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at \$5.00 per annum, payable in advance by
THOMAS LORING,
EDITOR AND PROPRIETOR:
BENJAMIN I. HOWZE,
ASSOCIATE EDITOR.
Corner of Front and Market Streets,
WILMINGTON, N. C.

THE COMMERCIAL.

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an Advertisement exceeds twelve lines, the
price will be in proportion.
All advertisements are payable at the time
of their insertion.
Contracts with yearly advertisers, will be
made on the most liberal terms.
All Advertisements inserted in the
tri-weekly Commercial, are entitled to one
insertion in the Weekly, free of charge
JOB, CARD AND FANCY PRINTING
executed in superior style.

WILLIAM J. CLARK,
ATTORNEY AT LAW,
RALEIGH, N. C.
Sept. 12th, 1848. 76-w. tri. c.

CARROLL & FENNEL,
Grocers & Commission Merchants,
WILMINGTON, N. C.
WE HAVE ALWAYS ON HAND A GENERAL ASSORTMENT OF
FAMILY GROCERIES, LIQUORS, WINES, &c.
AND WILL PAY PARTICULAR
Attention to the sale of all kinds of Produce
J. CARROLL. C. N. FENNEL.
July 15, 1848.

FREDERICK CLARK,
MANUFACTURER AND DEALER IN ALL KINDS OF
CABINET FURNITURE
CHAIRS, J. S. PENS, WRITING DESKS, MAT-
TRESSES, UPHOLSTERS, &c.
FRONT STREET, NEAR MARKET,
WILMINGTON, N. C.
AUGUST 1 11-1-y.

BROWN & BROWN,
WILMINGTON, N. C.
BROWN & DEROSSET,
NEW YORK.
GENERAL COMMISSION MERCHANTS
March 17, 1848. 1-y.

J. & W. L. MCGARY,
FORWARDING AND COMMISSION
MERCHANTS,
WILMINGTON, N. C.
March 17, 1848. 4-y.

ROWLEY, ANSBURNER, &
General Commission Merchants,
Nos. 5 & 6, NORTH WHARVES,
PHILADELPHIA.
We are prepared to make liberal advances on ship
freights of Naval Stores, &c., consigned to us for sale.
Messrs. HALL & ARMSTRONG, Wilmington, N. C.
BENNETT & WARD, Wilmington, N. C.
GEORGE W. DAVIS, Raleigh, N. C.
January 16, 1848. 124-ly.

GEORGE S. GILLESPIE,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES, &c.
All articles on hand, consigned to us for sale, are
of produce.
March 17, 1848. 1

GEORGE W. DAVIS,
COMMISSION MERCHANT,
WILMINGTON, N. C.
March 17, 1848. 1

J. C. LATTA,
COMMISSION MERCHANT,
AND GENERAL AGENT,
WILMINGTON, N. C.
Oct. 10, 1848. 67

CASSIDY, SCHRADER & CO.,
ENGINEERS AND MECHANISTS,
WILMINGTON, N. C.
THE ABOVE FIRM HAVE EXECUTED AN EXTENSIVE
IRON AND BRASS FOUNDRY,
TOGETHER WITH
Machine and Blacksmith Shops,
Where orders for every description of work in their
line of business, will be expeditiously and
faithfully executed.
July 25, 1848. 55-1f.

MARTIN & CROLEY,
AUCTIONEERS,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS.
Wilmington, N. C., Oct. 3, 1848. 65-1f.

LIFE INSURANCE
IN THE NATIONAL LOAN FUND SO-
CIETY, OF LONDON,
AND
FIRE INSURANCE
IN THE ETNA INSURANCE COM-
PANY, OF HARTFORD, CONN.,
OR, IN THE
HOWARD INSURANCE COMPANY,
OF NEW YORK,
May be effected by application to
DEROSSET & BROWN,
Nov. 15, 1847. 108

ANOTHER INVOICE,
Of Furniture, by the Sch. A. J. DeRosset,
From New York
FINE Sofas, a fashionable article;
12 Cots single and double sizes;
An assortment of Looking Glasses;
12 Rocking Chairs;
12 Stuck Chairs;
12 High Chairs, for Children;
12 Nursing Chairs; Also,
1 handsome Sideboard.
F. CLARK,
New York Furniture Warehouse,
Dec. 21. 119

JOHN HALL,
SHIP AGENT
AND
COMMISSION MERCHANT,
No. 30 GRAVIER STREET,
New Orleans.
110-1y.
April 13, 1848.

F. J. LORD & CO.,
Rice Factors & Commission Agents,
Nov. 25, 1847. 108-1y-p.

M'KELLER & M'RAE,
LUMBER AND TIMBER AGENTS, GENERAL
COMMISSION MERCHANTS, AND GROCERS,
Store formerly occupied by Hall & Armstrong,
NORTH WATER STREET,
WILMINGTON, N. C.
HECTOR M'KELLER, ALEX. M'RAE,
Nov. 11, 1848. 102

L. MALLET,
AGENT FOR THE SALE OF
Timber, Lumber, Naval Stores, &c.,
Natl's Building, North Water Street,
WILMINGTON, N. C.
Nov. 9, 1848. 101

BARRY, BRYANT & CO.,
COMMISSION MERCHANTS,
WILMINGTON, N. C.
March 17, 1848. 11f.

WILLIAM NEFF,
(Late of the firm of NEFF & WARNER.)
WHOLESALE AND RETAIL DEALER IN
SHIP CHANDLERY, SHIP STORES
AND GROCERIES,
CORNER OF DOCK & WATER STREETS,
WILMINGTON, N. C.
Dec. 7th, 1848. 113-1f.

W. BRANSON,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES, &c.
Natl's Building, North Water Street,
WILMINGTON, N. C.
Sept. 29, 1848. 63-c.

N. B. HUGHES,
AUCTIONEER
AND
COMMISSION MERCHANT
RALEIGH, N. C.
Solicits consignments, and will attend to all business
connected with, and peddle, as well as if that all
consignments and business shall be strictly done in
conformity to the wishes of the consignors.

JOHN D. LOVE,
DEALER IN
CABINET FURNITURE,
BEDSTEADS, CHAIRS, MATRESSES, &c.,
ROCK SPRING,
WILMINGTON, N. C.

SCOTT, KEEN & CO.,
MERCHANT TAILORS,
AND DEALERS IN
SUPERIOR
Ready Made Clothing.
MARKET STREET,
WILMINGTON, N. C.
Oct. 21, 1848. 92-y.

CORNELIUS MYERS,
MANUFACTURER,
AND DEALER IN
HATS, CAPS, UMBRELLAS AND
WALKING CANES, &c.
WILMINGTON, N. C., Market-st.
Oct. 17, 1848. 91-1f.

W. L. SMITH,
(LATE OF THE FIRM OF SANDFORD & SMITH.)
AUCTIONEER AND
COMMISSION MERCHANT,
WILMINGTON, N. C.
Store on North Water Street, Parsley's block.
Oct. 14, 1848. 90-yc.

J. S. WILLIAMS,
Fancy & Staple Dry Goods Store.
ONE DOOR WEST OF WM. SHAW'S DRUG STORE
MARKET STREET,
WILMINGTON, N. C.
Oct. 14, 1848. 90.

JAS. T. MORRIS,
Lumber and Timber Inspector,
WILMINGTON, N. C.
Oct. 12, 1848. 89-6m

JAS. T. MORRIS,
Agent for the sale of Purchase of NEGROES,
WILMINGTON, N. C.
Oct. 12, 1848. 89-6m

\$25 REWARD.
RAN AWAY from the Estate of Wm. B. Meares,
in June last, a negro fellow called HENRY or
HENRY HILL. He is about 5 1/2 to 6 feet high,
well made and likely; he is quick spoken and
smart. He is probably lurking about Wilmington,
where he has a good many relations. I will give a
reward of \$25 for his apprehension and delivery to
me in Wilmington, or to Wm. T. Bray at Meares'
Bluff.
T. D. MEARES.
Nov. 9. 191-f.

J. R. BLOSSOM,
FORWARDING AND COMMISSION MERCHANT,
WILMINGTON, N. C.
Liberal Cash Advances made on consignments to Mr.
Benjamin Blossom New York.
ALSO,
AGENT FOR THE MUTUAL BENEFIT LIFE INSU-
RANCE COMPANY.
Capital liable for Losses, about \$700,000.
Dec. 19, 1848. 119-6m-c.

BENJAMIN BLOSSOM,
COMMISSION MERCHANT,
NEW YORK.
Liberal advances made upon Consignments of all
kinds of produce.
References.
Messrs. J. & D. McRae, } Wilmington.
G. W. Davis, Esq. }
J. R. Blossom Esq. }
Dec. 19, 1848. 116

F. J. LORD & CO.,
Agents for the
NAUTILUS MUTUAL LIFE INSURANCE
Accumulated Capital, \$130,000.
ALSO FOR THE
EAGLE LIFE & HEALTH INSURANCE CO.
Capital, \$100,000.
Will take risks on lives of Slaves.
Office 23 North Water Street.
Oct. 24, 1848.

MARINE AND FIRE INSURANCE.
The Subscriber having received the Agency
of the
Camden Insurance Company, N. J.
CHARTERED 1832.
WITH A CAPITAL OF \$100,000,
or Wilmington and vicinity, will issue Policies on
cargoes, freights and vessels out of this port, and also
Fire risks on as reasonable terms as any other
Institution. Losses sustained will be promptly and
honourably adjusted and paid, and in case of difference
the Courts of North Carolina will be acknowledged.
A. MARTIN, Act.
Dec. 14, 1847. 116-1y-c.

HARRIS & DRAKE,
General Commission Merchants,
WILMINGTON, N. C.
REFERENCES:
O. G. Parsley Esq. } Wilmington, N. C.
Col. John McRae }
Messrs. Hall, Strickland & Co. } Fayetteville, N. C.
Messrs. J. & W. Davis }
Messrs. Jones Corner & Sons } Baltimore.
Messrs. E. A. Sander & Co. } Philadelphia.
Messrs. Thompson & Hunt } New York.
Messrs. Pillsbury & Sargent }
Messrs. H. & J. P. Boston }
Messrs. J. & C. P. Fenwick, Kennebec, Me. }
Sept. 11th, 1848. 77-f.

COTTON YARN.
10 Bales, D. C. Yarns assorted numbers, lot
No. 1, for sale by J. C. LATTA
Oct. 21. 91-f.

A Fine Set of Teeth for 25 Cents.
White Teeth. Foul Breath, Heathy Gums.
Yellow and unhealthy teeth, after being once or
twice cleaned with
JONES' AMBER TOOTH PASTE,
have the appearance of the most beautiful Ivory, and
at the same time it is a perfectly innocent and ex-
pensive remedy. It cleanses the teeth, and highly ad-
vantageous, even in those teeth that are in good condition,
giving them a beautiful polish, and preventing a pre-
mature decay. Those already decayed, it prevents
from becoming worse; it also restores such as are be-
coming loose, and by persevering use will render the
foulest teeth clean, white, and make the breath
deliciously sweet.
PRICE 25 OR 37 CENTS A BOX.
Sold in Wilmington, by Lippitt & Wilkins.

MULLETS.
50 Bbls. Mullet, fresh packed, and for sale
low at
HOWARD & PEDEN'S
Nov. 25. 108-1f.

FLOUR AND BUCKWHEAT.
20 Bbls. Extra Canal Flour; 20 half do extra Ca-
nal Flour; 25 bags Buckwheat; 25 boxes do.
25 1/2 barrels do; 25 1/2 barrels do; 5 half bbls do.
For sale at
HOWARD & PEDEN'S
Nov. 25. 108-1f.

LONDON BROWN STOUT.
50 DOZEN bot. Brown stout Porter, in quarts
and pint bottles, for sale at
HOWARD & PEDEN'S
Nov. 25. 108-1f.

5 TONS HOOP IRON.
30 tubs, Super Family Flour;
Goshen and Mountain Butter;
Lard in Kegs; On consignment.
For sale by
WILL O. JEFFREYS.
Nov. 23. 107-1f.

LADIES MERINO, and Silk Yarns for sale by
J. S. WILLIAMS
Nov. 14. 103-f.

SPIRIT BARRELS.
250 EMPTY Bbls., large size and in prime or-
der. Just received and for sale by
BARRY, BRYANT & Co.
Oct. 5th. 83-f.

BILLS OF EXCHANGE.
A FRESH supply of very handsome Bills of Ex-
change, for sale at the Commercial Office.

FOR SALE.
A PIANO FORTE, a fine instrument, will be sold
low. Apply to
J. G. BURR
Jan. 2, 1849. 123-3c.

NOTICE.
THE undersigned having withdrawn from the late
firm of Harris & Drake, would inform the
public that he has taken the Agency of the CAPE
FEAR STEAM SAW MILL, and promises strict
attention to the faithful transaction of all orders for
Lumber entrusted to his care.
HENRY P. RUSSELL.
Jan. 2, 1849. 123-f.

REPORT UPON THE CAPE FEAR
AND DEEP RIVERS.
To Messrs. Alex. MacRae, A. J. Derossett,
A. S. McNeil and F. J. Hill, composing the
Committee, designated by the "Pittsboro"
Convention held in July last, to take in
charge the obtaining of a survey and esti-
mate of the probable cost of improving the
Upper Cape Fear and Deep Rivers, as
high up as Hancock's Mill, in Moore Coun-
ty, North Carolina.

GENTLEMEN:—Having been engaged by
Major Walter Gwynn, on your behalf, to
make a survey of the Cape Fear and Deep
Rivers, with a view to the opening of the na-
vigation as high up as Hancock's Mill in
Moore County, and having completed the re-
cognizances, together with such instrumen-
tal examinations of the most difficult portions
of them, as the time allowed me would per-
mit, I have the honor herewith to report the
results, including an estimate of the probable
cost of a Slack Water navigation to be form-
ed by a succession of Locks and Dams, with
occasional short Canals.

This character of improvement is admirably
adapted to those rivers, as indicated by their
inconsiderable fall per mile, (it being some-
what less than two feet throughout their
whole length,) their consequently sluggish
current, and the extensive natural pools al-
ready to be found throughout their length.

Knowing the importance to the interests of
this improvement that the question should be
ascertained in the shortest possible time, whether
such a navigation could be obtained upon
these rivers, to connect with the present
Steamboat navigation upon the Cape Fear at
Fayetteville, and with a view to expedite
the work, after organizing a party and pro-
curing a suitable boat, I began the descent of
the river.

I found Hancock's dam 12 feet high, and
was told by him that it backed the water up
for five miles above, with a depth of not less
than 3 feet. Thence descending the river, I
found a succession of small shoals, until I passed
the lower end of Murchison's Island,
where I met, with the back water of Peter
Evans' Jr. dam, 2 1/2 miles from Hancock's.

From this point to Evans' Mills, a distance
of ten miles, I found a splendid pool of water
with a depth ranging from 3 to 9 feet, at the
low stage, which was that of low summer
water.

Evans' Dam has just been rebuilt upon the
rafter plan, and packed in with stone, about 3
feet in height. It is 190 feet long, and leans
to some extent; it did not in consequence hold
a full head of water, by 1 1/2 feet; when this
shall be the case by the deposit of mud and
sand held in suspension by the water brought
down the river, it will flow the water back to
Hancock's Mill, 12 1/2 miles.

In Evans' Dam, a Lock will be placed of 9
feet lift, from which a boat will float directly
into the back water from John Horton's mill
dam, and through this fine pool of water for
6 1/2 miles to Horton's mills. The depth of
this pool at its shallowest place, which is 200
yards below Evans' Dam, is 2 feet for a short
distance, from which it immediately deepens
to 5 feet and continues from 5 to 8 through-
out its length.

Horton's dam is 374 feet long and 8 feet
high, over which the water was flowing at
the time; showing thereby a plentiful supply.
It is proposed to raise this dam one foot,
which can be done at a small expense, to insure 3
feet at all times back to Evans' dam, and thus
supposing a lock in Hancock's dam, we find
already formed with a small outlay, a slack
water navigation of 23 miles.

From the lock in this dam a boat will float
into a pond of not less than 3 feet in depth,
to be formed by a dam to be erected 2 1/2 feet
below Thomas Farish's fish dam. This dam
will be 9 feet high, and 284 feet long, and
will connect the pools at present existing and
occasioned by the fish trap dams of Thomas
Farish, and Peter Evans, Sr., forming one
continuous pool for 8 1/4 miles from Horton's
dam.

A Lock will be placed in this dam of 9 feet
lift, from which a boat will float into a pool
7 1/2 miles long and not less than 3 feet in
depth, extending to Claig's mill dam, a short
distance below the mouth of Rocky River.

At this point, the first real difficulties are
encountered and it becomes necessary to
leave the bed of the river for the first time in
39 1/4 miles. Nature has done much to
smooth the way here, and we find a natural
canal, or Sluic of 50 to 70 feet wide, which it
is proposed to use for 2050 feet. It is now
used as the race to Claig's mill; it will be
necessary to take down Claig's river dam
when only holds water for three feet, and
construct upon its site a dam 5 1/2 feet high,
and 102 1/2 feet long. This dam will give sufficient
depth over the shoals at the mouth of Rocky
River, and above that point back to the mill
of the lock in the dam at Farish's fish trap.
Some clearing out and blasting will be re-
quired, the cost of which is embracing in the
estimate.

A dam must be raised over the shoals as far
down as we use it, and in this dam a lock will
be placed of 10 1/2 feet lift, from which a boat
will pass into a pool of three miles in length
and of sufficient depth, formed by the erection
of a dam just below the head of Pullen's Falls.
Some clearing out will be required in the up-
per part of this pond.

Pullen's Falls are the chief obstacles to the
opening of the navigation of Deep River, and to
a casual observer, or those unacquainted with
the means resorted to elsewhere in sur-
mounting similar difficulties, they do appear
to constitute a barrier to the navigation of
the rich and fertile valley of that river. But
they are by no means insurmountable—and
when it is considered, as will be seen by the
estimate, at what an inconsiderable cost the
upper portion of the river can be rendered
navigable, it will be understood that we can
afford to expend an amount sufficient to over-
come the difficulties at these falls, and yet
leave the average cost of improving Deep
River quite low.

A Lock will be placed in this dam of 9 feet
lift, from which a boat will float into a pool
7 1/2 miles long and not less than 3 feet depth,
extending to Claig's mill dam, a short dis-
tance below the mouth of Rocky River.

The 1st dam in the falls will be placed upon
a ledge of rocks making across the river
2 1/2 feet below the level of the water surface
above it will be 8 feet high, and 384 feet
long, including the abutments. A lock will
be placed in this dam of 8 feet lift.

A boat will float out this lock into the pool
below of sufficient depth, and 600 yards long,
which brings us to the 2nd dam. This dam will
also rest upon a rocky ledge, it will be 10 1/2
feet high in the main river, but as it will cross
two islands, its average height will be much
less. It will be 860 feet long.

A lock will be placed in this dam of 10 1/2
feet lift, from which a boat will pass into a
pool formed by a dam 1300 yards below, built
upon the site of Pullen's dam, it will be 8 feet
high and 446 feet long to the island, including
the abutments. There also will be required
170 feet of damming to connect two other
islands with the first.

From Pullen's dam, it is intended to take
out a canal through the level bottom, in
which his mill race is dug. It will be 1026
yards long, of easy excavation and will re-
quire one guard lock where it leaves the
pool, and two lift locks of 10 1/2 feet each, to
drop the boats into the river, somewhere
about the new bridge, being erected by Dr.
Smith and others. It will also require a
wagon ford where it crosses the main road.

From the outlet lock of this canal boats
will float into a pool 1 1/2 miles long reaching
to Buckhorn Falls, with no difficulty for that
distance, even at this time, and of sufficient
depth excepting at two points, one at Dr.
Smith's sem. haul, the other at Hawkins
Island; the depth of water at which points, is
now 18 inches.

About 2 1/2 miles below Pullen's Mill, and
directly above the confluence of the Haw
with Deep River, is the town of Haywood,
finely situated upon an elevated second bot-
tom, which is destined to become a place of
considerable trade when this improvement
shall be opened. It has a rich back country
in the Counties of Chatham, Randolph and
neighboring Counties, and will be the point
where all the surplus production of these
Counties will concentrate, to be borne upon
the navigation to the markets of Fayetteville
and Wilmington.

At Buckhorn, the river falls 16 feet in 14
miles, where it becomes necessary for the
third time to leave the bed of the river. Here
nature has again stepped in to smooth the
way for us, and we find a natural canal or slou-
which leaves the river just above the falls and
running round the north side for 1 1/2 miles,
again enters the river. This slou has at
this time a depth of from 12 to 18 inches in
it, and is 60 to 70 feet wide.

It is proposed to erect a dam across the
river at the head of the falls 5 feet high, and
720 feet long which will afford ample depth in
the slou and back the water over the shoals
so as to give at all times not less than 3 feet
water upon them. The slou will be followed
1 mile at which point there will be a dam
erected over it. This dam will be 9 feet high
and 180 feet long, and in continuation of
the same dam to the bank below the old canal,
a dam of 128 feet long and 6 feet high, also
430 feet of damming 5 1/2 feet high, to con-
nect some islands above.

From the slou through a guard lock, the
boats will pass into the old canal which
must be widened and cleared out for that
purpose, as far down as the locks to be erec-
ted to lower them into the river.

There are the remains of several dams,
two sets of locks, some half a mile apart and
the old canal alluded to; showing the efforts
made in former years to improve the river.
The general outline upon which these improve-
ments were last projected was in the main
current, but the details were so wretchedly
carried out as to render worse than useless
all the money expended upon them. The
canal was in the first place cut 1 mile in
length from Buckhorn slou, and locks erected
to lower the boats into Parker's Creek, which
it was intended they should follow to the
river, about one-fourth of a mile. This creek
is an inconsiderable stream of about 10 feet
width and 6 inches depth, which would
have been always filling up with the sedi-
ment brought down by it to the obstruction of
the navigation; even though the water of the
river had have been backed into it by a
dam below.

It was afterwards concluded to throw away
these locks together with half a mile of the
canal, and returning back upon it lock into
the river half a mile above. This was accord-
ingly carried out and the locks put up, which
would have answered the purpose very well,
if they had been properly constructed, but
the simplest laws of hydraulic pressure
were totally disregarded. The sides of the
locks were merely upright post braced at
each alternate post, with a single lining of
one inch plank, and with no other support
whatever. As might have been expected
they were forced open soon after being
subjected to the head necessary to pass a
boat through them. They were miserable
attempts at lock building, and it would have
been far better had the money been
thrown into the river, as the effect of their
failure, although some twenty years have
past, is still found in the minds of many
enterprising and intelligent gentlemen, who
look upon any further attempt at improving
this noble river, as a chimerical project, be-
cause they failed at that time, without knowing
or reflecting upon the cause; which was an
utter want of skill in carrying out the im-
provement.

A spirit is now aroused, however, which if
properly directed and judiciously managed,
will render the navigation of the Cape Fear
and Deep Rivers, one of primary importance
to the State at large, as well as to the Coun-
ties within its influence.

From the outlet lock in this canal a boat

will float into a pool 6 miles in length and of
sufficient depth to Douglas' Falls, half a
mile below Norrington's Ferry. This pool
will be formed by a dam 8 feet high, and 700
feet long, to be raised upon the ledge of rock at
that place. Here it is proposed to take out a
short canal for 440 yards on the north side,
through a level bottom of easy excavation,
and by a lock drop into the river below.

The next pool will be 8 miles long and will
extend one mile below McAllister ferry,
where a dam will be built 8 feet high, and
527 feet long.

A lock in this dam will pass a boat into the
next pool below, which will carry it four miles
to the first ledge in Smiley's Falls. As these
falls are well known to be the greatest obsta-
cle to the opening of the Navigation of the
Cape Fear River above Fayetteville, I will
give their physical character. These Falls
extend for about five miles over a succession
of rocky ledges, with no great fall at any one
of them, leaving invariably between them;
still pools of water, varying in depth from
three to seven feet, and in length from 2 to 600
yards. The banks of the river at the head
of the Falls, are sixteen to eighteen feet high,
but increase in height to thirty feet as we
approach the foot of the Falls. It will be seen
from this brief notice of their character—from
the height of the banks and the admirable
foundation offered for the dams and locks, as
well as the existence of pools of still and deep
water of considerable extent, that nature has
made a lot for us in the plan of improvement to
effect the navigation through this part of the
river. In fact, there are natural excavations
and benches formed in these ledges of rock,
upon which dams can be erected, to withstand
any freshets that may arise, as is abundantly
shown by the imperfectly constructed fish
dams upon them, which have withstood all
the freshets in the Cape Fear until the actual
decay of the timbers in them and yet the
stones remain upon the foundation as they
were originally placed.

The dam at this first ledge will be eight
feet, nine inches high and 445 feet long, in
which a lock will be placed of the same lift
to lower the boats into the pool below, which
will extend for 1 1/4 miles and of sufficient
depth to the head of Big Island.

The site for this dam is remarkable—the
fall at the ledge is only eighteen inches, but
there is a rampart of rock running across the
river seven feet above the surface of the wa-
ter, except at three openings where the river
has worn a channel through it. Upon this
ledge, or rather across the channels through it,
a dam will be raised of 10 1/4 feet high—
its total length from bank to bank being 500
feet.

In this dam a lock will be placed of 10 1/2
feet lift, to float the boats into the pool below,
which will carry them 1 1/2 miles to the
next dam, to be raised upon another ledge of
rock. This dam will be 6 feet 4 inches high
and 750 feet long. A lock in it will carry us
through a pool of 1 1/2 miles in length to the
next dam, to be raised upon the ledge at
Hodges' timber landing, which will be 6 feet
high and 890 feet long—through a lock in this
dam the boats float into a pool of water five
miles in length.

This pool is intended to afford sufficient
depth over the shoals to Averyboro', and on to
Doctor's shoals immediately below Smith's
Ferry, at the mouth of Lower Little River.

The dam upon Doctor's Falls will be 9
feet high and 350 feet long; it will not only
create the pool above named, but it will flow
the water for some distance up Lower Little
River, thereby facilitating the rafting of the
clamps brought down it, and remove all dan-
ger of losing them, as is now frequently the
case when they arrive at the mouth of the river.

From the lock in this last dam to Jones'
Falls the distance is five miles, which will
be the length of the pool. Upon these Falls
the last dam will be erected—it will be 9 1/2
feet high and 400 feet long.

From the lock in this dam, of 9 1/2 feet lift,
the boats will float into a fine navigation to
Fayetteville, 15 miles. Some cut will be re-
quired in this distance to remove obstructions,
which is provided for in the estimate.

The fall from the foot of Hancock's dam to
Fayetteville is about 178 feet. The distance
being about 180 miles.

PLAN OF THE DAMS.
The plan of the Dams upon which the es-
timate is based, is what is termed a crib dam.
It is formed by longitudinal timbers, well se-
cured to the rock, connected by cross ties,
with the down stream end of the ties kept at
such an elevation above the upstream end as
will give the proper up stream slope 2 1/2
feet horizontal to 1 foot vertical. These tim-
bers will be of yellow pine properly hewed,
and well treenailed together, and the inter-
mediate spaces or cribs well packed in with
stone. Upon timbers running length ways
of the dam along the line of the up stream
slope, will be laid the sheeting of 3 inch yellow
pine plank, running up and down the
slope, and well secured to these tim