

**RALEIGH, (N. C.)**

**PRINTED, WEEKLY, BY A. LUCAS.**  
 Terms of subscription: Three dollars per year, one half to be paid in advance. No paper to be continued longer than three months after a year's subscription becomes due, and notice thereof shall have been given. Advertisements not exceeding 14 lines, are inserted gratis for one dollar; for twenty-five cents each subsequent insertion; and in like proportion where there is a greater number of lines than fourteen. The cash must accompany those from persons unknown to the editor.  
 No subscription can in any case be received without payment of at least \$1.50 in advance; and no discontinuance without payment of arrears, unless at the option of the editor.

**INTERNAL NAVIGATION.**

**ROANOKE NAVIGATION COMPANY.**  
*Extracts from the report of the President and Directors of the Roanoke Navigation Company to the Stockholders, at their annual meeting in October last.*

After the passage of the act of assembly of this state, declaring valid our proceedings at the October meeting of 1816, we proceeded immediately to the collection of the 1st instalment, which had been deferred from a court of certainty as to the course the legislature might take with regard to the existing circumstances of the institution. This measure resulted in bringing into your treasury, on the fourth Friday of January last, six weeks from the passage of the act, the first instalment, at which time a meeting of the board took place at the town of Halifax. During the meeting the company was fully organized—the different officers appointed and the requisitions of the law generally were carried into effect.

Impressed with the necessity of commencing the work at as early a period as possible, and in order to employ the funds in the treasury, the board of Directors selected Col. Cadwallader Jones, and Capt. Charles Scott, as managers and superintendants, with full power to acquire property for the Company and to carry on the works towards the navigation generally. They were however requested particularly to employ engineers, and to make an accurate survey at the great falls, for the purpose of ascertaining the best route for a canal—their report, (made to us at the meeting in May last,) on this subject, to which we beg leave to refer you, will give you all the information we possess touching it.

With regard to the further operations of these gentlemen, it is highly pleasing that we have it in our power from actual observation and a detailed report, which is submitted to you as made to us by them, to state that the powers and authorities vested in them have been prudently exercised, that the operations of the force by them employed have been judicious; that the engineers and agents they have brought into the service of the company are worthy of confidence and well calculated to act in the different spheres allotted to them, and generally that the affairs of the institution are in a train that will most probably lead to the happiest results.

The Commissioners appointed to receive subscriptions under the Virginia Charter, have not made their returns to this meeting, but we have an assurance that the subscriptions in that state have been liberal, and that nothing but energy and a proper application of the means will be wanting to complete this all important and desirable undertaking.

*Report to the directors at their meeting in May last.*

Agreeably to a resolution of the directors of the Roanoke Navigation Company, the undersigned superintendants, with Messrs. James R. Allen and Robert Robson, Engineers, have proceeded to examine the Falls of the Roanoke river, from Eaton's falls, to the foot of the great falls, with a view to lay out the most practicable route for a canal at the said falls.

Three different plans for the improvement of this part of the river have been contemplated and examined.

By the first, it was proposed, that so much of the falls as is comprehended between Eaton's Falls and High Rock, a distance of seven and a half miles, and from 42 to 43 feet fall, should be improved by means of locks, dams and sluices; and that the remainder, viz: from High Rock to Welden's Point, a distance of 3 miles, should be overcome by means of a lateral canal; for further particulars with regard to this plan, reference may be had to a report, made at the last meeting, by the President.

The second route proposed, was to form a lateral canal the whole distance of 12 1/2 miles from Eaton's Fall's to Welden's Point, interposing locks at convenient distances and places.

By the third route it is proposed to take the water out at Rock Landing, and by means of a lateral canal to carry it thence on a level to a branch in Willis Alston's plantation, 2 1/2 miles distant, at which place it is contemplated to lock down 28 feet; thence on a level again to Welden's point distant 4 3/4 miles, where a communication with the water below the falls is most desirable. The fall from the level on this point of land to smooth water below the falls is 51 feet & 3 1/2 inches, and will require seven locks.

The first plan proposed is certainly practicable, and in some respects eligible. By it a navigation can be effected at some less expense of time and money than by any other of the routes proposed; but at the same time, it is very evident that the works cannot be as durable when

constructed, nor will they afford so safe and convenient a navigation at all times as a lateral canal for the whole distance would do, a large portion of the navigation and works being necessarily exposed to the influence of the freshets so common in this river, to guard against which effectually would be a doubtful undertaking. It was thought advisable, therefore, to give up this plan.

The second route, upon proper examination, was found to be perfectly impracticable, with any regard to the means of this company.

The third route having been considered by the superintendants and engineers as being the most eligible in every respect for a canal, they have therefore minutely examined the ground, with a view to its location, and calculated the various works necessary to its construction. As the ground on which it must be made presents various difficulties, such as cutting through earth an adobe, or a debris, making ways of solid masonry, embankments, aqueducts, locks, removing rock either loose or solid, &c. to overcome which will require various grades of work. The superintendants have been very particular in examining each section of the proposed canal, have calculated the number of perches of mason work, square yards of earth, rock, &c. to be removed in each running yard on the line of the canal, and have allowed, as they believe from the best information in their reach, liberal prices for the different grades of work, the annexed exhibit, together with the accompanying chart of the river and proposed canal will, it is hoped, place the subject to your view in the clearest manner it is susceptible of.

(Signed) **CAD. JONES;**  
**CHARLES SCOTT.** } Sup.

**ESTIMATE OF CANAL.**

1st DISTRICT, beginning at Rock Landing, and ending at Jones' Mills, 1276 yards. Fall of water 16 1/2 feet.		
1st Section. The abutments for gate way of stone, 100 perches at \$5 including masonry, &c.		\$998
Wing dam, 100 yards at \$5 per yard		500
92 yards of walling, at \$2 1/2 do. do.		4,800
Putting the same,		1,000
		7,498
2d Section. 242 yards of loose rock and earth, at \$5		1,936
74 yards of walling around Rock Island, at \$5		1,850
Putting the same, at \$5		375
		4,161
3d Section. 553 yards of earth, to upper end Jones' Island, at \$5		2,765
203 yards rock and earth, to lower end of Jones' Island, at \$25		5,075
		7,840
4th Section. 77 yards of walling and blowing to Jones' Mills, \$25		1,925
60 yards of masonry and blowing to Jones' Mill, \$500		3,000
		4,925
2d DISTRICT, to High Rock, 8091 yards. Fall of water 16 3/4 feet.		
1st Section. 348 yards to point below springs		2,068
100 yards to ravine,	12	1,320
Aqueduct for 44 yards,		1,000
		4,408
2d Sec. 137 yards to a point of rocks,	10	1,370
289 yards to 2d ravine,	12	3,420
Aqueduct for do. 44 yards,		1,000
		5,890
3d Sec. 152 yards of earth,	6	92
160 yards to 3d ravine,	20	3,200
Aqueduct for do.		1,000
		5,112
4th Sec. 143 yards to point of rocks,	7	1,011
251 yards to Scott's Craig,	50	11,500
44 do. around do. do.	200	8,000
		21,511
5th Sec. 187 yards to 4th ravine,	25	4,675
Aqueduct for do.		600
198 yards to 5th do.	6	1,188
Aqueduct for do.		3,000
440 yards to 6th do.	10	4,400
Aqueduct for do.		4,000
28 1/2 yards to upper point of High Rock,	10	2,585
82 1/2 yards to lower point of High Rock,	50	4,125
		24,573
3d DISTRICT, to Hudson's Mill, 8288 yards.		
1st Sec. 379 yards to 1st ravine,	5	1,895
Aqueduct for do.		1,590
		3,485
2d Sec. 759 yards to ravine in Alston's plantation,	5	3,795
110 yards for locking down 28 feet,		20,000
		23,795
3d Sec. 330 yards to 1st ravine below locks,	5	1,650
380 yards to Steep Hill,	10	3,800
517 do. to Alston's Cotton Machine,	5	2,585
		8,035
4th Sec. 494 yards waste for ravine,	10	495
363 yards to 3d ravine,	12	4,356
165 do. to 4th do.	5	825
176 do. to 5th do.	5	880
132 do. to point of rocks,	5	660
132 do. around do.	25	3,300
446 do. to Moore's ferry road,	12	5,352
		15,868
5th Sec. 100 yards to 6th ravine	12	1,320
895 yards to 7th do.	6	5,370
33 do. across do. with waste,	12	396
292 do. to do. 8 do.	5	1,460
66 do. across do. with waste,	30	1,980
44 do. to 9th do.	5	9205
33 do. across do.	12	396
221 do. to 10th do.	5	1,105
66 do. across do.	20	1,320
1034 do. to 11th do.	5	5,170
do. across do.		360
1336 do. to Hudson's Mill,	6	3,016
		29,088
4th DISTRICT, to Welden's Orchard at foot of falls.		
Arch over Choacott, below mill,		5,039
1600 yards of cutting thro' earth,	5	8,000
Basin and locking down 51 feet to water		50,000
		63,000

**RECAPITULATION:**

1st District	\$28,384
2d do.	61,282
3d do.	80,371
4th do.	63,029
<b>Total,</b>	<b>\$232,966.</b>

Extract from a report of the Superintendants of the Roanoke Navigation Company to the Directors at their meeting in October, 1847.

The leading object which has governed the operations of the superintendants of the Roanoke Navigation Company, since the last meeting of the Directors, has been to improve the Navigation above the falls, as to admit immediately a safe and convenient communication between the upper country and Rock Landing, and further to construct a road around the great falls, by means of which the upper and lower country might be united, until the canal at that place shall have been completed. It is to be observed to the extreme anxiety manifested for this partial but speedy improvement the superintendants have the more readily done so from a conviction that the temporary work was necessary to the general and more perfect plan, and would be subsequently useful in carrying it into effect.

They have therefore had an eye to the importance of constructing their works with a view to the additional and permanent improvement of the upper navigation and have ordered them accordingly.

The advanced season of the year at which operations were commenced, rendered it difficult to procure hands and those only at the highest rates, for the laborers were generally pre-occupied in the usual avocations of that class of the community. This circumstance added to the unusual high price of provisions and the impossibility of immediate and systematic arrangement in a business so new here, and embracing objects through a considerable extent of country, has had the effect very much to retard the progress of the work and to swell the bill of expenditure; but not it is hoped beyond what might have been reasonably anticipated.

The immense quantity of rain too has very much embarrassed us & prevented our pushing the improvements as far upwards as we otherwise should have done. Indeed there has scarcely been a year in the last twenty so unfavorable as this has been for working in the river.

The superintendants are happy however to state that notwithstanding all these difficulties the navigation from Danville on the Dan, and from the Seven Islands on the Staunton, to Rock Landing, at the head of the great falls, is in a good state, and that a road about seven miles long from the latter place to the foot of the great falls, answering it is believed all the purposes for which it was designed, has been completed or so nearly so that two or three days work about the abutments of a bridge over the Choacott will perfect it. The following details will place to your view in a more particular manner the works on the river that have engaged the attention of the superintendants, and the way in which they have been executed.

After preparing the houses necessary for the immediate comfort of the hands and the security of the company provisions, tools, &c. a work which though done with the cheapest materials required considerable time and the hands were employed directly to cut the company road: they were engaged in this business until the latter part of June, when it was contemplated to put them on the river to sluicing, but the water being high and continuing so for some time, they were placed on the line of the canal to grub and clear the route of the same—of this work about three quarters of a mile has been finished.

About the period of the last general meeting it was thought necessary to improve Eaton's falls (the first above Rock Landing requiring improvement) by means of a canal and lock, and for this purpose a contract was made with Mr. Thomas Palmer, but it being found upon further examination that the object in view might be obtained in a more desirable manner as regarded celerity and expense, by a sluice through those falls—Charles Y. Johnson who was employed to attend to the sluicing business on the Roanoke, commenced his operations at this place and has made a very safe and convenient passage through the same, this sluice, however, is susceptible of further improvement by the removal of some rock which could not be effected at the time the hands were engaged there, on account of a swell in the river which drove them off, during its continuance they having been sent down to Rock Landing were set to blowing and raising rock for the works contemplated there, on a similar occasion they were subsequently employed in the same business and a considerable quantity of this material has been prepared.—Eaton's falls are situated five miles above Rock Landing, the fall of water is 7 feet 11 inches in a distance of something more than 200 yards; from Eaton's Mr. Johnson proceeded to Hamblin's falls distant four miles, in which are included those called Red Banks and Allen's falls, they are about one and a half miles in extent and make a fall of ten feet, they have required more time and labor than any other obstruction above Rock Landing, there being several ledges of solid rock requiring the free use of the drill and powder, the operations here were a good deal impeded by reason of the water being too high to work to advantage; nevertheless, a good navigation has been made over them.—Thence to Ballard's falls distant two miles, they have been advantageously improved.—Thence to Myrick's falls, three miles: these were also well improved.—Thence to Horseford

falls, 14 miles, where but little was to be done, it was however, effectually done.—Thence to Butcher's creek falls, 24 miles smooth water intervening, these falls presented considerable difficulties but were speedily overcome.—Thence to Buzzard Island falls, where some loose rock only was to be removed.—Thence to Eoyd's Island falls, 2 miles distant, the hands were employed here some time in blowing, damming and removing loose rock, from which considerable advantage has been derived to the navigation, but we are sorry to state that Mr. Johnson was taken sick here and was unable to complete it in so satisfactory a manner as was desirable.—Thence to the upper junction of the Dan and Staunton, 12 miles, and no obstructions.—Thence to Hycos falls: 7 miles, here the managers and so many of the hands were sick that it became necessary to encamp for a week; these falls have been effectually improved and a part of the hands wait immediately thence on up the Staunton to the party who were previously organized to operate on that river, the same proceeded under the management of Mr. Johnson to Milton, distant 35 miles, no obstructions intervening except a few fish dams.—From Milton to Danville, 15 miles, there are some few obstructions that were partially improved, they would have been completely done but for the high water and general sickness that prevailed among the other hands.

The Staunton river affords a good navigation from its mouth to the 7 Islands distant 60 miles: here it is obstructed by a succession of rapids for a further distance of 10 miles with some intervening sheets of smooth water. The company under the direction of Mr. William Collins together with the hands sent from Johnson's company commenced work here and had at the last accounts from him only overcome one half of these falls, the late period at which he commenced his operations added to high water and the difficulty of the falls has prevented a more rapid progress: three or four weeks has elapsed since his last return & it is probable that during that time he has gone on considerably. The next falls above are those called long island falls distant 3 miles: the obstructions at the foot of this island are 3/4 of a mile over two and a half miles higher up, there is another obstruction tho' less difficult in every respect. The superintendants were extremely solicitous to have effected a good boat navigation through these falls during the present season, for by it an intercourse would have been opened with the country bordering on the mountains there being no obstructions of magnitude for a very considerable distance above these falls; but the thing was utterly impracticable for the reasons before mentioned.

Another company of 12 hands under the management of Mr. James Barret commenced the improvement of the Dan at the mouth of Smith's river in September last, with a view of opening it downwards to the falls at Danville—several circumstances occurred to prevent measures being taken for this purpose at an earlier period: the superintendants are nevertheless confident from the known energy and ability of Mr. Barret, that a great deal will be effected before the close of the season. The work done by Mr. Barret and yet remaining to be done is permanent and final as to that part of the river confided to him.

For information respecting the expenditure of the present year the superintendants beg leave to refer you to an examination of their accounts herewith submitted and to the books of the Treasurer.

(Signed) **CAD. JONES,**  
**CHARLES SCOTT.** } Sup.

**Congress of the United States.**

**MEMBERS OF THE FIFTEENTH CONGRESS.**

TO BE CONVENEED ON THE FIRST MONDAY OF DECEMBER NEXT. SENATE.

- New-Hampshire.—David L. Morrill, Joseph Storer.
- Massachusetts.—Harrison Gray Otis, Eli P. Ashmun.
- Rhode-Island.—\*William Hunter, James Burhill, junr.
- Connecticut.—\*David Daggett, \*Samuel W. Dana.
- Vermont.—\*Dudley Chase, \*Isaac Tichenor.
- New-York.—\*Rufus King, \*Nathan Sanford.
- New-Jersey.—\*James J. Wilson, Mahlon Dickerson.
- Pennsylvania.—\*Abner Lacock, \*Jona. Roberts.
- Delaware.—\*Outerbridge Horsey, Nich. Van Dyke.
- Maryland.—R. H. Goldsborough, Alexander C. Hanson.
- Virginia.—\*James Barbour, John W. E. pes.
- North Carolina.—\*Nathaniel Macon, Montfort Stokes.
- South Carolina.—\*John Giallard, William Smith.
- Georgia.—\*Charles Tait, \*George M. Group.
- Kentucky.—John J. Crittenden, \*Isham Talbot.
- Tennessee.—\*John Williams, \*George W. Campbell.
- Ohio.—\*Jeremi. Morrow, \*Benjamin Ruggles.