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BY THOMAS HENDERSON, JUN.

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POETICAL.

FOR THE STAR.

Mr. Henderson—The following lines written by one who feels that the departure of "*the Queen of May,*" is not less to be regretted than the absence of the charming month over which she presides, now ask a place in your Poet's corner. SEDLEY.

TO AMANDA.

Amanda, 'tis decreed that we must part,
Hard though my lot, stern fate shall be obey'd;
Yet who can bound the wishes of the heart,
Or bid th' emotions of the soul, be stay'd?

Tyed to one place and to one soil confin'd,
This sculptur'd dust where Heav'n ordains shall stay,
But free as air shall move th' immortal mind,
wide in its wand'rings as "the track of day"

And though thy form no more my view shall meet,
Bright as the day-streak in the Eastern sky,
Nor shall I hear thy voice of accent sweet,
Nor "catch one sparkle" of thine "azure eye"

Still in my mind, that witching form shall stay,
That eye shall sparkle, and that voice shall swell;
Nor shall time impair or thy power decay
'Till life shall bid my struggling heart farewell.

To many a scene where fair Amanda shone,
Its mellow light will recollection lend,
And where bright rays of joy appear'd alone,
With mingled light a darker shade will blend.

When cheerless Winter blasts the sadden'd year,
"A just resemblance" of my fate it bears,
To fancy will a lovely form appear,
Rich in the graces that Amanda wears.

When Flora spreads the plain with varied flowers,
And fragrance floats upon the vernal breeze,
Amanda's form will rule these happy hours—
I knew her first in happy hours like these.

The social board, when rosy goblets crown,
I'll drink to thee, though mem'ry sad the while,
And should fair hope e'er droop with Fortune's frown,
Again 'twill flourish in Amanda's smile.

And as the hours lead on the passing days,
And circling months the years's wide circuit fill,
The gentle passion which my bosom sways,
Will grow more pure and more unearthly still.

'Till, in the lapse of time, desire shall cease
And love shall yield to soft devotion's fire;
No anxious passion will disturb my peace
But thy idea a hallow'd flame inspire.

As, next to Heav'n, the Hermit's breast will swell
For the dear object of his early love,
And many a sigh will leave his holy cell,
Mix'd with the vows his spirit pays above.

So, with a fervour "passionless and pure,"
Still Fancy dwell on all thy bosom charms,
And still my wand'ring thoughts will thou allure
To love's devotion, not to love's alarms.

SEDLEY.

STATE LEGISLATURE.

Inland Navigation.

NORTH-CAROLINA,

The Commissioners to whom the subjoined Report in part is addressed, beg leave to transmit the same to the General Assembly of the state aforesaid.

P. BROWNE, *Chairman, &c.*

Raleigh, 6th Dec. 1816.

To John Haywood, Peter Browne, Joseph Gales and William Boylan, Esquires, Commissioners appointed by the General Assembly of N. Carolina to employ one or more Engineers to survey sundry rivers in the said state, &c.

Gentlemen—In part discharge of the duties which you have assigned me, I have surveyed the Tar river from the town of Washington to that of Louisburg; and the Neuse river from the vicinity of Raleigh to the town of Newbern. In making these surveys I have availed myself of the best information I could procure from intelligent gentlemen, and the facts which I have to communicate are in part derived from them, but the most important fell under my own immediate observation. The little time since these surveys were completed puts it out of my power to make to you a more detailed Report respecting them; but understanding that a general account is desired, that it may be laid before the General Assembly now in session, I submit to you the following Report:

TAR RIVER.

About two miles below the town of Washington the navigation of the river (here called the Pamptico) is obstructed by roots and logs which project above the bed and against which vessels frequently strike—As they expose vessels to imminent danger (and as they constitute a great impediment to the navigation of the river below Washington) they should, if possible, be removed.

To remove those obstructions various means may be used. The most judicious, perhaps, would be to procure two flat bottomed boats or other vessels suitable for the purpose, so connected by timbers as to admit of a convenient space between them. To these boats should be attached a windless, block and tackle, or other power which would be equal to raise the most, if not all of them, sufficiently high to disengage them. Should any of the roots or logs resist the power that could be thus applied, I know of no other way of removing them, than by the assistance of a Diving Bell in which a person might go down and saw them off; or by surrounding them with a Caisson and discharging the water within, a person might descend and cut them off at any convenient depth.

In ascending the river towards Washington, the navigation is impeded by shoals, formed by the light quick sands floated down from the country above by strong currents: and as the river here is much wider than any place above, the velocity subsides and the sands find a resting place. These sands are frequently operated upon and a new channel formed by a counter current occasioned by extreme high tides, augmented by violent storms at sea.—These shoals are gradually increasing, so that at this time, in ordinary tides, a vessel drawing more than seven feet water cannot pass up the channel, which I am informed by gentlemen who have long observed the effects of these currents, formerly admitted the passage of vessels drawing eight or nine feet of water. Some are of opinion that a ware-house recently erected on a shoal between the two channels opposite the town and nearly in the middle of the river, has been the cause of this alteration in the depth of the water below. Others are of a different opinion; however this may be, it is certain that these sands are a serious impediment to the navigation of that river. Although an effectual remedy cannot be applied, yet a great improvement might probably be made by removing the sands with a scooping machine, or by building a dam from the ware-house which I have mentioned to the western shore of the river, thereby turning the whole water through the channel next to the town. This latter plan would be permanent in its operation and would certainly remove in a great degree the evil that exists, by forming and preserving a deeper and broader channel.

At Washington the river is half a mile in width, it gradually decreases to Willow Point, three miles above, where its width does not exceed two hundred yards. From this point to its source it is called the Tar River. In ascending the river to the head of tide water at Greensville, (a distance of twenty-five miles) there are found many short turns; but experienced boatmen can pass them without much difficulty.

Five miles above Greensville terminates what are called the *Turnabouts*. These are a series of short acute angles, interlapping each other. Around some of these the velocity of the current is increased and the navigation is difficult.—When the river rises a little above its usual height, boats can pass across some of them, and by cutting twenty-five or thirty rods across others, a direct and safe navigation might be obtained along this part of the river. From this point to Tarborough, a distance of twenty miles, the bends of the river are more gentle and uniform: and from Tarborough to the falls above, the serpentine course of the river makes a distance of sixty miles, whereas the distance by land is only eighteen miles. The impediments to the navigation along this part of the river are, the immense number of roots, logs and trees, which have fallen in various directions & in some places lie quite across the channel. These obstructions divert the usual course of the current, to the great injury of the banks, which are now so much washed and undermined that a number of trees are inclining and the next freshet will probably bring them down. These obstructions are increased by the cutting and falling of trees into the river by the proprietors of the banks—These obstructions are found most in the short angles of the river and baffle the skill of the most experienced boatman. They are the principal cause of an almost equal number of Sand Shoals which are agitated by the different currents, and the lighter parts of which eventually arrive at the great depot at Washington.

Were these obstructions removed so far as to allow the channel to conform itself to the general course of the banks, the river would assume a smooth and uniform current, which would admit of the passage of light flat bottomed boats, in which an advantageous trade might be carried on. If the utility of the navigation above the falls should be thought of sufficient importance to justify the expence of improving it, the first obstacle to be surmounted, is at Andrews' Mills. The falls here are short and have a descent of nine feet. They require one Lock which may be connected with the mill dam now built.—The expence of this Lock may be estimated at $ 8,000. From this place to the Great Falls, a distance of two miles, the river is smooth and gentle. From the first of these falls to the dams built by the proprietors of the mills on each side of the river, the distance of which varies from fifteen to thirty rods, and the river's having a rockey bed, there is a fall of twelve feet. Those dams pond the water back to the foot of Goodson's falls, a distance of four hundred yards or thereabouts. Those falls consist of rapids over a rockey bed of the river, having a descent of four feet in a distance of seventy or eighty rods. If the navigation be improved directly down the river, two locks will be required to pass the Great Falls and one to pass Goodson's Falls. If it were improved by a canal along the bank from the head of Goodson's Falls to the foot of the Great Falls, only two locks would be required for the whole rout.—The latter would certainly be the best plan for improving the navigation at this place: but it would probably effect the mills which are here built. The expence necessary to be incurred in carrying either plan into effect might be estimated at $ 25,000.

From Goodson's Falls to Louisburg, pursuing the course of the river, the distance is estimated at one hundred and twenty miles, and by land at thirty-five miles. Between those two points the river has a number of inconsiderable falls: but as I could only have a partial view of this part of the river, I cannot give a minute description of each. I have however examined the most considerable and obtained the best information in my power as to others, from gentlemen in the vicinity. In ascending the river these falls are found in succession as follows, viz:

	F.	I.	T.
Duncan Lemon's Fish Trap	1		
Fall near Joiner's Mill		9	7
Joiner's Mill	3	2	9
Pridgen's Falls	1		
Lamkin's do	1		
Vicks' Rock		6	
Cockrell's Falls	1	5	
Polin's do	1	6	
Fish Dam	1		
Strickland's Falls	1	6	
Atkins do	1	3	
York's do	1		
Bryant's do	1	5	
Braswell's do	1		
Ben. Williams do	1	1	2
Andrews' do		10	
Harris's do		8	8
Perry's do		9	
Williams's do		8	
Elli's do		9	8
Pace's do		8	8
Walnut Island do	1	6	3
Near the Bridge at Louisburg	1	5	3
	25	10	8

Many of these falls are but small rapids, or a brisk current breaking around rocks projecting above the surface of the river; which rocks being removed and a channel formed, the water would assume a more gentle and even course. There are, however two places where Locks will be necessary. One at Joiner's Mills, the other at the falls near Atkins' bridge, where a Mr. Strickland is now erecting mills. When his dam is completed there will be a perpendicular fall at it of seven or eight feet. The expense of these two Locks may be estimated at 14,000 dollars. There are many obstructions like those which are found below, viz. logs, trees, &c. and in many places the river has a rocky bed. But those impediments may be removed without much difficulty, and a sufficient channel formed for the passage of boats. When this shall be done, there can be no doubt, the river may be made very useful to the country above; but as the river gets small towards Louisburg, advantage must be taken of the rise for the passage of boats at some seasons. Indeed to render the river navigable in dry seasons even below the falls for boats of ordinary burthen, Dams and Locks must be constructed to provide not only for the slight falls, but for the general declivity of the current: and this would be rendered difficult by the lowness of the banks and the quicksands of the channel. Added to this, these works must be constructed of wood, as there is no stone to be found within a convenient distance; and such works cannot be rendered valuable without much good stone. On account of these difficulties I am of opinion that it must be inexpedient to attempt to make this river navigable at all seasons of the year. Its navigation may be improved in such a way as to answer the common purposes of trade without great expense, and in the present condition of the country, that will be deemed quite sufficient.

NEUSE RIVER.

I did not prosecute the survey of Tar river higher than Louisburg, as the river there is small, and furnishes no object of gain adequate to the expense of improving it further. I proceeded to the Neuse and commenced the survey at the honorable David Stone's Mills. Here a dam is erected which ponds back the water in the river almost three miles to Hinton's bridge, also in Crabtree creek almost four miles, to near Judge Seawell's mills, and in Walnut creek to Lynch's ford. From the top of this dam to the smooth water below the mills, there is a fall of thirteen feet, seven inches and five tenths. Proceeding down the river to Smithfield, I found the following falls in succession. The distances between which were not measured by me, having been measured some time ago by Captain Scott of Raleigh, who kindly favoured me with his notes.

The Hen & Chickens' fall, distant	*poles.*	F.	I.	T.
from Stone's mill,	363	0	6	4
Hinton's -	589	1	0	1
Broken Leg -	469	0	3	0
Pennells -	265	2	2	7
Pennells' Fish Dam	93	0	8	4
Battle's Fish Dam	476	0	4	9
Bryants'	70	1	5	1
John Hinton's Fish Dam	456	2	0	0
Wm. Hinton's do.	861	0	4	5
Rogers'	116	1	1	6
Perrys'	302	2	3	6
Smiths'	325	2	4	6
Watson's Fish Dam	221	1	3	5
Watson's small falls	116	0	4	0
Killingworths'	260	3	9	9
Lockhart's Fish Dams	165	4	1	8
Vincents' do do	849	1	1	8
Wilkinson's do do	1384	1	2	5
To Smithville	421			
	25 miles 174 poles.			

To render this section of the river navigable, locks and Dam's will be necessary. Three of these, probably, will be sufficient, provided favourable situations be selected for equalizing the falls: otherwise four will be required. Pennells', Perry's, and Lockhart's falls, are well situated for this purpose. But a view of those falls will be necessary, and a more accurate survey must be made, before these works can be located. Three dams may possibly not pond the water back over the most or note smaller falls: and in that event, channels may be formed which will admit the passage of boats, when the river is navigable below. The sum of $ 35,000 will probably be sufficient to cover all the expences necessary to be incurred upon this river.

From Smithfield to Newbern the river may be said to have an uninterrupted course of two hundred miles. At one place only, Coxe's old Mill, there is a fall of one foot in a distance of nearly thirty rods. Although here is a channel passable for boats, yet it is crooked, and the water shoaly in the vicinity. A small expence will be necessary at this place, and will much improve the navigation; although, like most rivers of equal extent, at seasons of very low water, this river is too shoaly for boats of heavy burthen. The other obstructions are such as are met with in the Tar river, viz. logs, trees, &c. but they are not so numerous. Most of them are found in the short angles of the river, where the navigation is most difficult. At one place in particular I observed the effect of these obstructions in stopping the passage of boats. The river bends round a tract of land belonging to Wm. Whitfield, Esq. a distance of nearly a mile, so as to form an isthmus not exceeding thirty rods in width, across which the river has burst a passage for one half of its waters. The trees being undermined, have fallen down and choaked up the passage, so that boats are compelled to ascend along the old channel: and this having only one half of the water of the river, is so shallow that boats frequently cannot pass. A very trifling expence would be sufficient to clear the new passage of obstructions, and prevent the delays which I am informed frequently happen to boats at this place.

Respectfully submitted, by

BENJ. F. BALDWIN.

5th December, 1816.