

THE COMMERCIAL
is published every Tuesday, Thursday and Saturday,
at \$5.00 per annum, payable in advance by
THOMAS LORING,
EDITOR AND PROPRIETOR.
BENJAMIN I. HOWZE,
CORRESPONDING EDITOR.
CORNER OF FRONT AND MARKET STREETS,
WILMINGTON, N. C.

RATES OF ADVERTISING.
1 sq. 1 insertion, \$0.50 1 sq. 2 months, \$4.00
1 " 2 " " 75 " 3 " " 5.00
1 " 3 " " 1.00 " 6 " " 8.00
1 " 1 month, 2.50 1 " 1 year, 12.00
Ten lines or less make a square. If an Advertiser
extends ten 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.
No transfer of contracts for yearly advertising will
be permitted. Should circumstances render a change
in business, or an unexpected removal necessary, a
change according to the published terms will be at
the option of the contractor, for the time he has ad-
vertised.

The privilege of Annual Advertisers is strictly limited
to their own immediate business, and all adver-
tisements for the benefit of other persons or firms
will not be inserted, unless immediately connected with
their own business, and all excess of advertisements,
in length or otherwise, beyond the limits engaged,
will be charged at the usual rates.
All advertisements inserted in the tri-weekly Com-
mercial, are entitled to one insertion in the Weekly,
free of charge.
JOB, CARD AND FANCY PRINTING, executed
in superior style.

AGENTS FOR THE COMMERCIAL
NEW YORK: Messrs. Brown & DeRosset.
BOSTON: FREDERICK KIDDER, Esq.

BARRY, BRYANT & ADAMS.
COMMISSION MERCHANTS,
WILMINGTON, N. C.
July 17. 52

JOHN WALKER, JR.
AUCTIONEER & COMMISSION
MERCHANT
WILMINGTON, N. C.
March 17, 1849. 11y.

F. J. LORD & CO.
Rice Factors & Commission Agents.
Nov. 25, 1848. 103-ly-p.

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

JOHN D. LOVE,
DEALER IN
CABINET FURNITURE,
BEDSTEADS, CHAIRS, MATRESSES, &c.,
ROCK SPRING,
WILMINGTON, N. C.
Dec. 14, 1848.

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

A. B. SMITH & Co.,
AUCTIONEERS AND COMMISSION MERCHANTS
Fayetteville Street,
RALEIGH, N. C.
Will attend to all orders and commissions in their
line of business, with punctuality and dispatch.
Refer to
His Excellency CHAS. MANN,
J. O. WATSON, Esq.,
MATHEW SHAW, Esq.,
Hon. J. R. J. DANIEL,
Geo. W. MORDECAI, Esq.,
MAJ. C. L. HUNTON,
Raleigh, N. C., Feb. 12, 1849. 145-12m-c.

S. M. WEST,
AUCTIONEER
AND
COMMISSION MERCHANT,
WILMINGTON, N. C.
Liberal cash advances made on all consignments
from the North, or on Produce from the Country.
Office 3 doors on the West, South side of
Market Street.
April 15, 1849. 9-ly.

DRS. MUNSEY & FREEMAN,
HOMOEOPATHIC PHYSICIANS,
MARKET St., 6 Doors above Front St.
Dec. 23, 1848. 120-6

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

WILLIAM NEFF,
Late of the firm of Noy & Warner,
WHOLESALE AND RETAIL DEALER IN
SHIP CHANDLERY, SHIP STORES
AND GROCERIES,
CORNER OF DOCK & WATER STREETS,
WILMINGTON, N. C.
Dec. 7th, 1848.

THE COMMERCIAL.

PUBLISHED TRI-WEEKLY, BY THOMAS LORING.
VOL. 4—NO. 58. WILMINGTON, TUESDAY MORNING, JULY 31, 1849. Whole No. 524.

J. & D. McKAE,
General Commission Merchants.
WILMINGTON, N. C.
JOHN MCKAE, May 29, 1849. DONALD MCKAE, 23-ly.

ROBERT G. RANKIN,
AUCTIONEER,
WILMINGTON, N. C.
May 29, 1849. 23-ly.

J. HATHAWAY & SON,
COMMISSION MERCHANTS.
J. HATHAWAY, March 3, 1849. J. L. HATHAWAY, 119.

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

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

W. BRANSON,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES, &c.
Nutt's Building, North Water Street,
WILMINGTON, N. C.
N. B. I have a large and Square Timber Pen
where I will put all Timber left with me for sale at
a small charge as is made by any other Agent in
this place. W. B. Sept. 25, 1848. 83-c.

JEFFREYS & LEIGHTON,
General Commission Merchants,
WILMINGTON, N. C.
February 13, 1849. 141.

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

HENRY P. RUSSELL,
STEAM SAW MILL,
WILMINGTON, N. C.
strict attention given to the faithful execution of all
orders for Lumber.
Jan. 1, 1849.

DEROSSET & BROWN.
WILMINGTON, N. C.
BROWN & DEROSSET,
NEW YORK.
GENERAL COMMISSION MERCHANTS
March 17, 1849. 1-y.

GEORGE S. GILLESPIE,
AGENT FOR THE SALE OF
TIMBER, LUMBER, NAVAL STORES &c.
will make liberal cash advances on all consignments
of produce.
March 17, 1849. 1

GEORGE W. DAVIS,
COMMISSION MERCHANT,
WILMINGTON, N. C.
March 17, 1849. 1

J. C. LATTA,
COMMISSION MERCHANT,
AND GENERAL AGENT,
WILMINGTON, N. C.
Oct. 10, 1848. 87

LIFE INSURANCE
IN THE NATIONAL LOAN FUND SO-
CIETY, OF LONDON,
AND
FIRE INSURANCE
IN THE AETNA INSURANCE COM-
PANY, OF HARTFORD, CONN.,
OR, IN THE
HOWARD INSURANCE COMPANY,
OF NEW YORK,
May be effected by application to
DEROSSET & BROWN. 106
March 17, 1849.

G. & W. A. GWYER,
MANUFACTURERS AND DEALERS IN
CABINET FURNITURE,
In all its varieties.
Bedsteads, Coils, Mattresses, Looking Glasses,
&c. &c.
FRONT STREET, NEAR MARKET.
WILMINGTON, N. C.
GEORGE GWYER, W. A. GWYER.
May 15, 1849. 26.

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

BACON! BACON!!
A LOT of prime Bacon Hams. For sale by
GEO. W. DAVIS.
June 12. 28.

CASHWELL & BLOSSOM,
GENERAL COMMISSION
AND
FORWARDING MERCHANTS,
Nos. 1 & 2, Dirkin's Alley,
North Water St. Wilmington, N. C.
DAVID CASHWELL. JOB B. BLOSSOM.
Also, Cash advances made on consignments to
our firm in New York.
Liberal cash advances made on consignments of
Timber, Lumber, and Naval Stores.
April 3, 1849. 8-12m.

BENJ. BLOSSOM & SON,
General Commission Merchants,
NEW YORK.
BENJ. BLOSSOM. CHAR. W. BLOSSOM.
Liberal advances made upon Consignments.
References.
Messrs. CASHWELL & Blossom, } Wilmington.
" J. & D. McKAE, }
" G. W. DAVIS Esq. }
July 10, 1849. 49.

HERON & MARTIN
General Commission Merchants,
37 1-2 North Wharves,
PHILADELPHIA.
Refer to
Messrs. TROSBY WATSON & SON, }
Jno. C. Dacosta, Esq., } Phila.
Wm. S. NELSON, Esq., }
ROBERT NELSON, Esq., }
Messrs. MORSE, TAYLOR & CO., } New York.
" J. H. HOWARD & CO., }
" J. & D. McKAE, } Wilmington.
" GEO. HARRISS, Esq. }
April 8, 1849. 9-ly.

GEO. HARRISS,
General Commission Merchant,
WILMINGTON, N. C.
STRICT attention given to procuring Freight
and purchasing Cargoes for vessels.
Refer to
E. P. Hall, Esq., }
O. G. Parley, Esq., } Wilmington.
J. A. Bellamy, Esq., }
Messrs. Bellard & Huntington, }
Messrs. Tooker, Smyth & Co., } New York.
" Thompson & Hunter, }
Alexr. Heron, Jr., Phila. }
Messrs. Williams & Butler, } Charleston, S. C.
" H. F. Baker, Esq., }
Jan. 2, 1849. 123-ly.

WILLIAM M. HARRISS,
GENERAL
COMMISSION MERCHANT,
STRICT attention given to procuring Freight
and purchasing Cargoes for vessels.
References:
O. G. Parley, Esq., } Wilmington, N. C.
Col. John McKae, }
Messrs. Bellard & Huntington, }
Will Peak, Esq. Raleigh, N. C.
Messrs. Hall, Sackett & Co., } Fayetteville, N. C.
Joseph Utley, Esq., }
Messrs. James Corner & Sons, Baltimore.
" E. A. Souder & Co., Philadelphia.
" Thompson & Hunter, } New York.
" Pillsbury & Sandford, }
" Hunting & Taft, Boston.
" J. & G. P. Tiscomb, Kennebunk, Me.
July 17th, 1849. 52-ly.

JOHN HALL,
Commission Merchant,
WILMINGTON.
April 12. 12

F. J. LORD & CO.,
Agents for the
NAUTILUS MUTUAL LIFE INSURANCE CO.
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.

MARTIN & CRONLY,
AUCTIONEERS,
COMMISSION MERCHANTS,
AND
GENERAL AGENTS.
Wilmington, N. C., Oct. 3, 1848. 85-ly.

H. L. BUTTERFIELD,
PAVILION HOTEL,
Corner of Hazel and Meeting Streets,
CHARLESTON, S. C.
Where he will be happy to see all his
NORTH CAROLINA FRIENDS.
July 12, 1849. 50-ly.

OLDS & ANDERSON,
Grocers & Commission Merchants,
No. 141 Front Street New York.
One of the partners being a native of North Caro-
lina, and the other a Northern man with twenty
years' experience in City trade, the interests of their
patrons in shipping to, and buying from them will
be well protected.
Strict attention paid to consignments of Cotton,
Grain, Naval Stores, Lumber, and every kind
of Produce; and all orders for Groceries and
Merchandise generally, promptly attended to, at
the lowest City prices.
LEWIS P. OLDS, F. A. ANDERSON.
May 22, 1849. 29-6m.

SHIPPING ARTICLES.
FOR SALE at the Commercial Office, an ele-
gantly bound edition of Shipping Articles, embracing all
the laws of Congress relative to the Merchant's
Service.
RYE!
100 bushels. For sale by
J. C. LATTA
Jan. 25. 135.

TO PRINTERS.
I HAVE for sale a font of entirely new SMALL
Type, purchased for the office of the late Commer-
cial Office, consisting of 319 pounds. It is hand-
some and of approved make. This font is
now in use, and will be sold for good six months
paper, and is intended for any use but less than
one of the above.
GEO. W. DAVIS, Commercial Office.
March 22, 1849. 2-ly.

WRAPPING PAPER.
450 REAMS top sale by
W. L. SMITH.
May 1, 1849. 20.

NOTICE.
FROM and after the first January, 1849, no Freight
will be transported or delivered without the
freight being paid.
ROBT. FENNER,
Transportation Agent, W. & R. R. Co.
Dec. 30, 1848. 122-ly.

TO RENT.
THE OFFICE in London's Building, next
door to the Law Office of David Kerr Esq.,
is for rent till the first of October next—
cheap. Apply at the Office of
THE COMMERCIAL.
May 5. 22-ly.

AGENCY OF
Nautilus (Mutual Life) Insurance Company
PERMITS holding Policies in this office are not
ified that Scrip Certificates for their Shares of
profits in the business of the Company are ready for
delivery at the Agency office, 21, North Water-st.
F. J. LORD & CO., Agents.
Oct. 24. 94-ly.

GRIST MILL.
THE subscribers have started a Grist Mill in con-
nection with their Saw Mill, and can furnish
Meal and Hominy of prime quality and at very short
notice.
JOHN MCKAE & CO., Agents.
Feb. 8, 1849. 139-ly.

EMPTY BARRELS.
500 LARGE size Spirit Barrels in good order
For sale in lots, apply to
GEO. HARRISS
May 17, 1849. 11-ly.

COMMERCIAL BANK STOCK.
10 SHARES Commercial Bank Stock, for sale
by
J. HATHAWAY & SON.
Feb. 24. 145

COAL.
500 BUSHELS Bituminous Coal, now landing
and for sale by
W. L. SMITH.
April 5, 1849. 9.

NEW MACKEREL & ALEWIVES.
100 BLS. No. 3 Mackerel, and 20 do. Ale-
wives, this season's catch—daily expected
per Schr. Oniah. For sale by
BARRY, BRYANT & ADAMS.
July 19. 53.

GLUE.
GERMAN and American Glue, of prime quality
for Distillers. For sale by
DEROSSET & BROWN.
Jan. 6. 125.

DISTILLERY FOR SALE.
THE Turpentine distillery at Falsens Depot, on
the Rail Road, lately owned by John Christian,
will be sold at a fair price, for further particulars
apply to
JEFFREYS & LEIGHTON. 11.
April 10, 1849.

BILLS OF LADING, &c.
ENGLISH POST BILLS OF LADING, bound
in Books, and sheets, also Letter Sheets—with
a variety of mercantile blanks, for sale at The Com-
mercial Office.

CAMPINE! CAMPINE!!
40 CENTS PER GALLON.
For sale at the Store of
J. G. BAUMAN.
Feb. 27. 147

RAHAT-EE-LOOKOM
Sultanes, of Turkish Candy.
OR IMPERIAL.
FIG PASTE, OF CONSTANTINOPLE.
A delicious article of Confectionary for the well
and an agreeable and nutritious food for the ill
and feeble, good for Coughs and Colds, and particu-
larly beneficial and strengthening for Weak Lungs.
Imported by H. Tateosyan, of Constantinople.
For sale by
GEO. MYERS.
May 31. 33.

OWNER WANTED.
200 SPIRITS Turpentine bbls. marked T. land-
ed at our wharf, on the 8th inst. by Schr.
A. J. DeRosset, from New York.
The owner or consignee, will please pay charges
and remove them at once, as they are very much
in our way.
DEROSSET & BROWN.
June 30, 1849. 46-ly.

RICE! RICE!!
50 TIERCES fresh beat Rice for sale by
GEO. W. DAVIS.
June 12. 38.

DEEDS FOR SALE.
Wanted Deeds, and Deeds for Mortgage on lands
not printed, in correct form and for sale at the

NEW ARRANGEMENT.
THE Subscribers have this day entered into co-
partnership under the name and firm of
G. & C. BRADLEY & Co.,
and will hereafter carry on the BOOT & SHOE
Business in all its branches, at the old establish-
ment. Their assortment will be kept complete at
all times.
GEO. H. BRADLEY,
CHAS. BRADLEY,
WM. F. DASKAM.
June 4th, 1849.
N. B. By the above arrangement it becomes ab-
solutely necessary that all accounts due the late firm
of G. & C. Bradley should be settled immediately
June 5, 1849. Jour. and Chron. copy. 35-ly.

CHAMPAGNE.
A FEW doz. Champagne, of a very superior
quality, for sale by
GARROLL & PENNELL.
June 22. 42

RICE FLOUR.
A SPLENDID article from Potter & Hall's mill.
For sale by
DEROSSET & BROWN.
July 14, 1849. 51-ly.

INTERNAL IMPROVEMENT.
To the Honor John M. Morehead, Chairman
of the Executive Committee of the Salisbury
Convention.
ROME, GA., 22d June, 1849.

My DEAR SIR—I arrived here last night,
and avail myself of the first day's pause
in my journey to present, in compliance
with your request, my views upon some
of the topics which were discussed in the
Salisbury Convention.

1. Will three millions of dollars, the sum
contemplated by the charter, be sufficient
to construct and equip the road? I con-
fess that when my attention was first turned
to this inquiry, I entertained serious
misgivings upon the subject. I have
availed myself of every reliable source of
information within my reach, and at present
entertain no doubts about it.

I have travelled five times over the main
stem of the Georgia Rail Road, extending
from Augusta to Atlanta, 171 miles, with a
branch from Union Point to Athens of 39
miles, making the aggregate length of
210 miles.

The distance from Charlotte via Salis-
bury and Raleigh to Goldsborough, by the
road ordinary travelled, is about the same
distance (210 miles). The latter from
road, which I read to the Convention, and
a copy of which I communicate herewith,
is to my mind entirely satisfactory. The
inquiries submitted to him, have been pro-
posed to many intelligent persons familiar
with such subjects, and I have found no
one from Camden to this place who dis-
trusts the accuracy of this eminently prac-
tical Statesman.

On my present journey, I passed over
the first 120 miles from Augusta, in the
night. The 52 miles of road from the So-
cial Circle to Atlanta are constructed over
a country more undulating, presenting
deeper ravines, more frequent ledges and
large masses of rock, than will be found
in the most difficult section of our road. I
happened to find two gentlemen in the
cars, one a native of Guilford, the other
of Chatham, reading at present in Missis-
sippi and Georgia, both of them much
more familiarly acquainted with the coun-
try between Haw River and Raleigh than
myself, who concurred with me in opinion,
that the difficulties to be encountered east
of Haw River are by no means so great,
as those which have been overcome on
the Georgia Road.

It is almost superfluous to remark, that
the same amount of labor can at all times
be performed for less money with us than
here, on account of the comparative cheap-
ness of wages and provisions, and the
greater salubrity of our climate. The
slaves engaged in these operations in Geor-
gia are at present hired at an average
price of \$100 per annum. If then, such a
road as that described by Judge King,
can be built and equipped for \$12,500 per
mile in Georgia, that sum will be found
ample with us. The line of rail road be-
tween Raleigh and Goldsborough will
more probably exceed than fall short of
the distance by the road ordinarily travel-
led—Suppose, then, instead of 210 it proves
to be 230 miles in length—it will be per-
ceived that we will have something more
than \$13,000 per mile.

The branch road from Kingston to this
place completed about six months ago, is
but 18 miles in length and cost with all the
appurtenances about \$7,000 per mile. The
net profits for the first half year are equal
to 4 per cent. The president of the com-
pany is a native North Carolina, a shrewd
man, whom I have known familiarly from
my boyhood, and is one of many competent
persons, who have expressed to me the con-
fident belief that the anticipations of Judge
King, under judicious management, will be
fully realized. Many errors productive of
heavy losses, were committed on all the
roads in this State, in the infancy of the
system, which experience will enable us to
avoid. In the construction of the Raleigh
and Gaston, and Wilmington and Raleigh
Rail Roads, we have purchased some know-

ledge at a high price, and yet our blunders
were of small moment compared with
Georgia and South Carolina errors. The
former endeavored to escape from her per-
plexities by suspending all operations in
her great work—the Western and Atlantic
rail road—and directing it to be sold to the
best bidder, at a price not less than a mil-
lion of dollars. Fortunately for her best in-
terests, no purchaser could be obtained,
and after the embankments had been greatly
injured, bridges burned, and superstruc-
tures decayed, her Legislature was induced
to enter with increased energy upon her
great enterprise. She has now about 660
miles of road in successful operation, her
scrip is at par, her rail road stock is gener-
ally at a premium, she has one of the best
devised systems of Internal Improvements
in the Union, and if not so already, prom-
ises at no distant day to be the most mag-
nificent of the Southern States.

In December, 1837, the Georgia rail road
terminated at Greensborough, 83 miles from
Augusta. The Western and Atlantic road,
beginning in the wilderness, at what is now
the flourishing town of Atlanta, 28 miles
beyond Greensborough, was graded nearly
to the Tennessee line. I travelled in the
fall of 1837, and saw the proposed line of
road to Camden, I came to the conclusion at
the close of my journey, that a majority of
the people in North Western Georgia not
merely believed that the road never would
or could be completed, but were anxious
for the immediate abandonment of an im-
practicable and visionary scheme. The ex-
pression of opinions of this character was by
no means confined to the ignorant, but was
heard from the lips of gentlemen of high
reputation. The possibility of constructing
the road with any means at the command
of Georgia was not only denied, but it was
gravely insisted that no such improvement
was necessary—that if the road were com-
pleted, the country would be found to pro-
duce for exportation nothing but "apples and
leathers."

In my subsequent visits, I perceived, as
the road advanced, the tribe of croakers
retire. The entire race has now ceased to
exist. On my present journey, I have
found no one, who would not resent as an
imputation of defective intelligence or pa-
triotism, the suggestion that he had, at
any time, or under any circumstances, op-
posed this great scheme of State policy.

The day may not be far distant when
the derided stockholders in our present
roads may be regarded as successful pio-
neers in a noble system of improvements—
How such a result may be produced I may
attempt to show hereafter. North Carolina
like Georgia, has made an ineffectual effort
to sell out, whether she will further emu-
late the example of her sister, and work out,
is now to be determined.

2 Taking it for granted that three mil-
lions will prove an ample fund to construct
and equip the road, the more difficult in-
quiry remains to be answered—how can
In the first place, a million of dollars in
the stock of the company must be subscrib-
ed by individuals, work to the value of half
this sum must be done, and then they are
authorised to call for a subscription of two
millions on the part of the State. The
State is then to pay her subscription *pari-
passu* with the individual stockholders, as
the work progresses, in her own six per
cent bonds, which she will not permit to be
sold for less than par.

Can these State bonds be exchanged for
cash at par? If we were compelled to
throw the whole amount at once upon the
domestic market, or to rely exclusively
upon a foreign market, success would be
more than doubtful. It is very desirable,
if possible, to absorb this public debt gen-
erally among ourselves, and this I think
may be accomplished to a very great ex-
tent, in two ways. First, many of the
contractors will be able and willing to re-
tain a considerable portion of their receipts
in this permanent, and for that reason de-
sirable, species of investment. Secondly,
a still larger amount may find its way into
the hands of trustees, as constituting for
them the safest and most convenient spec-
ies of investment.

In England, government stocks are con-
sidered by the Courts safer than individual
securities, and of course trustees seek
anxiously for opportunities to invest in pub-
lic funds. Legal gentlemen of high repu-
tation assured me that the Georgia statute
authorizing executors, guardians, and trust-
ees generally, to invest trust funds in this
way, has not merely produced a great de-
mand for State scrip, but has saved many
an orphan from ruin. Our General As-
sembly will find no difficulty in meeting
her engagements, if she will merely ex-
empt her scrip from taxation, and authorize
trustees to purchase it.

The second branch of the enquiry now
returns upon us. How can the individual
subscription be obtained and paid?
I must be excused for entering upon the
consideration of this question somewhat in
detail. A portion, I apprehend not a large
one however, will be subscribed by capi-
talists, and others from motives of interest
or patriotism. The proprietors of land,
however, lying within a few miles of the
line of the road, must rely mainly upon
their own resources. It can be made clear
to the most ordinary capacity that it is
their interest and their duty to subscribe
and pay for the stock without hesitation
or delay.

The area of the State of North Carolina ordi-
narily computed to be 49,500 miles square.
No geographer, I believe, has ever suppos-
ed it to exceed 50,000 square miles, or 32
millions of acres. That portion of this
aggregate surface which has been patent

SEE FOURTH PAGE.