Hon. Geo. A. Pennington
THE FLOWERS COLLECTION
Harrington

THE NORTH CAROLINIAN.

A WEEKLY NEWSPAPER----Devoted to Politics, the Markets, Foreign and Domestic News, Literature, Agriculture, and General Information----TWO DOLLARS IN ADVANCE.

BRYAN & YATES, Proprietors. | FAYETTEVILLE, N. C., SATURDAY, JULY 22, 1854. | VOLUME XV—NO. 803.

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ROBERT K. BRYAN Editor.

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" " " at the end of 6 months, 3 00
" " " at the end of the year, 3 50

No subscription will be received for a shorter period than one year unless paid in advance.

With the view of extending the circulation and enhancing the usefulness of the paper, the proprietors offer the following remarkably low

CLUB RATES, INVARIABLY IN ADVANCE:

5 copies of the Carolinian, 1 year, $8 00
10 " " " " 15 00

Letters on business connected with the firm must be addressed to the undersigned, and *must be post paid.*

Rates of Advertising

Sixty cents per square of 16 lines for the first and thirty cents for each subsequent insertion, unless the advertisement is published for more than two months, when it will be charged

For three months, - - - - - $1 00
For six months, - - - - - 6 00
For twelve months, - - - - - 10 00

☞ All advertisements must be handed in by Friday 10 o'clock, a. m., to ensure their insertion in the next day's paper, and should have the desired number of insertions marked on them, otherwise they will be inserted till forbid and charged accordingly.

BRYAN & YATES.

MARBLE FACTORY.

BY GEO. LAUDER.

Nearly opposite to E. W. Wilkings' Auction Store, Fayetteville, N. C.

Oct. 1, 1853. y

CARTHAGE HOTEL.

Having recently purchased the above establishment from Malcom Kelly, Esq., I am now prepared to entertain in a comfortable manner those who may give me a call. Having ample stables, good hostlers and a disposition to accommodate, I trust I shall be able to give entire satisfaction to those who may favor me with their patronage.

H. C. McLEAN.

December 3, 1853. 70-tf

CLEMENT G. WRIGHT,
Attorney at Law, Fayetteville, N. C.

Office at the corner of Bow and Green streets.

Feb'y 3, 1853.

NOTICE.

THOSE who are indebted to me by Note or Account will please settle the same. And all debts due me prior to the 1st Jan'y 1853, must be settled as longer indulgence cannot be given.

A. A. McKETHAN.

Oct 1, 1853. tf

K. M. MURCHISON
Commission and Forwarding Merchant,
WILMINGTON, N. C.

January 7, 1854 y

NOTICE.

The Fayetteville Ice House will be opened daily for the delivery of Ice, from 5½ to 7 o'clock, A. M., commencing Monday, 17th inst.

Tickets for Ice are now ready for sale at the store of G. W. Williams & Co. No Ice will be delivered except to tickets, as it is not intended to keep any accounts. When called on to deliver Ice outside of the time specified above, double the regular price will be charged.

JOHN D. WILLIAMS.

April 8, 1854. 84-tf

AGRICULTURAL.

We have received our usual stock of FARMING IMPLEMENTS, such as Ploughs, Harrows, Cultivators, &c. &c.

J. & T. WADDILL.

A new 2 horse Wagon, complete, for sale.

March 18, 1854 J. & T. W.

JAMES C. SMITH. MILES COSTIN.
JAMES C. SMITH & CO.,
Commission Merchants,

Have removed their office to the second story of the building formerly occupied by the Telegraph Company, where they are prepared to attend to all business in the Commission line.

All business entrusted to them will be punctually attended to.

Wilmington, Jan'y 14, 1854. 76-1y

$25 REWARD.

On the 1st day of January, 1853, I hired a Boy named Robert to John A. Williams, Esq., some time in Feb'y following he left Mr Williams, and I had reason to believe was lurking in the Neighborhood of Fayetteville, but now I believe he has been kidnapped or decoyed by some villain. Said Boy is of black complexion, is between 13 and 14 years old, quite an active good looking little fellow, and no doubt can tell a very plausible tale. I will give the above reward for his delivery to me, or confinement in any Jail, so that I get him again, or $50 if arrested out of the State so that I get him.

JAS. EVANS, Guardian.

March 11, 1854. 81-tf

FIFTY DOLLARS REWARD.

The above reward will be given to any person who will deliver to me my negro woman ANNA, who absconded about the 11th of November last, or for her confinement in any jail in this State so that I can get her again. Said negro is of bright mulatto complexion, speaks clearly and more properly than negroes usually do, and is rather below the medium size.

It is supposed that she is lurking about the vicinity of Fayetteville, aided by the celebrated Susan Blue of harboring notoriety. She may attempt to pass as a free person among the numerous free mulattoes about Fayetteville.

ALEX. McMILLAN.

Dundarroch, Robeson county, April 26, 1854. 1-tf

DAVID McDUFFEE,
BRICK MASON AND PLASTERER,
Fayetteville, N. C.

Persons wanting work done in his line will be promptly attended to by addressing him at the Fayetteville Post Office.

Fayetteville, Jan'y 28, 1854 1y-pd

RODERICK SHAW
INSPECTOR OF TIMBER AND LUMBER,
WILMINGTON, N. C.,

Will give prompt attention to any business in this line intrusted to him. He solicits a share of public patronage.

Wilmington, May 3, 1854. 2m-pd.

☞ BACON, LARD, RICE, and all other articles in the Grocery line, for sale by

G. W. HOLDSTON.

May 13.

BOUNTY LAND WARRANTS.

The Subscribers will pay the highest market price for Land Warrants. Apply to

J. H. & J. MARTINE.
Hay street, near the Post Office.

June 24, 1854 3m

☞ A School Teachers' Convention will be held at Harrington's Academy, in the village of Carbonton, on the second Saturday of August. The object is to form a Teachers' Association for promoting the cause of education in Moore. Speeches on appropriate subjects may be expected. Mr Harrington proposes to give a dinner on the occasion. All teachers in the County, both Male and Female, are respectfully invited to attend. Hour of meeting, 10 o'clock.

A. R. BLACK.
DANL. McINTYRE.
CYRUS HARRINGTON.

June 24. 99-7t

SPRING IMPORTATIONS FOR 1854.

STARR & WILLIAMS,
Wholesale dealers in Foreign and Domestic
DRY GOODS,
Hats, Bonnets, Boots, Shoes, Umbrellas, and
Ready-Made Clothing,
HAY STREET, FAYETTEVILLE, N. C.,

Invite the attention of their customers, and the trade generally, to a very superior Stock of

SPRING AND SUMMER GOODS,

Which they will sell at prices as low as to be found in any market South of Mason and Dixon's line, to purchasers who pay promptly or buy for cash.

Merchants will find in this market good stocks, and at prices which cannot fail to please.

March 7, 1854

CEDAR FALLS Cotton Yarns and Sheetings for sale by

TROY & MARSH.

Nov 12, 1853 y

$150 REWARD.

Runaway from the subscriber, his Negro men, JOHN and TOBEY. John is about 26 years old, 6 feet 1 inch high, weighs about 185 or 190 lbs. Tobey aged about 22 years 5 feet 9 inches high, stout, and weighs 175 lbs. They were bought from Mr James Surles, of Cumberland county, and will probably be lurking in that neighborhood. Tobey has a wife at Mr Richard Bird's, in Johnston County. Fifty Dollars for either, or one hundred Dollars for both, will be paid for their apprehension and delivery to the subscriber, or for their confinement in any Jail in the State, so that he can get them. An additional sum of One Hundred Dollars will be paid for the conviction of any person of harboring the above Negroes.

JOHN COLEY.

Fair Bluff, Columbus Co. N. C., Oct. 6. 63-tf

1200 ACRES OF LAND FOR SALE.

The subscriber offers for sale twelve hundred acres of Land, located in the lower end of Richmond county. It is about equi-distant from Floral College, Laurenburg High School, and Laurel Hill. The Land is well adapted to the growth of corn, cotton, wheat, &c. It also offers great inducements to those engaged in the turpentine and lumber business. I have constituted Alexander McLean, Esq. my agent, during my absence, to whom all communications in regard to the matter may be addressed at Gilopolis P. O., Robeson county. Luther Blue, who resides near to the premises, will take pleasure in exhibiting them to any one who may call for that purpose.

J. G. BLUE.

Oct. 22, 64-tf

TO MILL OWNERS.

The subscriber takes this method of informing his friends and the public that he still continues in the Mill Wright business and all its branches, viz: foundering, framing, and erecting Water or Steam Mills upon various principles, either with simple or complicated machinery. He returns his thanks to the public for the liberal patronage he has received heretofore, and hopes by strict attention to business, and by giving general satisfaction, to merit a continuance of the same. He flatters himself that his work will compete with that of any other machinist for speed and durability. All persons who want work done in the above line would do well to give him a call, as he has several competent workmen in his employ, and is prepared to execute all jobs at the shortest notice and on very reasonable terms. Orders promptly attended to. For further information address the subscriber at Johnstown, Moore county, N. C.

D. B. JOHNSON.

November 16, 1853 y-3pd.

GILL'S NE PLUS ULTRA BURNISH.

The Subscriber, a practical Boot-maker of some experience, has for some time been sensible that there is a *desideratum* to be yet supplied to the public in the way of a suitable burnish for boots and shoes. Most of the articles now used either injure the leather or fail to impart that lustre so necessary to give to man's "*understanding*" a proper finish. He has therefore, during the last twelve months, been devoting himself to the task of preparing an article free from these objections, and has at length after much investigation and experiment completely succeeded. The result is "*Gill's ne plus ultra Burnish.*" He only wishes that it may be tested in order to establish its superiority over all others. Call at M. Fauk's shop opposite Mr Lauder's Marble Factory, Hay street, and be supplied with an excellent article at a cheap rate.

THOMAS GILL.

Nov 9, 1853 tf

NOTICE.

THE subscriber offers for sale, his LANDS, six miles North of Fayetteville, and about one mile from the Fayetteville and Raleigh Plank Road, consisting of about twelve hundred and sixty acres of land, suited to the making of Turpentine or Timber. There is also on the premises, a good Saw and Grist Mill, all in good repair and now in operation; also, a Dwelling, and all the necessary outhouses, in good repair.

Also, another tract of two hundred and fifty acres, on the head waters of Carver's Creek, known as the Tarry Place, on which there is a small Farm, a Dwelling House and other houses.

On the first named tract, there is cut about twenty-five thousand Turpentine Boxes, from two to four years old.

All the above lands will be sold on the most accommodating terms. Persons wishing to purchase, will please call on the subscriber, who will take pleasure in showing the above lands.

WM. R. BOLTON.

Oct. 27, 1853. 65-tf

PUMPS.

Force and Suction Pumps; Sheet Lead and Lead Pipe, for sale by

C. W. ANDREWS,
April 1. tf Market Square.

DR. STRONG'S COMPOUND SANATIVE PILLS

These Pills are entirely Vegetable, and are a most superior Medicine in the cure of all *Bilious Complaints, Chills and Fever, Dyspepsia, Costiveness, Liver Complaint, Jaundice, Sick Headache, Scrofula, Salt Rheum, Fevers of all kinds, Loss of Appetite, Obstructed and painful Menstruation, and all lingering diseases.*

As a Female Medicine they act like a charm, and when taken according to the directions, they never fail to cure the worst cases of **Piles,** after all other remedies fail.

They purify the blood, equalize the circulation, restore the Liver, Kidneys, and other Secretory Organs, to a healthy tone and action; and as an Anti-Bilious Family Medicine they have no equal. Price 25 cents per box.

Also

DR. STRONG'S PECTORAL STOMACH PILLS

A remedy for Coughs, Colds, Catarrh, Bronchitis, Croup, Whooping Cough, Asthma, Consumption, Nervous Diseases, Dyspepsia, Costiveness, Erysipelas, Disease of the Heart, Inflammation and Pain in the Chest, Back and Side, and all diseases arising from a deranged state of the Stomach, and to relieve the distress and bad feeling from eating too hearty food, in weak and dyspeptic habits.

WARRANTED TO BE PURELY VEGETABLE.

These Pills act as an Expectorant, Tonic, and Aperient. One 25 cent box possesses three times more power to cure diseases than a one dollar bottle of any of the Syrups, Balsams, or Sarsaparillas, that were ever made; and a simple trial of only one box will convince the most incredulous of their superiority.

They promote Expectoration, Loosen the Phlegm, and Clear the Lungs and other Secretory Organs, of all morbid matter, and there is not another remedy in the whole Materia Medica capable of imparting such healing properties to the Lungs and Vital Organs as these Pills. **They Cure Costiveness, produce a good, regular Appetite, and Strengthen the System.**

Price 25 cents per box, containing 25 doses of Medicine.

Call on the Agents who sell the Pills, and get the *Planter's Almanac* GRATIS, giving full particulars and certificates of cures.

Both kinds of the above-named Pills are for sale in

Every Town and Village in North and South Carolina.

In Fayetteville by SAM'L J. HINSDALE and J. N. SMITH.

June 17, 1854 3m

CHARLES BANKS,
CONFECTIONER,
FAYETTEVILLE, N. C.

September 18, 1852.

NORTH CAROLINIAN.
FAYETTEVILLE, N. C.

☞ The River and Harbor bill passed the House of Representatives on the 13th inst., by a vote of 96 to 76, with all the various amendments. It appropriates about two and a half millions of dollars for the improvement of rivers and harbors generally.

☞ James T. Miller, Esq, has been appointed, by the President, Collector of the Customs at Wilmington, N. C., vice Wm. C. Bettencourt, resigned.

JAPANESE CIVILIZATION AND EUROPEAN BARBARISM.—On the death of Robert Williams, a marine serving on board the Mississippi, off the coast of Japan, Commodore Perry applied to the authorities of the empire for permission to bury his comrade ashore. The boon was at once granted; a grave dug, and the funeral cortege invited to land. It proceeded unmolested through a large village, and was accompanied to the grave by a large concourse of natives, who behaved with the utmost decorum and propriety. Contrast this with the conduct of two European countries in the like case—the Papal States and Spain. In neither of these countries are Protestants suffered to peform the rites of Christian burial over their dead in open day or in large cities. The Protestant dead are buried at night and by stealth at Madrid; and at Rome, the only Protestant chapel is outside the walls, and every now and then, is threatened to be shut. Could not a few Japanese be sent to Spain and Italy to teach the natives of those regions sense and toleration?—*N. Y. Herald.*

DIAMOND CUT DIAMOND.—A Yankee and a Southerner were playing poker on a steamboat:

"I haven't seen an ace for sometime," remarked the Southerner.

"Well, I guess you haint," said the Yankee," but I can tell you where they are.—One of them is up your shirt sleeve there, and the other three are in the top of one of my boots."

The Richmond (Virginia) papers state that there are undoubtedly a few cases of cholera in that city.

SMITHVILLE SCHOOL.

The session of this school commenced on the 6th of July.

Tuition per session of 20 weeks. $20. Board can be had convenient to the school-room. No deduction made for absence, unless in cases of protracted illness.

WM. B. LYNCH.
FARQUHARD SMITH,
JNO. C. SMITH.
WM. T. SMITH.
Managers.

July 15th, 1854. 802-2t pd.

DISSOLUTION AND NEW FIRM.

The firm of Pearce & Pemberton was dissolved on the 1st inst., by mutual consent. And J. B. Ferguson having purchased the interest of T. H. Pemberton, the business will hereafter be conducted under the name and style of

PEARCE & FERGUSON,
at the Store lately occupied by Pearce & Pemberton.

July 15, 1854. 802-3t

LAND FOR SALE.

On Saturday the 5th day of August next, I shall offer for sale at the Court House in Lumberton, a very valuable Tract of LAND, lying on Lumber River and Bear Swamp, near the line of the contemplated Railroad from Charlotte to Whitesville, it being the tract whereon Alfred Biggs now lives, containing 432 acres. Title warranted as to all except 41 acres.

Also, two well-broke MULES, 3 years old.

Terms:—Credit until 1st Jan'y next, at which time possession of the land will be given, payment required and a deed executed. Possession of the Mules will be given at the time of the sale.

Bonds with good security will be required.

R. E. TROY, Trustee.

July 15, 1824. 802-3t.

WILLIAM H. MARSH,
Commission and Forwarding Merchant,
WATER STREET,
WILMINGTON, N. C.

Usual advances made on consignments.

July 15, 1854 802-tf

SETTLEMENT.

Those indebted to the subscriber will please call and settle. There are a good many bills for Corn, Hay, &c., (which are cash articles,) standing on book.

THO. J. JOHNSON

July 15th, 1854. 802-4t

1854.

SPRING GOODS.

The undersigned are now receiving, and expect to have their entire Stock in store by the 13th instant, of

SEASONABLE GOODS,

Embracing a great variety of

FOREIGN AND DOMESTIC DRY GOODS,
Hats, Caps, Bonnets, Umbrellas, Parasols,
BOOTS AND SHOES,
Foolscap and Letter Paper,
Blank Books, Bolting Cloths, &c. &c. &c.

With an extensive assortment of

READY-MADE CLOTHING.

And Foreign and Domestic Hardware.

All of which they offer to the trade at LOW PRICES and upon accommodating terms.

Purchasers will find it to their interest to give the above Stock an examination before making their selections.

HALL & SACKETT.

March 8, 1854

TEAS! TEAS!!

Hyson, Imperial and Black Teas, of superior quality, just received and for sale by

J. N. SMITH.

June 24, 1854 3m

HARRINGTON'S
MALE AND FEMALE SCHOOL.
CYRUS HARRINGTON, *Principal.*
Miss ANN MARGARET McEACHIN, Teacher in the Female Department.

The Third Session of the School opens July the 17th, and closes December 1st.

Reports respecting Scholarship and Deportment will be sent out semi-annually, and no student found to be of a bad character will be permitted to remain in the Institution.

A course of Religious Lectures will be delivered before the students.

Board from $6 to $7 50 per month. The subscriber has ample accommodations, and desires to take all the Female Boarders into his own family.

Tuition in both Departments $8, $10, $12 50 to $15 per Session. *Extra*—Music on Piano Forte, with use of instrument, $20; Drawing, Painting, Embroidery and French, $5 each.

For further particulars address the Principal or either of the Teachers.

CARBONTON, June 24, 1854. 99-10t

IMPROVEMENT OF CAPE FEAR RIVER.

Proceedings in the House of Representatives on Monday, July 10, 1854.

MR ASHE. I offer the following resolution:

Resolved, That the rules of the House be suspended, and that the Committee of the Whole House be discharged from the further consideration of Senate bill No. 202, making an appropriation for the removal of obstructions from the mouth of Cape Fear river.

Mr Cobb. I ask for tellers on that resolution.

Mr Jones, of Tennessee. I call for the yeas and nays.

[illegible] ordered.

[illegible] Messrs Clingman, and Harris, of Ala[illegible], were appointed.

The question was then taken; and the tellers reported—ayes 106, noes 13.

So the rules were suspended.

The question was then put upon the motion to discharge the committee from the further consideration of the bill; and it was agreed to.

The bill was then read by its title, as follows:

An act making appropriation for the improvement of the Cape Fear river, North Carolina.

Mr Ashe. I move to suspend the rule which requires this bill to be first considered in the Committee of the Whole on the State of the Union.

The question was taken, and (two-thirds voting in favor thereof) the rule was suspended.

The question recurred on ordering the bill to a third reading.

Mr Ashe. Mr Speaker, the best return I can make to the House for the generous vote they have given me in taking up this bill, and in discharging the Committee of the Whole from its consideration, will be the extreme brevity of the remarks I shall submit upon its merits. I will dispense with the reading of the memorial of the citizens of Wilmington, presented by me, under the rule, in the early part of the session; but I will read the resolutions unanimously adopted by the largest convention ever assembled in that State, representing, as it did, the chief interest of the State. This convention was presided over by his Excellency, the Governor of the State, Hon. David S. Reid:

"Resolved, That the General Government, by the erection of jetties on Oak Island for the protection of the fortifications there, and the consequent washing away of the sands upon the opposite point of Bald Head, and their deposit upon the main bar of Cape Fear, has been the cause of great and lasting injury to the commerce of North Carolina.

"Resolved, therefore, That we may rightly appeal to the Government, and we do appeal to it by all the claims of magnanimity and justice, to undo what it has done to our injury, and to restore what it has taken from us.

"Resolved, That, in the judgment of this convention, the improvement of the Cape Fear, by closing of the New Inlet, is a work national in its character, constitutionally unobjectionable, feasible, at a cost far below comparison with the benefit of its results, of equal importance to the ship-owner and underwriter of the North, and the merchant and farmer of the South, and of vital necessity to the commercial interests of this State; and, moreover, that it would obviate, at a great saving of expense to the Government, all necessity for completing the plan already adopted, and as yet but partially executed, for the fortification and defense of Cape Fear harbor."

I will also mention that, independent of these highly respectable appeals to the justice of Congress in favor of this work, the last Legislature of North Carolina unanimously adopted resolutions instructing their representatives to urge upon Congress its execution. These are *strong appeals; too strong,* I hope, to be disregarded by this body. Before I more fully enter into my arguments, I will dispose of one or two preliminary objections which may be urged against the passage of the bill. It will be doubtless inquired why, if this work is of so much importance, did the Committee on Commerce report adversely to the passage of the bill? In reply to this objection, I feel authorized to state that the adverse report of the committee was not founded upon any want of merit in the bill, but upon the fact that the committee had determined to report a general river and harbor bill, and for that reason a majority of its members thought it would be incongruous to report a separate and distinct bill for any work whatever. The honorable chairman informed me, in the presence of the committee, that this work appealed more strongly to the justice of Congress than any other they had before them. As evidence that this was the feeling of the committee, I am informed that there is a liberal appropriation for this very work contained in the general bill which they have reported.

It may be, then, inquired why did I not consent to make this a portion of the general bill? Why make an exception in favor of this work? If the memorial had been read, the House would have observed that this work is now being carried on by funds raised by private subscriptions. The former appropriation made by Congress had been exhausted, and the works, being left in an unfinished state, were exposed to daily destruction; and, to avoid that misfortune, the patriotic and enterprising citizens of Wilmington raised such an amount of money as the officers in charge of the work reported was necessary to continue its execution until the end of the fiscal year. That time has now elapsed, and yet this general bill has not been acted upon; and if this bill is not soon passed, another draft must be made upon the patriotism and enterprise of my people. I would submit that in this there would be neither fairness nor justice. Hence my unwillingness to defer this measure until a general bill could be passed. Some of my Democratic friends may ask, why not resort to tonnage duties in order to raise the amount required? In reply to this question, I will state, that if there existed any reasonable hope that Congress would authorize the laying of such duties for this purpose, I would prefer it; but your records will show that I have made attempt after attempt to have this done, but always without success. Indeed, I know from experience that if such amendment *should* pass this House, it would certainly fail in the Senate. Then, this resource being closed, what other alternative is left to us but an appropriation by Congress?

Some of my friends, knowing my strong opposition to any enlargement of the powers of the Federal Government, may be surprised at my advocating a bill of this character; but I say to them, that I have never considered it an assumption of power on the part of the Government to undertake works national, or, more properly speaking, general in their character. Your revenue is derived from importations, and, as long as this is done, so long is it your duty, in one way or another, to remove such obstructions as necessarily impede or prevent importations. Why do you have buoys on your rivers; breakwaters on your bays; beacons and lighthouses on your coasts? All of these improvements rest upon the same principle, the strength of which must be acknowledged as long as your money is collected from importations. But, Mr Speaker, another consideration presents itself to my mind, which has a strong, direct bearing on this question. It is this: The Government owns, and, as a consequence, has exclusive jurisdiction of the localities where these improvements are being established; and I will submit, if the Federal Government has not the power to carry them on, who has? The State of North Carolina has parted with her ownership, and, of course, she has no right. For this purpose she could not lay a stone or drive a pile without being a trespasser upon soil over which the General Government has exclusive jurisdiction.

Now, Mr Speaker, I will discuss the merits of the bill, and, if not much mistaken, I will be able to show the House, not only in a financial, but in a military point of view, its passage will be highly important. Yes, sir, in the language of the Engineer Department, that "the work is *thoroughly national.*" I will read extract from their report, with the letter of Superintendent Bache, addressed to me upon this subject:

ENGINEER DEPARTMENT, WASHINGTON, February 8, 1854.

Sir: In reply to the letter of Hon. T. J. D. Fuller, chairman of Committee on Commerce, House of Representatives, dated 6th instant, referred to this office for report, I have the honor to inclose herewith extracts from the letters of Captain D. P. Woodbury, Corps of Engineers, dated January 23 and February 3, 1854, showing the progress made, up to this time, with the works for the improvement of the Cape Fear bar, and their present condition.

I regard the proposed improvement as practicable, and as an object of national importance.

Mr Fuller's letter is returned herewith.

I have the honor to be, very respectfully, your obedient servant,

JOS. GROTTEN B. BRIGHT,
United States Engineer.

Hon. JEFFERSON DAVIS, Secretary of War.

COAST SURVEY OFFICE, July 5, 1854.

Dear Sir: In reply to your question as to the danger of postponing action at the Cape Fear, I have the honor to state, that the main bar is constantly deteriorating, and that the longer the work is delayed, the more difficult it must be to remove the obstruction. Since the survey in 1851, the main bar has shoaled nearly or quite two feet. The general fact is, that as the main bar shoals, the western channel and the new inlet increase in depth, so that the channel, which it is desired to stop, the new inlet, increases in depth, (by the bar being pushed further out to sea,) while the main bar decreases, *making bad* worse! Too prompt measures cannot be taken to remedy this disastrous state of things. The longer it is delayed, the greater will be the cost; and there is great risk that beyond a certain point enterprise may be "too late."

Very respectfully yours,

A. D. BACHE.

Hon. W. ASHE, House of Reps.

Another report, from the same source, further informs us that there was once over twenty feet water on the Cape Fear bar, where now only nine or ten are found. This is indeed alarming, and brings immediately to our minds the question, will not our Government suffer in its revenue if these obstacles are allowed to increase, or to even remain as they are? A glance at the situation of that town will offer us a satisfactory solution of this question. There are now completed, or in rapid construction, six hundred miles of railroad, converging at Wilmington. In consequence of this improvement, we find the exports increasing from $1,200,000 in 1840, to $6,000,000 in 1853; and, sir, the most prudent and sagacious of our merchants calculate, that in five years after the completion of this improvement, its exports annually will amount to $15,000,000; but, of course, Mr Speaker, these calculations are based upon the removal of these obstructions at the bar. If they are allowed to continue, the farmers of North Carolina will have to look elsewhere for a *shipping port*, and that city, distinguished as it is for its patriotism and enterprise, will soon have "its days numbered."

Our products heretofore have been shipped principally coastwise. Every Atlantic State participates in our trade. Maine looks to us for the best of her ship-building materials; Boston, New York, Philadelphia, and Baltimore, are dependent on us for their naval stores. Sir, you cannot visit one of these cities without being struck with the great contribution made by the trade of Wilmington to their wealth and prosperity. These cities are fully aware of the importance of this trade, and hence each of them, I believe, expressed its warm solicitude in favor of these improvements at our bar during the last session of Congress. But, Mr Speaker, whatever may have been the amount of interest which those cities have had heretofore in our trade, it will be but "as a mote to a beam" as to its future. In the single article of coal, it is calculated that this interest will be immeasurably increased. The city of New York has already invested nearly a *half a million* of dollars in our coal fields. Boston is not much behind her in this new enterprise. This manufacturers, and to steam navigation, will be soon poured into their markets in the greatest abundance, of a quality the very best, and at a price one half of what it now commands. I have before me the reports of the most eminent geologists, and they are replete with the evidence of these facts; and if the House will bear with me a moment, I will have their opinion read. I will first read from Emmons's report, our State geologist:

"The two varieties of coal, the bituminous and semi-bituminous, passing into anthracite, are known in this coal field. The bituminous is scarcely equalled for fineness and excellency in this country, and it has been said by a gentleman who is well acquainted with Liverpool coal, that it will burn twice as long. A direct comparison has not been made, to my knowledge, but the assertion has much truth in it, I have no doubt.

"The Deep River coal is, in the first place, quite free from smut; it does not soil the fingers but in a trifling degree. It burns freely, and forms a coke; or it undergoes a semi-fusion, and agglutinates and forms a partially impervious hollow coke within which combustion goes on for a long time. When a small pile of it is made upon the ground, it may be ignited by a match and burn like leaves or sticks. It may be ignited by the blaze of a lamp or candle. The coal is so combustible, easily ignited, and burns with a bright flame like lightwood for a long time. It may be burnt upon wood fires, and may be burnt in the common fire-place, and it is not a little strange that gentlemen who have used it for many years, in a blacksmith's forge, should not have used it in their parlors instead of green black oak.

"This coal is adapted to all the purposes for which the bituminous coals are specially employed. They are for the manufacture of the carburretted hydrogen, for lighting streets and houses, there is no coal superior to it. It will require less expense for furnishing it, because it contains so little sulphur, from which sulphuretted hydrogen is formed. So, also, in the grate, it will be far less offensive, for the same reason. But, as it is rich in bitumen, it will furnish a large amount of gas, and that which is, comparatively, pure. This advantage is one of great importance. It should also be stated that it furnishes an excellent coke, which may be used for manufacturing purposes; and as it is left very porous, it is in a condition to absorb a large quantity of the solution of cyanide of potassium; and hence, is well adapted to the work of reducing the metals. It is scarcely necessary to add, that it is admirably adapted to steamings, inasmuch as its flame is free and durable. For forge use, it is not surpassed by any coal in market; and for parlor grates, it is both pleasant, economical, and free from dirt. If a chimney has a poor draft, it is liable to the objection common to all coals of this kind—the escape of soot into the room."

Dr. Jackson is not less decided in his opinion as to the value of these coal fields. He says:

"The immediate object of this report, is to bring distinctly into view the importance of the coal mines of Deep River, which are destined to furnish no inconsiderable amount of fuel for steam navigation, and for various manufacturing establishments.

"The existence of large beds of good bituminous coal in a region accessible to boat navigation, is a matter of universal congratulation; and no one can at first fully appreciate the advantages that will ultimately arise from a discovery of this kind. North Carolina is therefore peculiarly fortunate in possessing such mines, so conveniently situated.

"The excellent bituminous coals of Deep River will always command the highest prices in the market, and I should advise that the best coals only should be sent to a distant market, and the poorer qualities be kept on the ground, to be used for driving the steam-engines of the works, and for local uses at steam saw-mills and forges, there being a large local demand for cheap coals."

All who have examined the situation of these coal fields, lying, as they do, immediately on the Cape Fear river, agree that coal can be delivered at the town of Wilmington, or any other point on tide water, at less than $2 50 per ton.

Now, when we call to mind that the average price of coal ranges from six to seven dollars per ton in our northern cities, these extracts should satisfy their Representatives of the great advantage the removal of the obstructions from our river would be to their immediate constituents. With a restoration of twenty feet water on the bar, vessels of such tonnage could engage in our coal trade, which would so cheapen its transportation, that Boston, in the way of fuel alone, would save annually $200,000; Providence, in Rhode Island, $100,000. The city of New York save to her consumers one half million of dollars worth of coal. But however important this new supply of coal may be to our northern cities, it is not a whit less so to our Government. Independent of its forges and work-shops, the Government consumes annually thirty thousand tons of coal on her steamships, and for which it pays seven dollars as prime cost. Our coal can and will be delivered at the Government depots at two dollars per ton, thereby saving every year the sum of $150,000 to the Government. In order to satisfy the House I do not exaggerate the importance of these coal fields, I will read a portion of the annual report of the South Carolina North Eastern Railroad Company, wherein the President says.

"We cannot close without brief reference to the advantage of a road from Cheraw to Raleigh, in North Carolina, so 'deflected' as to pass through the valuable coal formations of that State. Our requirements for coal are daily increasing, and it would be difficult to estimate the value of Charleston as a market to those engaged in its supply, or the advantages to accrue to our road from its transportation. We are now entirely dependent upon foreign markets and the cities north of us for our supply, which reaches us with all the charges and profits of transportation, to which must be added the freight and expenses incurred upon its arrival. We are informed that at this moment the freight alone upon a ton of coal from Philadelphia is equivlent to the cost of transportation from the coal fields of North Carolina to Charleston. The article would thus be furnished the consumer at the cost of mining, with the single charge of one transportation."

But independent of the greater cheapness of this coal, another consideration presents itself to my mind, which I would commend to the attention of the House. Our commercial and naval steamers are now entirely dependent on foreign or northern markets for their supply of fuel. In case of war with any maritime Power, what would be our condition? Just suppose for a moment the mouth of the Chesapeake and Delaware blockaded, what possible use could you make of your steamers? It is the dictate of a wise and prudent forecast to anticipate this crisis, by the establishment of a coal depot at Fort Johnson or Fort Caswell. You will have a southern as well as a northern supply. Either of these localities, now belonging to the Govern-