THE OBSERVER.

FAVETTEVILLE, N. C.

THURSDAY, DEC. 19, 1907.

E. J. HALE, Editor and Proprieto

E. J. HALE, Jr., Business Manager THE BEAMMING OF THE EXIST. ING PROJECT FOR CANALIZING THE UPPER CAPE FEAR-NOTES OF THE RECENT RIVERS AND HARBORS CONVENTION.

The fact that the Chairman of our "Citizens' Committee on Improvement of the Cape Fear" was one of the Directors of the Rivers and Harbors Congress which met in convention in Washington the first week of this month, led to much talk there among Senators and Representatives concerning Fayetteville's great project. The highly interesting speech of Mr. Thomas, then representing the Fay etteville district, delivered in the House on January 14, 1901, and reciting the inception of our scheme in 1899, was recalled by some of these gentlemen, and, at the writer's request he has sent us a copy of it. We reproduce it in this week's and next week's

It will be observed that Mr. Thomas quoted in his speech the editorial which appeared in the Observer on September 8th, 1899, pointing out the backwardness of the United States in the treatment of waterways in comparison with the European nations and advocating the canalization of the Cape Fear in accordance with the plan of Herr Franzius as applied to the Weser in Germany. It was remarked that this editorial, aided by the somewhat official character imparted to it by publication in the Congressional Record, blazed the way for the movement for the scientific treatment of our waterways, which in the eight years that have since elapsed, has become such an irresistible force in our commercial and political life.

Our Citizens' Committee's represent tative, it may be added, was selected to speak for North Carolina on the call of the States. It was remarked that his description of the method successfully employed in England for "proving a commercial case" for the Manchester Ship Canal, of its application to the case of the Cape Fear, and of his theory of the "normal port," created a new departure in the consideration of ports and waterways, which would be followed by important results.

BETTER CHANCE, NOW, FOR ELECTING A DEMOCRAT PRESI DENT.

A telegram from Wilmington, Delaware, savs:

When word was received here to night of President Roosevelt's refusal to again run for President, William Saulabury, the Democratic former State chairman and caucus nominee of his party for Senator, said:

"This action on the part of Presi dent Roosevelt removes the only Re publican who has the country with him to-day. Undoubtedly any Demo crat who may be nominated for the Presidency will have a better chance of being elected with Rooseveit elimi-

IMPROVEMENT OF THE CAPE FEAR. peech of Hon. Charles R. Thomas, Of North Carolina, In the House of

Representatives, Monday, January (From the Congressional Record Jananary 15, 1901.)

On the bill (H. R. 13189) making appropriations for the construction, re-pair, and preservation of certain public works on rivers and harbors, and for other purposes. Mr. Thomas of North Carolina said: Mr. Chairman: The pending bill car-ties an appropriation of \$10,000 only

for Cape Fear River above Wilming-ton, N. C. This appropriation is for naintenance and a continuance of work under the old and existing pro-

For many years past the improve nent of the Cape Fear River, North Carolina, has been divided into two parts or projects, namely, one for the improvement of the Cape Fear River at and below Wilmington, N. C., the ther for the improvement of the Cape Fear River above Wilmington, N. C. The improvement of this river at and below Wilmington was begun on the river channels as far back as 1829,

ind on the ocean bar in 1853. Up to June 39, 1889, the Governnent had expended on this project \$2,836,516,37. I mention this fact to how to the committee how important n the estimation of the Government has been the improvement of this river it its mouth and entrance into the Atlantic Ocean. The existing project for the improve

nent of the Cape Fear River above Wilmington, N. C., or as it is popularly known, the Upper Cape Fear, bears date January 26, 1881, and is to clear the river to Fayetteville and to obtain a continuous channel (denth not stated) by jettying and dredging; cost estimated in July, 1893, at \$275,000 for a 4-foot depth to Elizabethtown and a 3-foot depth to Favetteville Of this estimated amount the sum of \$136,762.81 had been expended up to June 20, 1899. Most of this money has been expended in removing obstructions and some jettying and iredging has been done.

While the amount expended under the existing project has improved omewhat the governing low water depth of this river and aided some what commerce and navigation, the improvement of the river under the existing project has been by no means adequate to the demands of or importance of the commerce of this river

and its growing importance to the people of the Cape Fear section of North Carolina. Hence some fifteen months ago the business men of this section began to agitate the subject of improving the Cape Fear River between the city of Fayetteville, in my district, and ernment in effect converted the rive the city of Wilmington, so as to se from Wilmington to Favetteville int cure a uniform depth of water through the harbor of Fayetteville, and place out the year of 4, 6, or 8 feet. The itself under obligation to treat th governing low-water depths present port of Fayetteville on a plane with are 21/4 feet to Elizabethtown and 1 feet to Fayetteville only; and while dependent on them for economy in steamers regularly navigate this river. transportation. there are seasons of the year in which navigation is delayed or is impracti-

This movement on the part of the citizens of the city of Fayetteville has eceived the indorsement not only of the chamber of commerce of that citbut of numerous chambers of com merce throughout the State, including

the Wilmington Chamber of Com-merce, the Wilmington Produce Ex-change, the Wilmington Merchants' Association (the city of Wilmington being also greatly interested in the proposed improvement of the river), and it has also received the indorse ment, by resolution, of the general as-sembly of North Carolina.

twelve to fifteen new plants will be In fact, the improvement of the erected. river is regarded with interest not The population of the Cape Fear only by the people of the Cape Fear section, but by the people of the section be stated to be, in round numbers, whole State of North Carolina. The 61,000, including Fayetteville and Cumberland County, 30,000; Sampson County, 7,000; Bladen County, 5,000; mprovement of the river has attractd the attention of the State as well

by Congress, the existing project of im at by jettying and dredgin abandoned, as recommende vill be aba will be abandoned, as recommended by Captain Lucas. Mr. Chairman, I am most heartily in favor of the adoption of this new pro-ject and its substitution in lies of the old project, which is entirely inadequate

to meet the demands of the commerce of this river. If Congress is unwilling at this particular time to make ap-propriations to the extent indicated by Captain Lucas in his report, it seems to me that the importance of the commerce of the river and the past expenditures thereon will justify an appropriation of at least \$250,000, or a part of the sum estimated by Cap-tain Lucas as the cost of the proposed depth of 8 feet from Wilmington

most of which have been erected very recently there and in vicinity. Hope Mills, 15,000 spindles, 750 looms; Holt-Morgan Mills, 10,000 spindles, 500 looms; Holt-Williamson, Mills, 5,200 spindles; Fayetteville Cot-ton Mills, 3,120 spindles; Binff Mills, 200 looms; Murchison, 3,000 spindles, 100 looms; Cumberland Mills, 3,000 Fayetteville. If it be asked why Government aid for such a large scheme of improve-ment should be sought for this particular river, I would say, in addition to the reasons which I have already given, in the language of the circular issued by the citizens of Fayetteville, Mills; Fayetteville Cotton Oil and Fertilizer Company, 40 tons daily; from which I read, "A glance at the Carolina Machine Shops; Ward's Foundry; Emmitt's Roller Corn Mill; man of the Atlantic senhoard States will answer the grestion." It will be seen that the coast of Williams's Furniture Factory; Mc

North Carolina juts out far beyond the general coast line; that Fayette ville, at the head of navigation on the Cape Fear River and 100 miles in-

land, lies on an air line between the seaports of New York and Savannah that it is 50 miles farther west (tha is, farther inland) than an air line be Norfolk and Charleston, the reen nearest existing "basing points for freight rates;" that the Cape Fear is the only river in North Caroli its 300 miles of seacoast, which flows directly into the sea; that it reache the sea at a point where the abnormal coast line has receded almost to the general line, and that these geograph

the Committee on Rivers and Harbors of the House, to preclude the considerical peculiarities result in placing the ation of the new project in the pending head of navigation of this river near er to a large, populous, and highly developed territory than that of any bill under discussion, and that they have made provision for this river on other river south of the James. ly under the old project, by the small appropriation carried in the present In harmony with this fact, and be fore natural conditions were disturbby the north-and-south-going I think the Committee on Rivers and eđ

Harbors on the House will bear me out in the statement that I have made railways and by deforestation at the head waters of the river. Fayetteville was the shipping and receiving por every effort in my power to secure the for the immense territory comprise adoption of the new project; and the matter has been urged also by a spe in central and western North Carolina cial committee of the citizens of Fayand for parts of Virginia and South Carolina; its banking capital in 1827. etteville in a hearing before the Rivwhen the population of this tributary ers and Harbors Committee. Whatever action this Congress may territory was but half a million, wa

take, I desire to show to the House \$1,050,000, whereas its present bank ing capital is but \$200,000 with the the importance of the new project, and to put in a permanent form the adpopulation increased to 2,000,000. It vantages to accrue to the people of was in that former period the seat of my district and State from improve the only branch of the Bank of the inited States in the State, and of an ment under the new project of this arsenal the largest, with one exgreat river highway of commerce, and ception, in the Union; and it has since this great gateway of foreign com been distinguished from other river nerce at the port of Wilmington, to the people of North Carolina. towns by being made a port of entry. Fi ually, by this last-named act, the Gov

ies of the State, reaching into E

to have warranted. Latterly Fayett

tion of manufacturing capitalists, and is beginning to be regarded as a prom-

ising manufacturing center, as is shown by the folowing industries, the

indles; Ashley-Bailey Mills, 100 oms; Lafayette Knitting Mills; Macy

Neill's Roller Rice and Grist Mill; Clark's Machine Shop; Carolina Roller and Grist Mill; Watson Planing Ma-

chine Mill; Tobacco warehouse; Fay

etteville Wooden Ware Company; To-

lar-Hart-Holt Mills, 15,900 spindles;

E. A. Poe's Brickyard Works; several

It has been a source of regret to me

as the Representative of a district in which is located that portion of the

Cape Fear beween Fayetteville and

Wilmington, that the report of the

engineers upon the proposed improve-ment has been transmitted to Congress

at so late a date as, in the opinion of

sawmills and other industries.

facturing Company Furniture

ury has de

of North Carol

enneasee and into the States to the orth and south of us. The building railroads in the last quarter of a

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ortance to the people of a larg of North Carolina would seen

where, and the Cape Fear Rive

iv remarks, an article from the Faytteville Observer upon this important subject; also letters which appeared in that paper from the citizens' committee which has been specially orother ports having 2,000,000 of people ganized for the improvement of the Upper Cape Fear, and also the report of the engineers:

I would also urge as an additional Improvement of the Cape Fear. On the 8th of September, 1899, the ason the growing advancement o the Cape Fear section of North Caro ollowing appeared as the leading edilina in the manufacture of cotton orial in the Observer

the necessity for getting the products of the cotton mills of the Cape Fear section to market by the cheapest and most accessible route. In the territor which would be opened by the in creased depth of the river there are more than 40 different cotton mills. averaging from 3,000 to 20,000 spindles each; and assurances have been given that if river transportation can secured during the entire year, sults.

"The improvement of waterways i carried on on a much larger and more complete scale in Europe than with us. The conditions of life are benefitted and involved can very much harder in those old coun tries than in this comparatively vir gin land, and the incentive to make every edge cut is correspondingly

MINGTON, ALSO, WHEN THE CAPE FEAR IS IMPROVED. the State. With its new manufacturing interests and the fact that three rail-roads are each looking to make Fay-ettevilie their eastern terminus, the improvement of the Cape Fear be-

ue to be handled through Atlantic

Over two-thirds of the tanbark

other domestic woods combined. A

small quantity of extract of a little

over a thousand barrels comes from

comes a matter of great importance in which the whole State will cooper

in which the whole State will cooper-ate with Fayetteville." On December 1 following the cham-ber of commerce addressed a letter to the Wilmington Chamber of Commerce asking its ecoperation, which after the removal of some objections aris-ing from a misunderstanding of the West will soon be developed. The nat-ural routes of this trade, he thinks, are by St. Lawrence and down the Mississippi to New Orieans. As to the intter he is undoubtedly correct. With the proper development of the Missis-sippi and its tributaries, which there effect of the proposed work was cordially and heartily given.

ille the first b

Later, upon the suggestion of Cap-Latter, upon the suggestion of Cap-tain Lucas, an appropriation was se-cured from Congress, just before its adjournment in June last, for a pre-iliminary survey of the river: This was completed a short time since and demonstrated the necessity for adopting the slack-water system (with the back but many here survey and Wilming the slack but and here and Wilming the slack but and here but and the tributaries, which there is reasonable ground for expecting in the next few years, a vast proportion of the grain products of the West, now water courses. This can never be true of the St. Lawrence, except to a limtwo locks between here and Wilming-ton) on account of the insufficiency of ited extent. The navigation of that stream is closed a great part of the the flow of water in the summer for canalization proper—an insufficiency resulting from the increasing efforts year and dangerous at all seasons. But because New York has becom expensive for export purposes is no reason why a large bulk of the grain exports of the West should not conof deforestation. While the entire feasibility of the project as a matter of engineering was conceded by Captain Lucas from

coast ports. Norfolk and Newport News both have infinitely greater natthe start, it was necessary to demonstrate its commercial propriety before any other port on the Atlantic Seahe could recommend to his superiors board, and, in ,addition, are cheap in the War Department the expendi ports. Their railroad facilities are am ture of the large sum required, and ple and their barbor facilities unex without his recommendation it was understood to be useless to move celled. They have the shortest and the legislative branch of the Governmost direct rail routes to the West, and afford the quickest passage across the Atlantic. All the grain exports In reply to inquiries from Cantain that are driven away from New York Lucas, Secretary Rose, of the chamber ought to come here. And they will, i of commerce, addressed him the fol-

he two ports will make the proper lowing letter: efforts to secure them and the rall **Chamber of Commerce** roads give us a fair deal. It is not Fayetteville, N. C., October, 25, 1900 E. W. Van Court Lucas, risking too much to say that but for discrimination against these ports Captain, Corps of Engineers, U. S. A., Wilmington, N. C.

railroads in the past, the grain e ports of both would be three or for Dear Sir: Referring to my letter of imes as large. August 9, regarding the improvement of the Upper Cape Fear, I will say that the present tonnage of the steamboat

lines per month is about 8,000 tons; and the railroad now handles about 1,315 tons of freight per month that would be handled by river traffic if the river was navigable at all times. leather as the United States, which giving aninterrupted traffic. There is yields over one-fourth of the world's already erected and in operation in supply. Six hundred and seventeen

the territory which would be benefit tanneries contribute ' to _ this output ted by the increased depth of the river The raw material includes a hundred 41 different cotton mills, ranging from and eight million hides and -skins 3,000 to 20,000 spindles each. The product of these mills is largeincluding a large number from Argen tina. To tan this immense quantity transported by railroad, but would of leather, valued at over 250 million be transported by steamer with assurdollars, last year required over a mil ance of uninterrupted river transporlion and a quarter cords of tanbark. ation. There are some twelve to fifworth nearly \$13,000,000, and more teen large mill plants that are only than six hundred and fifty thousand waiting the assurance that the river barrels of tanning extract, worth \$8,-100,000.

transportation will be improved to be erected and in some instances the capital has already been subscribed. The industries mentioned do not include large mercantile interests or small mills and shops other than textile mills; the tonnage of the unmenfrom chestnut, however, than from all tioned plants will be considerable. We attach hereto a map of North Carolina, marking under red lines the terri tory that will be largely benefitted by an increased depth of the river. You

the roots of palmetto. Although the tanning industry is will please calculate the area of terrividely distributed over the United tory in the marked lines that will re-States, the greater part of it is carceive direct benefit from the increased depth of he Upper Cape Fear River. New York, Michigan, and Wisconsin It may be added that two railroads which use more than two-thirds of the now looking in this direction will seek tanning materials consumed. Pennsyl-Favetteville as their terminus as soon vania alone consumes over nine hun is they have assurance of year-round dred million pounds of bark and exwater on the Cane Fear tract worth \$8,000,000, or, 37 per cent Bearing on this point, please note the of the total value. following extract from the Raleigh Since 1900 the quantity of tanbark News and Observer of October 21, in

port of the committee.]

Corps of Engineers, U. S A., Wil-

The Present River Traffic.

used has fallen off 15 per cent, alwhich these remarks by Supreme though its value has increased. During this period the consumption of ex-Court Justice Walter Clark are recordtract increased from 67,000 to 660,000 (Supreme Court Justice Walter Clark to Raleigh Chamber of Com-merce, in Raleigh News and Observer barrels a year, of which nearly 90,000 barrels were imported. Relatively small quantities of hemlock bark were of October 21, 1900): "The railroad now running down through southern Wake should be ex-

imported from Canada, and of mangrove bark from the West Indies and tended to Favetteville, some 60 miles Africa. In weight, four times as much rom Raleigh, thus giving us for most quebracho was imported in bark as of the year the competition of water in extract form, but the value of the two forms was about the same. Bark brought the lowest price in New Hampshire, and the highest in of the river, you will please advise Oregon, with an average of \$9.30 per cord. More than in bark the pri Yours truly, of extract varied widely according to the material from which it was man F. R. ROSE, Secretary Chamber of Commerce ufactured. The extract of ouebracho a tree of Mexico, Central America South America, and the West Indies The statistics supplied in the fore-going not being sufficiently explicit, from which seven-eighths of all import Captain Lucas visited Fayettevill ed tanning materials are secured, had

mainder.

STEDMAN ITEMS.

Miss Rena Geddie is visiting since Saturday at Mr. Joe. Gedie's. forfolk Virginian-Pilot.] James J. Hill says that New York Miss Anna Seasoms visited Mrs. H. because of the expense attaching to doing business there, has reached the climax of its commercial supremacy, and expresses the opinion that other outlets for the export trade of the Wast will seen be developed. The unit). Draughon last week. Miss Mattie Sessoms made a brief the canal and seriously sprained Mr. visit to Autryville and Clement last week.

Mr. and Mrs. Mitchell Butler came up Sunday and each made a short isit at Mr. A. B. Maxwell's.

Mr. Branbridge Williams went calling up in Flea Hill township last Sunday afternoon.

Mr. Robert McMillan went calling Mr. H. C. Culbreth and family have in Cedar Creek last Sunday. moved back to their old home near Stedman.

Mrs. Byrd, of Bunn's Level made a Rev. N. M. McDonald has returned brief visit to Mrs. A. B. Maxwell last from Conference at Newbern, Mrs. Mcweek.

except from fright.

over a high gate.

other relatives this week.

· Last Saturday morning Mrs. D. H. Maxwell started to her mothers, Mrs.

Haywood Fisher. On the canal bridge

became frightened and jumped into

Earnest Maxwell's knee, from which

he is laid up in hed this week. Mrs.

Maxwell and the baby escaped unhurt

Mr. A. B. Maxwell had the mistor-

tune to lose a mule last week. The

mule was killed while trying to jump

two miles from her home the mule

Prof. B. T. McBryde called on the Donald has returned from Hope Mills. Stedman school last week. Mrs. Badger Fisher is expected to visit the family of Mr. Tim Fisher and

H. W. LILLY, President. JOHN O. ELLINGTON, V. P. and Cashier.

JOHN H. HIGHTOWER, Assistant Cashier.

Fourth National Bank ural advantages than New York or

Condensed Statement at the Close of Business

December 3, 1907.

RESOURCES. LIABILITIES.

railroads in the past, the grain exports of both would be three or four times as large.	Demand Loans, \$59,726.80 Due from Banks, 106,931.55 Cash, 55,973.46	Capital \$100,000.00 Surplus \$0,000.00 Profits 7,608.32 Circulation 100,000.00 Rediscounts and Bills 45,500.00 Deposits 597,409.47 Bond Account 105,000.00
much tanned, curried, and finished		\$1,005,517.79

We Invite Your Account.

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One Thing Certain

No matter what happens, no matter what the occasion, you can always de-

PERFECTION

consumed comes from hemlock, and in season and out of season. Whether for Thanksgiving or 'Xmas, fair weather or foul, panic or prosperity, you will ALWAYS find it the Flour over one-fourth from oak; chestnut and other woods contribute the reyou need. It's More extract is secured

The Flour That

Never Fails.

Isn't it "worth while" to buy a Flour like that? To say nothing of the price; it costs no more than the ordinary kinds. ried on in the States of Pennsylvania,

All other goods in this store fresh, first-class, and reasonable in price.

Groceries, General Merchandise" and Seasonable Goods.

Courteous treatment and square dealing to all.

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E. A. POE BRICK CO., (INC.)

BRICK MANUFACTURERS

FAYETTEVILLE, N. C.

Daily Capacity

90,000 Brick.

I append, Mr. Chairman, as a part of

goods and other manufactures' and "Canalization of the Cape Fear. "We do not know how nearly the etty system which the Government has been applying to the improvemen of the Cape Fear River between Wil ington and Payetteville for some ears past approaches what would be the cost of canalizing the river if that should be undertaken-we have no idea at all-but we do know that it does not begin to approach it in re

popular Republican. He is popular cause he has taken up some of the declarations of the Democratic platform in which the people believe.

SENATOR OVERMAN'S GREAT · HONOR.

The Washington correspondent of the Raleigh News and Observer sends that paper the appended information concerning the high appointment which his colleagues have secured for Senator Overman. He has been nam ed for a place on the Judiciary committee, the only North Carolinian who **Payetteville** has been accorded so high a place since the war with exception of the immortal Vance.

Says the correspondent:

Senator Overman is to be made a mber of the Judiciary Committee.one of the most important in the Senate Minority Leader Culberson made the concement to this effect to-day. By reason of his promotion to this im-portant post, Senator Overman gives up his m mbership on Privileges and Elections but he will not do so until the Brownsville matter, which has been considered all the summer by this committee, is disposed of.

The late Zebulon B. Vance, is the only North Carolinian who has served on the Senate Judiciary Committee since the Civil War. Prior to that not only the great commercial high-way by water of the entire Cape Fear ection of the State, and the section of country tributary thereto, but is of mportance to all the State's citize ne George E. Badger, who by many ople is considered the greatest with Carolinian who ever represent-It is the only river in the State which mpties directly into the Atlantic Ocean and upon which there is fored the State in Congress, served on this committee. Among the present tion commerce, the port of Wilming-ton exporting cotton and naval stores membership are Senators Knox, For aker, Bacon and Culberson. Senator to Europe.

Overman's new honor is one that will be pleasing to his friends throughout the State. When Senator Overman retired from the Steering Committee In view of these facts and the imortance and necessity of the improve nent of this river, not only at and elow the port of Wilmington, but between Wilmington and Fayetteville, and in view of the popular demand, was agreed that he was to have one the hig committe assignments in Senate. He was mentioned for and in view of the popular demand, there was incorporated in the emer-gency river and habor act approved June 6, 1900, an authorization of a survey of the Upper Cape Fear River between Wilmington and Fayetteville 'with a view of obtaining a navigable channel from Wilmington to Fayette-ville of 4, 5, or 8 feet at mean low water.' During the recess of Con-resses this survey was made by the both the Appropriation and Judiciary Committees, but expressed a prefer-unce for the latter, because it is in the line of his training and profes-sion. Announcement of this and other committee assignments will be made to morry

to-morrow. Senator Overmon will have, in ad-dition to the Judelary, membership on the Committee on Military Af-fairs, Public Buildings, Claims, Forest Reservations, Flah and Flaheries and University of the United States. gress this survey was made by the local engineers, and I will append as a part of my remarks the report of Capt. E. W. Van C. Lucas of this sur-

Senator Simmons Also Splendidly Placed.

The correspondent adds; Senator Simmons, who was reenator Simmons, who was recently to a member of the Steering Com-les did not ask for any new comalter analyments. The senior sen-tres aslendidly provided for, being member of the Committees on Com-mered, Postoffices, Agriculture, Ocean-Canals, Coast Defences, Caban Re one and Civil Service.

Almost Human. Airs its views and simpers. It note scared and whimper

ly real as the people of that section, not only ecause of the necessities of the case, out because of the past commercial history of the river and of the city of Favetteville as the head of navigation

> A leading newspaper of my State recently said: "The improvement of the Upper Cape Fear is a matter of great importance, in which the whole

the river is about 115,000 tons anual ly, valued about \$1,150,000, and with anvigation al the year round this pres State will cooperate with Fayetteent business would probably at once ville," and one of the justices of the upreme court of North Carolina, in a paper which he was requested by increase 50 per cent-to 150,000 tons valued about \$1,700,000. With certhe Raleigh Chamber of Commerce to tain navigation throughout the year much of the product of the aforesaid write on the subject of the commercial 10 mills now operating at and near Payetteville would be shipped by river needs of that city, urged the importance of securing the competition of water rates at our nearest river portto Wilmington and thence by steamer to the North, instead of, as now, by rail to Norfolk and thence by steame In the improvement of the river the

by water to market.

Robeson County, 9,000; Moore Coun

ty, 6,000; Harnett County, 4,000, and

Carolina east of the Bue Ridge, in-

cuding a population thirty times as great, would be given a new avenue

The estimated present commerce of

sides the entire territory of North

to the North. This Fayetteville mill ocuniary interests as well as the conproduct has an estimated value of \$5,800,000, of which three-fourths, valrenience of a large part of the popula tion of North Carolina is involved. ned at \$4,359,090, could be shipped Competition of water rates would by river. This makes a total of about eventually have little effect upon the rallways, because it would in time \$5,000,000 worth of annual presen shipments which would probably util secure to them a large accession of business which the restoration of the ize the river if certain navigation were established. atural trade route of the State would

There is also a possibility, and per create, and this would many times rehaps a probability, that the improve pay them for the present small busi-ness which they would lose. It is a ment of the river would result in the establishment of Fayetteville as a dis vell-recognized fact in North Carolina, tributing point for a large section of and has been recognized for many years, that the Cape Fear River is the country. This point is brought out and explained in the accompanying letter from the Fayetteville citi zens' committee, their claim being that Payetteville would, under such circum stances, become such a distributing point for a section of country the business of which is estimated in their etter at 6,000,000 tons annually, valued nt \$165,000,000.

I append this letter as a part of my remarks. With certain navigation there would be a proper development of the Cape Fear Valley, much of which is good farming land, but under present conditions a successful crop depends entirely on the use of the river for transportation to market. During the low-water stages the farmers have the alternative of a long, costly haul or the loss of their crops, if perishable.

This section of the country is also interested in the improvement because it will afford better mail and passenger It will allore better main and passenger carrying facilities than now exist. The wholesale merchants of Wilming-ton are much interested in the propos-ed improvement because it means to them a chance of extending their bus-iness to Fayetterille and vicibity.

Fayetteville, N. C., is also a port of entry, and in connection with the city of Wilmington would afford and open Captain Lucas recommends, in flee BOL

of the old and existing project, which provides only for removing obstruc-tions and obtaining a continuous chauup a new avenue of commerce no only to Cape Fear section, but the en tions and obtaining a continuous chan-nel by means of jettying and dredg-ing, a new project which provides for deepening the navigation of the river by means of a set of three locks, with movable dams, at an estimated cost of \$1,320,000 for a 4-foot depth and \$1,-350,000 for an 8-foot depth. It will be noted that the difference of cost between the proposed 4-foot depth and 8-foot depth amounts to the comparatively small sum of \$30,000, and the engineers recommend the adoption of one or the other of these proposed depths; and in view of the imail difference in the estimated costs by the 4-foot and 8-foot depths, no 1 biny to cape year section, but the en-tire State, giving for most of the year the competition of water rates at the nearest North Carolina port. Proba-bly there is no stream in North Caro-lina that would bring so much in return for every dollar expended in its im-

bly there is no stream in Norm Caro-lina that would bring so much in return for every dollar expended in its im-provement by the Government as the Cape Fear River. The city of Fayette-ville for almost a century enjoyed the advantage and distinction of being, comercially, one of the most impor-tant inland towns in the State.

This condition was brought about by its position at the head of the Cape Fear River, upon whose splendid wa-ters all the heavy shipments of salt, iron, molasses, coffee, and merchan-dise generally found their way through and difference in the user depths, no or the 3-foot and 3-foot depths, no structe is submitted for the medium of 6 feet unned by the set. Of d Fayetteville all over the western coun-

er there. But conditions are con ates at our nearest river port. stantly growing harder with us as If there is any further information our population becomes denser and ecessary to secure the improvement "civilized," and we believe that

the subject of the canalization of the me and oblige, Cape Fear is one to which serious thought may be given with a view to bringing it to the attention of Con-gress. Mr. Thomas, our member, is very anxious to do everything in his power for his constituents. He will bring up the matter of the restoraagain (on November 15, just past), and tion to Fayetteville of a United States xplained to a meeting of our citizens arsenal, and, no doubt, would take up this matter if found to be feasible. the necessity for supplying him with more detailed information. It was "If the canalization project should turn out to be capable of accomplishpointed out that this would have been

ent, so that we might have a uniform depth of, say, 6 feet of water be tween here and Wilmington the year round, the completion of such work would give an impetus to the growth of Fayetteville which would be pho omenal. which is appended.

"By the canalization of rivers we Improvement of the Cape Fear-Re mean such work as has been done or the Weser in Germany, on the Chyde and Tees in Scotland, and on the Seine in France. We do not know what may be the state of the work on Fayetteville, N. C., November 21, 1900. Capt. E. W. Van Lucas, those rivers now-no doubt far in advance of their condition at the time we are going to speak of.

"But in 1890, at the International Congress on Internal Navigation, Herr Franzine, of Germany, Voisin Bey (chief engineer of the Suez Canal), and Mr. Vernon Harcourt, of England, all engineers of the first order gave minute description of improve ment on the rivers mentioned, and others, which had been effected by a system of longitudinal dikes-narrow ing the channel and producing the scouring effect which Captain Eads accomplished with his sunken wicker "mattresses" in the Mississippi below New Orleans years ago-that were an-tonishing. Cross dikes, where needed, and aluices for high water and storage

dams for low water, are details of the general system familiar to engipeers "Herr Franzius said (at the time

we allude to) that between Bremen and Bremerhaven the Weser had been greatly deepened and when the work was completed (in four years more) it would be navigable at all seasons at a uniform death

uniform depth. "The matter is worth looking into now that we have undertaken to put Fayetteville in the front rank of

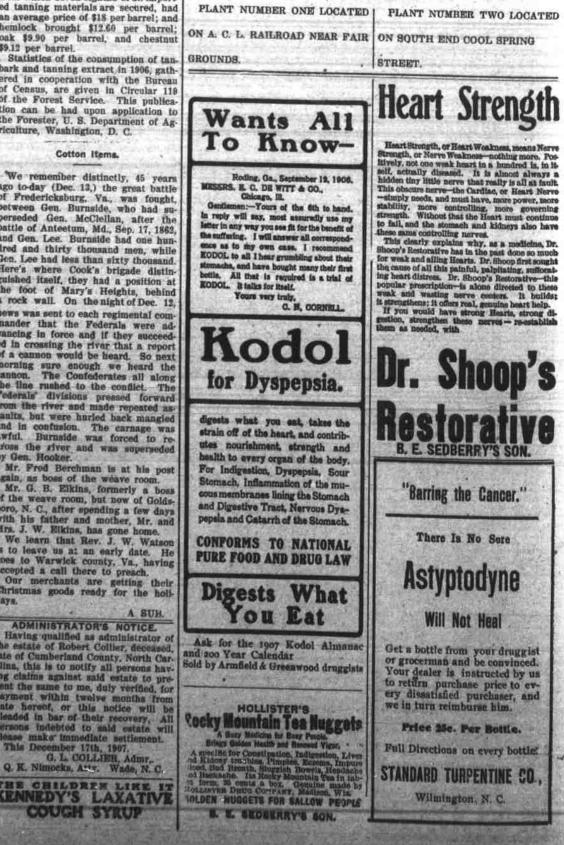
This article attracted widespread in-terest and engaged the attention of Captain Lucas, the Government engi-neer officer at Wilmington, who sub-sequently, upon invitation, visited our chamber of commerce. The result of sequently, upon invitation, visited our chamber of commerce. The result of his visit was his determination to look carefully into the matter of perma-nently improving the Cape Fear River between Wilmington and Fayetteville, either by canalization proper or by slack water—that is, the use of dams and locks—as a survey might demonand locks—as a survey night demon-strate to be suited to this particular

stream. In November following we reprint-due subjoined article from the Hal-oigh News and Observer: "The Whole State Will Cooperate With Psystteville. "The Fayetteville Chamber of Com-merce is moving to secure Congress stonal action looking to the improve-ment of the Cape Fear River from Fayetteville to Wilmington. This is innely. For many years water trans-portation by the Cape Fear made Fay-

an average price of \$18 per barrel; and hemlock brought \$12.60 per barrel. oak \$9.90 per barrel, and chestnut \$9.12 per barrel. one in the first instance except for Statistics of the consumption of tan the political campaign which was then engrossing attention. As the outcome bark and tanning extract in 1906, gathered in cooperation with the Bureau of Captain Lucas's visit, a committee of Census, are given in Circular 119 was appointed and immediately set of the Forest Service. This publica towork. The result as a report sent tion can be had upon application to to him on November 21, a copy of the Forester, U. S. Department of Ag-

riculture, Washington, D. C.

Cotton Items.



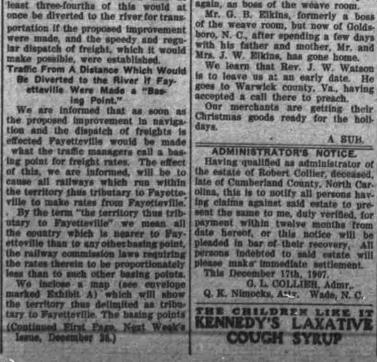
We remember distinctly, 45 years ago to-day (Dec. 13,) the great battle of Fredericksburg, Va., was fought, between Gen. Burnside, who had su-perseded Gen. McClellan, after the battle of Anteetum, Md., Sep. 17, 1862, and Gen. Lee. Burnside had one hunmington, N. C. Sir: The undersigned, the commit tee appointed at the citizens' meeting held on the occasion of your visit on Thursday last, have taken up the sub-jects of inquiry suggested by you, and dred and thirty thousand men, while Gen. Lee had less than sixty thousand. have pleasure in reporting as follows: The tonage of the traffic by the steamboats between this city and Wil-mington, as reported to the United Sates engineer's office at Wilmington for the year ending December 31, 1899, Here's where Cook's brigade distinguished itself, they had a position at he foot of Mary's Heights, behind a rock wall. On the night of Dec. 12, a rock wall. On the night of Dec. 12, news was sent to each regimental com-mander that the Federals were ad-vancing in force and if they succeed-ed in crossing the river that a report of a cannon would be heard. So next morning sure enough we heard the cannon. The Confederates all along the line rushed to the conflict. The Federals' divisions pressed forward from the river and made repeated as-saults, but were hurled back mangled and in confusion. The carnage was awful. Burnside was forced to re-cross the river and was superseded was, in round numbers, 115,000. We are informed that its value would average \$10 per ton, which would give a total value of \$1,150,000. Existing Local Railway Traffic Which

Would Seek the River If Improved. In reply to printed forms issued to our merchanis, traders, and manufac turers, made out, where necessary, un der our supervision, we find that there have been received at and shipped from Fayetteville by rail during the past tweive months 112,295 tons of merchandise of all kinds, valued at \$5,\$12,514. It is estimated that at least three-fourths of this would at once be diverted to the river for transcross the river and was superseded by Gen. Hooker.

Mr. Fred Berchman is at his post again, as boss of the weave room. Mr. G. B. Eikins, formerly a boss Mr. G. B. Elikins, formerly a boss of the weave room, but now of Golds-boro, N. C., after spending a few days with his father and mother, Mr. and Mrs. J. W. Elikins, has gone home. We learn that Rev. J. W. Watson is to leave us at an early date. He goes to Warwick county, Va., having accepted a call there to preach

accepted a call there to preach. Our merchants are getting their Christmas goods ready for the holi-

days. ADMINISTRATOR'S NOTICE.



THE CHILDREN LINE IT COUGH SYRUP