

# Resources of Catawba Valley and its Relation to the North Carolina Rail Road.

Ma. Egan.—It was my purpose when I commenced my sketch of Catawba Valley, to give the readers of the Watchman an account of its various resources. In a former article I gave a brief account of its mineral resources. I purpose in this communication to speak of the agricultural resources of Catawba Valley. And here it may be proper to observe that in order to determine as to the agricultural resources of a country, it is not always a proper criterion to judge from the amount of produce which may be raised from a given quantity of land while the country is new, and the land fresh. This may depend upon the freshness of the soil, and the quantity and quality of decayed vegetable matter upon it. In this respect, however, Catawba Valley might almost compare with any other portion of the United States. When the Valley was first settled it was exceedingly flourishing, producing vegetation with uncommon freshness and luxuriance, and yielding abundant crops with very little labor. The best of land would yield from fifty to eighty and perhaps more bushels of Indian corn; and we have it from good authority, that the lands of a certain individual near this, yielded what an hundred fold—three bushels of seed producing three hundred bushels of good wheat. If we could form an estimate of this region from the rumours of its fertility, which has gone out to those parts of Pennsylvania, from which a great part of it was first settled, one might conclude that it was, in every detail, the land of promise, a perfect Eden. The description of it was equal to the glowing accounts which we now hear from the West, and which are exciting such enthusiasm among our people, and causing such a drain upon the industrial and enterprising portion of our population. It is true, that such rumours are often exaggerated; but they still give us an idea of the goodness of our land, and will enable us to draw a comparison between our own country and other new countries. We know that what those countries are now, ours was in time past; and we will also know what estimate to make of the emigration mania which has seized our Eastern States.

Moreover, it may be observed that it is not always a proper criterion to judge of the quality of land from what it will produce in a high state of cultivation; but from its durability and capacity for improvement. This alone can be permanently relied on to constitute an agricultural country. In order to this, there must be a suitable soil. In this respect our region of country is well adapted, not only having the basis for improvement, but having the material at hand. Our best quality of land is our low lands along the rivers and creeks. The low lands of the South Fork are exceedingly fertile and beautiful, and possess the property of never being exhausted from the occasional inundation of the river; at the same time the crops are seldom destroyed, nor is the country rendered sickly, as the water soon passes off, or is absorbed by the earth. The low lands of the main Catawba, though not generally equal in richness to those of the South Fork, are wider, and generally very productive, and subject to be perpetually improved from the rich silt which is left on them from the freshets which overflow about once in ten years. Besides the large quantity of river bottoms, with which Catawba Valley abounds, there is a vast number of creeks and smaller streams which run through a part of it, all of which have rich low lands. Some of these low lands will produce perhaps as high as 75 bushels of Indian corn to the acre; the best of them will average fifty, and in a very good season they will exceed that.

The next quality of land is our black upland. This is timbered with black ash and hickory, dogwood, and sometimes interspersed with pine, black walnut, etc. Then again we have the gray land, which is generally considered the best wheat land. The sandy land, which is generally covered with pine and chestnut forests, is pretty good for range for cattle, and produces quite freely for a few years, and for small grain here and there. The timber grows taller here than in any other part of the State, but the land is more dry than in the moist black lands of Rowan and Cabarrus and other counties, which from their moisture soon cause the timber to decay and fertilize the soil. This natural droughtiness of much of our upland, whilst it renders the country healthy, is perhaps fully compensated for by the frequency of the summer showers, which render a long drought in some parts impossible. Although there is generally more attention paid in this region of country to the raising of Indian corn than wheat, yet it is believed that we have as good a wheat country as is any where to be found, and since the market is getting near us very much what is raised, there is also much cotton raised in the Valley, and it is well adapted for every other kind of produce which may be raised in this climate.

From the vast resources of Catawba Valley, it may be seen that she is destined to rise to opulence, power and prosperity, and to carry on an extensive business and trade. Indeed, she has already attained to considerable wealth and prosperity, and is carrying on an extensive trade with other sections. At first this trade went to Fayetteville; but soon turned its course to South Carolina, whether it has been going some years, and contributed so little to build up that State. It is true, however, that the trade should seek another channel and contribute to building up our own State. It may be proper then, in this connection, to speak of the relation of Catawba Valley to the North Carolina Rail Road. If it is to catch the trade of this region, it should extend through the heart of it, and rather to the South than the North, as the natural tendency of trade is down stream and down a country. Again, from the elevation of the country, it will be difficult to cross North of this line. The Buffalo Shoals and Newton are as far North as the Western extension should pass across the country. Newton is about in a direct line from Salisbury to Morganton, and North of a direct line to Asheville, or the Western terminus of the road. We think, however, our Legislature committed a considerable error by making Statville a point in the Act granting a charter. In the first place, it will cost almost one-third more to construct the road by Statville to Morganton. In the second place, while it has lulled the Stateville people into security, leaving them to have the road which

they subscribe the route of this, it has very much discouraged Catawba, leaving her hands necessarily tied. It is also calculated to discourage the people of Burke, not that they do not expect to get the Road through their county, but that they will be kept so much longer from its benefits. In the third place, it will make the route more circuitous, and besides the additional cost of construction, it will present an obstacle in the way of securing the travel and freight which it would if it ran in a straight line. Nature has marked out a track for the Western extension, and uttered her voice in its favor in language not to be misunderstood. A better and more beautiful ridge for the constructing of a Railroad could not be found than runs from the Central Road, near Parton's, to a point on the Catawba near Sherrill's Ford. And then as the track North of Newton would be a little too far North, and too elevated, nature has formed one way pass by the way of Newton from the main Catawba to the South Fork, and then up the South Fork along the Laurel to Morganton. Then if the road must needs start from Salisbury, which we think it ought to do, it will be an easy matter to make a double track from Parton's. While nature's voice is loud, the way is always clear and free from embarrassment, but if it is disregarded, embarrassment is certain to ensue, and this seems to have been the object of some of the members of the Legislature, whose interest would be somewhat affected by the extension westward in a direct line; but as the charter, with the incumbrance so much better than none, we do not wish to cast any reflection upon any of the members of the Legislature. It should be remembered, however, as this Road is to be a State Road, and built by the people of the State, that it should be built in such a direct line as will best benefit the State, and be attended with the least expense to the people of the State, and all other interests should yield to this. The R. R. has already been made too much to suit a committee, and made too crooked. We would not advocate its routing through the center of Catawba, if we did not believe this to be the most feasible, the most direct and cheapest route. Nor have we any objection to its going to Statville, if Statville will take such a strong to make up for its loss and additional cost which it would incur by being turned from its natural course. But this it will hardly do at first. The Statville folk would be hurrying up on the subject. If Catawba has but an equal chance with other sections, she will do a liberal part, and perhaps more than her proportional share. Salisbury and Morganton and the East are concerned for the Road to pass as direct as possible to its Western terminus, and to be built upon the whole, will be much benefited by the road, which is a Catawban.

**MARRIED:**  
In this county, on the 25th of March, by the Rev. J. Rankin, Mr. J. M. W. JONES, to Miss CHARLOTTE, daughter of Mrs. Maria Cowan.  
In this county, on the 25th of March, by Solomon Preder, Mr. JOHNS B. B. JONES, to Miss NANCY TRELKLE, daughter of Mr. J. B. Jones.

### North Carolina Rail Road.

#### SCHEDULE FOR PASSENGER TRAIN From Charlotte to York River.

STATIONS	ARRIVE	DEPART	ARRIVE	DEPART
Charlotte	7:00	7:15	7:00	7:15
Rock Hill	8:00	8:15	8:00	8:15
York River	9:00	9:15	9:00	9:15

#### SCHEDULE FOR PASSENGER TRAIN From Salisbury to Charlotte.

STATIONS	ARRIVE	DEPART	ARRIVE	DEPART
Salisbury	7:00	7:15	7:00	7:15
Charlotte	8:00	8:15	8:00	8:15

### Bank Stock.

Books of application to the Capital Stock of the R. R. Co. will be open on the 1st day of April, 1855, at the office of J. M. W. JONES, Esq., in Salisbury, N. C.

### BUSINESS NOTICE.

THE Corporation heretofore existing under the name of Jones & Co., has been dissolved by mutual consent. The business of the firm must now be closed, and the indebtedness of the firm must be paid, and the creditors of the firm must give instructions.

### PLANK ROAD STOCK FOR SALE.

W. MURPHY, Agent.

### APRIL 5TH, 1855.

### Spring and Summer GOODS.

### W. MURPHY'S.

W. MURPHY'S, No. 101, Washington City.

### "Mourning Goods"

W. MURPHY'S, No. 101, Washington City.

### "PAIN-KILLER OF MILES"

W. MURPHY'S, No. 101, Washington City.

### "ERODICIDES" AND "RICH WORK"

W. MURPHY'S, No. 101, Washington City.

### THE MARKETS.

Salisbury, April 5, 1855.

### MADE CLOTHING.

W. MURPHY'S, No. 101, Washington City.

### Electric Telegraphing without Wires!

—Among the most startling wonders in connection with electricity is the announcement that M. Bonelli, of Turin, has invented a new electric telegraph, to communicate with each other at all rates of velocity, and at the same time with the telegraphic stations on the line, while the latter are at the same time able to communicate with the trains. It is stated, that M. Bonelli is in possession of a system of telegraph communication by which wires are entirely dispensed with.—*South Carolinian.*

PHILADELPHIA, April 1.—To-day the Sunday Liquor Law was most stringently enforced. Not a single drinking place could be found open, not even a larger beer shop! Receptories only were permitted to sell tables.

The new law regulating the Fire Department went into operation at midnight last night. Fifty-four companies accepted the provisions and continue in service. Twenty-four rejected the law and have gone out of the service. A disturbance on this score was anticipated to occur last night between the firemen, and the police in strong bodies were on duty all night. Nothing, however, occurred except several plunders of fire.

### A Newspaper in the Crimea.

—A printing press for the army in the Crimea has been embarked on board the Express steamer at Lyons. On it was to be seen this inscription: "Times of the East." The best compositors of the Imperial printing establishment of Paris accompanied it.—*South Carolinian.*

### CLARENDON IRON WORKS,

WILMINGTON, N. C.

### THE WAR OF 1812.

EDWIN C. CLARK, Attorney for Claimants No. 101, Washington City.

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### G. M. & A. T. JONES,

HARDWARE DEALERS, Salisbury, N. C.

### FOREMAN'S PATENT IRON PLOW.

Salisbury, March 3, 1855.

### State of North Carolina, DAVIDSON COUNTY.

Court of Pleas and Quarter Sessions, February Term, 1855.

### SPECIAL TERM OF STANLY SUPERIOR COURT.

Witnesses: C. F. LAURENCE, Clerk of said Court at office the 24th of February, 1855.

### COMMISSION BUSINESS.

Augusta, GA.

### THE LARGEST AND BEST ASSORTMENT YET.

H. H. BEARD, Fashionable Tailor and Clothier.

### Annual Settlements.

R. & Y. MURPHY, Salisbury, Dec. 21, 1854.

### LAND FOR SALE.

IN IREDELL COUNTY.

### 267 1-2 ACRES.

275 ACRES.

### SPRING STYLE 1855.

BEEBE HATS! BEEBE HATS!

### READY-MADE CLOTHING.

CLOTHS, CASSIMERES AND VESTINGS, both Plain and Fancy.

### 265 Acres.

Plantation For Sale.

### SOMETHING NEW.

BELL, EARHART & Co.

### STEAMER CHESTERFIELD.

CAPTAIN ALEX. MCKENZIE.

### AGENTS.

S. & L. MOWIEY & Co., Salisbury, N. C.

### W. M. R. WILSON,

LARGE DEALER IN WATCHES, JEWELRY, SILVER WARE, SPECTACLES, CUTLERY, PERFUMERY, FANCY ARTICLES, &c.

### A NEW SUPPLY OF WATCHES & JEWELRY.

JAMES HORAH.

### GREAT INDUCEMENT TO CAPITALISTS.

THE subscriber has heretofore invited attention to his Mill sites and water power on the Yadkin River, and of the advantages to be derived from the improvement of the valuable property. But there is a new and greater improvement still, which he would now suggest. Mill-dwells will be the terminating point of the Yadkin improvement, for which the Legislature has provided, and which is now in progress. This appropriation will secure the execution of a work of immense value to the State, and will render the Yadkin navigable from its mouth to the mouth of the North Carolina River. This work done, and the Yadkin River will be rendered commensally available to the Road and the State, and more so than an immense amount in the value of the land, and the improvement of the valuable property. This is not a mere speculation, but a fact, and is a matter of great importance to the State, and to the people of the State. It is a matter of great importance to the State, and to the people of the State. It is a matter of great importance to the State, and to the people of the State.

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