



**The Cape Fear and Yadkin Valley Railway (From
Mr. Airy, at the Base of the Blue Ridge, to
Wilmington; N. C.): Its Origin, Construction,
Connections, ... of Cities, Towns, Villages, and
Stations; In**

Unknown Author

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Excerpt from The Cape Fear and Yadkin Valley Railway (From Mr. Airy, at the Base of the Blue Ridge, to Wilmington; N. C.): Its Origin, Construction, Connections, and Extensions; Embracing Descriptive and Statistical Notices of Cities, Towns, Villages, and Stations; Industries, Agricultural, Manufacturing, and Mineral Resources; Scenery of the Route; Transmontane Extension, &C

The uninterrupted progress of the Cape Fear and Yadkin Valley Railway, and its unrivaled prosperity and steadily increasing traffic since the granting of its present charter by the General Assembly of 1879, were only to be expected in the full development and completion of a railway system which occupied the minds of progressive and thoughtful men even as far back as the earlier days of the present century. This system embodied the great ulterior object of opening to the markets of the world the rich territory of the Upper Yadkin Valley by connection with Fayetteville as the head of navigation on the Cape Fear River. Even at as distant a period as 1815 the immense advantages to accrue from the fruition of this project caught and fixed the attention of leading men in the legislature, and such connection by canal was favorably reported and even undertaken; but the obstacles opposing themselves proved insurmountable to the crude progress of that day, and the work was abandoned. But inherent in the Cape Fear and Yadkin valley system was the very life of North Carolina's internal improvement again and again to revive and make itself felt until the time was ripe for the full accomplishment of the great and comprehensive design. Nearly sixty years ago a charter was obtained, and ground broken at Fayetteville for the building of the Cape Fear, Yadkin and PeeDee Railroad; but it was met by difficulties - insuperable at that period - of a want of familiarity with railroad work, the disinclination of a sparse population to hazard their means in what they regarded as a doubtful experiment, and the inability of the State to furnish resources for the extension of the work.

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