### BEAUFORT TO BOSTON

Small Speaks on the Proposed Inland Water Route.

CONVINCINGLY ARGUES

By the Completion of the Projected Route from Norfolk Through the North Carolina Sounds and the Construction of a Few Connecting Links, a Great System of Inland Navigation Can Be Established.

Washington, Jan. 14.-Special.-Mr. Small made a strong and convincing fort Inlet to Boston He said:

"Mr. Chairman: Judging from the amendment which ! intend to offer or to presented an elaborate table of figures House and by which he contrasted the bismal Swamp canal. This canal the New England States to the South. tinguished gentleman from Iowa (Mr. Hepburn) in his usual forceful manner made a general attack not only upon the bill but generally on appropriations for river and harbor improvement. man's argument with which I was particularly impressed. He contended that the provisions of a river and harbor bill should not include appropriations for any waterway which did not affect comproposition seems plausible on its face but I am of the opinion that difficulties would arise ni making the application. There are today various waterways and harbors upon which are carried hundreds of thousands of tons of commerce between the different States, but which were comparatively insignificant and lo-

and the demand for transportation increases new waterways which seem at the time insignificant and yet contain possibilities of future growth and commerce, will demand the attention of the national government. I assume that the aid which the government has for years been extending to internal improvements of this character will contnine indefinitely as the policy of the government. I cannot conceive that any of these complaints which have been made against the present bill are well founded in fact. I have been one of the persistent and importunate members who have continuously waited upon the River and Harbor Committee seeking to have improvements and appropriations included in this bill. I have not received recognition to the extent I desired nor as I believe to the extent of the needs of my district, but I realize the fact that if the demands of every member had been met engineers had received appropriations, difficulties which confronted the comamount of tonnage to be affected by the improvement and not the location of interest involved. The distinguished gentoo long and honorable service in this House to be affected by criticism ininto their deliberations. However, Mr. Chairman, I did not rise for the purpose of defending the committee, but it everyone knows express the truth.

tion for improvement in recent years.

waterway which is not subject to any insufficient waterway and canal.

through Ceracoke inlet and Beaufort acute. This waterway would afford a June, 1900. The survey was made dur- ton Roads. The importance of this prosideration of the River and Harbor men engaged in the service. Committee in connection with the pend- "I shall not consume the time of the ing bill. I have fortunately just secured House in discussing the importance of an advance copy of the printed report this waterway in connection with local nection with this great project.

several reasons, but chiefly because the towns in Eastern North Carolina, such dangerous navigation around Cape as Elizabeth City, Edenton, Dymouth, Lookout will thereby be avoided. It Washington and New Bern would feel appears from the report that the dis- the impulse of this new artery of comtance from the southern terminus of the merce and the people of all the tide-Dismel Swamp canal on Pasquotank water section of North Carolina and of river to Beaufort inlet is 211; miles, It other States thereby affected would be further appears that the cost of this brought in touch with the commerce of projected interior waterway would not our country. exceed \$5,532,893. I may say without "In conclusion, Mr. Chairman, I wish argument in the House, Saturday, in fear of contradiction that it is one of to refer to the national character of the favor of an inland waterway from Beau- the most important projects connected interior waterway. Not only the section United States. It was the dream of the Chesapeake bay and the sounds of early founders of the republic to con- North Carolina, but every State upon character of this debate, an unusual nect by a capacious canal the magnifi- our Atlantic coast, including even those condition is presented by the House up- cent waters of Chesapeake bay with which border upon the Great Lakes, those beautiful inland sounds in eastern | must feel an interest in this great praon this bill. Out of the 357 members of North Carolina which I have mentioned, ject. If this waterway shall be estabthis House, it would appear that at Ever since Sir Walter Raleigh's flet lished, it will only be one link in a chain least 340 of them are opposed to the bill entered the inlet on the coast of North which shall connect the city of Foston which has been reported by the com- Carolina and planted the first English with Beaufort inlet, N. C. To make this colony of our Atlantic coast the dangers | clear it is only necessary to point to the mittee and that there are only 17 in of Cape Hatters and of Diamond Shoal geography of our Atlantic coast north favor of it, these 17 constituting the have been known to the mariners on of the Chesapeake bay. Going north-via members of the combittee. I do not rise our coast. Thousands of ships have Chesapeake bay we traverse an ample for the purpose of giving notice of any foundered in its treacherous waters and waterway until we reach a point near thousands of lives have found an un- the city of Philadelphia and thence via known grave in the hungry vortex of the Delaware and Chesapeake canal we bill. Many objections have been urged its angry waves and countless tons of reach the Delaware river. Upon this nm, many objections have complained produce have been scattered upon its ample stream is located the city of ngainst it. Members have complained shores. It stands as a menace to our Philadelphia. By going up the Delibeen discriminated against or that coastwise shipping and modern science were river to Bordentown, N. J., we can waterways and harlors within their rewaterways and nations within their its spective sections have been neglected by duce the losses which annually occur J., on the Raritan river. From this point spective sections have been degreeted by along this perilous highway. It has been there is fine inland navigation to the man from Kentucky, who has just estimated that ten per cent, of our harbor of New York, From then e by man from Kennicky. The mas just spoken (Mr. Boering), to cap the climax coastwise shipping was annually lost by Long Island sound we reach Buzzadis spoken (Mr. Boernig), to cap the chinax shipwreck and the great bulk of this is bay and the construction of a short of criticism by stating, as I recan his lost upon the bleak and dangerous canal from this point, which has already language, that 870,000 is included in this bill for a waterway against the protest of the member within whose district that waterway is situated. The gentleinat waterway is shuared. The gentle problem, George Washing? • criginally, necessary for the government to own it is said, formulated the scheme for the and improve these intervening canals to construction of what is now known as open up this magnificent waterway from

House and by which he contrasted the volume of appropriations made in those States which are represented by memoral out of revel was permitted to remain waterway afford communication along bership on the committee with the remaining 23 States not so represented company was organized and purchased give them access to the Great Lakes and the same and they have recently recon- to the States and cities adjacent thereand attempted to show that the com- the same and they have recently reconmittee had prepared this bill from a secwhich it is proposed to maintain and which is about the limit of depth which can be carried at all points acress the North Carolina sounds. This canal is an important factor in the development of commerce between the harbor of Baltimore and all points on Chesapeake bay and the harbor of Norfolk and the various ports in eastern North Carolina.

"There is also another canal which connects Chesapeake bay and Norfolk merce inter-State in its character. This harbor with the waters of Currituck sound and thence into Albemarle sound, which is known as the Albemarle and Chesapeake canal. This canal has also It is not ideal in its character and therebeen in operation for many years and is fore escapes the criticism which has owned by a company of enterprising able men and has an efficient and zealous president devoted to the devel- benefits extend to every part of the opment of the tide water section of Vir- country. It is along the line of the trend ginia and North Carolna. This canal also of the present thought of the country cal in their importance until the national maintains a depth of 8 feet and enjoys which seeks to evolve a plan for the government begun to make appropriaa large traffic with steamers and barges easy and cheap transportation of our engaged in our coastwise commerce, crude products on the one hand and our As our country develops and traffic The report of the district engineers, bulky manufactured products on the together with the division engineer and other between the different sections of the chief of engineers to which I have our country. It would promote the transadverted emphasizes the importance of portation of lumber and agricultural this improved waterway, but they re- products from the South and would give commend that other and additional sur- increased facilities for the transportaveys be made of the route via the Al- tion of coal and other products of the bemarie and Chesapeake canal and of mines and bulky manufactured pro all other existing routes between Nor- | ducts from the North and the West folk harbor and Beaufort inlet in order Upon many of these articles at present to intelligently determine the respective the tariff rates are prohibitory, but by availability of each. The report further opening up this great artery of domesstates as a conclusion that before the tic commerce the interior of all sections national government should embark in of our country will be promoted and the the construction of this waterway it peoples of our common country would be should own one or more of the interven- bound closer together by the bonds of ing canals and make the same a part commerce which after all will afford th of this great highway, to be maintained surest guarantee of concord and frater by the government and kept open free nity." to all shipping. I concur most heartily these recommendations of the en-

I now ask the indulgence of the committee to further call attention to some of the facts which go to make up and the agregate amount contained in the emphasize the importance of thus inbill would have staggered even the lib- land route. From a commercial standerality of this House and would have Point its magnificence cannot be magni- Correspondence of Inc Morning Post. subjected the committee to merited criti- fied. One of the modern innovations in cism. I think I appreciate some of the water traffic has been the construction McCabe residence, Mr. Isaac M. Meek provements, yet they found it impossible | velopment of this class of shipping that | able property. to rigidly adhere to them and such has this waterway would be particularly Mornaon eiders have reached our town valuable. The estimated value of the and are industriously distributing their the past. The one supreme test is the coastwise commerce to be inuncdiately literature. They propose to "expose affected by this route has been conserva- mormonism" tomorrow aft room at the tively fixed at \$200,000,000 and the court house and desire a large audience. the waterway nor the persistence of the quantity of traffic to be affected is esti- Mr. Everett Thompson has accepted a mated to be at least 10,000,000 tons, position in the law office of Hon. Geo. tleman from Ohio (Mr. Barton), who This water route would result in a large W. Ward. is chairman of the committee, has had saving in traffic rates as compared with | Elizabeth City expects to have a daily the present rates between the North and South by railroad and the annual saving to be thus affected is estimated to make a substant of the present rates between the North and paper in the near future. It is something that it has been in need of for French bevel mirror, 18 by 36 inches; tended for home consamption. I believe ing to be thus affected is estimated to quite a while. With a population of profile, 4 inches. that he and the entire membership of be between \$750,000 and \$1,000,000 and nearly 7,000, with live, progressive busithe committee in the preparation of this mully. The annual saving of this sam ness men, with a back country unsurbill have endeavored to discharge their to the coastwise commerce of the coun- passed for fertility and productiveness, duty to this House and the country with try would be 5 per cent. on \$20,000,000, and with small towns and villages that fidelity and impartiality and that sec- which is four times the estimated cost can be easily reached, there is no reason tional considerations have not entered of this waterway, exclusive of the cost why it should not give a handsome supof the purchase of one of the canals re- port to a bright daily.

"Another distinct advantage resulting did occur to me that some member of from this route would be the reduction this body having no official connection in insurance rates both on cargo and Correspondence of The Morning Post. with the committee should give expres- shipping. This can easily be calculated Mars Hill College has entered the new sion to these sentiments of justice which by adverting to the difference between century with the best attendance in its marine insurance on cargoes by sailing history. Over 250 students answered to "Mr. Chairman, my object in seeking vessels which navigate our coast around roll call today, and others are yet to recognition was to address the commit- Cape Hatteras with the rate on cargo:s come. The enrollment for the year will tee briefly concerning a great inland shipped by barges through the present exceed considerably 250. It is a five stu-

of the objections which have been urged | "Again the construction of this water- way over difficulties, discouragements, against other improvements and which way could be utilized as an additional and financial embarrassments. Nearly a is national in its character. At the last means of defense in time of war. Upon third of the counties in the State are session of Congress I had the honor to this point I quote from the report of represented in our patronage. Nearly a introduce a bill for the survey of an in- the engineer: 'The inland waterway hundred of our students have express d land waterway sixteen feet in depth would afford an interior line of com- a determination to attend higher colleg s from the southern termnius of the Dis- munication in time of war for transpor- and universities. This inspiration linked mal Swamp canal, at South Mills, on tation of supplies and for naval opera- with sincere purpose to attain it, is an Pasquotank river, North Carolnia, tions by light draft vessels, such as tor- inspiration to the teacher who realizes thence extending down Pasquotank pedo boats and destroyers. Its value for his mission. The work of the new cen-Albemarle sound. County the series such purpose can hardly be estimated, tury will be to provide room for the inlico sound and Core sound, with an out- fications, which are rarely actually need- to come.

let to the ocean with a depth of 18 feet ed, but when the need arises it is most iulet, North Carolina. This bill was in- line of communication with our navy cluded within the provisions of the yard at Portsmouth, Va., and with For-Emergency River and Harbor bill of tress Monroe, and our navy at Hamping the lest summer and fall and the re- position has been recognized by enport of same submitted to Congress, but gineers who have reported upon the it was not printed in time for the con- matter in the past and by other eminent

which is of exceeding interest in con- development of the eastern section through which it would pass, although it "The report recommends that Beau- is by no means the least important of fort inlet be chosen as the outlet to the the results to flow from the beneficent ocean rather than Ocracoke inlet for enterprise. The thrifty and progressive

with the coastwise navigation of the concerned which is tributary to the

the magnificent Hudson river leads to the Eric canal, thus bringing the Great Lakes within easy and cheap communication with all of our Atlantic seaboard, "If the members of this House will study this project in the light of its impertance to the country, I believe it will impress itself upon them as a project of national and paramount importauce, which is not exceeded by any other that is now under the consideration of Congress, and I ask them to join with me in pressing this improvement upon the attention of Congress and of the commercial interests of the country. been directed against other projects. It discriminates against no one because its

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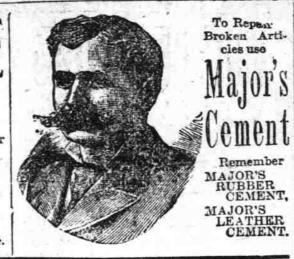
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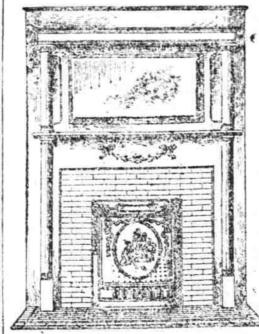
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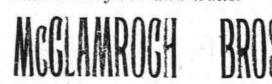


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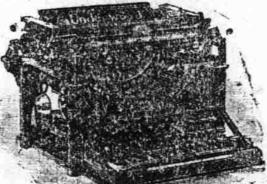
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