Do THIS, AND LIBERTY IS SAFE. Gen'l. Harrison. NEW SERIES, VOLUME V.—NUMBER 46.

SALISBURY, N. C., THURSDAY, MARCH 22, 1849.

TURNPIKE ROADS.

To the Honorable the General Assembly of the State of North Carolina:

YOUR PETITIONERS, Citizens of Caldwell county, would respectfully bring to your notice the propriety and necessity of aiding us in the construction of a Road leading from the town of Lenoir to the State line, in the direction of Jonesboro, Tennessee—a subject of deep and abiding interest to us, and of still greater importance to a large section of country West and North west of us, embracing the highlands of Caldwell and Ashe counties; and a small portion of the county of Yancey. Here is an area large enough at least for one new County, distant from any courthouse, and almost uninhabited, (excepting the valley of Watauga) interspersed with large valleys, which, together with the high but even surface of the mountains are covered with a soil as good as could be desired. An area unsurpassed by any mountain region on earth of equal extent, for health, beauty, and fertility, and the only reason why it has never been more improved is its being destitute of a market, and the ordinary facilities of intercourse so essential to its prosperity, and the moral and intellectual advancement of any community; consequently it has heretofore been unappreciated and almost unknown.

Within the limits of this Territory is an inexhaustible supply of the Cranberry Iron ore, much the finest in the State, perhaps the best in the world. Three Forges are already in successful operation and much of the iron manufactured is transported to the Counties of Ashe and Caldwell, by dragging it part of the way on pathways across the mountains, and large quantities of Irish Potatoes, Corn, Salt and Plaster of Paris are carried on roads almost impassable, and bartered or sold at a sacrifice of half their value.

Looking at our central position in the Western end of the State, possessing naturally much the nearest and best connexion with Tennessee and the West, we should be astonished that the subject has been so long overlooked but for the fact that between Wilkesboro and Morganton, a distance of fifty miles along the Blue Ridge, there was no Courthouse Town until this county was established.

This road will be remarkably straight for a mountainous country, with the great advantage over any other route of avoiding the great stone mountain on the North and the great Linville Range on the South; both presenting for many miles effectual barriers to a first rate road.

From our courthouse to Robert Moody's on the waters of the Yadkin, a distance of about 9 miles, there is already a tolerable road, which may be easily reduced almost to a level, (passing through the Warrior Gap and the valley of the Yadkin, favorably known to many as the "Happy Valley.") Thence to the top of the Blue Ridge in the "Green Settlement," a distance not exceeding nine miles; the ascent between the waters of Yadkin and Catawba Rivers is very gradual and easy. From this point on the Blue Ridge to the State line at or near Cranberry Forge, a distance of about twenty-one or twenty-two miles, crossing the valley of Watauga, and passing through, or near to, the large valley, commonly called the "Big Bottoms" of Elk, the only difficulty presented is a narrow range of mountains, dividing the waters of Elk and Watauga, which will be easily passed by one of the low gaps in the same. From the State line to Jonesboro, a distance of about thirty or thirty-one miles, and to other points in Tennessee, there are already tolerable roads, which will no doubt be greatly improved by the citizens of that State.

By the above estimate the whole distance from Lenoir to Jonesboro, will be about seventy miles, and about fifty miles less than by any other route or road, that will be of any importance to the State at large. The Road crossing Linville mountain and running up Toe River in the county of Yancey, (the only exception to this statement in regard to distance) owing to the great difficulties in crossing Linville mountain and Blue Ridge, has failed to answer any valuable purpose except to the counties of Burke and Yancey, for whose benefit it was chiefly designed.

Viewing this subject in a more important light we hope the Legislature will consider this road as part of a great, thoroughfare between Fayetteville and Cumberland Gap, and provide that the great Western Turnpike, (if constructed) make as near approach to Lenoir as practicable with a view to a proper connexion of the two roads.

The citizens of the Northern counties ascending the Yadkin River to the valley by a grade easily rendered almost level by following the banks of the river, will find this the shortest and best road to the West, while the middle and Southern counties would be equally benefitted, for situated as our courthouse is, at the Southwestern extremity of the Brushy Range, the road from this place to Fayetteville, could be made almost a direct line by a grade equal to any in the State, possessing also the great advantage of being well watered by small streams, and avoiding the necessity of expensive bridges, which is also one of the great advantages in that part of the road west of us.

At a meeting of the Board of Regents on Wednesday last, Vice President Fillmore (ex officio a Regent) was unanimously elected Chancellor of the Smithsonian Institution, in the place of Vice President Dallas, whose term had expired.

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The man who owns and cultivates a farm in the neighborhood of a populous city, enjoys more favorable opportunities for supporting a family and enlarging his property, than one who lives at a distance from a numerous and busy population, or far back in the interior of a country. It is because the productions of his farm and his garden have fair and prompt market, with no delay of payment. This acts as a stimulus to his exertions. He is encouraged to fertilize his grounds, to practice the best modes of cultivation, to be economical of his time, and not to be sparing of his toil. His trees are well selected, his orchards flourish, his meadows are luxuriant, and he is no less particular in the quality of his grains, roots and vegetables. He is so habitually in good spirits from knowing no necessity or debt, by unembarrassed command of his affairs, and by a regular growth of his prospects for himself and his children, that his labours, instead of being oppressive, are prosecuted with renewed interest, while he looks forward to their speedy and certain reward. It is no wonder, then, that such portions of our country as are in the vicinity of a dense and active population, should be remarkable for the prosperity of their inhabitants. The distant farmer shows his sense of this, and of his own disadvantages, while in cutting down the timber that encumbers his lands, and which is to be burned in heaps, as being only in his way, he remarks that were these masses of wood in certain situations, instead of causing him so much useless labour, they would speedily augment his fortune. What is here said of the farmer or planter, is no less applicable to all sorts of business. Mines of iron, coal, or lead, could they all be situated and worked near to seaport towns or large cities, or even very populous parts of the country, are more valuable than when remote from the prompt opportunities of sale. The advantages of all sorts of manufactories are estimable by the same considerations. Let us then suppose a farm, a workshop, or a mine, with all its means of being wrought, situated two hundred miles from the sea, to be taken up, and put down again a few miles from a commercial city. The land which, before such a change, sold for three dollars, would now sell for fifteen, perhaps thirty or fifty dollars per acre. The reason obviously is, that in its new situation, it has all the opportunities of a quick, convenient, and ready money market. It would be a matter of small consideration, that the land at present was in an inferior state of cultivation. There is no danger that it would not soon become rich in these new circumstances. It would every year grow more fertile under the increased alacrity, ingenuity and management of the owner. If it were not subject, by some peculiar properties, to invincible sterility, he would think but little of its former unproductive condition. All this is evidently not less true of the mine or the workshop.

Such a case can only be imagined, and it is for the sake of illustration alone that it has been supposed. But to prepare the way definitely for the use of this example, let me repeat, what is it that causes the difference between the value of the farm and all its productions, in the one situation and in the other? It is in their distance from market. All that we have supposed is the annihilation of distance. If the necessity of so long a transportation did not exist, the farm that is two hundred miles from the seaport town, would be at once as valuable in every respect as if it were within one mile of it. With us in North Carolina, the one would be more highly prized than the other, because it would unite the same opportunities of market, and the same profits on every thing sold, with the circumstance of living in a healthy country. Is there no way of annihilating distance, not in reality, but in all that the farmer would ask, I mean its effects upon his opportunities? Are there no means of reducing the great distances to almost nothing, with respect to the disadvantage to which they subject him? The answer plainly is, that it can be done by a canal or a rail road. It may at first seem strange and extravagant to speak of annihilating distance between two places. It is important, however, that we should become familiar with those modes which facilities in travelling and conveyance propose for doing this. You are in New-Haven, and you have business which calls you to the city of New York, which is eighty five miles distant. You go to the steamboat in the evening at six o'clock, and step into it. When bedtime comes, you lie down and sleep on as good a bed as you want, and the next morning you awake at four o'clock, with the intelligence that all you have to do is to step out of the boat into the city, attend to your business, and then return home again by the same means. What great difference, it may be asked, is there, so far as yourself alone are concerned, between taking up your house in New-Haven, and setting it down at the city of New York, and then returning it again to its proper place? Is there anything virtually incorrect in saying that the distance between your own house and New York

has been removed as the practical purposes of business? A person may now travel by steamboat and stage from Norfolk to Philadelphia in thirty six hours, though the distance between these places is three hundred and fifty miles. By such methods of travelling as were once practised, at the rate of forty miles a day, he must have required nine days to accomplish it. When we say that by the improved methods of travelling, the distance has been annihilated, there is no longer that objectionable appearance of mystery or magic, which might at first have occurred to our apprehension.

Let it not be thought that the expense of such travelling has been studiously kept out of view. The exposition is for the purpose of distinctly showing what is meant, when by certain modes of conveyance, distance is said to be annihilated. The passage from New Haven to New York, must cost three dollars for the distance of eighty five miles; and that between Norfolk and Philadelphia must cost twelve, every thing in the latter instance being found to the traveller, thro' the distance of three hundred and fifty miles. But where men go such distances on business, it is really so great a privilege to effect their objects on those terms, and in most cases they gain so much by it in the end, that the expense is more than compensated by the advantages.—When they travel for pleasure, we shall scarcely deny, that their remuneration is greatly enhanced, or at least, that it is a matter which ought to have no influence on the subject.

A merchant in Norfolk, for we do well to illustrate by fact, reads in the newspaper that three days afterwards there is to be sold at auction in Philadelphia a large quantity of goods or property in which he feels interested. In the last thirty six hours before the time of sale, he passes to the city, defrays all the expenses of his passage with twelve dollars, makes his purchases, and possibly profits by them to the amount of some hundreds or even thousands. The cost of travelling it is presumed would no longer be named, and the distance between Philadelphia and his own residence, he will consent to say, has been reduced to little or nothing, by the facilities of the passage.

Travelling recently on the New York Canal, from Albany to Lake Erie, a distance of three hundred and sixty three miles, I fell into conversation with a man by the name of Hooper, passing westward in the same packet boat. He was one of your plain, substantial, sensible men, a good farmer, wholly of a practical character, on the soundness of whose opinions, and the correctness of whose statements, it was easy to see that reliance was to be placed. Said he, I live some distance up the country, along this Canal, and have been down to Schenectady to market. I took down five hundred and twenty six barrels of flour in a boat, which cost about two hundred and fifty dollars. It was done by two men and two horses, and the whole trip will be completed in eight days. Had I done this by our old method with waggons and horses along our turnpike roads, the same thing would have required fifty men, fifty waggons, and a hundred horses for sixteen days.

It might be left for any one to estimate the comparative cost of transportation upon a barrel of flour, by the two methods. But let us stop to consider intelligently the particulars of this example; for as a fact, it is of no small importance in determining the merits of canals or rail ways, and common roads. Let us admit, for the sake of comparison, that one boat is as expensive in the building and maintenance as three waggons, and this will be a liberal allowance to the disadvantage of the boats, and in favour of land carriage. It will then be true, from the preceding statement, that one horse by means of the canal performs the work of fifty horses upon a road, one man the work of twenty five, and one waggon very nearly as much as seventeen waggons. Nor is this the full account of the matter; for the man, horse, and waggon do that in one day, which the twenty five men, fifty horses, and seventeen waggons do in two days. Now if we suppose the day's work of the man to be one dollar, that of the horse half a dollar, and the waggon to be worth fifty cents a day, the value of the work done by the three united, is two dollars a day, and the value of the work done by the twenty five men, fifty horses, and seventeen waggons in one day, will be fifty eight dollars and a half, or one hundred and seventeen dollars in two days.

To display this more clearly, we shall set down the two comparative statements with numbers.

1 man	\$1 00
1 horse	50
1 waggon	50
For one day	
\$2 00	
This shows the expense of conveyance upon a canal for one day to be two dollars, while the cost upon a New York turnpike road is as follows:	
25 men	\$25 00
50 horses	25 00
17 waggons	\$8 50
\$58 50	

This shows doubled for two days makes \$117.

* It is hoped the reader will excuse the egotism sometimes resorted to. It is thought important to build our opinions and views upon the foundation of facts; and the writer wishes to be held personally responsible for the truth of the circumstances here presented. The case cannot be mis-stated, for it was noted down on paper at the time, with repetition.

† The waggons here spoken of, were two-horse waggons, such as are commonly used in that and other parts of the northern country; but one of them carries at least ten barrels of flour. This they can do on their improved roads.

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A merchant in Norfolk, for we do well to illustrate by fact, reads in the newspaper that three days afterwards there is to be sold at auction in Philadelphia a large quantity of goods or property in which he feels interested. In the last thirty six hours before the time of sale, he passes to the city, defrays all the expenses of his passage with twelve dollars, makes his purchases, and possibly profits by them to the amount of some hundreds or even thousands. The cost of travelling it is presumed would no longer be named, and the distance between Philadelphia and his own residence, he will consent to say, has been reduced to little or nothing, by the facilities of the passage.

Travelling recently on the New York Canal, from Albany to Lake Erie, a distance of three hundred and sixty three miles, I fell into conversation with a man by the name of Hooper, passing westward in the same packet boat. He was one of your plain, substantial, sensible men, a good farmer, wholly of a practical character, on the soundness of whose opinions, and the correctness of whose statements, it was easy to see that reliance was to be placed. Said he, I live some distance up the country, along this Canal, and have been down to Schenectady to market. I took down five hundred and twenty six barrels of flour in a boat, which cost about two hundred and fifty dollars. It was done by two men and two horses, and the whole trip will be completed in eight days. Had I done this by our old method with waggons and horses along our turnpike roads, the same thing would have required fifty men, fifty waggons, and a hundred horses for sixteen days.

It might be left for any one to estimate the comparative cost of transportation upon a barrel of flour, by the two methods. But let us stop to consider intelligently the particulars of this example; for as a fact, it is of no small importance in determining the merits of canals or rail ways, and common roads. Let us admit, for the sake of comparison, that one boat is as expensive in the building and maintenance as three waggons, and this will be a liberal allowance to the disadvantage of the boats, and in favour of land carriage. It will then be true, from the preceding statement, that one horse by means of the canal performs the work of fifty horses upon a road, one man the work of twenty five, and one waggon very nearly as much as seventeen waggons. Nor is this the full account of the matter; for the man, horse, and waggon do that in one day, which the twenty five men, fifty horses, and seventeen waggons do in two days. Now if we suppose the day's work of the man to be one dollar, that of the horse half a dollar, and the waggon to be worth fifty cents a day, the value of the work done by the three united, is two dollars a day, and the value of the work done by the twenty five men, fifty horses, and seventeen waggons in one day, will be fifty eight dollars and a half, or one hundred and seventeen dollars in two days.

To display this more clearly, we shall set down the two comparative statements with numbers.

1 man	\$1 00
1 horse	50
1 waggon	50
For one day	
\$2 00	
This shows the expense of conveyance upon a canal for one day to be two dollars, while the cost upon a New York turnpike road is as follows:	
25 men	\$25 00
50 horses	25 00
17 waggons	\$8 50
\$58 50	

This shows doubled for two days makes \$117.

* It is hoped the reader will excuse the egotism sometimes resorted to. It is thought important to build our opinions and views upon the foundation of facts; and the writer wishes to be held personally responsible for the truth of the circumstances here presented. The case cannot be mis-stated, for it was noted down on paper at the time, with repetition.

† The waggons here spoken of, were two-horse waggons, such as are commonly used in that and other parts of the northern country; but one of them carries at least ten barrels of flour. This they can do on their improved roads.