

ON Monday last the Superior Court of Law for this District was opened in this town, before the Honourable Samuel Ashe and Samuel Spencer, Esquires.

PLAN and OBSERVATIONS on the cutting of a CANAL between Clubfoot's and Harlow's Creeks. By Lucas Jacob Benner, Esq.

THE distance is said to be about two miles; and to bring the waters on an even surface, it will be requisite to cut three feet in depth, and then four feet deeper to make it navigable for lighters, &c. For this purpose twenty feet in breadth is judged sufficient (particularly as a very rapid ebb and flow would in a short time render the Canal wider and deeper.)

Therefore the Canal must be cut two miles in length.—Twenty feet wide.—And seven feet deep.—

To facilitate this undertaking, it should interfere with the crops as little as possible, and would be most convenient if carried on from the first of November to the first of April.

One hundred labourers, it is imagined, will complete the whole in six months, viz.

60 Negroes at 2 l. per month, four months,	480
40 do. at 3 l. per do. 4 do.	480
100 Negroes for 4 months,	960
do. for 2 months more, from July 20 to Sept. 20.	480
	1440
Provisions, &c.	220
Wages for 2 overseers to overlook the Negroes, 50 l. each payable 1 half share, 30 l. each.	100
Do. for a capable person to superintend the whole work, 3 whole shares, 80 l. cash,	200
	300
Expence of a draw-bridge & flood-gate, and small house for toll-gatherer to live in.	240
	2200

Which should be raised by SUBSCRIPTION in the following manner of shares:

60 quarter shares, at 10 l. each,	600
40 half do. at 20	800
40 whole do. at 40	1600
	3000

The subscription should be punctually paid, in the following manner:

- Every quarter share at the time of subscribing.
- Every half do. one half at subscribing, and the remainder three months after.
- Every whole do. the same do. do.
- From one to five, inclusive, in three equal payments, one third at subscribing, and the remainder in three and six months after.
- From five to ten shares, in four equal payments, one fourth at the time of subscribing, and the remainder in three, six, and nine months after.

Should any subscriber fall in arrears, all sums paid should be forfeited, when such arrears are called for more than three times, allowing an interval of six days. All work done or negroes found by those concerned, should be allowed in discount of the respective sums due for shares.

A mode should be adopted to rate and assess the labour and fix the wages at a certain price per day or month for every hand employed; and the superintendent should keep an exact account of every negro or labourer when he commences to work, and when he quits or is discharged, in which case whatever was justly earned would be paid, and no more. No wages or expences should be allowed but such as was certified by him, and those to be paid by the treasurer only, after being approved of by the president, if the amount exceeded ten pounds.

The most effectual and only method to carry

the foregoing plan into execution, would be to establish a company under the sanction of government; which company should be incorporated so as to have power of suing and liable of being sued, and should consist of proprietors of shares only; and after two thousand pounds was subscribed (the public should lend the company that amount for 18 months) a meeting should be called, and thirteen directors chosen, out of which a president, vice-president, treasurer, and secretary should be elected for one year, and at every anniversary a new election should take place, and no person holding at least one whole share, should be eligible to any office (except toll-gatherer or overseer of the negroes.)

All business relative and concerning the company, should be determined by vote, and a majority of two-thirds should be necessary to decide or carry any question, and the votes regulated in the following order:

- Every whole share a vote.
- Every two half shares, one vote.
- Every four quarter do. one do.

Voting by proxy should be admitted of, provided it never put it in any one member's power to have more than ten votes; and no member should be allowed to hold more than ten whole shares.

It should be allowed to buy, sell, and transfer shares, the same as any other kind of property; and the directors for the time being, should have power to dispose of the funds of the company (particularly in the purchasing of such shares as might be offered for sale, &c.) under such limitation and restriction as the rules and bye-laws of the company shall indicate.

CALCULATION of an ANNUAL INCOME, that a canal from HARLOW'S to CLUBFOOT'S CREEK, with a proper bridge and floodgate, would produce.

Every canoe passing or repassing (suppose 400 per annum,) 2s. each time,	£. 40
Every whale-boat, 300	4 60
Every craft but then 10 barrels, (suppose 200)	5 50
Do. from 10 to 20	150 6 45
Do. from 20 to 40	75 7 26 5
Do. from 40 to 70	40 8 16
Do. from 70 to 100	20 10 10
Do. from 100 to 150	10 12 6
Do. from 150 to 250	5 14 3 10
Do. 250 & upwards	3 16 1 12
	258 7
Every four wheel carriage passing over the bridge,	4
Every waggon, 5 at 4s.	1
Do. horse cart, 50	2 10
Do. ox dp. 80	11 6
Do. chr. or sulc. 80	11 6
Do. man & horse 500	1 25
	40 14

Droves of black cattle and horses, &c.

above one year old,	
Every horse, mare, or gelding,	6d.
Do. steer, ox, or cow, under 30 head,	5d.
Above do.	4d.
Sheep and hogs, for every head under twelve,	2d.
Do. do. above, 1d.	
	85 19

For such as live contiguous to the bridge, and would agree at a fix'd sum per annum to pass and repass,

	25
	110 19
	£. 410

The first year would not produce as much as is laid down by the foregoing calculation, but if the advantages answer the general expectation, an average of about ten years will make it nearly exact; in which case, exclusive of the annual salary to the toll-gatherer, and other expences, the canal would, in the course of that time, more than pay for itself, so that besides the local and private emoluments, the original sum would be refunded to, and an annual dividend received by the proprietors.

To take this in a more general and extensive view, we may reasonably expect a con-

tinual ebb and flow would render both sides of Neuse river much healthier, and would introduce many different kinds of excellent fish, oysters, &c. in the rivers and creeks contiguous to the same: Add to this, the extensive field by which many industrious families would obtain a support, as Beaufort would become a flourishing town; and Newbern reap many essential advantages, which of course would extend far back.

"An unfavourable idea has at some time prevailed of the interest of commerce and agriculture, as being at variance; nothing can be more void of truth and reason; notwithstanding the jealousies created by this false idea, which has some times defeated in our public counsels, the wisest plans of national prosperity, we must hope a more generous and enlightened policy will succeed, and that the progress of time will decidedly discover, that facilitating or opening new avenues to commerce, is promoting the agricultural as well as commercial interest, which being properly united, is the only certain means of making wealthy citizens and opulent towns. It may be safely advanced, that the benefits arising from this undertaking, to the public at large of this state, seems greater than any that at this period presents itself to our notice. Let us for a moment consider the situation of our navigation: Newbern is, or ought to be, the greatest market of North-Carolina (without the least injury to any of our other sea port towns) but for the want of a better navigation, it is deplorable to reflect on the disadvantages that are daily produced; a vessel that draws more than nine feet water, cannot get over the Swash without lighters; after they are over they are exposed in an open Sound or wild road, the dangers of which have been sufficiently felt to need any farther description. I will venture here to affirm, that more has been lost in one day, nay, I may say in one hour, than would cut three such canals as my plan proposes, and which, if supported, will furnish us with as good a harbour as any in the United States: The lighterage and transporting of cargoes, will be cheaper and safer; and what is a considerable additional benefit, will seldom, if ever, meet with much delay; for all those acquainted with nautical matters, unanimously acknowledge, that with south-west as well as north-east winds, they can equally lay their course up and down, by keeping the one or the other side of Neuse river; besides, vessels may put to sea (comparatively speaking) almost at any time from Beaufort, and in a couple of hours be in the ocean; whereas at Occock, they may lay many weeks waiting for a fair wind.—Reflect also that at particular seasons and in many situations, seamen will bless the opportunity of making a safe and convenient harbour by running into Beaufort. Our West-India trade will here feel the good effects which will enhance the demand for our pork, lumber, &c. European and other vessels, of any size, will then partake of our trade, which will enable us to sell our tobacco, deer skins, furs, wheat, rice, and naval stores, for nearly as much more as the freight, commissions, and other expence of transportation now reduces it to, as it will make that difference to us to sell for a London, Amsterdam, or any other European market here, or to send it to Philadelphia or New York for that purpose. Besides, the returns in such goods as our consumption here requires, will be a grand object to have them from the first hand, instead of purchasing them after two freights and two profits have been laid on. This will be attended with another very essential benefit, for our back-country farmers, when they meet with suitable encouragement, instead of going to Charleston or Virginia, will willingly trade with us, as we shall be able to furnish them with European, East-India, and West-India goods, upon as good terms as our sister states.—In a word, three grand objects seems here in a fair way of being accomplished, viz.

- 1st. A large scale of trade to our merchants.
- 2d. An augmentation of our revenues.