(CONCLUDED FROM FIRST PAGE.)

Above, in the series, they alternate with the argillaceous slates, and contain deposits of argillaceous iron ore. They are from fifteen to forty feet in thickness; this is the strata in which the fossils in the series are found, consisting of posidonia, cythere, &c., &c.

The drab-colored sandstone, known by its ripple marks, is a fine and compact kind. In color, it is of a dirty buff, or greenish yellow, and the surface is not unfrequently marked with marine plants. It is suitable for grindstones, and might be used as a firm and solid material for building.

The bituminous shales, in connection with the coal, are very inflamable, and burn with a white flame. They contain nearly thirty per cent. of volatile matter, and about twenty per cent. of fixed carbon; they will probably be used for the preparation of kerosine oil, though they do not yield the quantity that is obtained from the coal in the West. At the present price, it can be manufactured from the shales at a profit. I have seen samples of it which had been well claritied. The bituminous shales all lie above the coal, and in strata alternating with the agillaceous slates.

The fire clays do not occur as in other coal fields, immediately below the coal seams, but the sandstone partakes somewhat of this character. They are interstratified with the slates; according to Professor Emmons, organic remains traverse them vertically; the plants are different from other coalfields, and the sigillarie have not yet been discovered.

The calcareous shales are greenish in color, and resemble somewhat magnesian limestone. These contain no fossils and in thickness vary from four to twenty-five feet.

The upper red sandstone differs from the lower in being soft, and perishable from its marly nature. In color it is of a light red, occasionally a light-brown, mottled with green spots, and often variegated; the outline of these is distinct. In it are found many cavities of irregular shape, around which is generally perceived during the summer season, a white efforescence; this proved to be common salt (chloride of soda.) It was found more abundant on the western end of the coalfields, where this red sandstone overlies the foundation. In some cases, wells which are sunk in this rock, have brackish water, but where they go deeper than 30 to 35 feet, the water is pure. In the deep shaft at Egypt the water is entirely free from saline taste. In my enquiries I was not able to learn of the existence of any salt springs. The upper red sandstone bears a resemblance to the lower in its lithological character, but there is a marked difference in their fossils.

The plant bed of Professor Emmons, I think, gives evidence that this upper red sandstone is totally distinct, and more recent than the coal formation of the valley of the Deep river.

It will be seen from the foregoing remarks, that I am of opinion that this formation of coal belongs to the new red sandstone, and as far as my observations have gone, the fossils appear to prove it.

The coal of the lower seam lies, as it will be seen, between two seams of blackband ore, and more or less partakes of their character. It is consequently unfitted for use as a fuel, but is well adapted to the reduction, by roasting, of this ore for iron.

The three upper seams of the bituminous coal are well adapted for fuel, cooking, gas and oil. It is a shining and clean coal, resembling the best specimens of Cumberland. It ignites easily and burns with a bright, clear combustion, and leaves a very little purplish grey ash. It swells and agglutinates, making a hollow fire, is a desirable coal for blacksmith's' use, for the parlor, and superior to most coals for the production of gas, for which it is likely to be in great demand. Its freedom from sulphur is another of its recommendations. It is thought not readily to disintergrate by exposure to the atmosphere. Its coke is light and porous. When rapidly burning, it inclines to melt and flow; but when under slow combustion, it does not exhibit this tendency, which is owing to the pressure of a large quantity of bitumen.

I was at first determined to have the iron ores of this district tested both by an assay and by chemical analysis; the former, it is believed, affords a more practical test of their value; but as it could not be obtained within the time, the chemical analysis was alone made. The ores and coals were submitted to Prof. George C. Schaeffer, of this city, whose ability and care in this operation are well known; and who has afforded me full data of the results and the manner of conducting the analysis.

COAL FROM EGYPT SHAFT.

The mode of analysis was as follows: The coal was dried and coarsely powdered, and ignited in a covered crucible until all inflamible matter had been driven off. The quantity of sulpher was determined by digesting the finely pulverized coal in fuming nitric acid, to which, from time to time, chlorate of potassa was added, by which process most of the carbon was oxydized. The sulphur was then estimated in the usual way, from the quantity of sulphate of baryta precipitated. The result was—sulphur, 1.3 p. c. The large quantity of inflammable matter that the coal contains led to a slight variation in the results; as, in one case, the vessel was found lined with carbon, deposited from the gas coming in contact with the highly heated surface. The first specimen gives—

Bituminous matter as gas,	30
Fixed Carbon (Coke)	70
Second specimen;	
Bituminous matter as gas	34
Fixed Carbon, (Coke,)	66

The ash in first was 5.3 per cent.; the second, 5.4 per cent. The composition of this coal is, therefore, as follows:

Bituminous matter given off as gas	32.7 per cent.
Fixed Carbon, (Coke,)	60.7 " "
Ash	5.3 " "
Sulphur	1.3 " "
	100 " "

Specific gravity 1.28 } 1.278 mean.
Another specimen 1.277 }

The coal is a light, highly bituminous coal, yielding a shining and very porous coke and purplish ash, an excellent coal for making gas, or for burning. It absorbs only 1-2000 of its weight of water, after having been immersed for some time.

From Professor Johnson's able report we have several analyses of this coal from the Farmsville estate, which give the mean results, as follows:

Carbon	59.25
Volatile matter	30.53
Earthy matter,	10.21
	99.99
Specific gravity	1.409

The dry or debitumenized coal has less than one-fourth of the volatile matter that the bituminous coal contains. It is thought that it cannot compete with the true anthracites of Pennsyvania in the Northern markets. It is, however, adapted for stoves, and for the reduction of iron ores, in roasting.

I have heretofore stated that there is but a small quantity of this coal in the basin, and that it has been produced by a change in the bituminous, effected by the heat of the trap dykes.

Professor Shaeffer remarks on this description of coal from the Wilcox vein, that it has a cubical fracture, as is seen in some specimens of anthracite, with a metalic lustre. When it is heated to a high degree it decrepitates with violence, falling into thin plates.

The loss after intense ignition in a covered crucible, was in one experiment 2.1 per cent., in a 2d 3.8. This loss is not imputed to the escape of bituminous matter, nor from enclosed uncombined water, for both specimens were well dried. On an average the composition of this coal may be stated as follows:

Water and volatile matter,	3.75
Fixed carbon,	87.75
Ash	8.5
	100

Specific gravity 1—8.

The quantity of ash varies considerably, from 7 per cent. to 10 per cent.

When this coal has a cross fracture, at eight angles to its laminæ, various substances, in solution, seem to have been introduced, particularly oxide of iron—this affects its quality.

The specific gravity and the increased quantity of ash confirm the supposition that this coal is like the bituminous, deprived of its volatile matter by heat, while under pressure; and that the decrepitation may be due to a constrained condition of its particles.

The large quantity of carbon it contains will render it serviceable in some metallugic or manufacturing process, but as a fuel it cannot well be used, from the decrepitation it undergoes:

Professor Johnson gives the analysis of this coal the mean of three experiments, viz:

Fixed carbon,	83.13	83.36	87.18	84.56
Volatile matter,	8.28	6.64	7.35	7.42
Earthy matters,	8.60	9.60	5.47	7.89
	100.00	100.00	100	99.87

Mean specific gravity 1.49.

IRON ORES.

Professor Schaeffer was directed to examine the iron ores, with a particular reference to a determination of their commercial value, or if they were combined with any injurious substance, especially phosphorous and sulphur. The method of analysis he reports as having adopted, is as follows, viz: The ore was reduced in an agate mortar to an impalpable powder; a part weighed, then dried, and ignited in an open crucible to drive off water and burn all carbonacious matter, and the quantity thus driven off and consumed, determined.

It was digested in hydrochloric or nitro-hydrochloric acid, according to circumstances, until every thing soluble was taken up; the solution was then after dilution filtered and the residue insoluble in acid determined. This was mainly if not entirely silica. The acid solution contained more or less of peroxide of iron, was then acted upon by a current of washed sulphurated hydrogen, or by its solution in water, until sulpho-cyanite of potassium gave little or no color, evidencing that all of the peroxide of iron had been reduced to a protoxide. The solution smelling strongly of sulphurated hydrogen was then boiled until every trace of this gas had disappeared. The quantity of iron present was then determined by the quantity of a solution of bichromate of potassa required to convert the protoxide to peroxide, as ascertained by testing with a solution of ferri-cyanide of potassium. The solution of bichromate was made according to the equivalents required. It was more than once tested by solutions of known quantities of pure iron, so that there might be no doubt as to the results. When any variations from this mode of analyses were adopted, it will be noticed under the respective ores. All the ores were tested for the presence of sulphur and phosphorous. The test for sulphur was by the action of chloride of barium upon the acid solutions. The presence of phosphorus was determined by an acid solution of molybdate of ammonia in excess. This test gave a negative result, except in one case. The presence of either of these substances was only ascertained in the ores in which it is mentioned.

The *Black Band Ore* is said to have been first noticed at the Farmersville pitts, where it crops out. It appears not to have been suspected as being similar to the Black Band of Scotland. At its outcrop it resembles the argillaceous carbonates, but the change it undergoes was thought to be owing to the influence of the weather. When found in the coalfield, it invariably accompanies the coal seam. There is a seam lying between the two upper seams of coal, of 16 inches thick, and two others, each three feet in thickness below the sandstone or fine clay, having a thin seam of coal between them. With this seam of coal they may be mined with great advantage.

This ore is readily distinguished from a slate by its brownish, black color. It has an even fracture, slightly coincidal, massive and compact. After being roasted it is strongly magnetic. It is easily converted into Pig metal, and the coal mined with it is almost sufficient for this purpose. The iron produced from it is highly valued to mix with other ores for castings; but for forging it is deficient in strength, and never used.

Prof Schaeffer remarks upon this Black Band ore, that it has a slaty structure, and is highly bituminous. The iron is present in the form of carbonate of protoxide; there is also some carbonate of lime, and the usual earthy matter in such ores.

It loses when burned with access of air, 39.9 p. ct.—24 p. ct. going off as gas; sulphur was present in considerable quantity, but not estimated. In its analysis, the large quantity of bituminous matter had at first prevented the complete solution of the iron. This was discovered on igniting the silica after a prolonged digestion, when it was again digested in acid, and the whole of the iron obtained. The composition of this ore is as follows, viz:

Bitumen, Carbonic acid given off as gas,	26 per cent.
Fixed Carbon,	15 9 "
Earthy matter, soluble in acid,	28.4 "
Silica,	12.5 "
Protoxide of iron,	17.2 "
	100
Specific gravity,	2.12

This small per cent. of iron led to the examination of another portion of this ore. It was first ignited, again pulverized and digested in acid. The result, however, was nearly the same as the above. The quantity of iron is too small to make this a good ore. It is more bituminous than the well known "black band," to which it bears a great resemblance.

The composition of this "black band ore," according to the analyses of Dr. Jackson, is much richer and gives:

Carbon	31.30
Peroxide of iron,	47.50
Silex,	9
Bitumen and Water,	8.81
Sulphur,	3.39
	100

The specimen analysed by Prof. Schaeffer contained undoubtedly much less iron than the general run of the vein, and much more bitumen, and as he remarks, it might be used for making gas. He is of opinion it would bear the expense of transportation to be used for this purpose, (it furnishes at least one-fourth of its weight of volatile matter,) as the sulphur is not given off until after the gas has escaped.

The presence of phosphorus was detected in this ore in considerable quantity, probably owing to the (coprolites) animal matter it contains.

Many coprolites are found in the "black band," and fossils are also more abundant than in the slates. Prof. Emmons found the Saurian teeth in great abundance in the seam which intervenes between the upper coal beds.

Specular ores occur outside the sandstone formation, about six miles to the northward of the Gulf, on the road towards the town of Graham. It is said to be in abundance, and the plank road passes not far from it. The analysis of the ore, by Prof. Shaeffer, is as follows, viz:

Peroxide of iron,	96.4
Silica,	2.1
Earthy matter, soluble,	1.5
	100

This is nearly pure peroxide.

The "Heading Ore" is also of this kind, and situated not far from it. It contains, viz:

Peroxide,	98.2
Silica,	1.4
Soluble in acid	.4
	100
Specific gravity,	5.09

Prolonged ignition produced no appreciable loss in weight. Few ores are as pure as this, and none but the nearly pure magnetic oxide are richer in iron.

The Hemetitic Ores are some distance beyond and nine miles from the Gulf, on a hill known as Ore Knob. It is elevated about three hundred feet above the surrounding country, and covers about 350 acres. The ore is a red one. It is visible everywhere. A massive vein appears to bisect the hill and continue beyond to the south-west. Some specimens of fibrous ore were observed. The hill is well situated for mining and has been opened in several places, and we were informed was worked in the Revolutionary war. Some castings are said to have been found which were made then, and proved on examination to be of great strength and toughness. The analysis, by Prof. Shaeffer, is as follows, viz:

Peroxide of Iron,	74.3
Silica,	[illegible]
Earthy matter,	5.6
Water,	9.5
Sulphur,	A trace.
	100

The quantity of iron makes this a valuable ore.

MAGNETIC IRON ORE.—Its color is reddish brown. It lies in regular strata, is two and a half feet in thickness. It is found in various places, but was observed especially at the Tyson place. Its analysis by Prof. Emmons gives, viz:

Peroxide of Iron,	79.720
Carbon,	7.368
Silica,	4.000
Water,	8.800
	99.888

Contains sixty-one per cent.

When reduced to powder, this ore becomes of an olive-brown color, and attracted by the magnet. It is here that a company are erecting a Catalan Forge for the production of blooms.

The "Ball Ore" resembles the ore of the other coal formations. It has also been analysed, and found to contain, viz:

BY PROF. SCHAEFFER.		BY PROF. EMMONS.	
Protoxide of Iron,	.40	Peroxide of Iron,	32.40
Silica,	.13	Silica,	40.00
Carbonic acid and carbonaceous matter,	.34	Carbonate of Lime,	4.72
Earthy matter	.13	Carbonic Acid,	18.21
		Volatile matter,	4.66
	100		99.99

There is another locality of iron ore lying without this coal formation, and rising through the older slate rocks, on the Cape Fear river, at Buckhorn Falls. Although it was not immediately connected with the district to which our examination was directed, yet it was visited. It lies some nine miles below the junction of the Haw and Deep rivers, immediately on the east bank of the Cape Fear river. This ore hill rises about three hundred feet in height. It passes in a south-east direction for nearly a mile, and covers a surface of over three hundred acres. It is somewhat dome shaped, and appears to be one mass of very rich ore, having a solid vein of pure peroxide, which is eight feet in width, while ores containing manganese and silacious matter extend beyond it on each side.

This remarkable ore was first discovered by Mr. McClane, but a few years since, and it probably has not its equal as a deposit of iron in this country, short of the Iron mountain of Missouri. Prof. Emmons says it is similar to that ore, as well as that found on Lake Superior. It is a massive peroxide of iron in composition, similar to the well known specular ore—is of a dull, reddish brown color—has a bright red streak—is not crystalized, but very heavy, tough, but not difficult to break. He gives its analysis as follows:

BY PROF. EMMONS.		BY PROF. MORFIT.	
Peroxide of Iron,	95.20	" "	92.96
Silica,	4 79	" "	3.60
	99.99	Manganese,	1.14
		Lime, Magnesia and Alumini,	2.32
			100

Specific Gravity, 4.952

Professor Emmons found neither alumina, manganese or lime, nor was he able to detect sulphuret of iron, and does not believe the ore contains any foreign substance that would be injurious to its manufacture.

The specimens, of which the above is the analysis, were no doubt taken from the central part of the vein. The specimen submitted to Prof Shaeffer was taken from beyond the vein, as it contains silex and manganese in some quantity. Prof. Morfit's analysis of another portion, exhibits nearly the same result:

PROF. SCHAEFFER.		PROF. MORFIT.	
Peroxide of iron	56.4	Peroxide of iron	42
Silica	26.4	Silica	27.20
Manganese & earthy matter	17.2	Metallic Manganese	7.99
	100	Lime, Magnesia & Alum.	18.13
		Oxyger with Iron	15.69
			99.82
Specific gravity	4.52	Specific gravity	4.42

It is quite evident that the above specimens were taken from different parts of the vein, and therefore the impurities appear.

The first determination is to be taken as the analysis of the pure ore, and the latter as that lying beyond the vein.

Prof. Schaeffer found this ore excessively hard; sufficiently so to scratch glass, and difficult to pulverize.

Some traces of a metal were precipitated from the acid solution by sulphurated hydrogen, which he believes was lead.

This ore can be transported for manufacture on the Deep river, or sent down the Cape Fear to Wilmington, to be shipped to a northern market.

Thus it will be perceived that there is no want of iron ores of the finest kind for manufacturing the best quality of iron, and all that is required is limestone; but this is not to be found in the coalfield of sufficient purity to be used.

There are hydraulic limestones found in the shaft at Egypt, but they contain a great deal of magnesia. Analysed by Prof. Emmons, I find its contents as follows, viz:

Silex	16.20
Carbonate of lime	42.600
" of magnesia	16.004
Iron	19.380
Alumina	.750
Water	2.
	96.934

A limestone bed occurs at Evander McIver's, but it does not appear to contain much lime, and slacked very slowly; none of it is crystalized, and from the analysis of Prof. Emmons it contains a larger proportion of magnesia than the foregoing, obtained from the shaft at Egypt, as follows:

Carbonate of lime	46.00
" " of Magnesia,	28.70
Silex,	10.40
Water,	2.40
Protoxide of iron,	5.60
Bitumen land oss,	0.00

A strata of magnesian limestone crops out in the neighborhood of Evans' mills. Its strike is to the northward and westward.

Although there may be no limestone in this valley suited for the fluxes of the ores of iron, yet it can be readily obtained, by the return boats, from some of the deposites on the Cape Fear river, below Fayetteville, where shell lime exists in great quantities.

The composition of the calcareous shales, according to Prof. Emmons, as follows, viz:

Carbonate of Lime,	35.50
Magnesia,	9.25
Alumina and Protoxide of Iron,	15.70
Water,	2.50
Insoluble,	36.88
	99.93

COPPER.

Several copper mines lying on the N. E.. near Rocky river, coming up through the metamorphic slates, have been discovered, and have proved very rich. I did not visit the localities, but saw a large number of barrels on their way to the North. It was the yellow and grey sulphuret, they informed me.

In speaking of the manufacture of Iron, I must mention that *charcoal* can be had in any quantity, and at a very low price, as the virgin forest yet exists in the neighborhood of the Deep river district; and those engaged in the use and manufacture of iron, know that the best kinds of iron cannot be produced without this article, and that neither the anthracite or bituminous coals, or coke can compare with it.

It is thought by those of very great experience in the manufacture of iron, that there is no locality on the Eastern side of the Alleghanies where a better article of iron can be produced than in the Deep River District, and at less cost.

Its proximity to market gives it great advantages for becoming a large manufacturing district, which must be the case, from the weight and bulk of the coal and iron, and its cost in transportation, besides it will prove far more economical and profitable to manufacture articles on the spot.

I am of opinion that very little, if any coal, will be sent to market from this district, unless for use in generating gas, which may be able to afford the price it will command for the manufacture of iron.

There are few places to be found in our country where there is such a concentration of material, and which can be mined with so little toil and expense; an abundance of the best fuel, consisting of charcoal and the mineral coals susceptible of being advantageously coked, and in great quantity and variety for all purposes of the arts, as well as domestic uses. Fine clays for refractory furnaces, building materials of sandstone, gneiss and granite, millstone grit, and fine sandstone for grindstones. Clays and sands for the manufacture of glass and porcelain. Of the latter class there is a large tract near Jones' Falls, a part of the plantation of Captain Bryant.

Steatite or soapstone, and agalmatolite are found in extensive masses in Chatham county, near Hancock's mills, in alternate beds with the metamorphic slates. The latter is of exceedingly fine compact grain, and has a very soft and soapy feeling, and is of a greenish white color. It is different in composition from the steatite or soapstone, and is of a much finer grain. It can be applied to the same uses; but that which has been quarried in Chatham county has been ground at Stuart's mills, on the Deep River, to powder as fine as flour, and exported to New York, where it is used for clarifying sugar. It sells for $18 or $20 a ton; but in Carolina, I was told, that it was believed to be used for the adulteration of paints or soaps, and for a cosmetic. Its composition is given by Prof. Emmons from an analysis of Jackson, as follows:

Silex,	73.00
Alumina,	18.76
Potash,	2.00
Water,	3.55
Trace of Iron,	.00.00
	97.21

Roofing slates are found on Rocky river, near the residence of Mr. Johnson. Specimens were brought me of some size and suitable thickness. They were of a light slate color, compact, and appeared to split smooth and even.

I had not time to visit the quary, but learned from reliable authority, that it was well situated, near the forks and above water level, and could be easily obtained.

TIMBER.

The Deep river country is the dividing line between the alluvial and primitive formation. The change of vegetation has a well defined outline; the long leafed pine lying on the south, the oaks and other timber on the north. Our examination of the timber extended, not only over the Deep river country above described, but over many miles surrounding it. This examination proved conclusively that there was but a small quantity of large oak and other timber required for naval purposes. There are considerable quantities of the middle size, which is well adapted to the construction of vessels and machinery.

Most of the country has been cleared, and the large timber cut down, or fallen. The few left standing, are partially decayed and useless.

As the country is becoming more settled and improvements progressing this timber will fast disappear.

On the south the virgin pine forest yet exists, of which kind of timber there is an abundant supply of all sizes.

For the localities examined, I annex hereto the report of Mr. Pook, Naval Constructor, whose attention was particularly directed to this subject.

In the examination of this district, the water power claimed much of my attention. It has been previously mentioned, that the Deep river has been dammed to effect its slack water navigation. These dams are five in number, with a fall of 30 feet, (and the water is set back in the upper pool as far as Womble Branch.) Beyond this is the Hancock Mills, which is the only one I shall include in the Deep river district.

The last dam is at Evan's bridge, where there is a lock and several mills for grain, &c. The next dam below is at the Gulf, and has a large flour mill, as well as carding machines, owned by Mr. Laurence Haughton. The third is at the bend of the river, below Egypt, where the fall is about seven feet; there is no mill yet erected at this place. The fourth is at Clegg's, below the Rocky river; and the fifth and lowest, is at Jones' Falls. Here they are improving the water power, and several mills are being repaired and constructed. This fall is two and a half miles from the Cape Fear river. This slack water navigation is uninterrupted, as will also be the mills, during the entire year.

Besides this water power on the Deep river, there are very many sites on the Haw, Rocky and Cape Fear rivers, and on most of the creeks leading into the Deep river; there are mills for grinding the cereals and sawing the timber, of great convenience, as well as of advantage to the country.

We now come to the consideration of the accessibility of this district, or the ways and means of transporting its materials to the markets of the world. (See map.) The first which claimed my attention was the slack-water navigation of the Cape Fear and Deep rivers. This is effected through the construction of nineteen dams and locks, from Jones' Falls, on the Cape Fear, to above that at Evans' Bridge, the pool of which latter reaches the Womble Branch of the Deep river.

The whole distance is ninety-eight miles, and the height overcome two hundred and four feet. The locks are one hundred and fifteen feet in length and eighteen feet in width, and boats carrying from one hundred to one hundred and twenty tons, drawing six feet water, may navigate and reach the upper part of the coal field, passing close to the various coal and iron properties. The outcrop of the coal along this line is not elevated more than one hundred feet; and if mined from below it can be taken out above the water level, so that the conveniences for the shipment of the production of this region will be very great when this work is finished. Had the dams and locks been properly and faithfully constructed, the economical geology of the Deep river district would have been long ere this developed, and the great and valuable interests in the production of coal and the manufacture of iron, received a stimulus which would have added to the wealth of the State and of its inhabitants. But this work has been procrastinated. The liberal appropriations of the State so lavishly squandered in the construction of inefficient dams and insecure locks, which were found inadequate to bear their *own* weight, without the force of the water. It was indeed a great misfortune to this district, combined with the arguments relative to the existence of a coal basin, by scientific gentlemen of high character and bearing, tended to create prejudice and produce almost a total apathy on the part of the Legislature towards making further appropriations, or receiving subscriptions from individuals, for finishing this great and useful work.

Fortunately, by the well-directed efforts of Mr. McClane in sinking the shaft at Egypt, the truth of the existence of large quantities of coal was established beyond a doubt, and added much to the reputation of Prof. Emmons, the State Geologist, who had manfully persisted in maintaining what the result has proved.

It was a great satisfaction to perceive that this important work had fallen into better hands, and to learn from Major Morill that the slack water navigation would soon be in use.*

It is to be regretted, however, that the locks will be but temporary, and require renewing. It is hoped that the Legislature of the State will render some assistance in erecting permanent stone locks to replace these wooden ones, and without loss of time. As far as my own observation went, and from the report of others who are well acquainted with these structures, I should suppose that they might last for some time. Some apprehensions are entertained relative to the two lower dams, which are built on the soft sandstone rock, known by the name of "Hard Pan," but I think without cause, if proper precautions are taken to prevent the undermining of the dams, consequent upon the attrition of the rock by stones and gravel, which finally wear through it, exposing the sands beneath to the action of the water.—Should this take place, it would soon overtopple the dam. But as the engineers are well aware of this defect in the rock on which they built, I have no doubt they will take every precaution and keep the dams in good repair.

Below Fayetteville, some eight miles, the shoals of the Cape fear river are encountered. When drought prevails, there is not a sufficiency of water over these shoals to float a steamer drawing more than 18 inches water. Mr. Pook reports that he was detained there some hours, and in consequence, was thirty hours from Fayetteville to Wilmington, on a small steamer.

These shoals, it is thought, could be obtained by a canal around them, or deepened by a sluice. The river is navigable for ten months in the year, and boats used on the river and slack-water navigation can then pass free from all detention. It is desirable that this work should be accomplished, as great detriment must result to the trade when the western railroad and slack-water navigation are completed—particularly, during the season of greatest activity—as this river below Fayetteville is the common outlet for all the internal trade towards Wilmington and the Atlantic. Steamboats ply daily between Wilmington and Fayetteille, (a distance of 100 miles, in twelve hours,) and those of small size will be employed to tow the barges on the slack-water navigation,

Besides their slack-water navigation, the citizens of Fayetteville have undertaken to construct a railroad direct to the coalfields, with the intention of carrying it on to the junction with the central road, near High Point, and have pushed its structure with great energy and perseverence.—The whole route has been surveyed and the road located the entire distance of fifty miles, a fourth part of which is now completed and in use. It is confidently believed that they will be able to finish the whole in a year. Having done thus much without any assistance, they hope to get some aid from the State, and of which their project is deserving.—There need be no apprehension as to its detracting from the slack-water navigation, for there will be abundance of traffic for both. The one will assist the other, and both are essential for the conveyance of passengers and freight.

I see every reason to anticipate the influx of a large population with an abundant capital to mine and manufacture the raw material, in which case all the routes of transportation will receive as much encouragement as will satisfy the most sanguine expectations, that may be entertained by the projectors. The cheaper and more certain the conveyance of the productions and manufactured articles, the greater will be the benefit to both projector and State.

Other improvements are projected. Among them a railroad from the coalfields to Raleigh, a distance of some thirty miles. The route is a most favorable one, and will make another connection with the Central road; also with the Gaston & Raleigh, and through it, with the Seaboard & Roanoke, which will place the coalfields into direct communication, of a few hours, with Norfolk.

Besides the above, there will be a connexion with the harbor of Beaufort by the Central road to Goldsborough, and thence by Newbern & Morehead City, to that point. The distance by both the above routes is less than 200 miles.—There is also a connection talked of between Fayetteville and Warsaw on the Wilmington & Weldon, and from the latter, by a branch, road at Kinston, which will give another route.

Deeming it a part of my duty, after I had completed the examination of the Deep river district, I passed over these routes to the seaboard at Beaufort harbor. That of Wilmington I was personally well acquainted with, and also with Beaufort through the surveys. I need not, however, offer any remarks on either of these places, as they are too well known to require any description. Wilmington has a large and increasing trade, with an enterprising community. Beaufort is looking forward to becoming, at no distant period, a point of shipment for the productions of the State to the northern ports, and several distinguished individuals have embarked in the improvements with capital and energy.

Whilst speaking of the individual exertions made in the State, I should refer to the projects entertained in South Carolina of directing some of her lines of internal improvements towards those leading to the coalfields of the Deep river.—Surveys have been made from Camden, by the route of Carthage, but I have some doubts of this being pushed forward with the energy that I found existing among the citizens of North Carolina, and the determination to carry on the works now constructing or about to be undertaken.

I cannot speak with any certainty of the improvements having begun in the Deep river district itself. A few years ago many companies were organized and property purchased on speculation; but many projectors became disheartened, finding that there would be no means of getting these raw materials to market, in consequence of the failure to establish the slack water navigation; but as this event is at last consummated, they are about to be re-established and put in operation.

The property has passed out of the hands of speculators into those who intend to adapt its natural advantages to useful and profitable ends. With the opening of the routes, I understand many will commence operations, and I make no doubt they will produce in a few years such changes in this district as will fully establish what is now only conjecture.

On leaving the Deep river district, I took the plank road from the Gulf to Fayetteville, a distance of fifty miles in a southerly direction. The country is very sparcely settled, and is generally covered by the virgin forest of the long leaf pine, but few of the trees have been "boxed." The country rises until the plantation of Mr. Schermerhorn is reached, where it is four hundred feet above the level, and forms the dividing line of waters flowing north and south. Here the Gulf plank road joins that from Fayetteville to Ashboro', in Randolph county. From Schermerhorn's to Wilmington there is a regular series of undulations, not unlike the ground swell of the ocean, extending to within a few miles of Fayetteville, and these undulations tend east and west, and appear to extend over this whole section of country, lie directly across the line of railroad running nearly north and south, consequently require heavy, deep cutting. In one of these, about ten miles from Fayetteville, the substratum has been reached, corresponding to the surface undulations, and exposing to view the tenacious and unctious blue clay of which it is composed. I regret that my time did not permit my delaying to examine it carefully. The country, to within a few miles of Fayetteville, continues to be well wooded with the long-leaf pine; the soil is sandy, though occasionally we passed over some of the sandstone, or the "hard pan rock" of the country, (and which frequently caps the undulations spoken of above.) It is of a dark brown and reddish color, is used in building, and is a cheap and easily wrought material, but cannot bear exposure to heat.

Fayetteville is well situated on the north side of Rockfish creek, some seventy-two feet above the level of the Cape Fear river. when at its lowest stages. During freshets the river rises fifty feet, but these pass off rapidly. On the Rockfish creek, and other streams, there is excellent water-power, on which a number of mills have been established for the manufacture of cottons, paper, &c.

I was exceedingly gratified with my visit to the United States Arsenal, in charge of Captain Bradford, of the Army. Few establishments will compare with it for the arrangements of the buildings and proper adaptation to their uses. Every department of the army implements is here stowed in a state for immediate use, and the good order, cleanliness and system prevailing shew unceasing attention to the duties assigned him. I understood that the whole had been under his direction from the commencement, except for a short time during the war, when he was employed in Mexico. A range of workshops have lately been added, and the machinery is being put up to make it a manufacturing establishment as well as a depot. It is situated upon the high bluff overlooking the town, and commands one of the finest views in the country. To Captain Bradford, I desire to return my thanks for his attention to myself and other members of the commission; and to the citizens also, all of whom united to afford me every facility in their power.

I may make mention here that I visited the "workshops" of the North Carolina Central Railroad Company, situated sixteen miles east of Greensboro', where they have it in contemplation to manufacture all the machinery of the road. The shops are extensive, well arranged, and admirably adapted for the purpose intended; but I was disappointed on learning that all the iron used was imported from other States, and therefore I had no opportunity of seeing the iron of the State in use or employed in the construction of machinery of any kind, as I had been led to anticipate, affording another proof that the valuable productions of North Carolina are unknown and consequently uncalled for.

Desirous of comparing the relative values of the Deep river District with those of the western part of the State, I made a visit to the "Highshoal Falls," to inspect some of the forges which are in operation at that place and on the south fork of the Catawba, taking with me specimens of those of the Deep river to compare them with similar kinds of ore which I understood was being produced in blooms and loops from the Catalan Forge in that part of the State. I was disappointed in finding the iron works at the "Highshoal" discontinued, and the water power exclusively applied to the reduction of gold ores, from which iron had been made, and which strongly resembled the specimens I had with me. I found several forges at work on the south fork of the Catawba forging blooms which they assured me were of the best kind of ore that could be procured, but they were not comparable to the specimens I showed them, which they considered to be of the best kind. These forges were small and rudely constructed; the trip-hammer was worked by water power, which also gave the blast. They seldom produced over 350 lbs. in a day with two forges and three workmen, for which they obtain 4½ cts. per lb., equal to about $100 per ton. The fuel used was charcoal.

Having given the details of the examinations of the Deep River country, its coal, and iron, and timber, I shall consider that part of the "Resolution of the Senate" relative to the expediency of establishing at some point in the State, machine and workshops for the construction of engines, boilers, &c., &c., for naval vessels." The contents of this report fully establish the fact that there is an abundance of the raw material for the manufacture of iron of the very best description, for use in the construction of engines and boilers for naval vessels; that, with the exception of the largest size of timber, there is also an abundance of that material for use in the construction of the implements of wood employed on board naval vessels, and there is no doubt that all these materials can be obtained at less cost, and of superior quality, than elsewhere in the eastern section of the United States. This could be accomplished either by the government erecting furnaces for the reduction of the ores, or by encouragement offered for the best kind of ore, &c., &c., for these purposes.

There can be no doubt of the expediency of having the indestructible materials used in our steam navy of the very best kind constantly on hand to meet the wants of the steam service, and I can see no difficulty in the government establishing machine and workshops for the construction of all the parts of the engines and plates for boilers, as well as workshops for the making of implements required of wood in the naval service. As to the expediency of establishing these at some point in the State of North-Carolina you will be able to come to a correct conclusion upon this subject, now that all the facts are laid before you.

Our attention being specially directed to the Deep river country, we have a better knowledge of it than any other part of the State, and we believe that no other portion of North Carolina can offer so many advantages for the manufacture of iron as the Deep river district. Besides an abundance of the raw material, there is both water and steam power at command. The climate is salubrious and healthy; all kinds of provisions are abundant and cheap.—The agricultural products consist of wheat, corn, rye and oats. Vegetables and fruits are to be had in their season in plenty, and of fine kinds.

The great advantages it offers to the miner and manufacturer of iron will insure a large population of those engaged in these pursuits. It is also desirable for the agriculturalist; finer crops are seldom seen than those which fell under our observation on the bottom lands bordering the rivers and creeks, and they seldom fail.

The temperature neither partakes of the extremes of winter or summer, and those who have passed many years there enjoyed excellent health. Although constantly exposed during the months of August and September, in the hottest weather, I felt little inconvenience and no debility from the effects of heat after I reached this District. The navigation of the river is never closed by ice, and travel on the rail roads rarely interrupted.

The distance from Washington is less than twenty-four hours by rail, and when the contemplated improvements are finished, there will be means of transportation north, south, east and west.

I herewith submit copies of the reports of Chief Engineers, H. Hunt and D. B. Martin, and Naval Constructor S. M. Pook, to me, relative to the fulfilment of the duties assigned them in the examination of the Deep river district. It affords me pleasure to state that their duties were performed to my entire satisfaction.

I annex a map of the Deep River district, prepared by myself, to which reference has been made in the body of this report.

I have the honor to be, with great respect,
CHARLES WILKES,
Captain U. S. N., Chief of Commission.

HON. ISAAC TOUCY, Sec'y of the Navy, Washington.

Chief Engineer's Report.

WASHINGTON, D. C., Dec. 4, 1858.

Capt. CHARLES WILKES, *U. S. Navy.*

SIR:—Herewith enclosed you will please find our report on the examination of the iron, (ore) coal and timber of the Deep river country in the State of North Carolina, as per orders of the Navy Department of the 21st July last.

First, we would please state, that this report has been delayed waiting for samples of minerals to be sent from the Deep river country to be analysed, as we wished to give the analysis in this report; but as they have very lately arrived, and it requiring considerable time to make the analysis, which is being done under your directions, and as you informed us you would state the analysis in your report, we concluded it unnecessary to wait longer for that purpose.

As our orders referred particularly to the examination of iron, coal and timber, we think it proper here to state, that in consequence of there not having been any furnaces in operation, or as yet no iron made in that section of country, we cannot report what will be the quality of iron made, should furnaces ever be put in operation, as that will depend almost as much on the manufacturing as on the raw material; even a chemical analysis showing the component parts of an ore will not determine the quality of the products of a furnace.

But from the great quantities of ore we saw in different localities, together with the various kinds and qualities, some exceedingly rich, we have no hesitation in saying there is in the Deep river country almost inexhaustible quantities of ore, from which by a proper selection and mixing, the very best quality of pig or wrought iron can be made.

Of coals, as you are aware, there are two kinds: We shall speak first of the bituminous, which appears to be the general product of that coalfield. A sample sent on was tried in the smith shop in Washington navy yard, and compares well with the Cumberland coals used there; it appears quite free from sulphur or slate, and leaves very little earthy matter.

Though we do not believe that the average produce of the mine will compare in quality with the small sample sent for test, as that is contrary to our former experience, yet we *have no doubt* that by careful mining the coals of the Deep river valley will compare well in quality with any bituminous coals in market, and will ever find ready sale either for smiths' use, or for making gas; and with properly constructed ovens, it will make a good coke for the manufacturing of iron. For steamers it is not as good as Pennsylvania anthracite. The seam of semi-bituminous coals discovered in the Deep river valley containing, as it does, so little volatile matter, it nearly approaches anthracite, in our opinion it can never have much local value so long as good coals are so abundant; and we think it is of too poor quality to pay transportation, and compete with the poorest anthracite now in market.

The extent of the Deep river coalfield, or the probable supply contained therein, is a question more properly belonging to geologists, and we presume will be given in your report as far as could be ascertained, though we trust it will not be improper for us here to state that, from the slopes, shafts and pits which we were shown, proving a continuous seam of coal on the northern outcrop from McIvers' plantation, proceeding up the river 18 or 20 miles and Prof. Emmons, in one of his reports, says: "Its outcrop of coal, or line upon which it has been proved to exist, is about thirty miles,"—that being the case, and there being two or three seams of coal, one of which is six feet thick, we think there can be no doubt there will be an abundant supply for a long period, either for commercial or manufacturing purposes.

The Deep river country abounds in a variety of timber, though as far as we saw we should judge there is but little which will answer for ship-building, even if there were means for transporting it to the seaboard.

The long leaved or yellow pine is most abundant, and forms almost interminable forests on the south side; while on the north and west, there is a variety of oak, intermixed with hickory, ash, elms and short leaved pines.

Should it ever become a manufacturing country, there will be found a plentiful supply of good timber for all local purposes. But in a country where good iron ore is so plentiful, the otherwise useless forests of timber might be profitably used in the manufacturing of iron, as charcoal pigs or blooms find a much more ready sale, and bear a higher price than iron made with mineral coals.

Although our orders do not call for information on the following subject, yet we deem it our duty to state the fact that whatever may be the natural resources of mineral wealth of the Deep river country, they are as yet, in a commercial or manufacturing point of view, of but very little value, as there is no way or means of transporting them to market, either by water or railroad.—What may be done hereafter we know not. That is the present condition.

We are respectfully,
Your obedient servants,
(Signed,) H. HUNT,
Chief Engineer U. S. Navy.
(Signed,) DANIEL B. MARTIN,
Chief Engineer U. S. Navy.

Report of the Naval Constructor.

WESTERWELT SHIP YARD, NEW YORK,
September 6th, 1858.

SIR:—In obedience to your order, I have examined the timber lands in the Deep river country, and respectfully report that I first took a course through the woods from Haywood to Egypt, between Deep river and Lick Creek. I found the pines decayed for about one third the distance, and the balance well timbered with the long leaf pines, but they are generally too small to be useful for naval purposes, being under sixteen inches in diameter, although there are a few from twenty to twenty-four inches.

I then returned to Haywood from Mr. McIver's to Captain Briant's, turning down the road from Fayetteville towards Lick creek, and thence towards the Capo Fear river, keeping along the creek and crossing the road into the low grounds of the creek and Cape Fear river until we came to the land of Dr. McCoy, and then back to Briants. From Briants we again took a course towards Egypt, keeping along the Deep river and about half a mile from it, turning down into the low grounds at various points, examining for the white oaks. There are many oaks of the smaller growth, from sixteen inches and less diameter at twenty-five to thirty feet above the ground, but very few of suitable size for naval purposes. The largest I saw was on Dr. McCoy's plantation, where there is a small tract of uncleared land, about two miles by one-half mile, of the white oaks and overcup oaks, but very few that would work more than twelve or fourteen inches square, forty feet above the ground; similar timber grows from Lick Creek to below Buckhorn Falls, but there are no larger tracts of white oaks suitable for naval purposes, although there are a few scattered here and there which would answer.

I then visited the Crabtree and White Oak creeks, where there are white oaks of a larger growth, and some of them suitable for naval purposes, for planks, stocks, &c., but no large tracts of uncleared land between Haywood and the New Hope, and but a small number of trees of the larger growth in this vicinity; on the New Hope, from Farrington's to Chapel Hill, there are some of the largest trees I have seen, but they are principally of the overcup and chesnut oaks, which are not considered so good for naval purposes as the white oaks which grow upon higher grounds, although there are many trees on this section suitable for planks, stocks, &c. I would here remark that the roads are very bad, the country undulating, and it would be very difficult to transport timber of the large size, any distance.

From New Hope creek I proceeded back to Egypt, and from thence took the road to McLennan's creek and to Tyson's creek, and in this vicinity the timber is similar to that found at New Hope, but the lands are generally cleared where the large timber has grown, except on this creek.

We proceeded southwest from Tyson's to Richland Creek, passing some pine woods of small size on Harrington's land, from thence to Carthage, we saw some pine woods which have not been cut into, where the land is uncleared and covered with long-leaf pine, suitable for plank stocks for naval purposes, but so far as I examined, large trees are few in comparison with those of smaller size. From Carthage we took a northeast direction, through the woods, to the head of Cowley and Governor's creeks, to the branch plank road leading to Carbonton and the Gulf, striking the plank road near McIntoshes' and Riddles' towards Eli Craven's. I saw no timber of suitable size for naval purposes on this route, until we came to the pine wood between the plank road and the Little Pocket; from this point towards Buffalo Church are some of the large pines on the uncleared lands, but no large qualities of the trees of the larger growth, the majority of them being small in diameter. In passing through the woods from the Buffalo Church, on to the plank road leading to Fayetteville, I saw very few trees of the larger size, although there are an abundance of small trees from twelve to sixteen inches in diameter. There are no roads or means of transportation for large timber, and the country is much broken.

I visited the Arsenal at Fayetteville and saw suitable workshops with steam engine and timber sheds, where may be manufactured all articles required for army or naval purposes.

I also visited Rock Fish Mills, where there is a paper mill and cotton factory, with abundance of never failing water power, available for any purpose.

The Rail Road in course of construction from Fayetteville to the coalfields is finished about eight miles from there. It is supposed it will be entirely finished by next spring. It is also in contemplation to connect this road with the North Carolina Road, at Warsaw, which intersects the Wilmington and Weldon Road, about forty-eight miles from Wilmington.

The distance from Fayetteville to Wilmington, by the Cape Fear river is said to be 120 miles. I was thirty hours going the distance in the steamer; we grounded about eight miles from Fayetteville, although drawing only 18 inches. I am told that from four to five feet water may be depended upon for ten months in the year.

Respectfully yours,
(Signed,) L. M. POOK.
CAPTAIN CHARLES WILKES, *U. S. Navy.*

*I hear, as this report is being handed in, that the first boats have passed loaded with coal and iron ores, and some with cotton and flour.

P. P. P.

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They soothe pain; they protect the chest; they extract the coagulated impurities and soreness from the system; they impart strength; they are divided in sections, and yield to the motion of the body; they are porous; all impure excretions pass off, and they cannot become offensive, hence are freely worn ten times longer than any other plaster, and are cheaper at 25 cents than others at 10. *Where these Plasters are, pain cannot exist.* Weak persons, public speakers, delicate females, or any affected with side, chest or back pains, should try them. You will then know what they are. They are a new feature in the science of medicine. All Druggists have them. Take no other. Each Plaster bears a Medallion Stamp and our Signature.

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For the Destruction of all kinds of Garden Insects, Ants, Bed-Bugs, Roaches, Ticks, Fleas, Moths, Rats and Mice, &c.

What greater trouble, in an hour of ease,
Than gnawing rats, bed-bugs and fleas.

Gardens can be preserved and houses rid of these pests.—It was discovered by Mr. E. Lyon, a French Chemist, in Asia, and has been patronized by all Eastern governments and colleges. Reference can be made wherever the article has been tried. *It is free from poison,* and harmless to mankind and domestic animals. Many worthless imitations are advertised. Be sure it bears the name of E. LYON. Remember—

'Tis Lyon's Powder kills insects in a trice,
While Lyon's Pills are mixed for rats and mice.

Sample Flasks, 25 cts.; regular sizes, 50 cts. and $1.
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1859.

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