APPROXIMATION PRIZES.

Whole Tickets, \$10, Halers, \$5; Quarters, 24. 3,000 Peites of \$40 will be Betermined by the fast figure of the Number that draws the \$40,000 Prize For example, if the Number figuring the \$40,000. Pote ends with No. 1, then all the Tickets where the anusbur ends in I will be entitled to 40. If the Number bereads with No. 2, then all the Tickets where Number endy in 2 will be entitled to 810, and so on to 0. Certificates of Packages will be sold at the for owing

rotes which is the risk : Certificate of Package of 10 Whole Tickets. \$60 " 10 Haff " 10 Quarter "

Address Orders for Torkets or Certificates of Pack nges of Tickeds either to 8 SWAN & CO., Adauts, Ga., or S. SWAN, Mostgomery Ala.

W. J. BINGHAM,

Aminted by his non, proposes resoposing his SELECT SCHOOL Bt Oaks, Orange County, N. C. on the 11th of February, 1957.

I P X suitable person to broad schoolbeys can find a good situation here. Address.

W. J. BINGHAM.

Onks, Orange Co. N. C.

Schebury Not 17 1-56 NORTH CAROLINA R. ROAD WINTER SCHEDULE MAIL TRAIN.

ON AND AFTER THERMAN NO. 20, 1-56

Leave	Chestote at			6.30	A	
**	Cumount as			7:40		
	Salabars.			× 14		
94	Learngton,			. 9.54		
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	High Point.			11.01		
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	Raleigh.			5.24		
Arme	Raleigh.			* (0)		
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	(1	12	4.7			

Leave Goddshoto, a Rairigh. Hillsbore, Graham, Gree policies. High Pour . Thomasville Learngroo. Subshary, N. C. New 25th, 1=56

Co. and that he has no further connects

A J. MIN K. W J WONEELY

MANUALY, MOUNTAINS

RUXAWAY-85 REWIRD.

corying off with him a few command for his up. Holines' mill-

Tin Shop and Stock FOR SALE AT MORGANTON, N. C.

Nov. 25, 1856 No.



ty Court of Bucks. I will pay the above 20 ward for the delivery of said lov to me in Morganion, N. C. A C JARRATT

NEGROES TO HIRE.

WHI, be lived, on the 29th December, at the oid Homestead, all the Negroes and Lands le-longing to the micror heirs of Win. H. Wied, dee'd O. G. FOARD, Goardan.

Lost Volume -- Bring it ta. SOME horrower has tailed to return a Nedome of the Watchman from July, 1841, to July, 1842. He, she or they, well please do use the Javor to return

He, about they, with present and it, as we are frequently needing it.

J. J. BRUNDR.

the same and the same approximation of the same approximation of the same and the same approximation of the same and the s

Devoted to Politics, News, Agriculture, Internal Improvements, Commerce, the Arts and Sciences, Morality, and the Family Circle.

VOL. XIII.

SALISBURY, N. C., DECEMBER 30, 1856.

NUMBER XXXL

REPORTS

CHARLES B. FISK, ESQUIRE.

THE STOCKHOLDERS OF THE

Nadkin Nabigation Company

RECONNOISANCE AND A SURVEY

THE YADKIN RIVER, MADE IN THE YEAR

1856

REPORT ON RECONSOISANCE

Lewisnence, V.A., July 6, 1856. To the President and Directors of the Yadkin Nacigation

Company, North Carolina.

u my judgment should be adopted for the improvement of its the descent in the water surface above.

Carolina, and made the desired reconnoisance, and then prepared, and, on the 16th of June, read to you a brief report, in we which I gave my opinion as to the plan that should be adopmation in detail, they would furnish respecting the fall of the river from point to point, be enabled to make it somewhat fuller, and perhaps, in regard to the probable cost of the proposed improvement, more satisfactory than it could be, when mere reconnolsance

As there notes, however, have not been obtained, I shall postpone no longer, the handing over to you of my report. I accordingly now respectfully submit it. It is substantially the same as that read to you on the 16th of June.

This postponement of the delivery of my report has not been the occasion of any delay in the preparation for, and commencement of, the survey which I advised and you an thorised in June. The survey is at this time actually in protransferred his entire interest as McNeth Mick & gress, and is making in accordance with instructions proposed

The section of the river that I was requested to examine, extends, as above stated, from Rockford to Holmes mill; Rockford being about 79 miles above and Holmes' mill about Lemiles below, the point at which the North Carolina Rail

From this it appears, that the average full per mile from Reackford to the foot of Bean shouls is 5.5 10 feet, dur this average is far exceeded in the two or three miles passing these shoals, while the average fall per mile between Bean shoals PLEASANT 1000Y, a femal spaceonce, con- and Helmes' mill is only 1.82 feet.

I was from the solventier on Sunday night best. I will first take up for consideration the section of the river earning off with him a few social articles of property between the fact of Bean should and the head of the rapids at

that his own. I wot give the about to remain the hossing problems on an electronic me. He is about 15 years of age, his a blemst in our extress the knews hos each of age, his a blemst in our extress the knews hos each of age, his a blemst in our extress the knews hos each of the section, which extends over about four fifths of the such of the booking much give an interpretability worked at the For and capper South business over about four fifths of the which at the For and capper South business over about four fifths of the which at the Format Carolina Railroad crossess. In years, and can depress, good work.

I become all person agency complexing or har line Yadkin, are clong stretches of still or comparatively still bearing and here as I shall rectangly inface the law water, as pointed by rapids, at which are descents varying from water, as pointed by rapids, at which are descents varying from a law or the law water. williams may one so offen ing. williams mayors one best and hes to four feet, and in a few places, somewhat more than four feet. These stretches of still water are gene rally deep, but shouls and shallow places are here and there

I would recommend that at those rapids on this section where the fall does not exceed about three feet, and it can be distributed and spread out in the manner explained and described below, that the improvement should be effected in the river hed or channel, but upon a plan somewhat different from THE undersigned office for each hoster of FIN. that usually adopted on rivers improved by means of sluices NERS TOOLS, in Mingration, N. t. course one and wing dams; although resembling it in some respects, and every article required to convey on the Touries tour pair in that, it dispenses with the use of locks. There have May him stock on hand, re-mosting of Touristic. Tin wate, Lapsanied wate, a small quantity of Sheet, may be rapids with even a greater descent than three feet, provided the fall can be sufficiently spread out and distribubis localines in North Cardon, and here is now an experiment for a Timer match there is now an experiment for a Timer match there if the chance that there CMD on the where LEWIS DEAKD bewifter food of the rapids, with nova-ional should in that the fathers

MILLS, MOOSE & CO., commended, and the general principles that she arrangement of its details when applied to discuss will now be briefly explained and stated. the arrangement of its details when applied to different localition may be effected without locks.

by means of sluices and wing datas, has, in most cases, been un-upon its improvement, but also before the plans, in detail, for than the 7,06 miles above Glenn's mill. The reason was, as Staple & Fancy Dry Goods, successful, and mainly, as I think, for the reason that the effort, that improvement are prepared. has generally been to evereome the whole full met with a any - Every dollar judiciously expended upon surveys and exam-AND GROCERIES, point, adirely at that point; or if the fall has in any case inations in advance of undertaking the construction of the the foot of Bean shoals, in the manner it was commenced, sufficiently carry for your purposes. It was, therefore, determine Are now in receipt of a long stock of SUGAR head of the rapid, it has been at the expense of the maxigation, amount in the cost of construction.

PORFEE, SALT, MOLASSES, RICE, Pecker, in places above, where shallows have been made still shallow.

It is not necessary, however, that the whole length of line Peper, Specifinger, Macketel and all kind of county in places above, where shahows have been usually found in the Market, all of which mer, by the howering of the main rapids.

Five Cents Reward.

If you rivers improved in this manner, we find, for instance, ble that some considerable portion of it, say thirty or forty that if at one point there was a rapid, in which was a fall of, miles should be.

RANAWAY from the subscriber about the last say five feet, and at another a mile or two below, one in which

The course that I would advise the Company to pursue is the descent was only say one foot, that each was taken in the following: hand, separately and without reference to the other, and that 1st, To have a survey of the river made, as early as practia share was made at the former with the full descent there calde. To ascertain the fall, at each rapid and along the river met with, of five feet, and without any attempt to transler a from point to point, the distances and depths of water from part of its fill to the smaller rapid below, or to any shoal or point and particularly at all the rapids and shoals. It shallow intermediate between the two, or if tessened by and along those portions of the pools of still water where the transferring a portion of it to some point above, that it was as depth in low water is less than three and a half feet. The just stated, thus transferred without any attempt to remove above information to be laid down on a map on which should

tention has heretofore been given to render secure against cost of the dams at their respective mills, and of the expense deepening, the contracted channels left opposite to them. In of maintaining them they would bear, provided good and submany cases, it is true, the bad of the river is of a material stantial opes are erected, and of such height as would render

diately above and close to the head of some rapids, there is. The contemplated improvement is designed chiefly, if not ments required at the shoals and rapids above, that not other. The dimensions, character and capacity of the improvewise,) deepen the channel at its head, and thus lower the sur- ment should therefore be fixed and determined on, with refer-

a higher level over obstructions in the river above.

the shouls or rapids at the head of that deep water, The distribution of the fall, at the rapids, and transfer of water surface shall stand in its ordinary low water stage of of regarding it merely as a local improvement. debth for mavigation in stages of the river somewhat higher ined.

than its ordinary low water navigable stage.

As early as other engagements permitted, I visited North away with the necessity of constructing as extensive and long, and adopted, will have upon the cost of the improvement, profine, and made the desired recombisance, and then prespect walls on banks, along the channels, as would other. I am unwilling with my present information, and in advance.

with altogether. ted for the improvement of the section of the river I had ex.

The descent in the water surface from one wing dam to of improving the section of the Yadkin examined by me.—
the rail road bridge; but for other reasons than the greatness annual properties and the same as any was made of the same, as well as other another I should aim to reduce to a rate not exceeding three. But I will repeat what I stated to you in June, that I feel considering the section of the Yadkin, in 1850, by Mr. Thompson, it was teet per male, and the entire fall now occurring at any rapids. Fident the survey will show that the improvement may be so provement of the road and the entire fall now occurring at any rapids. thought best, upon my suggestion, that I should postpone the improved in this manner. I should endeavor so to distribute and planned and constructed as to answer all the expectations of larges that would result from the placing of a dam, at that delivery to you of my report until the notes of that survey dispose of that is should be divided into a number of very its projectors and at a cost no greater than the trade and be point, will be apparent from the following statement: a dam could be obtained as I might, with their aid and the information it is designed will justify. could be obtained as I might, with their aid and the infor-small falls, occurring directly at, and in the inmediate neights sines for whose accommodation it is designed will justify. borhood of, the wing dams.

Some of the rapids on the section of the river of which we are now speaking thetween the foot of the Bean shouls and the head of the rapids at Holmes' Mill,) have either too great based abuset entirely upon the information obtained on a a fall to admit of being improved in the manner above described, or their position is such in reference to other rapids and deep water below that they could only have their fall extended (where sufficiently great to require it) by transferring a part, or parts of it, to deep water, when the expense of effecting such transfer would be very great. At all such rapids, an improvement by means of locks and dams, would be the GENILLMEN:

can be determined and not before, at which of the rapids and the improvement of its navigation."

than Hart tord to Holms' milt is 100 miles, and full 4200 feet. it is greater.

with the mill owners by which they would bear such portion perly and understandingly. of the expense of building, and keeping in repair good and

- than they can now possibly do.

the new improvement.

I am also inclined to think that it will in like manner be the direction of it. that might be advantageously improved in the same manner, found that the rapids at Holmes' mill can best be passed by an independent canal.

self was a complete work of tools to should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two be Rockford and the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the head of Sean should be but little full in the river for some mile or two beautiful the river for some mile or two bea on account of its greater fall per tuile and for other reasons. The plan of improving the river bed or channel here re-below these shouls, will require to be effected by means of closely made and ascertained, upon the 44.85 miles first made. commended, and the general principles that should control locks and dams. A careful survey can alone show what per-extending from the railread bridge to Sheek's mill, than on

Heretofore, the afficing to improve the navigation of riversives of the river made not only before commencing the work were more fully made and noted, on the 19,03 miles below.

offered at low prices for each at on short one to pune attempt to remove the new obstruction to the navigation thus and all the plans prepared and decided on before any part of the work is taken in hand, but it would certainly be advisa the work is taken in hand, but it would certainly be advisa I pon-rivers improved in this manner, we find, for instance, ble that some considerable portion of it, say thirty or forty of the river, at the railroad bridge, as ascertained by the level of the river of the river of the river, at the railroad bridge, as ascertained by the level of the river of the riv

the max obstruction to the navigation there created.

And with regard to wing dams, we find, that little or noated.

2d. To ascertain from the mill owners what share of the

that is proof against such deepening but in some it is not. available to them at all times a larger supply of water and under a greater head than they now have. And,

the state of the s

and in that event the increased force of the current occasion. mill owners and others directly interested in having the river. ed by the wing dams, through the narrow channels opposite, improved to furnish at these prices the timber that would be deepens it more than was desired, and thus prevents those needed for the construction of these dams and locks.

When the survey shall have been made and the informadams from producing one of the effects for which they may have been constructed, viz., that of maintaining the water at tion above suggested shall have been obtained, an estimate of tween Glenn's mill and the rail road bridge will now be taken the probable cost of the improvement may be made, that up for consideration. Now upon the plan of improving the river channel herein would enable the Company to act understandingly and decidrecommended. I would, instead of leaving the whole of the edly in their subsequent actions relative to the construction of improvement of the navigation of this, as well as some other

five feet decent, in the case above supposed, to be overcome the improvement. cutirely at the upper rapids, transfer a part or parts of it to — I have as yet said nothing respecting the width and length the lower rapid and to such shouls or shallows, intermediate of the locks—the width and depth of the shrices or channels between the two, as would admit of it; and further, as immediate in the river, or the probable cost of the improvement.

deep water. I would, if such was the case at the head of the entirely, as I understand, for the accommodation of the valley parser rapids, and it was desirable to be son still more its fall, of the Yadkin, and the section of country immediately adja-ance to could be done without interfering with the improve-cent.

greater and expensive than that duty requires. parts of it to other points, may readily be effected by means lines of similar improvements between distant sections of the August report, to allow, economically, of the adoption of the of wing dams properly located, that would close up the whole country, an improvement of a much more expensive character other mode of improvement. width of the river, below the level at which it is desired the and larger dimensions would be justifiable than can be thought

navigation, except the space left for the sluice or channel. - I have been governed by the views just expressed, in my A level, even a little higher than I had named for these wing advice relative to the general plan of improvement that should advantageous to both parties; provided your improvement is dams might be advisable, with a view to obtaining a greater be adopted on the sections of the Yadkin, which I have exam-

The hottoms of the sluices or channels left by the wing dams, to be made when deciding upon the capacity that should be they now have, with their present low and imperfect dams. I would place at such levels, that the descent from one to given to the improvement and in fixing upon the dimensions I shall assume that the rapids at all the mills, (nine in num-another shall be same that it is intended the water surface that its locks and sluices or channels shall have, I would sug-ber,) will be passed by means of locks and dams. I was requested by you in April last, to make a reconsistall lave, and I would make them permanent and secure gest, that the decision in regard to all these matters should be. The survey shows, also, that there are two points, where no same of a section of the Yacikin River, thetween Rocks against deepening of any one, postposed until the results of the survey of the river are observed by means of passed by m ford and Holmes Mill, and advise as to what "plan in your | would be to lower the water surface at it, and thus to increase tained or of such sections of it as may first be taken in hand, as to render necessary the construction of locks and dams, viz. as that decision can then be made with a full understanding at the rapids, directly below Carvers' mill, and at Eckels I would have a sufficient number of those wing dams, to do of the effect that the capacity and dimensions determined upon shoal, (between Clouse's and Grimes' mill.) There is another

wise be more any. In places these latter would be dispensed, of the completion of the survey which I advise and that is have a dam. now in progress, to submit any estimate of the probable cost

Respectfully submitted, CHARLES B. FISK,

REPORT ON SURVEY.

RICHMOND, Va., December 6, 1856.

amined, and the descent from point to point, its width at all the purpose of obtaining such information, respecting that tage to the improvement, that the dams should have the greapoints, and the position, distance across and depths of all section of the river, as would enable me to advise you, as to ter fall, I shall assume that the worage is only four and a half its shoals and shallows have been accurately ascertained, it what plan you ought, in my judgment, to adopt, in and for feet—thinking it better and safer, in estimating the probable

in what places the improvement can best be effected by the adoption of one or the plans above recommended, sance. I advised you for reasons that I gave, to have a survey that the first kept wholly out of view the fact, that on made of at least thirty or forty miles of the part of the river this section of the river several mills have been erected and where improvement would, most probably, first be under-The homeway because with the continued to Me North, Mark A to, who have associated with them I was a performed by the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance from Rockford to the survey of 1850, the distance should be obtained by means of it, to whoever should be see fall, from, and at, Glenn's mill dam, inclusive, to the rail road I would suggest whether arrangements could not be made feeted to conduct it, as would enable him to carry it on pro-bridge. Thus-

> I said further, that if you should decide to have the survey substantial dams at their respective milk as would be just and made, I would, upon its completion, submit a report, in which equitable. Arrangements I am confident could be made that I would be able to speak more definitely and decidedly, in rewould be beautical to both parties, to the null owners in gard to the plan and probable cost of the improvement, than having secured to them at all times a larger and more con- in the one I was then about to prepare—based, as it must stant supply of water, and under a greater head than they now necessarily be, almost entirely upon information obtained on

improvement constructed at somew) at less rost ;-to say notic month commenced; and, on the 6th of August, I submitted a without locks. ing of the additional tomage that would be placed upon their report upon my reconneisance in June, in which I stated, genimprovement, by having along its line, mills, with a full sup-erally, my views of the manner in which I thought the section and all other circumstances into consideration.

I will now call attention to the section of the river between The survey baying been completed, and its profiles, field Rockford and the foot of Bean shoals, and to the rapids at books and maps, having been placed, by your directions, in water, above Langemour's mill, say, my hands for examination; and that examination having been At Bean shouls a small canal some two or three miles in made, I have now the honor to submit the following as an adlength, was commenced several years ago, but was never fin-ditional, or supplemental report to that of the 6th of August, ded into four sections, by the slack water portions

The plan of passing these shoals by a canal will be found commenced the survey late in July. He continued in charge Clouse's dams, (say,

And between Peeble's mill and the head of the Mr. John Lawson, of Richmond, Va., took charge of, and of the improvement above Sheek's, Douthet's and upon a careful survey. I am inclined to think, to be the one of it until the 11th of October; on that day he resigned his that ought to be adopted. A part of the work done on the position; and Mr. Nerens Mendenhall, of North Carolina, slack water, above the Railroad bridge, divided untinished annal may be made available in the construction of who had been upon the survey from its commencement, as Leveler, and who still continued to act in that capacity, took

The survey was commenced at the point where the Vadkin Hiver is crossed by the North Carolina Rail Road, and exten-And with regard to the improvement of the river between ded from thence up the river, to the fact of Bean shoals a dis-

The examinations of the bed of the river, and the fall of its a large portion of it than of the improvement on the section surface, at the smaller, as well as at the main rapids, were more the 18,09 miles between that mill and the foot of Bean shouls! The necessity must be apparent, for having an accurate sur- and of these 18.09 miles, the examinations and fall, as above, I understand, that upon reaching Shock's mill with the survey, it was feared there would not be time to complete it, to ed to limit the further operations of the survey chiefly to the ascertainment of the fall of the river, and the position and fall

From the survey it appears 1st. That the elevation, above tide, of the low water surface els of the North Carolina Rail Road, at the point, is 617 feet. 2nd. That the distance, by the river, from the foot of Beau shoals, at Sycamore ford, to the railroad bridge, is 63/3/4 miles; and the fall of the river, at low water, 132 1-4 feet; and that this distance and fall are thus distributed, viz:

The state of the s

Colonization Society has received intelli-gence from Liberia that the inhabitants of Since were in a very distressed condi-tion, arising from the late war in that section of country—four town had been destroyed, and the inhabitants left in a most destitute condition. The people of Monrovia and some other places have done all in their power to alleviate the most urgent wants of the sufferers, yet much is still to be done. The New York Society have issued a strong appeal for aid in behalf of the sufferers.

A few days since in Boston, Michael Donovan, an Irishman, having lost a child by death, went out to buy a coffin, but got drank on the way, and was run over by the cars and killed.

wing dams,) averages rather less than three feet. The plan and probable cost of improving the navigation be

And 3rd. That the fall, at low water, available to the above

mills, with the present dams, (which, generally, are mere

In my report of the 6th of August, I advised that the parts of the river examined by me, should be effected in part by means of locks and dams, and in part by means of channels formed in the river bed, so constructed as not to require the use of locks; the one or the other mode to be adopted, at the several rapids and shoals, according as their full, or the arrangements that might be made with the owners of the mill property on the river, or other considerations might render necessary or expedient.

The survey shows that the rapids at most of the mills, from that at Glenns's mill, inclusive, to the rail road bridge, must, face of the deep water above and transfer a part of the fall to ence to the duty it will have to perform, and should be no or ought to be, passed by means of locks and dams-their fall reater and expensive than that duty requires.

being either too great; or not admitting of being sufficiently

If it were designed to form part of and connect with long distributed and spread out, in the manner spoken of in my

For this reason, and as I am confident, as suggested in my former report, that arrangements between your company and the mill owners, generally, could be made, that would be very so planned and constructed as to enable you to secure to the mill owners, without prejudice to your works, a larger and And as cost will enter as an element into the comparisons more steady supply of water, and under a greater head, than

point, also, at one of the main rapids opposite Mr. Hairston's property, at which the fall is such as to render it desirable to

It would also be advisable to construct a dam at, or near, The descent in the water surface from one wing dam to of improving the section of the Yadkin examined by me .- the rail road bridge; but for other reasons than the greatness would back the water a little more than five miles, to a point about one-third of a mile above the mouth of the South Yadkin. It would, therefore, be the means of improving five miles of the river, and would, in addition, form a large and convenient basin at the point of connection of the river improvement with the Railroad. The water-power, at this dam,

considering its location, would be valuable The dams at the mills may be so located and planned, that the fall at each, in low water, (from the water surface above, to the water surface below them, after the improvement is completed,) will be at least four and a half feet; at several of eferable plan.

In June last, at your request, I made a reconnoisance of the dams, the fall may be made from one, to two and three After the river, or a section of it has been thoroughly ex- of the Yadkin River, between Rockford and Holmes' Mill, for feet greater than this. But although it would be of advancost of the improvement, to assume the minimum, that, under

At the nine dams, at the present mills, at 4 1-2 ft. each, 404 ft. dam below Carver's mill -" at Eckle's shoal, - opposite Mr. Hairston's property, at the Hailroad bridge, 6 "

have, or could have if their mills were passed by an improve a more reconnoisance.

This would leave 44 1-2 feet of fall, on this section of the ment in the river bed; and to the Company in having their. The survey was authorised by you, and in the following river, to be overcome by improved channels in the river bed,

The aggregate length of the slack water portion of the improvement, on this section, would be about 27 miles; and of dy of water, at all times, and able to do a much larger basis of the river examined by me should be improved, taking cost the improvement in the river bed, about 29 miles. The latter would be distributed as follows, viz: Between Glenn's mill and the head of the slack

Between the new dam, below Carver's mill and

dam opposite Mr. Hairston's property.) say. - 17.75 "

Notwithstanding I have assumed that the dams, generally, will have but a small fall, they could be, in many cases, I have no doubt, made somewhat higher with advantage, both to the company and the mill owners, and without prejudice, or but very little, to the proprietors of the land bordering upon the river. As the estimate I am about to submit, is necessarily very

general in its character, and can be regarded only as an approximate one, I shall now call attention to the information and data on which it rests, and the course taken by me in arriving at it, that you may judge how far it is entitled to your While engaged on the reconnectance in June last, I passed over the entire distance from Linekford to Holmes mill, in a

cause, and subsequently visited, a second time, the rapids, at several of the mills, and other points on the river, that I desired further to examine My examinations on this reconnoisance satisfied me-That the improvement of the navigation of the river, as examined by me, could best be effected -cost and other things considered -in the manner suggested in my August report,

and which, for the section of the river now under consideration, is substantially the same as now recommended. That good sites and reliable foundations could, in most eases, be had, and without serious difficulty in any, for ran dams and locks, wherever it would be desirable to place them;

tion of the improvement, could be conveniently, and at a mod-

erate cost, oblamed.

The survey made Since that recommission, furnishes, in addition, the following information: 1 ms and its in the following information:
1 ms 1 a.c. The aggregate full of the river in the entire section.

The tall at each of the plain and most of the smaller rapids

The full from Lang in all to Short s *Milyough the printed report upon the survey of 4850 gives no information in year to point, and at the different reports the river from point to give the agreement from the survey of 4850 gives no information in year to point, and at the different reports the river from the survey of 4850 gives no information in year to point, and at the different reports the printed report upon the survey of 4850 gives no information with the printed report upon the survey of 4850 gives no information to the river from point of the river from point to point, and at the different reports the printed below the date of the river from the river from point to point, and at the different reports the river from the river fro