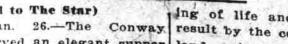
THE MORNING STAR, WILMINGTON, N. C., THURSDAY, JANUARY 27, 1921

Intracoastal Development Urged

Project Connecting Wilmington and Georgetown Via Conway, and Will Urge Congressmen to Lend a Hand-Conference Held at Conway,



tlebaum Mr. Quattlebaum stated the object of this inland waterway they would seen what a small amount the governof the meeting, and explained the ne- stop at Conway. This would make ment had spent on a proposition which cessity of finding out the best way of Conway a great tourist point as it carried commerce to the amount of tackling the proposition. He read a could furnish an abundance of sport over two and a half million dollars. letted received by him December 31st, in the way of hunting and fishing and The question was how much could we 1920, from which it appeared there is other things which would attract peo- make the commerce amount to in case territory, as shown on the map. con- ple from the north. In this way the we had the inland waterway entirely taining about 1.500 square miles, inland waterway would bring to Con- completed from Boston to Key West,

from the railroads for the use of railand transportation; there is in this. territory about \$50 square miles lying nearer to the river than to any railroad. The largest portion of this area is almost solely dependent on this river as the only means of transportation. He spoke as to what congressmen should do, that Wilmington is making an effort to improve the intra-coastal water route north of that city, and that we should co-operate with them, and that congressmen from North and South Carolina should co-operate in obtaining needed financial assistance. He then called attention to the report which was made in 1918 by James P. Allen and associates, upon the improvement of rivers and harbors in the Charleston, S. C., district, and read asollows from the report:

ect. August 11, 1913, the chief of ensineers recommended, as part of the intra-coastal waterway, a channe? from Conway to Bear Bluff (respectively 44 and 67 miles above the mouth, even feet deep, to be secured by the construction of a dam at Conway, and by limited dredging and straightening t bends, at an estimated cost of \$950,000."

Their report also stated that the pro-



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nall Pill-Small Dose-Small Price

"ven with the Atlantic Coast Line and thus obtain better service and he said that everybody should be interested. The completion of this waterway would cive an outlet to northern markets that has always competed and always caused a car shortage. Inland routes from here to the north would open lines that would handle one-half of the heavy freight sent out. He stated that his plant produces 100,000 feet of lumber every day, that every three days' output could load a barge and send it to market. All lumbermen should be intereated and be able to tell the Atlantic Coast Line that we thank them but have another way.

D. A. Spivey poke of the great sav-

