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INTERNAL IMPROVEMENT CONVENTION.

Report on the Navigation of the Roanoke and Dan Rivers by Steam Boats.

Mr. PALMER, from the committee of five in relation to the Dan and Roanoke, made the following report, which was, on his motion, laid upon the table:

Report of the Select Committee on the subject of Steam Boat Navigation on the Roanoke and Dan Rivers.

The Select Committee to whom were referred the resolutions adopted by a public meeting of a portion of the citizens of Caswell and Person counties, held in the town of Milton, on the 6th instant, recommending the improvement of the Roanoke and Dan rivers with a view to their being rendered navigable for Steam Boats of light burthen, have had the same under consideration and now submit the following report:

Your committee regret that the limited time which they can bestow to the consideration of a subject which they deem of vital importance to the interests of the State at large, but more particularly to that highly respectable, wealthy and enterprising section of the State more immediately interested in the proposed improvement, will not enable them to present all the reasons which should induce the Convention to endeavor to carry out the views and wishes of the meeting referred to. But as this subject has been the subject of much discussion, and the Roanoke Navigation Company, in which the State is interested as a stockholder, to the number of five hundred shares; and also the attention of the Legislature of our sister State, Virginia, who is also a large stockholder in that company, we are happy in being enabled to present the very satisfactory report of Mr. Couty, an Engineer of great ability, who has recently made a survey of the Roanoke and Dan rivers with a view of ascertaining the practicability of the said improvement.

The Legislature of Virginia by an act passed on the 23rd of March, 1837, directed "That the Board of Public Works, be and they are hereby instructed, to cause a survey to be made by some competent Engineer, during the ensuing summer, of the Dan River from its confluence with the Staunton River, to the town of Danville and of the Staunton river from the same point to the town of Brook Neal in Campbell county, and of the great Roanoke from Rockland to the confluence of the Dan and Staunton Rivers aforesaid, for the purpose of ascertaining whether the said rivers may be rendered susceptible of Steam Boat navigation, and that the said Engineer do report to the Board of Public Works, whether it be practicable to render the said rivers so navigable, and the probable costs thereof."

The report of Mr. Couty, though brief, embraces a satisfactory response to the proposed inquiries, and your committee have therefore thought it best to embody it as a part of their report. After reciting the authority and instructions under which he acted, he proceeded as follows:

"The Roanoke River from Rockland in North Carolina, to the confluence of the Dan and Staunton rivers, has a fall of 156 feet, and the distance by the line of survey is 59 miles 5066 feet.

"This river is, in general, of considerable width; in some places extending three quarters of a mile; from an average of eleven places of triangulation at the most favorable places for narrowness, and foundations suitable for the contemplated work, the width was found to be 360 yards; the general width need not, however be considered under four hundred yards. The bottom consists mostly of solid rock; the wide and shoally portions are very shallow during a drought, of which I had ample demonstration; and from information obtained during the survey, from some of the oldest settlers, I learned that the water of the river had in no instance been so low, during the last thirty years. In other parts the river is highly favorable, and requires but little artificial aid to effect its improvement; and in overcoming the more serious difficulties it may be necessary to cover the bed of some portions of the river, with more than the requisite depth of water, in order

perhaps to cover a small shoal, or reach a point desirable for the erection of the contemplated works. Notwithstanding the considerable width of the river, the remarkably favorable natural foundations for the erection of dams, will render the latter not only easy of construction, but also of sufficient stability. The abutments will be of proportionably less expense, the greater the width of the river may be. Such descriptions of work requiring to be constructed higher in proportion, as the river becomes narrower.

"I consider a sluice, or any part of a sluice navigation, to be entirely unsuitable for steamboats, and if such a system were adopted, the attempt would infallibly result in the creation of a continual source of disaster, besides the useless expenditure of large sums of money, without the certainty of the improvement ever being carried into effect—the works being liable to suspension from every ordinary freshet. On the other hand, the operations of the dam and lock system, can only be temporarily obstructed by high freshets; but the time consumed by such probable delays, is not likely to exceed ten days in the course of a whole year, or at most not exceeding the time lost on canals by the longer continuance of ice.

"The extent and fertility of the country on both sides of the river would warrant a more costly and extensive improvement than that proposed; but it is questionable if a more beneficial one could be effected—the advantages to both sides being coequal; and successfully to establish a steamboat navigation by means of sluices, available at all seasons, would be an extremely difficult matter, in consequence of the river not being capable of furnishing a sufficient quantity of water during its low stages. The expense, during a few years, of the additional quantity of steam would equal the difference between the two modes, and it would, in my opinion, be more judicious to apply the cost of that additional steam power, to the construction of permanent works.

"I concur in the opinion of the present superintendent of the Roanoke Navigation Company, that repeated and dear bought experience has fully proven that works of this kind (sluices) can be successfully prosecuted only during the seasons of low water in the river; and to attempt it at other times is a wasteful and almost useless expenditure of labor and money. The capacity for the improvement that calls for this remark was only for batteaux, carrying ten hogs-heads of tobacco, and not a steamboat navigation.

"Having satisfied myself that a sluice navigation would not answer the purposes contemplated in the above mentioned act, it becomes useless to give a description of the different falls existing in the river; it is only necessary to advert to those relative positions where the works require to be located. In advising a mode of improvement for steamboats on a river, the bed of which is composed of solid and detached rocks, it is indispensably necessary to provide an ample depth, with a sufficient width for a safe navigation. It is also equally necessary to reduce the current to its slowest possible state, for the purpose of diminishing the expense of motive power, and for the propulsion of all ascending vessels; and, to obtain and successfully maintain, these important advantages, requires an improvement to be effected by a series of locks and dams, and, at the principal falls, short lateral canals.

"The dams contemplated, rarely exceed in height more than the extent necessary to cover with a sufficient depth of water, the obstructions over which steamboats will pass; therefore, the injurious effects produced on marginal lands will be but small. As the abutments of a dam constitute a very important part of it, the plan contemplated, in order to give sufficient stability, is to construct the ends, in connexion with the dam, of smooth cut stone, forming a segment of a circle and dove-tailed into one another as well as joggled, and the remaining portions of rock-work, that below the water level in hydraulic cement, and that above water in lime mortar. With the exception of the locks, the estimate provides for every part being done in the most substantial manner; and the plan recommended is to construct the locks of timber, which will cost 400,000 dollars less than if constructed of stone; and which will not only ensure an early completion of the works, but also supply a navigation, which will answer the double purpose of carrying on the inland traffic, and at the same time conveying the stone and other materials requisite for the construction of more permanent locks, and that at a reduction of cost equal to the expense of the wooden ones. Those stone locks can be erected without the least interruption to the navigation.

"The greater number of the rivers in England (excepting the tide rivers) have been rendered navigable, so far as practicable by locks and dams; and the system has been universally attended with complete

success, not only from its supplying a complete and permanent navigation, but also from the increase of revenue derived from disposing of the valuable water-power acquired by the erection of dams. It is a method of improvement, too, by which much money is saved from the nature of the structures, the necessity for incurring the expense of digging, embanking, aqueducts, culverts, bridges, waste-weirs, &c., requisite for canals, being altogether dispensed with.

"The cost of transportation of produce, &c., on rivers by steamboats with lighters is ascertained to be about one cent per ton, per mile; and this may be safely considered as the expense applicable to, and not exceeding the cost of freight on the contemplated improvement; and, after its completion, it would not be exaggerating to estimate the amount of the ascending and descending trade to be 25,000 tons, transported one hundred miles out of the whole one hundred and seventy-one and a half miles the entire extent of the improvement, and the tolls at three cents a ton per mile.

25,000 tons at 3 cents per mile	\$75,000
From passengers	6,000
Income from water-power	7,000
	\$88,000
Annual expense of repairs, superintendence, &c.	25,000

Nearly equal to 10 per cent. profit

"DAN RIVER.
The plan of improvement for the Dan river, is similar to that recommended for the Roanoke; the former, however, is much more favorable, the fall being less, with a great diminution of width, which does not exceed 170 yards. The fall between the confluence of the Dan and Staunton rivers and the bridge of Danville is 119 feet; the distance 62 miles 2937 feet.

"It is a remarkable fact that the whole expense of the line of improvement now under consideration in connexion with the Portsmouth rail road on the east, and an extension from the extreme point susceptible of steam navigation on the Dan river, westwardly by a rail road to the Hudson river on the line of Tennessee, comprising a distance of 409 miles between the harbor of Norfolk and the above designated point, would not exceed the estimated cost of the Lynchburg and Tennessee rail road. A profitable line of rail road could also be constructed so as to connect the head of steamboat navigation in the county of Stokes, N. C., with the Charleston and Cincinnati rail road, passing through a highly favorable and fertile country, on the Yadkin and Catawba rivers.

"STAUNTON RIVER.
A communication is effected between this river and the Dan by the thoroughfare at the head of Nelson's Island. A similar mode of improvement is also recommended. The fall from the Dan river at the head of Nelson's Island to the town of Brook Neal is 84 feet, and the distance is 48 miles 4193 feet; the average width does not exceed 150 yards.

"The whole distance of the contemplated improvement extends 171 miles 2336 feet, and the fall 354 feet, averaging two to the mile, furnishing a very favorable result in support of the mode of improvement recommended.

"The whole estimated cost is \$650,169 20, averaging 3791 dollars per mile, or 1833 dollars per foot fall."

The Report of Mr. Couty having been submitted to the Legislature of Virginia at its last session and at a time when it could not confer or co-operate with the Legislature of this State on the subject of the proposed improvement, it was doubtless for that reason, and not from an unwillingness to extend their aid to the improvement, that they deferred a definite action on the subject. It has been unfortunate for those citizens residing on or near the Roanoke and Dan rivers, that they run through the borders of two States, and consequently they have hitherto failed to unite in their interests a majority of the people of either State; but in view of the connecting improvements recently made by the means of three Rail Roads from Virginia running to the Roanoke, and two Rail Roads from North Carolina to the same river; one from the Capitol of the State in which many of its citizens are deeply interested, and the other from the town of Wilmington on the Cape Fear river, in which the State as a stockholder, is more interested than in all other works of improvement united, that the rich and varied productions of the Roanoke, and its tributary streams, both vegetable and mineral, should by means of the proposed improvements find a cheap, safe, and expeditious conveyance to the markets in our own State, and her citizens in return receive through the same channel, the necessary supplies from abroad, through a seaport in North Carolina, distinguished for the cheapness and variety of the productions of the West Indies and other

countries offered for sale in her market, that it should be an object of anxious solicitude by every true son of North Carolina to be wondered at, and to its attainment the best energies of every one interested in the prosperity and independence of the State should be directed. These connecting links with the improvement now under consideration, in which a very large portion of the citizens of Virginia and this State are equally interested.

In addition to the survey and report made by the Engineer appointed by the Board of Public Works of the State of Virginia, your committee will state that Mr. E. B. Hicks of Brunswick, Va. & Tucker Carrington, esq. of Clarksville in the same State, the former appointed by the Roanoke Navigation Company and the latter by the citizens of his town, visited the Northern and New England States with a view of ascertaining the probable practicability of successful Steam Boat Navigation on the Roanoke, Dan and Staunton rivers. After comparing the rivers there, particularly the Connecticut above Hartford, with the rivers just mentioned, they report fully in favor of the practicability and expediency of rendering their rivers navigable for Steam Boats, and they also give evidence of the large profits derived from that source of improvement there, where in the winter their navigation is obstructed by ice for several months. From the gentlemen referred to, your committee consider the proposed improvement no longer a subject of doubtful expediency, or a thing yet to be tested, but one which can be easily effected if the necessary means are provided, and which will yield a profit when completed, equal if not exceeding that of any other improvement now proposed or in progress in N. Carolina.

Water navigation when convenient and practicable if not the most expeditious, is beyond doubt the cheapest mode of transportation now in use; as an evidence of this, your committee would state, what is doubtless known, to every member of the Convention, that produce is now carried from Fayetteville to Wilmington, and from Milton to Gaston and Weldon, at a lower rate than on any Rail Road in the Union, and this too with all the disadvantages and obstructions now attendant on the navigation of those rivers. From Milton to Gaston a distance of upwards of one hundred miles by water and nearly that far by land, produce is now carried in Batteaux at the rates of twenty-five cents per hundred, while the same price is charged from Gaston to Peter-burg on the Rail Road, a distance of only about sixty miles. Another advantage of water navigation is, that every one who can raise a sufficient capital to buy a boat which will cost forty dollars and employ two hands can participate in its benefits by paying the ordinary tolls on the river; and if the proposed improvement is made one man can fasten his Batteau to a Steam Boat, and in that way have his cargo carried safely and expeditiously to market and return in the same way.

There is something noble and animating in improving our rivers. They are the natural outlets for the productions of every country, and they always lead to the great thoroughfare of nations. On and near them often abounds a rich and exhaustless soil and embedded in the hills, and in their vicinity is found rich mines of ore of different kinds, and coal for the supply of fuel.

The Rail Roads in this State connecting with the Roanoke will afford the means of conveying into the interior of the State, the flour from the upper country, an article which is in much demand, and that is produced but to a very small extent in the middle and lower parts of N. Carolina.

Your committee have reason to believe that the State of Virginia will contribute a large portion of the aid necessary in the contemplated improvement, in so promptly directing the Board of Public Works to have the necessary surveys made; her Legislature has given evidence of its disposition to aid the improvement.

In conclusion, your committee recommend the adoption of the following preamble and resolution:

Whereas, the improvement of the navigation of the Roanoke and Dan rivers is deemed by this Convention an object of the utmost importance to the citizens residing in the northern section of North Carolina, and to the State at large; on account of facilities which it will give to the Farmer, Planter and Manufacturer in sending their various productions to market, and to the Merchant and others in receiving their supplies from abroad; and to the latter on account of the deep interest which the State and its citizens have in the stocks of the Roanoke Navigation Company—the Wilmington and Raleigh Rail Road Company, and the Raleigh and Gaston Rail Road Company; the two latter of which connect with the Roanoke at different points. And whereas this Convention believes it to be due to the people of that section of the

State, watered by the aforesaid rivers, that a portion of the funds of the State set apart for Internal Improvement, shall be appropriated to the improvement of the navigation of the said rivers.

Therefore resolved, That it be, and is hereby respectfully recommended to the General Assembly of North Carolina to co-operate with the Legislature of Virginia, and the Roanoke Navigation Company, in the proposed improvements of the Roanoke and Dan rivers, so as to render them navigable by Steam Boats of light burthen.

All of which is respectfully submitted,
NATHANIEL J. PALMER,
Raleigh, Dec. 18, 1838.

From the United States Gazette. REMEDY FOR BURNS.

To the Editor of the Gazette,—

Dear Sir: I have so often seen remedies for human ills given to the newspapers, and then at once consigned to oblivion, that I have for a great while hesitated to present this remedy to the public. For fourteen years I have prescribed it, and witnessed its healing effects. I deliberately say from fourteen years experience that no disease of injury to the human system has a more certain remedy than this for the distressing of all injuries, that of scalds and burns. The relief is almost instantaneous; from a minute or two to half an hour, will usually find a full relief from pain. No matter the extent of the burn, even if all the skin is removed from the body. The first knowledge I had of it was the almost miraculous cure of a little boy, who fell into a half hogshead of boiling water, prepared for scalding the bristles from swine. The entire person and limbs of the boy passed under the scalding water up to the chin, so as to scald his whole neck. On removing his clothes, nearly all his skin followed from his neck, hands, arms, chest, back, abdomen, and almost every bit of skin from his lower extremities. In this deplorable condition, literally flayed alive with scalding water, the remedy was promptly applied, as a momentary application until the physicians should arrive.—Two eminent physicians soon came and on learning the extent of the scald, pronounced it a certainly fatal case, and directed the boy to remain with the remedy over him until he should die. In six weeks he was restored well, with scarcely a scar on any part of his person or limbs. The remedy increases in value from the fact, that under almost all circumstances it may be obtained. It is as follows:—Take soot from a chimney where wood is burned, rub it fine, and mix one part soot to three parts or nearly so of hog's lard, fresh butter, or any kind of fresh grease, that is not salted; spread this on linen or muslin, or any cotton cloth for easier and more perfect adaptation. If in very extensive burns or scalds, the cloth should be torn into strips before putting it over the scald. Let the remedy be freely and fully applied, so as to perfectly cover all the burned parts. No other application is required until the patient is well, except to apply fresh applications of the soot and lard, &c.

In steamboat explosions, this remedy can in nearly all cases be at once applied, and if done many valuable lives will be saved, and a vast amount of suffering alleviated.

If you and the corps editorial will hand this remedy around the country, and invite attention to it, and that also those who use it may give their testimony for or against, I feel assured that in a few months, this most efficacious and almost unfailing remedy, will be every where known and used in the United States.

A Physician of Philadelphia.

Tennessee.—The Nashville Banner of the 29th ult., says:

The Cotton crop is almost a failure.—Competent judges think that the amount which will be shipped from this point, cannot exceed eight thousand bales. Four thousand is regarded as a liberal estimate of the amount that will go down Elk and Duck rivers. There are conflicting opinions as to the crop of the Western District. Some estimate it at twelve thousand, and others as high as twenty thousand bales. The last is probably nearest the mark.

The Tobacco crop is inconsiderable. After much enquiry we feel satisfied that the corn crop, in the aggregate, is considerably larger than has been supposed. Abundantly sufficient, we think, for home consumption at lower prices than are now anticipated.

Pork is easily procured at \$5 to 5 50. The Banner says that the money market in that quarter is tight beyond all precedent.

The right spirit is at work in North Carolina; we will yet rise from our low estate, and under its operation be redeemed. Manufactures are springing up in every direction—a new step in the field of enterprise has been lately made, in the establishment of a Woolen Factory in Fayetteville. The fabric is said to be of a good quality. There is no doubt, but that it will become a most profitable branch of enterprise.