

## Domestic.

From the Raleigh Star.

**Occacock Navigation.**—Under an act of the General Assembly, incorporating the Occacock Navigation Company, books to receive subscriptions for stock will be opened at Newbern, under the direction of John Sneed, Moses Jarvis, Samuel Simpson, John M. Roberts, Sylvester Brown, John W. Guion and John F. Burguyn; at Trenton, under the direction of Nathan Bush, Hardy Bryan and Risdan M'Daniel; at Kinston, under the direction of Blount Coleman, John C. Washington and Nathan G. Blount; at Waynesborough, under the direction of Richard Washington and Arnold Borden; at Suow Hill, under the direction of William Williams, (Clerk,) Wyatt Moye and Charles Harper; at Smithfield, under the direction of David Thomson, Jas. Frelick and Bytham Bryan; at Washington, under the direction of John G. Blount, Richart Grist and William Ellison; at Tarborough, under the direction of Spencer D. Cotten, David Barnes and Joseph R. Lloyd; at Greenville, under the direction of John Norcott, Archibald Parker, Ivey Foreman and Benjamin Ashley Atkinson; at Halifax, under the direction of Elisha R. Smith, David Clark and Andrew Joyner; at Murfreesborough, under the direction of James Morgan, Benjamin Wynns, Isaac Pipkin and Joseph G. Rea; at Williamston, under the direction of William M. Clark, Simmons J. Baker and Samuel Hyman; at Windsor, under the direction of Joseph B. G. Roulback, Elisha A. Rhodes and James Bryan; at Plymouth, under the direction of Thomas Cox, John F. Bryan and Thomas B. Haughton; at Edenton, under the direction of Joseph B. Skinner, George W. Barney and John Cox; at Elizabeth City, under the direction of William Martin, Isaac N. Lamb and Exum Newby, on the 10th day of April next, and remain open thirty days. A share is one hundred dollars, of which ten dollars is to be paid down, and the remainder in such instalments as the directors who may be appointed by the stockholders shall thereafter require. The charter lasts for fifty years, and as soon as the company shall so improve the navigation as to admit of the free passage of vessels drawing seven feet two inches, they shall be entitled to receive tolls of vessels at the following rates, that is to say: on vessels, whose burthen shall not exceed eighty-five tons, for every inch of their draft above seven feet, seventy-five cents; between eighty-five and ninety-five tons, inclusive, for every such inch, one dollar; between ninety-five and one hundred and ten tons, inclusive, for every such inch, one dollar and thirty cents; between one hundred and ten and one hundred and twenty-five, inclusive, for every such inch, one dollar and fifty cents; between one hundred and twenty-five and one hundred and fifty, inclusive, for every such inch, one dollar and seventy-five cents;

and above one hundred and fifty tons, for every such inch, two dollars.

This short statement shows that the profits of the stock upon the improvement of the navigation, if to be effected at any reasonable expenditure, cannot fail to recompense liberally those who may subscribe to the company. If two or three additional feet can be given to the depth of the channel for one hundred thousand dollars, and can be preserved at an annual charge of fifteen thousand dollars, the stock must be among the best that any incorporated company in our country offers to the enterprising.

From a late report of the Engineer employed to survey the shoals by the General Government, (Captain Bache,) it appears that a permanent removal of the shoals by any one specific appropriation is not to be expected. Indeed no one at all conversant with the nature of these obstructions could have hoped that any system of works, however expensive, could make a channel which time, unopposed by skill and industry, should not fill up. But the same report shows that it is perfectly feasible, at a cost far below every previous estimate or conjecture, to deepen the channel to ten feet: and certainly the means used to remove the sand accumulated in a term of years, must be adequate, when kept in operation, to remove it as fast as it shall return. The following exhibits, annexed to the report, are submitted to the consideration of the public. From them it appears, that a channel, ten feet deep and four hundred feet wide, may be made by one route in three years at the gross expense of twenty-seven thousand one hundred and eighty-three dollars; and by another route, in four years, at the gross expense of thirty-two thousand and thirty-two dollars; that is to say, eleven thousand one hundred and nine dollars in the purchase of a Dredging Machine Engine, and receiving scows, and an annual expense of five thousand three hundred and fifty-eight dollars. If the work should cost twice the sum estimated, and the annual charge of removing the sand as it may return, be twice the estimated annual charge of digging out the sand, when was ever so important an operation effected at so inconsiderable an expenditure?

The benefits to one half of the state of North-Carolina from this operation can scarcely be estimated by those who have not reflected upon the subject. Every four barrels of Naval Stores will then be as valuable to the maker as six are now; every three thousand of shingles, staves, timber, will bring as much as five do now. The stimulus and reward given to the depressed agriculture of the State will be felt throughout. Capital will be attracted to and concentrated in our ports. Markets will be opened for articles that are now regarded as worthless, and enhanced prices offered and an increased demand created for all which are now sold. It is earnestly hoped that every man who can take a share in this enter-

prise without injury to his family, will not fail to come forward and subscribe in proportion to his means. The act has been published, and to the act itself the public attention is anxiously and strongly invited.

### An Intended Subscriber.

#### No. 1.

Estimate showing the first cost of a dredging machine, with steam engine, scows, &c. and the current expenses of the same for one year, required for the removal of the shoals forming the obstructions to the navigation near Occacock Inlet, N. C.

Purchase of a dredging machine, complete,	\$6,000
Steam engine, 8 horse power, for the same,	2,800
4 Receiving scows, at \$450 each,	1,800
350 cords of wood for engine for one year, estimated at 200 working days, at \$3 per cord,	1,050
Pay of a superintendent, at \$75 per month, for one year,	900
Steam engineer, at \$30 per month,	360
4 hands, at \$15 per month,	720
6 ditto at \$12 ditto,	864
Subsistence of 12 men, at \$6 each per month,	364
Repairs of engine, contingencies,	600
<b>Amount for the first year,</b>	<b>\$15,958</b>

By taking the estimate of the time as given in the case of each channel, and the current expenses, which are 5,358 dollars for each year, we will find there will be required for No. 2, 11,225 dollars in addition to the above estimate, and for No. 3, 16,074 dollars. In case it should be tho't desirable to increase the number of dredging machines, and the importance of the navigation would seem to urge such a measure, estimates, based upon the above, may be made.

The increased amount of the estimate over some of the items in that for the Cape Fear river, is in consequence of the exposed situation in which the operations will be carried on, requiring a more substantial vessel, and a more permanent engine, with greater means for mooring, &c. The number of hands is also increased from the same cause, and from the necessity of carrying the deposits to a greater distance, which circumstance gives employment to an additional scow. It will be seen that the working days of the dredging machine for the year, are put down at 200, being 50 less than the number upon which that for the same operation in the Cape Fear river was founded. This deduction was necessary because of the more boisterous character of the sound.

H. BACHE, Capt. Top. Eng.

#### No. II.

Table showing the quantity of soil, in cubic feet, necessary to be removed from the Swash and Bulk Head Shoals, forming the obstructions to the navigation near Occacock Inlet, N. C. to give a depth of 10 feet, in a channel 400 feet wide at the average high water, which is 1 foot 4 inches great-

er than the tide to which the soundings on the map are reduced.

For the Swash shoal, the channel as marked in red,	3,846,000
For the Bulk Head shoal, the channels marked in red,	330,000
Total excavation for 10 feet, cub. ft.	4,176,000

To excavate which, estimate the working days in a year at 200, of 10 hours each, and that a dredging machine will lift 25 cubic yards or 675 cubic feet in an hour, will require 3 years and 19 days. It will be seen, by examination of the map, that a part of the channel as marked over the swash, is common to both, that by way of the Bulk Head and Flounder Slur.

H. BACHE, Capt. Top. Eng.

#### No. III.

Table shewing the quantity of soil, in cubic feet, necessary to be removed from the Swash and Flounder Slur shoals, forming the obstructions to the navigation, near Occacock Inlet, N. C. to give a depth of 10 feet in a channel of 400 feet wide, at the average high water, which is 1 foot 4 inches greater than the tide to which the soundings on the map are reduced.

For the Swash shoal, the channel as marked in red,	1,598,600
For the Flounder Slur, the channel as marked in red,	3,803,333
Total excavation for 10 feet, cub. ft.	5,401,933

To excavate which, estimating the working days in a year at 200, of 10 hours each, and that a dredging machine will lift 25 cubic yards or 675 cubic feet in an hour, will require 4 years.

H. BACHE, Capt. Top. Eng.



## Tarborough,

FRIDAY, APRIL 4, 1828.

**PA** new Post-Office has recently been opened in Halifax county, on the road leading from the town of Halifax to Warrenton, under the name of "Fortune's Fork," Willis A. Willcox, Postmaster—it is situated between Hyde Park and Littleton post-offices.

**Mails—again.**—The Postmaster at this place received a letter on Tuesday last from the General Post-Office, stating that the northern mail via Halifax will continue to arrive here three times a week; of course, the contemplated change will not take place.

**Vegetation.**—We were last week shewn a strawberry bed, in the garden attached to the store of Messrs. R. & S. D. Cotten, in this place, which was in full bloom, and on which were a number of strawberries nearly ripe—we were informed, that the week previous there were several ripe strawberries on the vines, which had been plucked off. Peas are also blossoming in several gardens, and should the weather continue favorable, they will probably be fit for the table in two or three weeks.

**Sporting Intelligence.**—The Spring Races over the New Hope Course, near