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Dr. William Coffee Daniell

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DR. WILLIAM COFFEE DANIELL

by

Thomas H. Guerry IV
History 300
Fall Quarter, 1988
Dr. Warlick

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Preface

William Coffee Daniell was born in Greene County, Georgia in 1792 and died in Liberty County, Georgia in 1868. He was mayor of Savannah from 1824 to 1826 and was a professional physician and planter as well as politician. He was the author of a text on medicine, an antebellum call for southern political and economic unity, and numerous letters.

William Coffee Daniell was mayor of Savannah, Georgia from 1824 to 1826. He lived seventy-six years, most of them in Chatham County and nearly all of them in Georgia. All that has previously been known about this man is the simple fact that he was mayor of this vital antebellum southern port for those two years, but in researching his life I came upon a flood of information upon which I merely dipped my toe. I am quite confident that if a professional work of scholarship as done to follow up the brief outline that I have completed, it would easily yield a text of three hundred pages and probably more.

This story is that of a man of enormous energy and ability that is reflected in basic research avenues as census records, wills, and related base sources. However, it is also a story that revealed another entire drama within itself, a drama to which this student could only leave source text for a historian with the necessary time and ability to carry through to its fullest.

In approaching Dr. Daniell's life, I will sketch his youth, education, separate careers as medical doctor, politician, landowning planter, and family man, first in terms of raw fact only and then again in respect to the man's character as a person.

He was born on January 13, 1792⁽¹⁾ to Charles Daniell and Elizabeth Coffee Daniell in Greene County Georgia.⁽²⁾ As a boy he was educated at the school of Dr. Moses Waddle in South Carolina.⁽³⁾ He studied medicine with a Dr. Watkins of Augusta,⁽⁴⁾ graduating in medicine from the University of

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Pennsylvania in 1814⁽⁵⁾ and opening practice in Savannah that year.⁽⁶⁾

For the next twenty years the young doctor continued to practice medicine in Savannah, doing groundbreaking work on seasonal⁽⁷⁾ fevers that beset the community and publishing a 152 page volume, Observations Upon the Autumnal Fevers of Savannah⁽⁸⁾ in 1826. With the death of his first wife, he gave up formal medical practice in 1834.⁽⁹⁾ In his twilight years the doctor was elected honorary member to the Georgia Medical Society.⁽¹⁰⁾

In 1824 Dr. Daniell's reputation was such in Savannah that he was elected mayor of the city at age thirty-two. He served one two-year term, stepping down on August 31, 1826. By September 17 1827, William had become Commissioner for removing obstructions in the Savannah River, a group that proposed to build a dam between Hutchinson and Fig Islands in order to close a channel to facilitate removal of what was considered to be an excess of ship wreckage in the river. The project failed and Daniell wound up being charged with fraud by the New-York-based individuals who performed the actual work.⁽¹¹⁾ By the end of 1830 William was no longer with the Commission. He served in the Georgia House of Representatives from 1830 to 1833.⁽¹²⁾ Upon leaving that office, Dr. Daniell almost certainly continued to influence local politics as a wealthy lobbyist. In 1852, the Southern Literary Messenger published his article, "Southern Agricultural Congress," which showed the sixty-year-old gentleman in very articulate lobbying form as he exhorted the southern

agricultural states to cooperate against unfair northern policy during the tense antebellum years.⁽¹³⁾

William Daniell owned a summer resort on Whitemarsh Island where he retired after leaving the medical practice in 1834.⁽¹⁴⁾ He left Whitemarsh in 1838 with his second wife, Elizabeth Screven Daniell, younger sister of the doctor's first wife and made his bride in 1837,⁽¹⁵⁾ for Gainesville, Georgia,⁽¹⁶⁾ to practice planting and "on account of his health."⁽¹⁷⁾ I found no record to prove he owned land in Gainesville, but I know that he did simply because he was a practicing antebellum southern planter. In 1846, Daniell purchased Drakies plantation from South Carolinian, John A. Fraser, obtaining the estate's 3,417 acres and 154 slaves for \$95,000.⁽¹⁸⁾ The former mayor sold the island tract and the eastern portion of Drakies to John F. Tucker for \$25,000 during an economic depression in 1857. In a similar monetary climate, William unloaded the other 1,700 acres to John P. Keller for \$15,000 in 1859.⁽¹⁹⁾

As mentioned earlier, Dr. Daniell was married twice; from 1822⁽²⁰⁾ until his bride's (Martha Screven) death in 1834, and from 1837 until his death to Martha's sister, Elizabeth Mary Screven. Martha gave her husband five children: sons Benjamin, born 1823, Tatnall (1824), Thomas (1825), and William Jr. (1826); and daughter Marian. Elizabeth bore William a son, Charles, in 1833 and a daughter, Sarah, in 1835.⁽²¹⁾

The doctor returned to Savannah from Gainesville in 1849,⁽²²⁾ residing in the city of Drakies, Clayton

County,⁽²³⁾ until his death in Liberty County on December 27, 1868. He was buried at Laurel Grove Cemetery two days later.⁽²⁴⁾

His anonymous biographer describes him as "a man of great energy and considerable mental power"⁽²⁵⁾ and it is quite easy to believe this, given his accomplishments. One quickly sees him as a person of formidable abilities with his multiple professional careers, but in his debacle with the Commission for removing obstructions from the Savannah River and the financial pounding he took in his involvement with the Drakies Plantation, we see a human being quite capable of error.

I get the impression that he was a loving family man from the fact that he evidently was so attached to his first wife, Martha, that after her unfortunately early death, William selected her sister, Elizabeth, for his second wife. Also, he had the large family of seven children.

His ability to express himself can be seen in the text of "Southern Agricultural Congress" as the doctor uses his Christian and highly educated mind to convince his southern reader to endorse his proposal for southern unity in the face of heavy anti-southern sentiment in the north only nine years before the Civil War.⁽²⁶⁾

The reasons which have prompted this appeal to our fellow-laborers engaged in the fulfilment of the sublime command of God to man, which involves at once his obedience and his happiness, may readily present themselves to those we address. We will therefore mainly speak of some of the purposes and objects which it is expected would claim the attention of the proposed Congress, and which we deem of sufficient moment to enlist the patriotism, intelligence and talents of those to whom we appeal. Our proposition

embraces a representative association of those engaged in a common pursuit, for the purpose of advancing that pursuit, and harmonizing a great interest which supplies five-eighths of the exports of the United States--to give to that interest a community of feeling, sentiment and thought--and to impart to it a weight, dignity and stability commensurate with its importance to the State, to the United States, and to the world.

I realize these preceding words do little justice to the substance of the life of Dr. William Coffee Daniell, but I think and hope that the information given could suffice as a preamble for the much more thorough and substantive work that his life's history requires. The man of three careers, two wives, seven children and seventy-six years not only did many things, but he had numerous and significant accomplishments wherever he engaged himself. The stage is set and the overture has been played, now it remains only for the grand opera to unfold.

ENDNOTES

- (1) Georgia Historical Society Archive no. 702. Savannah Physicians Biographies. "Doctor William Coffee Daniell" by an anonymous author. The document says it was written in Savannah, Georgia and was completed on November 26, 1793, p. 1. The birth year is confirmed by the data given under Daniell, William C. in the Laurel Grove Cemetery General Index to Keepers Record Books. v. I A-F.
- (2) Ibid
- (3) "Doctor William Coffee Daniell" p. 1
- (4) Ibid
- (5) Ibid p.2
- (6) Ibid
- (7) Ibid pp. 7-9. Also, Daniell, William Coffee, MD. Observations Upon the Autumnal Fevers of Savannah, Savannah. Published by W. T. Williams and by Collins and Hannay, New York, 1826. On file at the Georgia Historical Society under Ref. 616.93D.
- (8) Ibid
- (9) "Doctor William Coffee Daniell" p. 2.
- (10) Ibid pp. 3-4.
- (11) This is the "story Within a story" that I mentioned in the introduction. It was unearthed at Georgia Historical Society on file under Ref. 975.8 G Daniell, William C. U. S. Congress: W. C. Daniell vs. Barge. It consists of letters, mostly written by Dr. Daniell, that document the event. The 82-page text is enclosed
- (12) Ibid "Doctor William Coffee Daniell" p. 2.
- (13) Poole's Index to Periodical Literature v.1 1802-1881, pt. 2 K-2, p. 1225. On file in the Lane Library on microbook.
- (14) "Doctor William Coffee Daniell" p. 2.
- (15) Chatham County Probate Court. Index to Marriages 1806-1851. Index no. 1814.
- (16) "Doctor William Coffee Daniell" p. 2.
- (17) Ibid

- (18) Savannah Unit. On file at the Georgia Historical Society p. 158.
- (19) Ibid p. 159
- (20) Index to Marriages 1806-1851. Index no. 802.
- (21) Georgia 1850 Census Records. Indexed in Georgia 1850 Census Index. Ronald Vern Jackson, Gary Ronald Teeple, David Schaefermayer, ed. Bountiful, Utah: Accelerated Indexing Systems Inc., 1976 p. 39.
- (22) "Doctor William Coffee Daniell" p. 3.
- (23) Ibid
- (24) Laurel Grove Index.
- (25) "Doctor William Coffee Daniell" p. 7.
- (26) "Southern Agricultural Congress" plate 1.

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v. 1 A-F.

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Secondary Sources

Anonymous author in Savannah Physicians' Biographies. "Doctor William Coffee Daniell." 1893. Georgia Historical Society. Archive no. 702.

Poole's Index to Periodical Literature v. 1, 1802-1881; pt. 2, K-Z, p. 1225.

Savannah Unit. On file at the Georgia Historical Society.

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DANIELL, vs. BARGY, NORTON, AND WOLVERTON.

MAY 26, 1830.

to the Committee of the Whole House to which is committed the bill (H. R. No. 415) for the relief of Peter Bargy, Jr. Stephen Norton, and Hiram Wolvorton.

SAVANNAH, May 14th, 1830.

SIR: On the 8th instant I received from you a printed copy of the report of Peter Bargy, Jr. praying to be reimbursed for losses sustained by his attempts to build a dam between Fig and Hutchinson islands, for the purpose of closing a channel of the Savannah river, under a contract made by me as the agent of the United States' Government, together with the papers annexed thereto. On the following day I received a copy of the report of the Committee of Claims on the application of Bargy. In this report I was informed that he had practised fraud on Mr. Bargy. These papers constituted the first intimation to me, that my conduct as the agent of the Government had been the subject of legislative scrutiny. To complain, now, of the injustice with which I have been treated, can avail me nothing; and it is not for me to ask for a hearing, before I am condemned: for the Committee have already pronounced sentence upon me, and their report has already been placed in the hands of my fellow-citizens here. I must, nevertheless, beg leave, Sir, to submit to the House of Representatives my reply to the report of Bargy, sustained by such testimony as the very limited time permitted me to obtain, with the urgent request, that they will read and examine it in a spirit of fairness, before a final vote is passed upon it. The character, which it has been the first feeling of my life to sustain.

In the first place, I will remark, that Peter Bargy, Jr. is not, as he has ever been, a citizen of Chatham county, or of the State of Georgia. His former, and I presume his present residence is Herkimer county, New York. I do not believe he has been in Georgia since the year 1828.

One of the conditions upon which his proposals for building the dam between Fig and Hutchinson islands were accepted, that he should give security for the faithful execution of the contract by a stipulated bond. In his letter, dated 26th July, 1827, he promised to give such bond. Mr. Ward refused, which was reported by me to the Government.

By the contract, (which I could not get executed until some time had been made in the work) Bargy was required to build the dam in the place as I should designate, the selection was left to himself—I reserved to myself the privilege of approving. I made no objections to the place which he made choice of. I do not believe that better could have been selected. Before Bargy entered upon the work, I informed him that no interference would be allowed him, consistent with the object of the contract. I did not feel myself authorized to interfere further than to have the contract executed in the spirit of the contract; because, as I informed him, the

risk of failure was his. The manner of sinking the cribs was left to himself. When he informed me of his intention to build the dam by running one entire crib across the channel, I informed him of Martineau's plan, and urged, what appeared to me to be valid objections to the course he contemplated. These, I said, were for his consideration; that I did not feel authorized to go further: for, that all I could require, was, that the dam should be built according to contract; whether it should be done by one or more cribs, was exclusively for his consideration; because the failure (I added) would be his loss, and he was entitled to his own plan. It is impossible that Mr. Barge should not have fully understood me. But two or three days before the first dam gave way, I informed him, as I had repeatedly done before, that the pilings which held it in its place were loose, and that they ought at once to be driven to the depth required by the contract. It was not done, his determination being, as he said, to drive them the required depth after sinking the dam.

The plan which Barge adopted in his second attempt to build a dam, certainly received my full approbation; and was in accordance with the expressed opinion of Martineau. But I cautioned Barge not to sink a second crib until the first was filled up and secured by sheet piling, according to contract; and that the second should, in like manner, be finished before he began the third, and so on of the others. So far from following these suggestions, he sunk four cribs in quick succession during the neap tides. Whilst he was thus engaged, I informed him, that, although he had put enough weight in the cribs to sink them, yet, when the Spring tides came, the water would rise some two feet higher at high water, and that I did not think the weight would then be sufficient to keep them down; and I begged him to employ additional laborers to fill up the cribs as soon as possible, for I feared they would be thrown up by the flood tides. Mr. Barge pursued his own plan, and in a very few days my anticipations were realized. The truth is, that Barge had formed an erroneous estimate of the force of the tides. The pier which he had been engaged in building, or had seen, in the Hudson river, at or near Albany, was his measure and guide here. I attempted to impress upon him the fact, that a tide of seven feet fall differed in its force and power, essentially, from one of but two or three feet—but without success.

Another great error committed by Barge was in the employment of too small a force of laborers; of this too I attempted to persuade him, but without success.

It is true that I notified Barge that I would not receive the dam if a certain defective piece of timber was not removed and another supplied. I had found Barge and his men taking every advantage to slight their work. I had remonstrated with him from time to time, but to little effect. At length I notified him, that the next time that I found him slighting his work, it should be done over, or I would not receive the dam. On the following day I found the timber so often referred to by his witnesses, but I think of smaller dimensions than they have stated, and I had it taken up. This occurred in the first attempt to build a dam. When that work gave way, I found many instances of bad work which had escaped me at the time. It is equally true that I had the pilings measured and marked; in no other way could I have ascertained that they had been driven the proper depth. This course was suggested to me by detecting Barge in misrepresenting to me the length of the pilings driven in the commencement of the work. I most solemnly declare, that, although Barge and his men gave me constant anxiety about

work, throughout I acted with every liberality to him; I overlooked slight (perhaps some considerable) imperfections in their work; and could be pleased to see some recompense allowed to him for the losses he sustained, provided that it be not done at the sacrifice of my character. One of the persons who testify in favor of Bargy have an aggregate interest in the success of his application of more than four thousand dollars. For the failure of the enterprise, Bargy stated to me, as to others, that his duty to meet his engagements contracted on account of the dam, depended upon his obtaining funds from Government.

Bargy's workmen could not have learned from me what they have stated, were what they have set forth correct, because my conversations were with Bargy, and not in their presence, Bargy having usually been ashore, and immediate superintendence of the work on the river left to Norton and Overton. As the contract was between Bargy and myself, I felt bound to communicate to him chiefly, which I did; and when I communicated objections that arose to the work to his partners, which I sometimes did, I made them to Bargy.

It is not true, as stated by Bargy's workmen and others, that there is black sand in any part of the river in which any of the dams were placed; have I ever seen any in that vicinity.

I request that Mr. Martineau's certificate, attached to Bargy's petition, be compared with his report to the Commissioners, dated 14th February, 1827. In the latter he says, "the most favorable places examined gave an average depth of five feet ten inches at low water, to which six inches should be added for the length of the lead used. The bottom was to be very uniform on the surface, a large portion of which is firm sand, and the balance soft mud, into which any heavy structure must necessarily settle indefinitely. Taking it altogether, the foundation is decidedly favorable to build a dam on, leaving an assurance that, if properly constructed, it will sustain all vicissitudes to which it will ever be exposed, and answer (as far as any thing of the kind can do) the intended purpose." All the dams have been completed upon the ground upon which Mr. Martineau expressed the above opinion. It is not true that he ever gave me the cautions to which he alludes in his certificate attached to Bargy's petition. The eagerness with which he sought the contracts proves his full confidence in the enterprise. It will be perceived that he preferred a claim for five hundred dollars for his services and the contingency alone upon which he asked it; namely, that he did not get the contracts. I paid him but two hundred dollars, at which he was much dissatisfied.

Wiltberger and Brown are the only citizens of this State who have testified to the good character and conduct of Bargy; for it will be seen by his statements that Mr. Reynolds (the other signer) was deceived as to the character of the certificate presented to him for his signature. Wiltberger and Lown are two of the largest creditors of Bargy & Co. Various other applications were unsuccessfully made for additional testimonials in favor of Bargy.

In the accounts attached to the petition of Bargy, and which it is prayed that Government will pay, at least two items are twice charged: first, at page 12 in Bargy & Co's account, there are entries of two bills of timber by A. A. Smets, \$126 06 and \$177 16; and again, at page 14, Wiltberger and Green charge for acceptance of drafts in favor of Smets for \$177 16 and \$126 06. Therewith send Mr. Smet's certificate.

Although I cannot imagine what connexion can exist between Bargy's claim for remuneration for his exertions to build a dam between Fig and Hutchinson islands and the operations of the dredging machine upon a part of the main channel called the wrecks, I nevertheless feel it my duty to repel the charge contained in the certificate of the pilots, attached to Bargy's petition, that there has been no deepening or improvement of the channel effected by the dredging machine. I have conversed with several of the pilots whose names are attached to that certificate. They declare that it was not their intention to have expressed any opinion on the subject; and that they were told that, by giving a certain statement, some individual named would be benefited; that they consented to do so, but did not design to go further.

I present the letter of Mr. Gaston, addressed to me on the subject of the deepening of the channel. Other testimony corroborative has been offered me, but this gentleman is so well known that I have thought it superfluous.

I subjoin such certificates as the brief space of time allowed me has permitted me to obtain, corroborative of the foregoing statements; also, the letters of Mr. Martineau.

In conclusion, I would respectfully ask what security an agent of Government can feel or have in the disbursements of public money, or the superintendence of public works, when contractors, their workmen, and creditors, with their whole host of dependents and followers, are allowed to come before a Committee of Congress and arraign him in any and every shape that their cupidity and malice may suggest, and when the committee, without giving him the slightest intimation of the charges preferred, enters into a grave examination of the subject, and reports with as much solemnity as if the whole matter had really been before them—as if the same hearing in which the accusers had been indulged had in truth been extended to the accused?

Under such circumstances it cannot be doubted that "the post of honor is a private station."

I have the honor to be,

Very respectfully,

Your obedient servant,

W. C. DANIELL,

Commissioner for removing obstructions in the Savannah river below the city of Savannah.

The Hon. THOMAS F. FOSTER.

RECEIVER TAX RETURN OFFICE

GEORGIA, }
Chatham County, } ss.

I do hereby certify, that Peter Bargy, Jr. has made no tax return in this county for the years 1824, 1825, 1826, 1827, 1828, and 1829, as I have carefully examined the returns for the above six years.

Given under my hand, at Savannah, this 13th day of May, 1830.

ADAM COPE,

R. T. R. C. C.

FRANKFORT, HERKIMER COUNTY, N. Y.

July 26, 1827.

DEAR SIR: I received your favor of the 10th instant, informing me making those alterations in the dam, as stated in your letter, my proposals accepted. I agree to take the contract under these alterations; but somewhat disappointed as regards the advances which I expected to be made from time to time on the contract; I shall, however, make arrangements as will enable me to go on with the contract with my hands; I should wish to have the dams in two separate contracts, so I could receive pay for the one when finished, which would enable me to pay on the work to better advantage. As respects the security on the work you mentioned in your letter, would have to be given in Georgia; there is no advances to be made on the contract, I know not why security is necessary; but if it should be absolutely necessary, I will make arrangements as to obtain security in Georgia. I expect to comply with every thing which is required in the contract with Government. I will write immediately to P. Wiltberger, Jr. of Savannah, to contract for the materials for the dams. Please have the goodness to write me immediately after the reception of this, whether it is necessary to give security on the bonds now, or whether it would answer when I go on in Fall, to commence the work. As security is to be given in Georgia, it will be necessary for me to be there. You will please inform me in your letter in what way it is to be done, and how soon.

I am, with respect, your obedient servant,

PETER BARGY, Jr.

W. C. DANIELL, Esq.

(Copy of reply to the foregoing.)

NEW YORK, 2d August, 1827.

SIR: I have received yours of the 26th ultimo. The contracts for constructing the dams between Hutchinson and Argyle Islands, and the former Fig Island, I consider you bound for. Upon your return to Savannah, in November next, you can enter into bonds, with the necessary security. In giving that security, I am merely fulfilling the instructions of the Treasury Department, and have no discretion. The object of that security, no doubt, is to ensure the completion of the work in the time specified in my advertisement; of course, there will be separate bonds for the building of each dam.

Respectfully, your obedient servant,

W. C. DANIELL.

PETER BARGY, Jr.
Frankfort, New York.

I hereby certify that I had frequent conversations with Peter Bargy, Jr. during the time he was engaged in building the dams between Fig and Hutchinson islands. He several times boasted to me of the elegant plan he had adopted in sinking the cribs, and said, if the one he had struck did not succeed, he did not know what would. This was the case of the attempt. I never heard him complain, nor of his complaint of being restricted by the Commissioner. I believe the cribs, in the attempt, were put up very soon after being sunk, which I attribute to his not having had enough put in them to keep them down.

THOMAS KILES.

SAVANNAH, May 13, 1830.

I, Samuel Griffin, wishing to be concerned in the constructing a dam between Hutchinson and Fig islands, did frequently converse with William C. Daniell on the subject, previous to the contract made by W. C. Daniell with Peter Bargy, Jr.; and that I was prevented from contracting because W. C. Daniell uniformly declared that he could make no advances of money previous to the beginning of the work, or during the progress of the same, and that all risk of failure was to be encountered by the person or persons contracting to make the said dam: nor do I believe that W. C. Daniell would or did contract with P. Bargy, Jr. on any other terms; and I am clearly of opinion that the failure on the part of P. Bargy, Jr. in not completing the said dam, arose more from want of a sufficient number of laborers to fill the cribs speedily, after their being placed in a proper situation, than from any circumstances connected with the bed of the river.

I do further declare, that I have conversed with several masters of vessels relative to that part of the Savannah river called the Wrecks, and that their concurrent testimony induces me firmly to believe that the depth of water over the said Wrecks has materially increased since the operation of the dredge boat placed there for that purpose.

SAM'L GRIFFIN.

SAVANNAH, May 12, 1830.

STATEMENT of amounts due by Bargy & Co. to certain of his witnesses, the payment of which depends wholly upon the success of the application to Congress.

George Folts' account	-	-	-	-	-	\$ 589 34
Horner Caswell	-	-	-	-	-	132 19
P. V. Valkenburg	-	-	-	-	-	89 69
John W. Hull	-	-	-	-	-	135 94
Robert B. Bennett	-	-	-	-	-	145 12
Gilbert K. Bennett	-	-	-	-	-	153 75
Henry Bull	-	-	-	-	-	129 06
P. Wiltberger, survivor of W. & Green	-	-	-	-	-	867 85
C. J. Brown, of the firm of Wylly & Brown	-	-	-	-	-	{ 1,183 49
						{ 655 22
						\$4,081 65

I hereby certify, that I have heard Mr. George Folts say, during the last attempt they made to stop the channel, that, if they failed, it would ruin them, and they could not pay their expenses; and after the dam did go, he signified to me that he had hopes of getting something from the United States for their trouble.

WM. RANKIN.

Savannah, 13th May, 1830.

up to two feet above low water, with solid timber ten inches thick, battering half an inch to a foot after the manner of docking: connected together by cross ties eight by 9 inches thick, extending from one face of the dam to the other, into which they will be dove tailed; each course of timber (which will be one foot high) will have a course of ties twenty feet from centre to centre, leaving a space between them of 19 feet 2 inches, dividing alternately the spaces in each course of ties, so that the distance will actually be only 9 feet from each other. In the first or ground course, they will be only 4 feet from each other, upon these a floor of 2 inch plank will be laid to prevent the escape of the materials required to sink the dam. It is believed this method of building it will give the faces or walls of the dam all necessary support, and enable it to bear more than the pressure it will be required to sustain.

The average height of the docking part of the dam, will be eight feet; the other eight feet is to be obtained in the form of a roof, consisting of rafters 8 by 9 inches square, framed or tenoned together, and treenailed at the top and at the bottom, to be firmly bolted to the top timber of the docking, which I will here call the plate, and covered with 3 inch plank, spiked to the rafters; the entire cavity of the structure to be filled with clay.

On one side, extending entirely across the river, is to be a course of sheet piling, of 3 inch plank, driven 6 to 8 feet into the earth, at the bottom of the river, and spiked fast at the upper end, to the two upper courses of the docking. The sheet piling is also to continue across each end of the dam from which fins will be extended (of 3 inch plank) into the solid earth and embankment, to prevent any water finding its way past the ends of the dam, which would endanger its safety.

On the other side, piles 10 inches square, are to be driven 8 to 10 feet into the earth, and bolted to the face timbers of the dam. This, it is believed after all the courses of docking are firmly bolted and treenailed together, will give the dam that solidity and firmness which will render it perfectly secure. The sheet piling will prevent the possibility of any water passing under it whereby it otherwise would be constantly exposed to danger.

In building the dams, it will be necessary to commence at one shore, by forming blocks, cribs, or parallelograms, of such lengths as will best conform to the bottom, say from 150 to 250 feet in length, timbered at the ends in the same manner as at the sides. The foundation of these will be made to conform exactly to the shape of the bottom on which they will rest, and brought to a level, and then sunk successively, one after the other till the dam is completed.

The following is the estimated cost of both dams.

	<i>Feet.</i>		<i>Dolls. cts.</i>
Face timbers of dams, including the heading of cribs, containing	409,600, at \$5 pr. M.,		2,048 00
Cross ties, 1,100 in w., do	132,000	do	660 00
Piles, 200 do	24,000	do	120 00
Rafters, 550 pr. do	79,200	do	396 00
			3,224 00
	644,800		
Floor on bottom of dam to be of 2 inch plank, contains	- 72,400 at 12 50 pr. M.,		900 20
Roof, 3 in. plank,	- 165,000	do	2,062 50

Sheet piling, - - - - -	110,400	do	1,379 36	
				4,342 00
	<u>347,800</u>			
	992,600			
10,000 lbs. spikes, to fasten down roof and secure sheet piling, -	at 9 cts. per lb.,		\$ 900 00	
2,000 lbs. bolts, to fasten timber together, -	do		630 00	
1,000 lbs. small bolts, for rafters, -	do		90 00	
				1,620 00
Add for wastage 10 per cent., -				918 60
<i>Feet.</i> Total cost of materials, -				10,104 60
36,800 counter-hewing, preparatory to laying face timbers, -	at 1½ cts. per foot,		552 00	
36,800 laying the docking, measuring face, -	at 10 do		3,680 00	
19,800 laying cross ties, lineal measure, -	at 10 do		1,980 00	
200 driving timber piles, -	at 2 cts. per pile,		400 00	
1,300 driving sheet piles, lineal measure, -	at 1 cent per foot,		2,300 00	
390 squares floor laying, -	at 1 cent per sq.		390 00	
588 squares roof laying, -	at 2 do		1,176 00	
550 pr. rafters framing, -	at 1 cent pr.		550 00	
Amount for labor -				11,028 00
15,644 cubic yards of clay, for filling dam, at 40 cts.			6,257 00	
5,000 do embankment, to join rice dams, at 20 cts.			1,000 00	
Add for contingencies and superintendence -			2,000 00	
				9,257 00
Total cost of both dams -				30,389 60
To excavate a channel 100 feet wide, and so as to increase the draught of water on both bars, will require the removal of 20,000 tons of sand, mud, &c. including cost of fuel for steam engine, at 50 cts.				10,000 00
Cost of dredge boat, with 10 horse power, engine, and all necessary machinery for two sets of scrapers, and four tenders, of 30 tons each, to carry off what is taken up, may be estimated at, say -				10,000 00
Total cost of contemplated improvements -				\$50,389 60

All which is most respectfully submitted.

JOHN MARTINEAU.

Savannah, Feb. 14th, 1827.

SAVANNAH, Feb. 16th, 182

DEAR SIR: Agreeably to your request, I herewith transmit to you revised estimate of dams and excavation of bars, predicated on a small reduction in size of dams; as, also, an extended time to two seasons, to permit excavations in bars, for ship channel.

Instead of 18 feet breadth of base for dam, this estimate reduces the 16 feet, the covering to two inches, the floor to 1½ inches, and sheet piling to 2 inches; the face timbers of dams to 9 inches, instead of 10. All the rest of timber as in former estimate.

Estimated Cost.

371,800 feet face timber, at \$5	-	-	-	1,858
118,500 do cross ties, do	-	-	-	594 00
24,000 do piles, do	-	-	-	120 00
66,000 do rafters, do	-	-	-	330 00
231,000 do plank for floor roof and sheet piling, at \$12 50	-	-	-	1,044
8,000 lbs. spikes to secure roof and sheet piling, at 9 cts.	720 00	-	-	2,887
7,000 do bolts to fasten face timbers together, 9 do	630 00	-	-	
1,000 do small bolts to fasten feet of rafters, 9 do	90 00	-	-	
Add for wastage, &c.	-	-	-	1,440 00
				900 00
Half measurement of 580,600 ft. timber, at 25 cts. per m.	-	-	-	8,130 50
Do 231,000 ft. plank, at 50 do	-	-	-	145 10
				115 50
Total cost of materials	-	-	-	\$8,391 15
Counter hewing, preparatory to lay laying face timber or docking	-	-	-	
Laying the docking, measuring the face,	36,800 ft. at 1½ cts. per foot	-	-	552 00
Laying cross ties, lineal measure,	36,800 ft. at 9 do	-	-	3,212 00
Driving timber piles,	19,000 ft. at 9 do	-	-	1,710 00
Sheet piles, lineal measure, is	200 ft. at 2 do	-	-	400 00
Laying floor of dams, squares,	2,300 ft. at 1 do	-	-	2,300 00
Do roof do do	346 ft. at 1 do	sqr.	-	346 00
Framing and raising rafters	522 ft. at 2 do	-	-	1,044 00
14,500 cubic yards clay, for filling dam	550 ft. at 1 pr. do	-	-	550 00
5,000 cubic yards embankment to join rice dams	do 40 do	-	-	5,800 00
	do 20 do	-	-	1,000 00
Contingent expenses not provided for in the foregoing estimate	-	-	-	25,305 15
Total cost of dams	-	-	-	2,000 00
	-	-	-	\$27,305 15

The following estimate is based on the supposition that the cut across bars is 120 feet, instead of 100, thus, to increase the draught of water 4 feet, will require (as near as the soundings taken will furnish indications) the removal of 26,800 tons of sand and mud, which, including all expenses, cannot be put lower than 66 cents per ton, which will make it cost \$17,688 00
 Making a total cost of 44,993 15

I would be willing to do the above work at this price, or the dams alone; but, in that case, an item must be added for superintendence, which is not provided for in the estimate. Having devoted most of this day, in going carefully over all the calculations in relation to the above work, I feel a pretty strong confidence that it is as low as it can safely be undertaken for. I would be glad to know the final determination of the Board, as soon as convenient, that, in case I do not engage here, I may return to the North, in time to get some appointment on some public work in that quarter. I would not, in respect to the bar excavations, like to be confined to less than two seasons, though, were I to engage, I should make great efforts to accomplish it in one.

I am, Sir, most respectfully,
 Your obedient servant,
 JOHN MARTINEAU.

DR. DANIELL.

NEW YORK, October 20, 1827.

SIR: Agreeably to my promise, I herewith transmit a proposal for excavating earth from the bottom of Savannah river, in order to improve the channel way for ships, &c. on the following conditions, viz: I will find the machinery, and excavate the sand, mud, or other material, for seventy-five cents per cubic yard, provided the whole quantity shall not fall short of twenty thousand cubic yards. If the quantity be less, I must charge as much more per yard as, when averaged and added to twenty-five cents per yard on what shall have been done, shall make up a sum total of five thousand dollars, which will nearly cover the expense of the machine. If the whole quantity shall exceed twenty thousand yards, the price to be as first above stated.

I shall require an advance of five thousand dollars (giving good security) immediately, and proceed with due diligence in preparing the machine, which, when completed, shall be put in operation so soon as the nature of the case will permit, and continued, without any interruption, (except for needful repairs) till the whole is completed. The machine, when the work is done, will belong to me.

I think it probable that, by having an engine of sufficient power to work a double set of excavators, the work may be completed in all the month of June, 1828. The balance of payments to be made in fair proportion, as the work shall progress.

Most respectfully, yours,
 J. MARTINEAU.

To W. C. DANIELL, Esq.
 P. S. I am at Steamboat Hotel, foot of Courtlandt-street, North River.
 J. M.

W. C. DANIELL, Esq.
*Commissioner under the General Government
 for improving Savannah harbor, &c.*

SIR: I take this opportunity to inform you that, after mature reflection I have concluded to decline entering into a contract to remove the obstructions in Savannah river, principally because the dams were not also assigned to me; the latter being a more tangible subject, susceptible of a pretty accurate calculation of its cost, would therefore confer safety on the contract which, for the amount proposed, would authorize, encountering some risk in the other part, viz: removing the wrecks, &c. that, owing to the indefinite terms proposed, necessarily attaches to it.

I am, sir, very respectfully,

Your obedient servant,

JOHN MARTINEAU.

New York, August 23, 1827.

To Wm. C. DANIELL, Esq.
*Commissioner, charged with superintending the appropriation
 by the General Government for improving Savannah Harbor,
 by removing obstructions in Savannah river, and erecting a
 dam between Hutchinson's and Argyle and Hutchinson's and
 Fig islands.*

SIR: Having examined the obstructions in the river, usually denominated "The Wrecks," and the accumulations in their vicinity, I have formed an estimate of the probable expense of accomplishing the contemplated improvement.

In conformity to the decision I have made, I will propose to remove the foregoing obstructions, as required by advertisement, for fifteen thousand dollars, in the time required.

I am, with high respect,

Your obedient servant,

J. MARTINEAU.

Savannah, May 24, 1827

SAVANNAH, May 25, 1827.

DEAR SIR: As there is some contingency that may place the river contract in other hands, in which event I shall claim compensation for services, the estimate that I put on services, is \$ 500. I submit the matter, however, to your discretion, as to the amount that would be proper. Of course, if the contract (including all that is to be done) should be awarded to me, that would at once, extinguish this claim. If, from any circumstances whatever, you would desire to communicate with me during my absence, please direct to Amsterdam, Montgomery county, New York; such will afford me particular pleasure, and receive prompt attention.

I am, very respectfully,

Sir, your obedient servant,

JOHN MARTINEAU.

WM. DANIELL, Esq.

SAVANNAH, *May 10th*, 1830.

MY DEAR SIR: In reply to your inquiry, as to my knowledge of the fact, whether the depth of water in the river "Savannah" has been increased by the operation of the dredging machine, under your direction, and also, as to the effect of damming up the water course between Fig and Hutchinson Islands, may have had in promoting such increase of water in the main channel of the river.

Not willing to rely on my own observations, in relation to your inquiry, I have called on our Harbor Master, Jonathan Cooper, who, previous to his appointment to that office, was a packet master, for twenty years, in the trade between Charleston and this city; I enclose herein his testimony on the subject, which gives an increase of one foot of water as the result of the operations under your direction.

At this moment I have no vessel in port to my address, but on the 25th April, ultimo, three ships to my address, passed at the same time, over the wrecks. The precise periods of their passing over the wrecks, was at least one hour previous to high water; their names and draught of water are as follows:

Ship Julian, of Duxbury, Smith master, 13 feet 4 inches; ship Tamerlane, of Wiscasset, Johnson, master, 13 feet 9 inches; ship Minerva, of New York, Hussey, master, 13 feet 9 inches. The wind at South, being unfavorable to high tides. These vessels, before the commencement of your operations, would have required Spring tides at high water, to have passed, without grounding.

I have called on the following ship masters now in port for information as to the facts now under inquiry; namely: Robert Harding, ship Olive Branch, of Boston; C. Varnum, ship Georgia, of Savannah; both of whom having been in this trade, between Savannah and Liverpool, for fifteen years past.

On the 28th April, ultimo, the ship Georgia come over the wrecks, drawing 13 feet 6 inches water, two and one half hours before the period of high water; the ship Olive Branch, drawing 14 10 inches (fourteen feet ten inches) on the 20th April, ultimo, came over and anchored at town one hour before the period of high water, and what is remarkable, this was at a period of neap tides.

The British ship Cabotia, of Liverpool, came up on the 7th instant, drawing 13 feet 9 inches, and anchored at town, one and one half hours before high water.

Captains Harding and Varnum are unanimous in their opinion, that no draught of that, like their vessels, above named, could formerly be brought over the wrecks, at least by one foot.

You will remark that the three first cases that I have cited, as above detailed, are vessels outward bound; the three last are inward bound; it must be observed that, in all tide rivers, a greater draught of water can come in than can be generally carried out.

I find the Pilots of our port are adverse to allowing that the depth of water is greater now than formerly; but their testimony must be taken with many grains of allowance for the influence of self interest. By the regulations of the Board of pilotage they are entitled to the sum of six dollars for dropping each ship from town over the wrecks, so that they may there complete loading; now, could the river be so much deepened as to admit vessels of the largest burthen to lead entirely at town, they would be totally de-

prived of this increase of their income, which they now receive over and above the total amount of the pilotage from Savannah to sea; they are thus pecuniarily interested in keeping up the belief that there is no increase of water in our river, notwithstanding every testimony of the contrary that can be adduced.

I regret that you have called on me at a period when none of those masters, generally to my consignments, are in port; but I can here bear testimony to their constant assurances to me of an increase of at least one foot of water more now over the wrecks, than formerly. To obtain such testimony it must be had when they are in port; awaiting their return, I can add no more on the subject.

In relation to my own knowledge, I beg leave to add, that I have had mark on the steps of the public dock, at the wharf opposite my counting room, which stands as a perpetual gauge, and I have noticed an increase of water at all periods of tide, whether neaps or spring tides, of eight to twelve inches, higher now than previous to the commencement of the operations under your direction. I ascribe this rise, mainly, to the dam between Ty and Hutchinson Islands, because I have found latterly, as that barrier became more elevated and complete, that this rise was more decided and evident.

I have resided here, as the consignee of ships, for the last twenty-five years, and have cleared at the custom house at least 25 to 30 ships per annum, of the largest class, and there is no improvement around us, that has been so desirable to have terminated with success as the deepening of our river, and I am happy to add that, as far as you have progressed, it has realized that hope; it may happen that your excavations may in the course of 8 or 10 years be filled up again and require the same operations to be repeated, but this apprehension cannot remove the fact of the present benefit of your labors being in existence at this period of time.

Yours, respectfully,

WM. DANIELL, Esq.

WILLIAM GASTON.

SAVANNAH, May 10th, 1830.

The undersigned, Harbor Master of the Port of Savannah, hereby gives his testimony, that, since the working of the dredging machine on that part of the river of Savannah called the wrecks, under the direction of W. C. Daniell, Esq. the depth of water has been increased full one foot at all periods of the tides; vessels now pass drawing 14 to 15 feet water, before the highest period of flood tide, by one hour. A fact unknown before in the navigation of this river.

JONATHAN COOPER,
Harbor Master.

To the Editors of the Georgian.

GENTLEMEN—The Commissioners of Pilotage, regardless of a very common degree of delicacy to the U. S. Commissioners now engaged in examining and reporting upon the works done under my superintendence as Commissioner for removing obstructions in the Savannah River, have in a publication in the Georgian of Tuesday last, pretended to anticipate their judgement, and thereby pronounce their own acquittal. They have by addressing me as "late Commissioner" attempted to produce the impression that I have already been removed from the appointment under which I have acted—knowing full well the disadvantage under which they would thereby place me before the public.—Their objects now obviously are to forestall the report of the U. S. Commissioners at Washington; and produce an impression there that public opinion is with them here.—The policy is certainly in perfect keeping with the intelligence and wisdom of that body.

Decency as well as delicacy forbids me to enter at present into any controversy with the Commissioners of Pilotage. In as much as they have made an appeal to the public—I call upon them to inform that public of what has occurred, by publishing the correspondence in which they have in any way participated, relating to my appointment, to their superceding me, and to the work I had been engaged on.—I call upon them to publish it, together with such of their proceedings as bear on the subject.—Let them also publish my letters that are offensive to them, that the whole subject may in truth be brought before that tribunal to which they have affected to appeal with so much reluctance. By such a publication, my fellow citizens will learn what I have not said as well as what I have—they will also learn the manner in which I have been assailed, and whether any and what provocation had been given by me.

When these documents are published, and when I shall be relieved from that silence to which I am at present constrained by every consideration of propriety, I will then furnish a brief commentary upon them, by which I trust I shall make it manifest that so far from my having been the aggressor, I have throughout been assailed.

Their assaults upon me have had for their exclusive object, the representation to the Treasury Department of my disqualification for the discharge of the duties which had been assigned to me—of their superior qualification for the execution of these duties, and with all that genuine modesty so characteristic of real merit, they have claimed it as a right that the commission which had been entrusted to me, should be transferred to them. After presenting themselves as a body and individually at the Treasury Department, for a participation in the leaves and fishes of office; with that disinterestedness which always characterises true patriotism, they selected Captain P. Wiltberger, jr. and Captain William Crabtree, junior, (the greatest amongst the great,) as especially worthy of the patronage of the Government on that occasion. Whether this selection may have been influenced by a disposition to encourage emigration to this place, does not appear.

Respectfully, your ob't serv't,
W. C. DANIELL.

Savannah, 4th August 1830.

SAVANNAH, 4th August 1830.
W. C. DANIELL, Esq.

Commissioner of the United States for

SIR—The Commissioners of Pilotage, with regret, some parts of your communication in the Georgian of the 5th inst. they are sorry to perceive you still continue to attribute to them sentiments and actions, of which they are innocent, and which are of themselves dishonorable and unworthy; you will pardon them for addressing you as *late* Commissioner—it was innocently done; they never intended to abridge one iota of your title, or lessen your consequence with the public, by giving you an appellation that was not strictly your due—they thought the term was safe and appropriate.—they had seen a letter from the Treasury Department, ordering you to discontinue your operations, lay up the dredge boat, pay off your hands and render in your accounts, with the necessary vouchers—they knew that this had been complied with on your part, so far as the suspension of operations was concerned—they knew that the appropriation was well nigh exhausted—that our government were too just and economical to create a sinecure for your private enjoyment—they knew full well that you never sought empty honors unaccompanied by compensation, and they supposed that the simple circumstance of the discontinuance of your Six Dollars per day, was, in your mind at least, an equivalent to a removal from office; that it was in fact the worst part of the removal—they were not unaware that you had charged your services at more than *eight dollars per day*, and that the Fifth Auditor of the Treasury, in his letter to you under date of July 9th, 1830, expressed his surprise at the charge, and informed you that the Secretary of the Treasury thought *six dollars per day*, a *liberal allowance*, and advised you to remodel your account in conformity—with a laudable degree of acquiescence, though not without an expression of regret, you strike off more than two dollars per day, and hand in your account anew—the philosophy with which you reconcile yourself to the loss is worthy of remark—we may in a future communication allude to it again. We merely mention these things here to shew that it was natural enough for us to conclude you were *out of office*—first because the appropriation was nearly expended—*Second* and in consequence of the *first*, there would be nothing more for you to do as Commissioner—*Third*, that the General Government did not pay their officers for doing nothing—*Fourth* and lastly, that you were not in the habit of rendering services without compensation. We now hope we shall be excused for addressing you as *late* Commissioner—you charge us with the want of "a very common degree of delicacy;" and compliment yourself with both that quality, as well as "decency;" we never presumed to contend with you for supremacy in either of these particulars, we yield the palm to you in both, and will willingly add that of *ingenuity*, and *discretion*; *ingenuity* in endeavoring to make it appear that the Commissioners of Pilotage were undergoing a trial, or examination, before the United States' Commissioners, and not yourself!—you will pardon us for still thinking that you are under some mistake

and that it is your proceedings that are for examination before the United States' Commissioners, and not ours; discretion, because you reserve your personalities for persons with whom you are at this moment perfectly safe, one being absent from the city, and the other known not to be a duelist. We are sorry you speak slightly on the subject of emigration, you appear to forget that it is not very long since you availed yourself of this common republican right, and leaved this city with your residence; and are giving and illustrious proof that poor honest men may change their place with great benefit to their circumstances; were such an act contrary to statute, our city would have forever lost the extensive benefits of your practice as a Physician, and the United States, in all probability, wanted the services of an accomplished, and would we could say, successful Commissioner. The documents you call for are all in print—nevertheless in common courtesy to your demand, and for the further information of the public, they will from time to time be cited, but you must allow us our usual mode of bringing them forward—we will draw largely from the little text book you have so obligingly been the means of furnishing us—we mean the pamphlet published in order of Congress, in which we have the honor to figure so near an United States Commissioner. We tender to those gentlemen who lately sat for the examination of your works, a respectful disavowal of all intention of forestalling their report or opinion—we get no such sentiment can be gathered from the communication of the 3d instant.

The Commissioners of Pilotage will now proceed to redeem the pledge given in their letter to you, published in the Georgian of the 14th instant, that of laying before the public a calm and dispassionate view of the controversy between that board and yourself—to accomplish this effectually, it will be necessary to take a look retrospectively, and review some of the circumstances that lead, (so far as we are able to judge,) to the unfortunate letters you addressed to the Fifth Auditor of the Treasury, under date of 7th and 14th of April last. In taking this view Sir, the Commissioners of Pilotage are willing to make any allowances for the unhappy frame of mind in which you appear to have composed those letters—they feel for your mortification throughout the whole of your agency—you would not but be peculiarly sensible to the effect of the repeated failure of all your plans, and you must doubtless have known that the public had felt and expressed, from the beginning, a doubt of your success in this undertaking; and though they respected your talents as a physician and planter, they naturally felt anxious to know how the utmost eminence in both these callings, combined, would accomplish you for this service—this doubt of course excited their watchfulness, and their distrust was perhaps very naturally increased by such a regular series of miscarriages, as befell your plans from first to last, when they found, or suspected, that you were drawing near the end of the liberal appropriation for the service of our river, and so little had been done in prosecution of the intended object; some persons more hasty than wise, charged you with a liberty of expending their money in a manner nearly plain and un-

quivocal—nay, some even so far forgot the etiquette of the case, and the deference due to you as U. S. Commissioner, as to write directly to head quarters, and complain in so many words "that up to this day, not the smallest improvement has been made in the Savannah River,"—this blunt effusion of republican scrutiny, written without the privacy or assent of the Commissioners of Pilotage, called up the attention of the Executive, and it is highly probable that the Fifth Auditor of the Treasury was called on for an explanation of the charge, as the correspondence had been conducted principally by that gentleman and yourself.—Mr. Pleasanton then wrote you under date of December 24th, 1829, stating the complaint, and candidly confessing that from all the letters of yours in his possession, he could not ascertain what progress had been made in the work; this was after a lapse of two years, and the appropriation pretty nearly expended. He then called for a detailed report, stating what had been effected, and what further time would be required to accomplish the object Congress had in view, in making the appropriation—you were cautioned to be particular in stating the increased depth of water obtained in the channel, the situation of the dam, &c.—This doubtless, to you, unpleasant communication, you replied to on the 2d January following, and after stating at some length the operations of the dredging machine, you unfortunately affirmed that "we have now full fifteen feet water there, at ordinary tides, high water—and two feet more at spring tides," this is called an *unfortunate* statement, because it differs so widely from fact—the pilots never could find this new channel of 15 feet ordinary, and 17 feet spring tides—nor could they agree with you in your statement, that the former draught on the wrecks was 12 feet ordinary, and 14 feet springs. This statement, flattering as it was, does not seem to have removed the suspicions entertained by the President, that some where the enterprise halted, and you were scarcely allowed to recover from the effect of the letter of the 24th December, 1829, when your energies were again aroused to meet a communication more trying still. Mr. Pleasanton, under date of March 30, 1830, handed you the copy of a letter from the Secretary of the Treasury, calling on you to suspend further progress in your works on the Savannah River, pay and discharge your men, lay up the dredge boat, and render in your accounts with *necessary vouchers*, your reply to this letter is one we complain of, as containing strictures on the conduct of the Commissioners of Pilotage, severe and unsupported by proof. We have cited all the alleviating circumstances that have occurred to us, that would in any way excuse the writing such a letter, and it may perhaps still be a matter of question whether mortification arising from failure of plans, public disapprobation at an unsuccessful disbursement of \$46,000, or the loss of the honors and emoluments arising out of your situation as Commissioner, could completely justify you in your communication to Mr. Pleasanton, of 7th April, from which we extract the following, "I must beg in common justice to myself, that some other than my person be appointed to examine how far I have succeeded in the objects of my appointment. I understand

...the representations which have induced the Secretary of the Treasury to order a suspension of my proceedings.—They have never called on me for information, nor given me the slightest intimation of their proceeding in regard to me, feeling as I do, that those who have taken the lead in this business, have been actuated by other motives than a regard to public good, I must protest against their being my judges: I care not who, that are honorable and just men, be entrusted with the examination, but they will not in my humble opinion, be disposed to render me justice.—that justice I am certainly entitled to, and claim it at the hands of Government.—I must request a copy of all communications, which have been made on the subject, whether written or oral"—To which the Fifth Auditor replies—"upon the subject of the two last paragraphs of your letter of (of 7th ins.), I must refer you to the Secretary of the Treasury"—this laconic reply of Mr. Pleasanton is, we believe, the nearest you would ever approach to any proof, that the Commissioners of Pilotage made the representations, which induced the Secretary of the Treasury to order a suspension of your proceedings: If any proof were in existence, the Commissioners of Pilotage presume it would ere this have been produced—they only repeat here, what they have said before, that there port, the only one they ever made, to the Treasury Department, concerning the progress and effect of your works, was under date of April 12, 1830; sometime after your functions as Commissioner had been suspended.—And this was made in conformity with the following request—

TREASURY DEPARTMENT,
Fifth Auditor's Office,
March 30, 1830.

Gentlemen—I have the honor to enclose a copy of a letter, from the Secretary of the Treasury, by which you will perceive, that he is desirous of obtaining certain information from you, in regard to the work done and to be done, under the appropriation of Congress, of \$50,000, for removing obstructions in the Savannah River.—May I request the favor of you, to furnish this information, as soon as your convenience will permit. I have the honor, &c.

(Signed)
S. PLEASANTON,
Fifth Auditor, and
Acting Commissioner of the Revenue.

The Commissioners of Pilotage,
Savannah, Georgia.
To which the board returned the following reply—

Savannah, April 14, 1830.
Sir—Your respected communication, of the 30th ulto. addressed to the Commissioners of Pilotage, came duly to hand, and has met with prompt and careful attention—I have the honor to enclose you the proceedings of the board thereon, contained in a resolution constituting a committee of enquiry, and examination, and a report of that committee.—I would barely add, that the Committee have confined themselves strictly within the limits of your enquiry:

The Commissioners of Pilotage will, at all times, feel honored in attending to any further communication on the subject.

Respectfully your obd't. serv't.
WM. CRABTREE, Jr.
Ch. of Pilotage, for the

S. PLEASANTON, Esq.
Fifth Auditor of the Treasury, and
Acting Commissioner of the Revenue.
The report alluded to in the above reply is as follows—

REPORT, &c.

In pursuance of the duty assigned them by the board, the Committee have gone into a careful examination of the dam erected between Hutchinson's and Fig Islands, and found as follows, viz: That said dam, if completed so as to connect the two Islands aforesaid would have been six hundred and ten feet in length, that there is a chasm or gap, near the South end of the dam, about fifty feet in length, through which the water runs with great rapidity,—that there was in this gap at low water, slacktide, about ten feet water—there was on the top of the dam, at high water, about four feet water; at low water the top of the dam, was about four feet above the level of the water around it; the average breadth of the top of the dam, four feet above the water level, was ten feet.—The committee also proceeded to examine the Shoal ground called the wrecks, and found on the deepest part thereof, at high water (on the 10th of present month) thirteen and a half feet water, which, the Committee are of opinion, is nearly the same depth that has been found on the same, for years past at the same time of the moon and tide—they are of opinion, that no perceptible alteration in the depth of water, has been caused by the dam aforesaid, or from the application of the mud or dredging machine: That if the dam remains in its present unfinished state no benefit to the river can arise from it: and even should it be completed, so as to connect the two islands, and to bring the top of the dam above water, at high tide, it is doubtful in the minds of your committee, if it would have the effect to deepen the channel of the river.

WM. CRABTREE, Jr.
F. H. WELMAN,
W. J. HUNTER.

Savannah, April 12, 1830.
Extract from the minutes.

On motion of Mr. Stiles, seconded by Mr. Herbert, Resolved, that the report of the Committee appointed to make the necessary enquiries to enable the board to reply to the letter of S. Pleasanton Esq., be accepted; and that the Chairman be requested to forward a copy of the resolution constituting the Committee, and of their report, to S. Pleasanton, Esq.

WM. H. BULLOCH,
Sec. Com'ssrs. Pilotage.

We now leave the public to form their opinion upon your letter of 7th April, upon the above application and report, and decide if we merit the opprobrious epithets you bestow upon us. We have the honor to be &c.

WM. CRABTREE, Jr. } Com'tee.
F. H. WELMAN, } of the Com'ssrs.
WIM. J. HUNTER, } of Pilotage.

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(To be Continued.)

Savannah, 12th August 1830.

W. C. DANIELL, Esq.

Commissioner of the United States for removing obstructions in the Savannah River.

SIR—We had the honor of addressing you on the 7th instant, we then quoted a part of your letter to Mr. Pleasanton, 5th Auditor of the Treasury, under date of 7th April last, which we considered objectionable. We shall now proceed to give our reasons for thinking so—particularize the charges against the Commissioners of Pilotage contained in that letter—show that those charges are utterly void, and unfounded in fact—that if true as stated, would not warrant the language used toward the Commissioners of Pilotage by you in that letter.

First, then, the language and sentiments of a part of your letter of the 7th April 1830, addressed to S. Pleasanton, Esq. 5th Auditor of the Treasury, are objectionable, inasmuch as they are not the language and sentiments used by gentlemen toward each other, and are as should not without flagrant violation of the rules of decorum be used toward any who had not been convicted of very base and dishonorable actions. Second, if true, should have been directed to the wrong party, except it be right to seek redress for an injury, some other than the offender. Third, all charges founded on bare unsupported suspicions are unjustifiable, on the principle that they are condemnatory of the party accused, without the privilege of a hearing. Fourth, because the charges were secretly preferred, and the chances many in favour of your incurring an injury covertly, without ever being known as its author—Gentlemen have held this as dishonorable. Having given our general reasons for calling your letter objectionable, we shall now proceed to re-
state the charges contained in that letter.

1. That the Commissioners of Pilotage had called on you "accusers."
2. That the Commissioners of Pilotage "called on you for information, &c."
3. That the "Commissioners of Pilotage" the representations which have induced the Secretary of the Treasury to order a suspension of your proceedings" at least that "understand" so, and you proceed to "in limine" as though it was proved.
4. "That those who have taken the lead in business have been actuated by other motives than a regard to public good."
5. "protesting against your accusers being judges, and in assuming the ground the Commissioners of Pilotage have been accusers—you then, by consequence, charge the Commissioners of Pilotage being "dishonorable and unjust"—that would not render you justice if entrusted with the examination of your proceedings.
6. "reply to the first charge we might set the question at once by recourse to a rule of law that must be well known to you, viz: that a bare unsupported assertion, may be only met, but refuted, by a simple denial—shall avail ourselves of this right, and let it as far as it will go. We shall only admit that if any proof exists that we ever accused any individual, it and we will show cause, or

2. That the Commissioners of Pilotage never called on you for information, we answer, on the minutes of the Commissioners of Pilotage, under date of 31st May, 1827, it appears that a resolution was passed to this effect: "That the Chairman be requested to call on the Commissioners on the part of the United States, and ascertain from him the nature of the contemplated improvement in the navigation in the river and report the same to this board at their next meeting." On the 18th July following the then Chairman, J. P. Henry, Esqr. reported to the board as follows: that in obedience to their resolution he had called upon the U. S. Commissioner, and, as Chairman of the Commissioners of Pilotage, requested an explanation of his plans for the improvement of the river, and that the United States Commissioner would give him no information on the subject, the cavalier manner in which the board was treated by you on this and on some other occasions deterred them, we believe from ever applying to you again on the subject; and they contented themselves, in common with the rest of the community, with barely looking on in silence, at what they could not comprehend; though many times applied to for information as to what the intentions of the Commissioners were—to relieve ourselves from this awkward state of ignorance concerning matters that we thought it our duty to know all about, and which the law of the state seemed to call on us to move in, the Commissioners of Pilotage addressed a letter to the Secretary of the Treasury, of which the following is a copy:—

Savannah, July 10, 1828.

Sir—In compliance with instructions from the board of Commissioners of Pilotage, I have the honor to enclose you their resolution, which I have respectfully to ask your early attention to, for your information I also hand you the names of the gentlemen composing the board.

I have the honor to be, &c.

(Signed) J. P. HENRY,
Chairman.

Hon. Sec'y. Treasury, Washington.

The preamble and resolution above alluded to is as follows:—

"Whereas the charge of the Savannah River, and the power of preventing and removing obstructions and of stopping up and cutting canals, is vested in the board of the Commissioners of Pilotage, and it having been understood that an appropriation has been made by Congress for the above purposes, and that the work is now in progress without the advice and consent of this board; and, inasmuch as the former Chairman of the board and his predecessor in office, were appointed on the part of the United States, Commissioners to improve the navigation of the river, and whereas neither of them are now acting. Be it Resolved, That this board respectfully apply to the Secretary of the Treasury, soliciting him to fill the vacancies by the appointment of one or more members of this board." By this it would appear that the Commissioners of Pilotage did seek information from the U. S. Commissioner, and met with a refusal—it would appear also, that the information was regularly and respectfully sought: that they not only sought information of you, but endeavored by application to

to be placed in such a manner as to make it incumbent on you to communicate to them your plans, and consult with them on their execution—this you are pleased to term “applying individually and in a body at the Treasury Department for a participation in the loaves and fishes of office.” If we only applied for a participation, we barely applied for that which was equally the right of every qualified citizen; Had we applied for and obtained a monopoly, we should we hope have been saved from obloquy by a respectable precedent—but alas! Sir, we know too well where the loaves and fishes were destined to centre—these we considered as already irretrievable, and we barely hoped to be able to say to our fellow citizens, that we knew what was going on in our own immediate province, and were in the way of our duty: If this was an error, we have expiated it, we think, in the disappointment, and our presumption in seeking to share your responsibility, though not to divide your emoluments, has met its adequate reward—we trust that account is now balanced. But, Sir, is it too bold in us to ask, what sets you up above the inquiry of the meanest citizen who pays into the public Treasury a part of the same money you are appointed to disburse? Would it be in reality, presumptive in the Commissioners of Pilotage, if they feared you were pursuing a wrong course, and adopting a series of plans pregnant with inevitable defeat, and in the prosecution of which, only two things were certain, their failure and their expense.—Would it, we ask, be presumptive, nay, would it not be the duty of the Commissioners of Pilotage, to represent you to the same power that created your appointment, as a person by whom the public money though honestly disbursed, was disbursed without capacity or effect—and has not the result of the disbursement of 46,000 out of the \$50,000, discovered that there was but too much reason for such a fear? If we pursue this inquiry further, the only danger arising to the Commissioners of Pilotage, will be that of proving themselves negligent of their duty in not making the very representation with which they are unjustly charged by you: This latter remark may call from you a reiteration of the reproach you cast upon us in your communication of the 5th inst. viz: pretending to anticipate the judgement of the respectable board who have been sitting in examination of the improvements you have effected in the Savannah River, and to forestall their report at Washington—you certainly have not now to learn that the Commissioners of Pilotage may have formed, and retained, an opinion of their own on the subject of your improvements growing out of their own personal research, before the enquiry of the present Commissioners was instituted, and which opinion, if such should exist, might safely be supposed to rule them until conviction of its error should cause its abandonment; and certainly there may exist two opinions on a subject and neither party be liable to reproach. It may be remembered by you Sir, that the examination of the U. S. Commissioners was closed before we addressed you our communication of 3d inst. which was intended to be private, and which your punctilious regard to etiquette of ad-

dress, forced us to make public—any, whatever of pretence, or anticipation of judgement, or forestalling, there may be about it, may honestly be set down to your own account: The charge of “forestalling at Washington” connected with the future report of the U. S. Commissioners, we can neither affirm nor deny until you help us to the term forestalling, as no reflection that we have given the subject assists us to any definition that is likely to illuminate your meaning—the consideration of the remaining charges contained in your letter to S. Pleasanton, Esq. dated April 7, 1830, we are compelled to postpone until our next.

We are Sir, with due respect, your obedient servants,

WM. CRAETREE, Jr. } Com'ee.
F. H. WELMAN, } of the Com'ee.
WIM. J. HUNTER, } of Pilotage.
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Savannah, 19th August 1830.

W. C. DANIELL, Esq.

Commissioner of the United States for removing obstructions in the Savannah River

SIR—In our communication of the 12th instant we took the liberty of considering some parts of your letter of the 17th April last, addressed to S. Pleasanton, Esq., wherein you name the Commissioners of Pilotage with a licence neither respectful to that board, nor creditable to yourself. We endeavoured to shew that the charges contained in that letter rested on no testimony whatever. That the Commissioners of Pilotage applied to you for information as to your intentions concerning the river, and your contemplated improvements, and that you refused to give it. We recited the application of the board to the Treasury Department to fill the vacancies in the Commission, caused by the resignation of Mr. Parkman and Capt. Nicolls. We might have added, that the application was renewed by the board while Francis Sorrell Esq. presided, and that it was in this last named application, that the two members of this board were proposed concerning whom you have condescended to be so personal in your communication of 3d instant. We then promised to renew our remarks on the unexamined and objectionable part of your letter of 7th April. Specifications 3 & 4 are vague and indefinite as to circumstance—negative proof can scarcely be brought to act on such assertions as these—“The Commissioners of Pilotage made the representations that induced the Secretary of Treasury to suspend your operations,” and again “Those who have taken the lead in this business have been actuated by other motives than a regard to public good,” the burden of proof in all such cases we apprehend rests upon the assailant—and if the latter paragraph is intended to apply to the Commissioners of Pilotage you should have accompanied it by some specification beyond that of their having been the cause of removing you from office, as this circumstance if true might not appear to every one so destitute of a regard for public good as it seems to have struck you. While we deny having made these representations, however, we would be distinctly understood to assert our

right to have made such representations should they have appeared just to us at the time; and we would again remind you that public officers should merge all aristocracy of feeling, & hold themselves ready at all times to expose their conduct to public view—this extreme sensibility to examination, and this opening at supervision if it becomes you, certainly becomes no one else receiving the public money. Admitting that in the heat and impetuosity of feeling you should really have supposed that you lost your situation through the vigilance of this board, ought you not to have paused seriously before you affixed as base a motive as self interest to the representations they might have made? instead however, of pausing before you decided; you precipitately coupled accusation and sentence, and (provided your own representation had any weight in the quarter to which you addressed yourself) covered with reproach and ignominy, and that secretly, a body of men, the least of whom you would not have thought prudent face to face, to have charged with the least of the offences implied in your letters of 7th and 14th April—How you are to reconcile this proceeding, with the 'decent & delicacy' claimed to yourself in your letter of 3d August, is a matter we have yet to learn—As we are ignorant of the persons, as well as the motives of these bold leaders in this business we can scarcely be expected to defend the one or support the other—your conclusion, however, that the one were dishonorable, and the other self-interested, appears to us somewhat deficient in charity as well as logic—since it is certain that you mistook the identity, & we may hope, the motives of your opponents—the concluding paragraph of your letter of 7th April will detain us for a moment; the fifth specification, according to the division we made in our last, may, we dare say, appear to better judges than ourselves, a splendid specimen of the charge by implication—but as we are plain unlettered men we can only see it through a more common medium than that of taste—we must bring truth to bear upon it. After protesting against the supervision of the Commissioners of Pilotage in terms partaking rather more of warmth than that prudence and delicacy which we looked for, and which we supposed your friends looked for—we go on to stipulate for qualifications in your judges—you insist only on two, and giving these as a leading hint, you generously blow the acting Commissioner of the Revenue the whole world to select them from—only leaving the Commissioners of Pilotage—"I do not, say you, who that are honorable and not men be entrusted with the examination, but they will not in my humble opinion be disposed to do me justice." We are compelled to leave this rhetorical flourish where as we found it—it would certainly be needless to dismember it for any purpose of examination or criticism—our only reward for such superfluous labour would probably be the necessity of exclaiming with the disappointed countryman after dissecting the gitingale, "vox et preterea nihil vox!"—our next we propose to examine the terms of at least some of them—in which your letter of 14th April, is couched.

With due respect, your obedient servants,
 WM. CRABTREE, Jr. } Com'tee.
 F. H. WELMAN, } of the Com'ssrs.
 WIM. J. HUNTER, } of Pilotage.
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Savannah, September 7th, 1830
 W. C. DANIELL, Esq.

Commissioner of the United States for removing obstructions in the Savannah River.

SIR—The research displayed in your letter of 14th April, is much to the credit of your industry: The gentleman to whom you addressed this interesting fragment of ancient history must have admired your zeal, if he did not cordial approve its motives, no feeling but one of pure patriotism could have supported you through the musty records of forty years, in pursuit of circumstances so little to your purpose; It was like descending into the chambers of the departed, and rousing their long forgotten tenants from their dusty sleep; dragging forth their honored remains from the silent receptacle of mortality—and causing their fair and irreproachable fame to pass in ignominious review before their self constituted judge: At what time, or by which of our respectable predecessors in office, the "several thousand dollars were invested in Bank Stock," is not german to the purpose, nor would it assist you, if declared, in proving the charge you would found on the statement—it was however a most judicious measure, and brings no discredit to the memory of its author—Your most active sympathies, perhaps, will be awakened in our behalf, when we assure you that not one of the Commissioners of Pilotage ever receive one single cent of salary—They perform the duties of their office without fee or reward; and, saving the honorable notice you have been pleased to bestow upon them in your correspondence with the Treasury Department, have had the pleasure of escaping any particular observation. If they could not felicitate themselves upon the comfortable receipt of six dollars per day, they at least avoided reproach, and with that were satisfied, leaving emolument to more distinguished services: Had the sum thus invested fortunately been 50,000 instead of 5,000 dollars, a dredge boat might have been purchased and set to work; and with the same success as the respectable Commissioner, we might have expended the whole sum in one year with an effect that would have employed the united wisdom of our whole city to ascertain. You assert, and we hope you do it with the reluctance which every virtuous mind should feel, when he is about exposing the frailty of a brother; you assert in your letter above alluded to, "it is known that a part has been lost by a loan to a member of the board," we keep in mind that this is mentioned as a reason why the present board should not be the judges of your operations in the Savannah river—consequently is meant to apply to a member of the present board, if it is charged with any meaning at all. The unadorned fact is simply this, and the disclosure will gain you great credit for your talent at dressing up circumstances—Some half a dozen years before the present board was formed, one of the members borrowed from the board, under a reso-

lution of May 10, 1821, a sum of money for which he gave to the Commissioners of Pilotage a bond, and satisfactory security, in a mortgage on House and Lot No. 12, Warren Ward, still held by the present board. Instead therefore of any part of their funds being lost by loan to one of its present members, it appears that a loan was made years before they came into office, and the security given, now in the hands of the Commissioners of Pilotage—this certainly gives the matter rather a new turn, and on the whole you will, we hope, no longer treasure this circumstance up against us, or consider it as a reason why the present members of the board of Commissioners, might not have been competent "judges of what you have been doing." We hope we do not give you credit for more candor than belongs to you, when we express an expectation that you will acknowledge your mistake: Akin to the assertion last quoted, but based upon circumstances more harmless if possible than the other, we have the following—"and some has been loaned to private persons upon pledge of Bank Stock," viewed as a matter of charge against the present board, we would fain consider it as the effect of a heated, and disturbed imagination; the delusion of overstrained optics, in anxious pursuit of some fearful chimera, on the discovery of which you were devoutly intent; Like the amazed and doubting mariner, whose salvation depends upon the appearance of some friendly beacon, your organs of mental vision may have been taxed so unnaturally that they no longer perform their legitimate office; and lights, and discoveries have been so multiplied and magnified, that a will o' the wisp has perhaps been mistaken for the light of truth, and a desire for discovery, fondly embraced as discovery itself. That such a course was once pursued, of loaning out on interest the small, unappropriated funds of the board, in such a way that they might become readily available on any sudden emergency, or when the accumulation became of sufficient amount to undertake any important work, we are proud to shew by the following extract from the minutes of the board under date of May 10, 1821, "Resolved, that the unappropriated funds of this board, as the same may accumulate, to the amount of five hundred dollars at the most, be invested in public stocks, which may be deemed advantageous, and which can at any time be most readily turned into money."

All loans to private persons, if any were made beyond what have been noticed, and all investments in Stocks, were made under this resolution. It would be superfluous in us to

to either of the ingenious expedients you propose in your letter, namely, "supposing the obstructions already removed," or the other less charitable, though not less real one, of our "having wilfully neglected our duty." In either case, you say, you do contend we are not qualified to judge of what you have been doing! The gentleman to whom you have been addressed this remark, must no doubt have been startled with the singularity of your inference, when derived from such premises—and perhaps sought, but sought in vain, for the same ingenious process of ratiocination by which you arrived at your conclusion: It is certainly no the business of every public man to be a logician; were it so, your accomplishments could not be deemed complete. But to our plain capacities there would seem here to exist, between your premises and deductions, a chasm ten thousand times wider and deeper, than the fatal "permanent waste gate" that is doomed we fear, forever to exist, as a proof that its eminent projector failed in other connections beside those of cause and effect.

The next paragraph of your letter of the 14th April, upon which we have occasion to remark, is delivered in these terms—"I believe that the applications for the order to suspend operations have originated in an expectation that on the event of such suspension, the balance of money remaining would be disbursed here, to certain persons assignees of Peter Borgy." You have not informed the Treasury Department, perhaps you may condescend to enlighten us on the question, what was, or is, the connection between Peter Borgy's assignees and the Commissioners of Pilotage? and how the latter could have been benefited by Peter Borgy's success or failure—when you answer this plain and simple interrogatory you may hear from us again. Were this board involved in the question you seem to intimate, it would indeed be reduced to a level of degradation, that even the Commissioner himself might vouchsafe it his commiseration. But in the fervor of anticipated triumph he will do well to remember this simple maxim, it is drawn from experience—every unsupported and every disproved charge is defeat. Charges plainly preferred may be met with plain language—but what are we to do with the following? "If I had consented to make the representations, requested again and again, as to the cause of Borgy's failure in his contract, I do not doubt but I should have been saved the writing this letter." We know not what the representations were, which you were urged with such pertinacity to make; or who was the party so urgent with you; but they must have been opprobrious indeed that reduced you to the alternative of writing such a letter—cheap to you had been the avoidance, at any sacrifice less than that of truth—and any representation having this quality for its basis should have been preferred, to the imputation of *secretly* attacking the reputation of others and shrinking from concession when your mistake is plainly and temperately pointed out—the paragraph last quoted is certainly offered by you to Mr. Pleasanton, as one of the "additional reasons" on which you found your protest against the supervision of the Commissioners of Pilotage. Allow us to ask of you how you intend to make it assume the shape of a reason, and

now it bears on the Commissioners of Pilotage! Indulge us with the information, since your letter in a tone of pathos, the effect of which we apprehend was lost upon the Treasury Department. After a display of sensibility, surprising indeed when the case is considered, you give birth to the following declaration, "I have more than two enemies in that board"—this assertion we neither assent to, or deny, as it has nothing to do with the question before us—you may have more than two enemies, for ought we know, in every board in the city, whether political, civil, or social; nor shall we affect to be surprised if it is true, if you treat them all in the same strain of courtesy you have used toward the Commissioners of Pilotage. You inform Mr. P. that you owe him an *apology* for troubling him with your private feelings—when you commence the payment of this description of debts, we desire to be remembered—you may chance to have more creditors of this kind than you imagine.

Our defence is now ended so far as the charges are before us—we leave you a few plain questions to answer—we hope you will be equally plain in your reply. There is one passage in your letter of the 14th worthy of notice, not so much from the peculiar propriety with which it is applied, as from the simple classic elegance of the passage itself—it stands alone and conspicuous amid the business like character of its neighbours—and its splendor is not lessened by the contrast; it is hemmed in by public money, Peter Bogy, and obstructions, on the one side, and the dam, Fig and Hutchinson's Islands, and suspended operations on the other. The passage is unique, the idea happy, and the mythology unquestionable—it distills itself harmoniously into the ears of the Fifth Auditor of the Treasury in these words—"But I know that my appointment has been a source of annoyance and chagrin to some of these River Gods; who could ill brook that any other should enter their troubled waters." Delighted indeed must have been the heads of Department at this morceau of taste—the only one of the kind we will venture to say in the whole range of their business correspondence—the only contest created by the display must have arisen out of the question whether its author was most successful as a scholar or commissioner, or whether he was equally happy in both departments.

The questions submitted for your consideration are these—we hope you will neither evade them, or shrink from their point.

1. Does it appear that any one charge made by you against the Commissioners of Pilotage, in your letter to S. Pleasanton, Esq. dated April 7 & 14th, is founded on fact—if yes, produce the proof.

2. If these charges were proved, can you justify the course you took, as one that was open, manly and candid? or the course any gentleman would willingly have taken, and deliberately have prosecuted?

3. If not proved—even to the utmost point of charge—to the very extremity to which you have urged them, both by specification and application—What course does honour

and conscience prescribe you to take toward the Commissioners of Pilotage?

4. If not proved—and no reparation made—in what estimation ought the author of such charges to be held in the community in which he resides; as touching the qualities of truth and candor.

We are Sir with due respect,
WM. CRABTREE, Jr. } Com'ee. Com.
F. H. WELMAN, } Pilotage.
sept 9

SAVANNAH RIVER.

LETTER

FROM

THE SECRETARY OF THE TREASURY.

Transmitting the information required by a resolution of the House of Representatives of the 6th ultimo, in relation to disbursements which have been made in removing obstructions in the Savannah river, under authority of the act of 13th May, 1826, &c. &c.

MAY 20, 1830.

Read, and laid upon the table.

TREASURY DEPARTMENT,

May 19th, 1830.

Sir: In compliance with a resolution of the House of Representatives of the 6th ultimo, directing the Secretary of the Treasury to furnish this office with an account of the disbursements which have been made, under an appropriation to clear out obstructions in Savannah river, below the city of Savannah, passed the 13th May, 1826; with copies of all such demands as have been applied for to the Department on account of work done, or services rendered in clearing out obstructions in said river, and which have not been allowed or paid; with copies of such plans for the execution of said work as were undertaken, and have been abandoned, and of such plans for the accomplishment of said work as are now being pursued; together with copies of the correspondence of the commissioner, and the correspondence of the Department with said commissioner, from his appointment to this office, and of the correspondence of any engineer with the Department, in relation to said work; I have the honor to enclose a statement prepared by the Register of the Treasury, showing the disbursements on account of the work; and, also, a report from the Fifth Auditor, together with the accompanying papers, which contain all the information in possession of the Department, on the subject of the resolution.

I have the honor to be,

With high respect,

Your obedient servant,

S. D. INGHAM,

Secretary of the Treasury.

Honorable the SPEAKER,
of the House of Representatives U. S.

STATEMENT of payments made from the Treasury, for removing obstructions in the Savannah River, under the act of Congress of the 18th of May, 1826.

DATE OF WARRANT.	NUMBER.	IN WHOSE FAVOR.	AMOUNT.
1827, September 17	9631	William C. Daniell, agent,	\$ 850 00
November 17	9893	do do	17,000 00
1828, August 16	1156	do do	425 00
September 13	1288	do do	2,175 00
October 13	1543	do do	2,775 00
November 15	1645	do do	2,325 00
1829, April 3	2375	do do	315 00
18	2425	do do	1,810 00
23	1410	do do	1,410 00
May 20	2120	do do	2,120 00
July 15	311	do do	2,520 00
31	353	do do	1,780 00
August 23	406	do do	2,665 71
October 25	731	do do	1,250 00
December 17	924	do do	2,167 00
1830, February 17	1185	do do	3,870 00
March 24	1294	do do	1,000 00
			\$45,916 00

TREASURY DEPARTMENT,

Register's Office, May 19, 1830.

T. L. SMITH, Register.

TREASURY DEPARTMENT,

Fifth Auditor's Office, May 19, 1830.

SIR: In pursuance of the resolution of the House of Representatives of the 6th ultimo, which you referred to me, I have the honor to transmit herewith a copy of all the correspondence between this office and William C. Daniell, Esq. commissioner for removing obstructions in Savannah river, from the time this office was charged with the superintendence of the work until the present time.

It does not appear by the correspondence that any demands have been made upon the Department on account of work done, which have not been allowed. It is understood, however, that one of the contractors with the commissioner for erecting a dam between Hutchinson and Fig Islands, failed to comply with his contract, and was consequently not paid; but no formal demand has been made by him to the Department.

No copy of any plans abandoned is found on file. The first plan submitted, and which is contained in the report of the commissioners, Mr. Nichols and Mr. Daniell, was drawn, it is understood, by Mr. Martineau, and was adopted, but the drawing was subsequently returned to the commissioner. The contractor having failed in executing that plan, another was presented by Mr. Gill, an engineer of Georgia, which the commissioner was instructed

[Doc. No. 106.]

ed to execute—no offers having been received, after due public notice, to
execute the work by contract.

I have the honor to be, respectfully, sir,
Your obedient servant,

S. PLEASANTON,
*Fifth Auditor and acting Commissioner
of the Revenue.*

The Hon. SAMUEL D. INGHAM,
Secretary of the Treasury.

WASHINGTON, 13th March, 1827.

Sir: Having understood in our conversation of this morning, that you
had approved the plan suggested in the report of the commissioners for re-
moving the obstructions from the river Savannah, and that it would become
necessary, under proper cautions, to appoint an agent for the disbursement
of the sum appropriated for that purpose, I take leave to suggest to you, that
Dr. W. C. Daniell, one of the commissioners, who has expressed his wil-
lingness to take upon himself this charge, is a gentleman of high character,
of unquestionable integrity, and one whose property and connexions would
enable him to furnish any security which the Government might require.
Do me the favor to communicate to me your determination on this subject.

I have the honor to be, &c.

JN. MACPHERSON BERRIEN.

Hon. Mr. RUSH, *Treasury Department.*

TREASURY DEPARTMENT, 14th March, 1827.

Sir: In reply to your letter of yesterday's date, I beg leave to inform
you, that it is the intention of this Department to appoint Mr. Daniell the
agent for superintending the work of removing the obstructions from the
river Savannah, and that instructions will, in the course of a short time, be
issued to him upon this subject, from the office of the Fifth Auditor.

I have the honor to remain, with great respect,
Your obedient servant,

RICHARD RUSH.

The Hon. J. MACPHERSON BERRIEN,
Washington, D. C.

SAVANNAH, 21st February, 1827.

The undersigned, in the execution of the duties assigned them by
order of the 12th September, 1826, have diligently examined the ob-
structions in the Savannah river, below the city of Savannah, together with
the character and tendencies of the currents created by these obstructions,
and the best means of removing the obstructions and improving the naviga-
tion up to the city. The results of these examinations, aided by the most
deliberate reflection, are respectfully submitted.

The undersigned have availed themselves of the science and skill of Mr. Martineau, an accomplished engineer, in their examinations. They take great pleasure in acknowledging the value of his services, and in stating that the plans hereafter proposed, have received his full sanction and approbation.

From some distance above the city of Savannah, to its union with the ocean, the river Savannah is studded with islands of marsh, of various sizes; these divide and sub divide its waters, creating, thereby, numerous channels, which vary in depth from time to time, under the influence of circumstances, more or less apparent. Opposite the city lies Hutchinson's Island. Although the Southern channel, which passes at the foot of the city, is the boldest and deepest, still a considerable amount of water passes down the Northern channel. Opposite the Eastern end of Hutchinson's Island, and between that and the Georgia shore, and below the city, lies Fig Island, to the South of which lies the main channel of the river, yet a considerable amount of water passes off between Hutchinson's and Fig Islands. The channel North of Hutchinson's Island and that between Hutchinson's and Fig Island unite, and casting their waters with considerable force in a Southeastern direction, unite with the Southern and ship channel about two miles below the city. At the point of junction of these channels are found the greatest obstructions to the navigation. It is at this point that some vessels were sunk at two periods of the Revolution. First, by order of the American Commander, General Howe, for the purpose of protection against the British fleet; and second, by the British, after the capture of Savannah, for the purpose of checking the French fleet. These obstructions became, in time, a nucleus, upon which a sand bank was formed, and the currents passing from the channels North of Hutchinson's Island, and between that Island and Fig Island, have certainly aided in increasing and perpetuating that bank. It is confidently believed that the mere removal of the sand bank, and the remains of the vessels upon which the bank has been formed, would not ensure a permanent relief from obstructions, because the channels above named having united, enter the main or ship channel at a considerable angle, and may in future as heretofore, make a deposite of sand, &c. at the point of junction. To remedy this difficulty, two modes have suggested themselves to the undersigned, either to change (by a sea wall) the direction of the current of the two Northern channels, or impair its force and power by stopping up these channels by damming across them. The latter is preferable, because it can be executed at less expense; would be certain in the objects; and, by adding to the volume of water in the Southern or ship channel, would, by so much, increase its force, and aid in removing the tendency to new depositions. It is further probable that it would facilitate the removal of existing obstructions.

The width of the channel at the upper end of Hutchinson's Island, is one thousand five hundred and forty feet, and of that between Hutchinson's Island and Fig Island, is six hundred and forty feet. The dams recommended to be constructed would be sixteen feet high, with an eighteen feet base. They would be carried up two feet above low water mark, with solid timber ten inches thick, battening half an inch to a foot, after the manner of docking, connected together by cross ties, eight by nine inches thick, extending from one face of the dam to the other, into which they will be dovetailed. Each course of timber should be one foot high, will have a course of ties twenty feet from centre to centre, leaving a space be-

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tween them of nineteen feet two inches, dividing, alternately, the spaces in each course of ties, so that the distance will actually be only nine feet from each other. In the first or ground work they will only be four feet from each other. Upon these a floor of two inch plank will be laid to prevent the escape of the materials required to sink the dam. It is believed this method of building it will give the faces or walls of the dam, all necessary support to enable it to bear more than the pressure which it will be required to sustain.

The average height of the docking part of the dam will be eight feet, the other eight feet are to be obtained in the form of a roof, consisting of rafters eight by nine inches square, framed and tenoned together, and treenailed at the top and at the bottom; to be firmly battened to the top timber of the docking, which I will here call the plate, and covered with three inch plank spiked to the rafters. The entire cavity of the structure to be filled with clay or other heavy materials.

On one side of the dam, extending entirely across the river, will be a course of sheet piling of three inch plank, driven six to eight feet in the earth at the bottom, and spiked fast at the upper end to the upper courses of the docking. The sheet piling is also to be continued across each end of the dam, from which pins will be extended, of three inch plank, into the solid earth, and embanked to prevent the water from finding its way past the ends of the dam. On the other side piles ten inches square are to be driven eight to ten feet into the earth, and bolted to the face timbers of the dam. The whole interior of the dams to be filled with clay or other heavy materials.

The timber of various kinds required in the construction of the

dams, is estimated at	-	-	-	-	\$ 8,322 60
Nails, spikes, &c.	-	-	-	-	1,782 00
Amount of labor	-	-	-	-	11,028 00
Materials for filling up interior of dams	-	-	-	-	6,257 00
Superintendence and contingencies	-	-	-	-	3,000 00
Total cost of both dams	-	-	-	-	\$ 30,389 60

For the removal of the obstructions a dredge boat, with a ten horse power engine, will be required. This, with all necessary machinery for two sets of scrapers, and four tenders of thirty tons each, to carry off what is taken up, will cost about ten thousand dollars.

The wrecks, mud, sand, &c. to be taken up, are estimated at thirty thousand tons. With the use of the dredge it is believed that these can be removed at about twenty cents per ton, making six thousand dollars. By their removal the draught of water will be increased four feet up to the city.

According to the above estimates, the whole works required will cost forty-six thousand three hundred and eighty-nine dollars sixty cents.

All of which is respectfully submitted,

By your humble servants,

W. C. DANIELL,
AB'M. NICHOLLS.

to the Hon. RICHARD RUSH,
Secretary of the Treasury, Washington.

SAVANNAH, 24th March, 1827.

SIR: In compliance with the request contained in your letter of 16th instant, I send you a printed chart of the Savannah river, to some distance above this city. The scale of miles on it will give you the various distances which you wish, I hope with sufficient accuracy. The only points which it was deemed important to measure, were those at which it was contemplated to place the dams, namely, from Hutchinson's Island to Argyle Island, which is 1540 feet, and from Hutchinson's Island to Fig Island, which is 640 feet.

You will perceive by the chart, that it is not contemplated to run a dam to the North shore. This was not expressed (as it should have been) in the report of the 21st ultimo. It is proposed to place the dam across the channel, passing between Hutchinson's and Argyle Islands, marked "cross tides" at the letter O in the word "cross," and the dam between Hutchinson's Island and Fig Island, (a small Island lying along side the Eastern end of Hutchinson's Island, and to the South of it,) at the letter F of the word "Fig."

To the East of Fig Island, and in the channel, you will perceive on the chart, in pencil, the letters "obsta." which are designed to represent the obstructions to be removed, and which are at that point of the river.

There is a partial obstruction (composed wholly of mud) to be removed at a point in the river lower down, which is marked in the chart "Mud Flat," and is opposite Elba Island. This is included in the estimate now in your possession.

With the hope that the accompanying charts, and these explanations, will enable you fully to understand the plan heretofore submitted,

I have the honor to be,

Sir, very respectfully,

Your obedient servant,

W. C. DANIELL

S. PLEASANTON, Esq.

SAVANNAH, 24th May, 1827.

SIR: I have had the honor to receive yours of the 19th ultimo. In conformity with instructions therein contained, I have advertised for proposals for removing the obstructions in the Savannah river, below the city, and for the erection of dams between Argyle and Hutchinson's Islands, and between the latter and Fig Island. Copies of the advertisement will be enclosed by the same mail with this letter.

The principle adopted by the Department, of having public works executed by contract, is very generally decidedly to be preferred to any other. It is certainly the best that could have been devised for the construction of the dams between Argyle and Hutchinson's Islands, and between the latter and Fig Island. In these cases, it can be determined precisely what is to be done, and when that has been properly and faithfully performed, thereby placing the contracting parties upon fair and equal grounds. It however appears to me, (and the suggestion is made with diffidence) that there are some peculiarities in the case of the removal of the obstructions in our river, which, perhaps, would authorize a departure from the rule.

It is believed that the estimate made by Mr. Nicholls and myself, of the amount of obstructions to be removed, is as accurate as the circumstances would permit. Yet, I have not felt authorized to furnish that estimate as a basis upon which a proposition to contract should be made, because it would amount to a pledge to a contractor that he would be required to remove no greater amount than we have estimated. Few men disposed to make such a contract, would be qualified, and fewer would be willing, upon the mere contingency of getting the contract, to make a survey of the river, which would enable them to make proposals with an accuracy (as to the price) which the public interest requires. Nor does it appear to me advisable that contracts should be made at a specific sum per square yard, from the liability to imposition to which the Government would be subjected. I have no doubt, but economy would be consulted by the purchase of a dredge boat, to be used under the direction of a skilful person to remove the obstructions, and my confidence in the successful execution of the work would be strengthened. When the work shall be completed, the dredge boat can be sold on terms not inconsistent with a sound economy.

There is another suggestion, which I would beg leave to submit. The officers engaged in making a survey of this port, for objects connected with the establishment of a naval depot, have postponed the completion of their duty until the ensuing Winter. It is of vital importance to the claims of this port, that the obstructions be removed before that survey is resumed. It is further important in a purely commercial point of view. If the survey is completed before the obstructions are removed, and a chart of this harbor and river, founded upon that survey, should be published, it will exhibit the harbor in a condition, though correct at the moment of making the survey, wholly erroneous at a subsequent period, and through all future time. The force of this remark will be observed when it is recollected that the amount of navigation, and the rates of insurance and freight are essentially influenced by the facilities and disabilities which may be afforded or exist in a port and harbor of a commercial city. Even at their present reduced prices, the staples of Georgia (cotton and rice) which seek a foreign market through this place, form no inconsiderable item in the exports of the United States. Every reduction in the expense of exportation increases their value to the grower, and consequently adds to the wealth of the country.

It is believed that, if the proposition to purchase a dredge boat, to be employed in removing the obstructions in our river, should receive the approval of the Department, we could place ourselves in readiness for the survey of our harbor and river, if not with economy, certainly with no increase of expense, over what will be incurred by having the work done by contract, and with a fair prospect of having it performed in a more perfect and efficient manner.

Influenced by a strong desire to see every opportunity availed of which may promote the speedy and successful accomplishment of the business submitted to my charge, I have taken the liberty of making these suggestions freely and unreservedly, under the conviction, that, whilst that which is injurious will be rejected, whatever may deserve consideration will duly receive it.

I have the honor to be,
Very respectfully,
Your obedient servant,

W. C. DANIELL.

S. PLEASANTON, Esq.
Fifth Auditor, Washington, D. C.

SAVANNAH, 15th June, 1827.

SIR: I had the honor to receive yours of the 6th instant, yesterday. I herewith enclose you all the proposals that I have received in consequence of the advertisement of the 15th ultimo. Mr. Bargy, a contractor upon the Savannah and Ogechee canal, informed me that it was his intention to send in proposals for constructing the dams. I presume he has been prevented by a severe illness, under which he now labors. He is certainly well qualified for the task. It has been intimated to me, that other proposals would have been made for constructing the dams, if it had been allowed to make moderate and safe advances as the work progressed. Our mechanics are not in command of sufficient funds to enable them to make such heavy advances for such a length of time as would be required in the construction of the dams proposed to be built.

Mr. Martineau, whose proposals are herewith enclosed, is now absent to the North, and will not return until October or November. If his proposals are accepted, several months must elapse before bonds can be executed, and the work commenced.

It is believed that the statements submitted to the Secretary of the Treasury, by Mr. Nicholls and myself, are liberal; and I am not without hope that contracts may be obtained by the Winter, upon terms not exceeding that estimate.

Your suggestion, upon an application to the Secretary of the Navy, to have the survey of this harbor and port delayed until the obstructions in the river are removed, will be availed of. I have supposed that we could have the obstructions removed early in the month of January, which would afford time for a survey to be made, and reported at a period sufficiently early to be laid before Congress at its next session.

Mr. Stevens, the Collector of this port, conceives that the service for which he was instructed to furnish Mr. Nicholls and myself a boat and hands has ended. He has, however, informed me, that I shall have the use of them, when they are wanted by me, until further instructions can be obtained, that he shall furnish them. The future calls that I shall have to make for them (should I be authorized to do so) will be only occasional, and can be so made as not to interfere with the Collector.

I have the honor to be, Sir, respectfully,
Your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq. *Fifth Auditor.*

To Wm. C. Daniell, Esq. Commissioner &c charged with superintending the appropriation by the General Government, for improving Savannah harbor, by removing obstructions in the river and erecting a dam at the head of Hutchinson's Island, and one between Fig and Hutchinson's Islands.

SIR: Having duly reflected on the nature and probable cost of erecting a dam between Hutchinson's and Argyle Islands (which will be about sixteen hundred feet long) I would propose to provide all the necessary materials and erect the said dam for the sum of twenty-three thousand and one hundred dollars, in the manner specified in your advertisement.

I am, Sir, with high respect,

Your obedient servant,

JOHN MARTINEAU.

SAVANNAH, May 24, 1827.

To Wm. C. Daniell, Esq. Commissioner, charged with superintending the appropriation by the General Government for improving Savannah Harbor by removing obstructions in the river and erecting dams between Hutchinson's and Argyle and Fig Islands.

Sir: Having also duly reflected on the nature and probable cost of constructing a dam between Hutchinson's and Fig Islands, I would propose to erect the same in the manner contemplated, for nine thousand nine hundred dollars. The length of this dam, it appears, will be upwards of six hundred feet.

I am, Sir, with high respect,

Your obedient servant,

JOHN MARTINEAU.

SAVANNAH, May 24, 1827.

SAVANNAH, 16th June, 1827.

Sir: After transmitting to the post office yesterday the letter which I had the honor to write you, enclosing the proposals of Mr. Martineau, I received proposals from Mr. Bargy for constructing the two dams for the sum of thirty thousand dollars. I sought an interview, and told him that I thought the two dams ought to be constructed for twenty-eight thousand dollars; and that, if he would offer proposals to execute the work for that sum, and consent to increase the size of the cross tie timbers to 10 by 12 inches, I would suggest to the Department my belief that the proposals might be safely accepted. He finally agreed to make the proposals, which are herewith enclosed.

I remarked to Mr. Bargy that it would be unnecessary to mention in his proposals the understanding to increase the size of the cross tie timbers, as that would be embraced in the bond which he would give.

Mr. Bargy remarked, that he hoped, that, in the progress of the work, small sums might be advanced to him; upon his giving ample security to refund the money if it should be required. I replied, that upon that subject I had no power and could make no promise, but that I presumed the Department would have no insurmountable objection to making some advances in the progress of the work, upon an ample assurance that the public service could in no way suffer from it. I expressly disavowed any ability or intention to make any promise.

Mr. Bargy further stated, that, unless he could get the contract for erecting both dams, he would not make any. I told him that should be the understanding.

Mr. Bargy sails in a few days for New York, and will not return until October or November. I have promised to communicate to him the determination of the Department upon the proposals.

I have the honor to be, Sir,

Respectfully, your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, Washington, D. C.

[Doc. No. 106.]

SAVANNAH, July 2d, 1827.

Sir: The undersigned, in the discharge of the duties assigned them, of reporting of the best manner of removing the obstructions in the Savannah river, availed themselves, (as stated in their report) of the services of Mr. John Martineau, as an Engineer. These services they consider to be worth two hundred dollars, which they respectfully recommend to the Department to pay.

Respectfully, your obedient servants,

W. C. DANIELL,
ABM. NICHOLLS.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

WASHINGTON, 15th September, 1827.

Sir: Mr. Martineau having refused to enter into a contract for removing the obstructions in the Savannah river below the city, as proposed by himself, I have the honor of presenting myself at the Department for further instructions upon the subject.

Mr. Nicholls and myself were engaged sixty-five days in making examinations &c. &c. of the condition of the Savannah river, its obstructions, the best mode of remedying existing evils, &c. preparatory to our report.

I have the honor to be, Sir,

Very respectfully,

Your obedient servant,

W. C. DANIELL.

S. PLEASANTON, Esq.

P. S. By the letter of appointment, the Secretary of the Treasury allows us five dollars per day as Commissioners, making for the sixty-five days three hundred and twenty-five dollars each for Captain Nicholls and myself.

Respectfully, &c.

W. C. DANIELL.

MIDDLETOWN, CONN. 26th September, 1827.

Sir: Upon my arrival at Baltimore from Washington, I met with Lieutenant Sherburne, (U. S. Navy) who has been engaged in the survey of the port of Savannah. In making that survey, which is yet unfinished, he has acquired information which I deem it of importance to communicate to you, as in my opinion it suggests a modification of the plan proposed for removing and remedying obstructions in that river. Opposite Tybee Island and abreast the light-house, there is a hard rough bottom of some breadth, upon which there is at low water 12 feet, consequently somewhat upwards of 18 feet at high water. This bottom is considered to be a hard incrustation of sand upon a bed of mud. It destroys what would otherwise be a good anchorage, and at a very important point. The representation of this upon a chart of our port, by showing a dangerous shoal now unknown, save to our pilots, would, in the opinion of Lieutenant Sherburne, prove injurious to the reputation and character of our port, and increase the rates of freight

and insurance. There is another hard incrustation near what is called the Oyster Beds, of similar character and depth. This latter again interferes with what would otherwise be an excellent and secure anchorage. It is suggested by Lieutenant Sherburne, that the dredge-boat, which it is in contemplation to obtain for removing the other obstructions higher up the river, could successfully be applied to removing these banks. What would be the cost cannot now, of course, be stated. I would beg leave to suggest, at least for the present, a delay in executing the contract with Barge, for constructing the dam between Hutchinson and Argyle Islands, until, upon my return to Savannah, an examination and estimate can be made of the expense for removing the two banks above described. If it should be found that the fund would be sufficient for removing all the obstructions and for building the dams on their proposed plan, we can proceed as we have designed. But if the amount required for removing the two banks above described, should be such as to affect the sum destined for the embankment between Hutchinson and Argyle Islands, then a plan of less cost could be adopted for that place, and which would have been previously suggested had the other draughts upon the appropriation required it. I wrote to Mr. Barge to-day, requesting that he will not proceed in contracting for materials for the large dam until further notice from me.

Your reply will meet me here on my return from Boston.

I am, very respectfully,

Your obedient servant,

W. C. DANIELL.

S. PLEASANTON, Esq.
Fifth Auditor, &c.

MIDDLETOWN, CONN. 27th Sept. 1827.

SIR: In the haste of closing my letter of yesterday, in time for the mail, I omitted sending you the enclosed receipt of Mr. John Martineau, for two hundred dollars, which you will please place to my credit.

I have the honor to be, Sir,

Very respectfully, your obedient servant,

W. C. DANIELL.

S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 6th November, 1827.

SIR: Enclosed you will receive the bond which has been required of me, together with the certificate of the deputy collector, of which I have been compelled to avail myself, in the absence of the collector.

Enclosed you will also receive Mr. Nicholls's account, and his receipt; also, my own account, receipted, for services rendered up to the 1st of July last. At a more leisure time, I will make out my account for services, &c. rendered subsequently to that period, and forward it.

In a former letter, I suggested that I should have occasion, from time to time, for a boat and hands; and that, if it was intended that I should, as heretofore, be supplied by the collector, a new order would be necessary,

as he felt that, upon the execution of the duty assigned Mr. Nicholls and myself, the former order had ceased to be operative. He has, nevertheless, politely informed me that, until such an order is received, he would furnish me with a boat, when needed.

I shall, in a short time, complete my arrangements for obtaining a dredge boat, &c. when they will be fully communicated to you. In the mean time, I will thank you to forward to me a check upon the United States' Branch Bank here, for seventeen thousand dollars, the sum estimated in the report of Mr. Nicholls and myself, for removing the obstructions. That report having, by some accident, been lost, I would beg the favor of a copy of it from your office.

It is not yet in my power to communicate any thing specific upon the subject of my last letter to you from Middletown, Conn.

I have the honor to be, Sir,

Very respectfully, your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 21st December, 1827.

SIR: On the 4th instant, Mr. Peter Barge, jr. executed a contract for erecting the dam between Hutchinson and Fig Islands. That instrument varies, in a few particulars, from the terms of the advertisement for proposals. Every such variation has been with a view to increased security of the work to be constructed, and each has added somewhat to the cost of the work.

With the contract presented to Mr. Barge for his signature, was a bond for the faithful execution of that contract. This, he promised to have executed in a day or two, and named the securities, who, I informed him, would be accepted. Since, however, he has declared they would not sign. Upon my declaration that the bond was absolutely necessary, he asked time to write to New York, where his friends resided, for the requisite security. Although I had taken special care, when he was notified that his proposals were accepted, to state to him that securities would absolutely be required, and felt that he had not used due diligence at the proper time, yet, inasmuch as he was already engaged in the work, I was induced to give him the time which was asked. I am induced to think that he wishes to evade altogether executing the bond, as, by the terms of the contract, he warrants that the work shall be permanent. I design, as soon as time sufficient for obtaining securities from New York shall have elapsed, to notify Mr. Barge that the money for the work will be withheld until the bond is executed.

I have deemed it to the interests of the Government to solicit Mr. Gill, the engineer of the Savannah, Ogechee, and Altamaha canal, to examine, from time to time, with me, the progress of the work in which Mr. Barge is engaged, so that, upon its completion, he will be enabled to express an opinion as to the manner of its execution, which I shall deem valuable, in aiding my own judgment. As a considerable portion of the work will be placed below water, it requires vigilance, during the progress of its execution, to be satisfied that good faith has been observed by the contractor.

This work will be completed early in February, by which time you will have forwarded to me the amount to be paid for it, namely, ten thousand dollars.

I have the honor to be,
Very respectfully, your humble servant,
W. C. DANIELL.

PLEASANTON, Esq.
Fifth Auditor, &c.

P. S. I herewith enclose you my account, according to the form which were so kind as to send me. I regret that I did not retain the number of the Treasury warrant which I received in Washington; that, I hope, is material.

SAVANNAH, 12th January, 1828.

I beg leave to submit to you the result of the examinations which have been made, of the condition of the "Tail of the Knowl," a bank in Savannah river, opposite the light-house, on Tybee Island, and of the "Oyster Banks," about two miles higher up the river, concerning the propriety of removing which, I had the honor to address you on the 15th of September last, from Middletown, Conn. The first is composed of a compact mass, and can be removed with the dredge boat. It will be necessary to remove about twenty thousand tons.

The Oyster Banks are composed of oyster shells and mud, with some sand. These, it is believed, can also be removed with the dredge boat. About twenty-two thousand tons will be required to be removed.

The removal of these two obstructions will be highly important, as it will enable ships arriving at the bar to come to a safe anchorage at any period of tide, in a Northeast storm, which, at present, cannot be done.

It is believed that the obstructions at the Tail of the Knowl, can be removed for thirty cents per ton; and that at the Oyster Banks for forty cents per ton. The increased expense of the first, over the estimate for the removal of the obstructions heretofore reported upon, is owing to the greater resistance given to the dredge boat by the sea, which must retard its effective operation.

The character of the materials of which the Oyster Banks are composed, as well as the increased motion from the action of the sea, will explain the reason of the still higher rate at which the estimate for their removal has been made. It has been deemed proper to vary the form of the dredge boat to suit these objects, which will add to the cost about three thousand dollars.

Remove twenty thousand tons, at the Tail of the Knowl, at 40 cents per ton, is	\$6,000
Remove twenty two thousand tons, at the Oyster Banks, at 40 cents per ton, is	8,800
Increased cost of dredge boat	3,000

\$17,800

cannot but deem the removal of these two obstructions of much higher importance than the construction of the dam between Hutchinson and Ar-

Argyle Islands. How far the erection of this dam may be absolutely necessary to perpetuate the advantages resulting from the removal of the bank at the Wrecks, time must decide. There is some reason to believe that the erection of the other dam, between Hutchinson's and Fig Islands, may render the current down the front or South channel stronger than that of the back river, which would render another dam superfluous. It would be better to rely upon the wisdom of Congress to supply any deficiency in the amount of the late appropriation for removing the obstructions that may become necessary to render the resulting advantages permanent, and direct our attention to the removal of obvious obstructions, than in guarding against contingent evils to overlook immediate ones.

I am happy to be enabled to inform you that, by our declining to erect the dam between Hutchinson and Argyle Islands, Mr. Barge can sustain no loss from any engagement which he has made. As yet, he has not been enabled to furnish any security for the faithful execution of his contract for the other dam, between Hutchinson and Fig Island, though he promises that he soon will. I have notified him that the money will not be paid until the bond is executed. That work is in rapid progress to its completion.

I have the honor to be,

Sir, very respectfully,

Your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c. &c.

SAVANNAH, Jan. 20, 1828.

SIR: I have just received your letter of the 12th instant. I regret that circumstances beyond my control have prevented me getting a dredge boat. Before leaving New York, I received proposals from Mr. John Eveleth of that city for a dredge boat. I informed him that proposals would be received from Baltimore also. He promised that he would visit Savannah by the 20th November last, by which time I expected to receive the Baltimore proposals. About the 16th ultimo, I received a letter from Mr. Eveleth, stating that the indisposition of his family had prevented his coming out. By that time I had satisfied myself that the dredge boat would be required upon the "Tail of the Knowl," where the water was much more rough than higher up the river. Having been disappointed in receiving proposals from Baltimore, which I had expected through the agency of Lieutenant Sherburne, I addressed a letter to Mr. Eveleth, inviting a new proposal for a dredge boat, adapted to the removal of obstructions at the Tail of the Knowl. At the same time I addressed a letter to Mr. Douglass of Baltimore, inviting proposals for a similar dredge boat.

Enclosed you will receive No. 1, the proposals of Eveleth—No. 2, an amendment to that proposal—No. 3, his letter declining the visit to Savannah—No. 4, a copy of my letter to him—No. 5, another letter from Eveleth—No. 6, a letter from Mr. Douglass, in reply to mine, asking him to invite proposals. These enclosures are forwarded for your satisfaction. You will oblige me by returning them.

I have not replied to Mr. Eveleth's letter of the 28th ultimo. I thought it best first to receive proposals from Baltimore, which are due to-day, but

not yet reached me. I am more pleased with the dredging machine in Baltimore, than with that in use in New York, made by Eveleth. And, whilst to the North, that a boat could not be built and sent on in less than four months. Hence the time given in the proposals. If I should not in the course of a short time receive proposals from Baltimore, or if they should not be satisfactory, it is my intention to go on there, and if necessary hence to New York, for the purpose of contracting for a dredge boat. In his letter of 28th ultimo, Mr. Eveleth refers to a conversation in which he proposed that he had a plan by which to remove the "Outer Bar," as he calls it, at a small expense. In that conversation he refused to communicate the manner in which it was to be done. He said that, *when the contract was made with him for the dredge boat*, and he had examined the situation, he would engage to remove the outer bar, (meaning the Tail of the bar) but not sooner.

I have the honor to subscribe myself,

Sir, very respectfully,

Your humble servant,

W. C. DANIELL.

S. PLEASANTON, Esq.

Fifth Auditor, Washington, D. C.

SAVANNAH, 2d March, 1828.

Sir: I have at length succeeded, through Mr. Douglass of Baltimore, in making a contract for furnishing a dredge boat for our operations here. Such is their press of business that Watchman and Bratt will not be able to supply the machinery as soon as is desirable. The construction of their dredge and their patent apparatus for propelling the boat itself, gives them decided advantages over any other machine of the kind in use, as to economy both time and money.

I regret to inform you that Barge has abandoned his contract for constructing the dam between Hutchinson and Fig Islands. Some time since, the work gave way, and he was compelled to adopt another mode of constructing it. In the first instance he endeavored to construct a continued and solid dam over the place where it was to be sunk gradually as the work progressed from one side of the river to the other side of the river. After failure, he then made his dam of separate cribs of from 70 to 100 feet in length, and sunk them in succession. Unfortunately for Mr. Barge, soon as one crib was sunk, (and without completing the filling up at once, with a strong force) he would commence preparations for sinking another, but he found himself with four cribs sunk which were not sufficiently filled and the water undermined first one and then another, and nearly all have been cast up by the force of the tide. Mr. Barge's men have been discharged, his timber, &c. attached, and himself taken into custody by his creditors. I sincerely regret his bad fortune. It is very important that the dam be completed before the dredge boat is put in operation, and I await your instructions on the subject.

I have the honor to be, sir,

Respectfully, your obedient serv't.

W. C. DANIELL.

S. PLEASANTON, Esq.

Fifth Auditor, &c.

SAVANNAH, 13th April 1828.

SIR: The scarcity of money in the commercial cities of the North, has made the rate of exchange one per cent. against us, with a prospect of further rise. Indeed, for the last few days, bills of exchange upon the North are not to be had from any of our banks; and commercial men tell me that the present state of things will continue for some time, and probably grow worse.

In the purchase of the dredging machine, required for removing the obstructions from the Savannah river, in Baltimore, it has become necessary that I should place a portion of the funds entrusted to me there. I have applied to the Cashier of the United States' Branch Bank here, to aid me, but he does not feel authorized. I now address you for the purpose of requesting that an order be issued to the United States' Bank, to instruct its Branch here to afford me the means of placing the public funds in my hands in Baltimore, without loss to Government.

Your early attention to this is requested, as I have engaged to place two thousand dollars in Baltimore by the first of May.

I am, very respectfully,

Your obedient servant,

W. C. DANIELL

S. PLEASANTON, Esq.

Fifth Auditor, &c.

SAVANNAH, April 16, 1828.

SIR: The bearer, Mr. Peter Barge, requests me to make him known to you as the person who had contracted to construct the dam across that channel of the Savannah river which passes between Hutchinson and Fig Islands. The failure of the contract has already been made known to you. He now visits Washington with the hope of in some way obtaining the reimbursement of his losses. I have assured him that the Secretary of the Treasury has not the power. He speaks of applying to Congress; though I have told him that there his prospects of success would be very bad. I should certainly be pleased to see some allowance made to him, for the losses which occurred to him in his enterprise. He is disposed to re-engage to construct the dam, but how far he would be enabled to comply with the conditions that it would be proper to annex, to ensure a prompt execution of the work, I know not.

I have the honor to be, &c.

W. C. DANIELL

S. PLEASANTON, Esq.

Fifth Auditor, &c.

SAVANNAH, May 1, 1828.

SIR: As there are several competent persons in this neighborhood to construct the dam between Hutchinson and Fig Islands, I have, according to your instructions of 11th ultimo, advertised proposals.

At the time I wrote you, I could not state the time at which the dredge-boat would go into operation; nor could I state the precise cost. I have

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since received a letter from Messrs. R. H. Douglass and Co. of Baltimore, who have come to an arrangement with Watchman and Bratt for furnishing the machinery, &c. for the sum of nine thousand seven hundred dollars, to be delivered there the first of October. This is the earliest period that could be obtained. There will be an additional charge for one of the firm to come out and put up the machinery here, which will not exceed four hundred dollars. I daily expect to receive copies of the contract from Baltimore. Fortunately, Messrs. R. H. Douglass and Co. found a new boat ready made, which will answer well for the machinery. By the purchase of this, Government will save about one thousand dollars; I have authorized them to purchase it for not exceeding twenty-five hundred dollars, to be delivered here; it was to leave Baltimore about this time. On this day two thousand dollars are to be paid Watchman and Bratt; the same amount on the first of July; twenty-seven hundred on the first of September; and three thousand on the delivery of the machinery in Baltimore. This was indispensable, and I had to acquiesce. The scows on mud flats will be built here. In a few days I shall advertise for proposals. It is believed that the whole cost of the dredge boat, including commissions, transportation of the machinery, and the insurance upon it, with the scows, will not exceed fourteen thousand dollars.

I have, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, May 14, 1828.

Sir: I have the honor to enclose you the proposals of Mr. Powers to construct the dam across the channel between Hutchinson's and Fig Islands. It is believed that the plan proposed would fully answer. The proposals are not, as you will perceive, in accordance with the requisitions of the Government.

I subjoin a liberal estimate for building such a dam as is specified by Mr. Powers.

	<i>Estimate, &c.</i>	
600,000 feet timber at 5, is	- - -	\$3,000 00
5,000 cubic yards of mud at 30c.	- - -	1,500 00
1,254 piles, dressing, driving, &c. at 2 50	- - -	3,155 00
Braces, caps, &c.	- - -	1,000 00
		3,635 00
Ten per cent contingencies	- - -	863 50
		\$3,498 50

I have the honor, &c.

W. C. DANIELL.

S. PLEASANTON, Esq.
Fifth Auditor, &c.

EFFINGHAM COUNTY, *May 10, 1828.*

SIR: I see you are advertising for proposals to construct a dam across the river between Fig and Hutchinson's Islands, and notwithstanding I believe it to be an uncertain and therefore dangerous business, the bottom being, as I am informed, a bed of quick sand, I have determined, after having consulted two of the most experienced mill wrights in this part of the country, to propose to construct said dam for fourteen thousand dollars, upon the plan herewith submitted, to be completed on or before the 20th day of February next; with the privilege of varying the plan as circumstances may require, with your approbation. * You mention that bond and security will be required for the faithful execution of the work; this I should be willing to give, conditioned to give it a full and fair trial within the time proposed, but in case of failure from causes beyond my control, the forfeiture to extend only to the loss of the work done, and I should hope you or the Government would require no more.

Very respectfully, &c.

C. POWERS.

Dr. WM. C. DANIELL,
Savannah.

Plan for constructing a dam from Fig to Hutchinson's Islands.

The two exterior rows of posts to be 12 by 18 inches square, averaging 30 feet in length, the capsills the same size, 36 feet long; the capsills to be tenanted on these, and a post or pile in each of the other rows, braced from the top of the interior post to low water mark in the exterior; the braces to be 12 by 12 inches square, the string sills the whole length of the dam, (570 feet) 12 inches by 12, to be let into the capsills with a dovetail, the inside to range with the out edge of the inner row of posts, the piling to be 12 by 12 inches, and average 30 feet in length, drove 15 feet deep on the inside of the string sills, touching each other ranging with the inside rows of piles first driven; the rows to be 15 feet apart, filled in with earth, and raised from 3 to 5 feet above the timbers, which should be above ordinary high water, and the earth above high water at spring tides, as the weight of the dam is its greatest security, which is lost to a great extent when the water passes over it.

SAVANNAH, *May 17, 1828.*

SIR: I have the honor herewith to submit the plan for a dam to be built across the channel of the Savannah river, between Hutchinson and Fig Islands, should it receive the approbation of Government, together with the estimate of its cost.

It is proper to observe that the failure of Mr. Bargey to fulfil his contract, has produced an impression with some that there is great hazard in building the dam, and it is calculated to induce such as may propose to construct it, to add a considerable sum to the real cost of the work, as an inducement to them to run the risk of failure. Hence, the high price asked by Mr. Powers in the proposals recently forwarded to you. It occurred to me, that if a dam could be built of other materials than wood, which would answer the object of Government, there would be a positive saving, and the pretence of a high contract price would be removed. To that end I instituted the

proper inquiries, availing myself in their progress of the advice and scientific services of Mr. Gill, the chief Engineer of the Savannah, Ogechee, and Matamaha Canal Company; and the result is herewith respectfully submitted.

It is proposed to construct the body of the dam of green oyster shells, which can be obtained about ten miles from the place where they will be wanted. The clay with which it is proposed to line the dam can be had immediately adjacent. The stone may be obtained from vessels arriving with ballast, which ballast will answer very well, and usually may be obtained in sufficient quantity. If there should be a scarcity of ballast, its place could readily be supplied with the oyster shells.

It is believed that persons can be obtained who will contract to deliver the shells and clay at the prices stated by the Engineer. It would be impolitic to make a contract for the stone, as masters and owners of vessels arriving with ballast would, in the event of such a contract (if one could be made) require a much higher price for the ballast than it could be otherwise obtained for.

I entirely accord with the Engineer in the opinion expressed by him that the dam upon the proposed plan possesses decided advantages over the former plan; and it certainly will be economy in the Government to adopt it.

The first remittance of two thousand dollars has been made on account of the dredge boat, and the others will also be made according to the contract with Watchman and Brett.

I have the honor to be, &c. &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

P. S. Will you do me the favor to return me the papers (letters) heretofore enclosed to you.

SAVANNAH, *July 19th, 1828.*

Sir: In conformity with your instructions, under date of 30th May, I have undertaken the construction of the dam between Hutchinson's and Fig Islands, with a fair prospect of being far advanced in its execution by October, when the dredge boat will go into operation.

The funds which I have received are well nigh exhausted, and I will thank you to forward me a draft for nine thousand dollars, to enable me to proceed with vigor in the construction of the dam.

I have the honor to be, &c. &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, *August 6th, 1828.*

Sir: I have received your letter of the 28th ultimo. The amount of money paid by me, and remitted to the North to be paid, is fifteen thousand three hundred and twenty-five dollars. This embraces payments for the dredging machine, dam between Hutchinson and Fig Islands, and contingencies.

It is anticipated that the cost of material and labor for the dam during this month will be about twenty-one hundred dollars, should the weather prove favorable for collecting shells.

I have the honor to be, &c.

S. PLEASANTON, Esq.

W. C. DANIELL.

SAVANNAH, September 3d, 1828.

SIR: I subjoin an estimate of the disbursements for this month, connected with the removal of obstructions in the Savannah river.

For the purchase and delivery of shell and shell-stone for the dam between Hutchinson and Fig Islands,	\$2,150
To Mr. Griffin for wharfage and whatching dredge boat, per month,	25
	\$2,175

I have the honor to be, &c.

S. PLEASANTON, Esq.
Fifth Auditor, &c.

W. C. DANIELL.

SAVANNAH, October 2d, 1828.

SIR: I subjoin an estimate of the disbursements for the month of October, connected with the removal of obstructions in the Savannah river.

For the purchase and delivery of shell and shell-stone, for the dam between Hutchinson and Fig Islands,	\$2,150
To Mr. Griffin for wharfage and whatching dredge boat, per month,	25
	\$2,775

I have the honor, &c.

To S. PLEASANTON,
Fifth Auditor, &c.

W. C. DANIELL.

SAVANNAH, October 10th, 1828.

SIR: I enclose you a letter from the Chairman of the Board of Pilotage for this river and port. The crib of timber to which he refers is one of those sunk by Mr. Bargy the contractor, which after blew up, as did several others, which caused the failure of the contractor. Mr. Bargy has left this, and consequently he whose business it would have been to remove the crib of timber, cannot be coerced to do so. I think that, in the absence of Mr. Bargy, the Commissioners of Pilotage have an equitable claim upon Government for protection from injury from the floating timber. And I should feel much gratified to receive instructions to remove and secure the cause of alarm and complaint. The amount would be small to effect this object.

I have the honor to be, &c.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

W. C. DANIELL.

SAVANNAH, October 6th, 1828.

WM. C. DANIELL, Esq.

Commissioner on the part of the United States for the improvement of the Navigation of the Harbor and river of Savannah:

DEAR SIR: I had the pleasure to wait on you some days since, and then addressed a verbal inquiry concerning your intention in relation to the impediments then existing in the river, in consequence of the failure of your plan for connecting Hutchinson with Fig Island. I mentioned to you that one of the wharf heads, or cribs of timber, was stationary in a shallow part of the river, just above the city, and very near the track of the steamboats: that there was danger of its forming banks and shallows; which would render the navigation of that part of the river more difficult. Since then, the same mass of timber has floated off, and has been drifting up and down the river, to the great annoyance of the ships and vessels lying at the wharves and in the stream, and some damage has been sustained in consequence. The Commissioners of Pilotage now deem it their duty respectfully to request you will have the same removed to some place where it will be secured from again injuring or interrupting the safety of the navigation of the river.

This Board conceive that it was the intention of the United States, in their late appropriation, to *improve the navigation* of the river, and they presume that the commission under which you act has that purpose expressed as its ultimate object. If this be the case, they think themselves perfectly safe in assuming the principle that it would be the duty of their commissioner, and in perfect accordance with the letter and spirit of his instructions, to remove, with the least possible delay, any hindrances or impediments, or any thing that is likely to become such, which have arisen, although unintentionally on his part, in the prosecution of experiments to benefit the navigation. The public look to the Commissioners of Pilotage for the protection of the navigable approaches to this city. If there are obstructions, they are made responsible for their removal; and it is generally agreed that the Legislature of this State, in delegating to them the duty of watching over so important an interest, have at the same time committed to them the power of enforcing obedience to the statutes framed for the express purpose of preserving this river and port from new and increasing obstructions to its navigation. The Board would feel great reluctance in appealing to the public, or to the existing laws in relation to this question, but, as their silence and inactivity would probably be construed into blameable negligence in the execution of their duty, they do not attempt to conceal their intention in this particular, and find it necessary to bring to immediate issue the question whether their powers are adequate to the purpose for which they were intended, and if the laws of the State give them a control over such a case as this. They feel, however, a hope that, in placing this matter plainly before you, they have enlisted your candor and good feelings for the interests of the community in which you reside in their behalf, and that you will join them in the opinion that the obstructions complained of should be removed by the party who was the original cause of them.

The Commissioners of Pilotage beg the favor of a reply to this as early as may suit your convenience.

I am, Sir, with respect, &c.

WM. CRABTREE, Jr. *Chairman**Commy. Pilotage for Port and Harbor Savannah.*

SAVANNAH, *October 19th, 1828.*

SIR: I have just received your letter of the 10th instant. In reply to the inquiry which you make, I have to state, that I have all the force which I could obtain engaged in supplying materials for the dam between Fig and Hutchinson Islands, by which I have been enabled to obtain somewhat above three thousand cubic yards of shell and shell-stone, at prices somewhat below the estimates. I have thought it expedient to purchase a flat and man her for this purpose, and others that will frequently arise in the course of the Winter. In this measure, economy has been consulted, and a saving to Government will be effected. The machinery for the dredge boat is expected here in all this month. I have engaged an Engineer, and am adopting every measure calculated to get her into operation as soon as possible. When I do I will inform you.

I have the honor to be, &c.

W. C. DANIELL.

S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, *November 4th, 1828.*

SIR: I subjoin an estimate of the expenditures of the present month, connected with the removal of obstructions in the Savannah river.

For the purchase and delivery of stone for the dam between Hutchinson and Fig Island,	\$2,110
For repairs, as caulking, varnishing, &c. dredge boat,	150
To Mr. Griffin for wharfage and watching dredge, at per month,	25
	\$2,285

I am, very respectfully, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor.

SAVANNAH, *November 24th, 1828.*

SIR: I beg leave to call your attention to the second paragraph of your letter to me of the 16th November, 1827, and request that you will compare it with the second paragraph of your letter of the 13th November, instant, received yesterday.

I flatter myself that the contradictory injunctions of these two letters have been the result of accident; otherwise, they place me in an unpleasant situation, as a want of confidence in me is implied, and from which I can only relieve myself by withdrawing from the employment of Government.

It had been my intention, as soon as the dredge boat goes into operation, to make out an account of the disbursements which have been made for her purchase, and to request (notwithstanding your letter of the 16th November, 1827,) that it, with the necessary vouchers, should be received and placed to my credit. And I had contemplated a similar course as soon as the dam between Fig and Hutchinson Islands should be finished. By these means

I anticipated relieving myself from the responsibility of having a heavy advance debited to me at any one time by Government, when the disbursements have been made and the vouchers were liable to be destroyed whilst in my possession by many accidents.

I beg to be understood as making no objection to any course which the Government may feel itself required to pursue for its own security.

I am, Sir, very respectfully, &c

W. C. DANIELL.

S. PLEASANTON, Esq.

Fifth Auditor, &c.

SAVANNAH, 17th December, 1828.

SIR: I have received your letter of the 3d instant, for which I thank you. I sincerely hope that when the works are completed in which I am engaged, there will be none to regret that they have been confided to me.

I herewith transmit you a statement of the disbursements of a portion of the funds which have been placed in my hands. As soon as the necessary vouchers can be obtained, a further account will be forwarded to you. Not having expected that an account would have been required of me before the whole work was completed, I have, in many instances, not taken regular vouchers. Some of the persons from whom I shall receive them are now absent from town, and others reside in the country.

I have the honor to be, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.

SAVANNAH, 24th January, 1829.

SIR: I am happy to have it in my power to inform you that the dredging machine for removing obstructions in the Savannah river is at length finished. Mr. Watchman, (of the house of Watchman and Bratt) who contracted to furnish it, made a final trial of it the day before yesterday, and the result was highly satisfactory. A few days previous to that, he made a trial in the presence of the mayor of our city, of Major Babcock, United States' Engineer, and of Mr. Campfield, who is considered as one of our citizens best acquainted with machinery, and of several other citizens. They all expressed themselves highly pleased with the result. It was found upon trial, that the dredging machine, when in its slowest motion, removed much more mud than the quantity stipulated to be removed per hour, which was 20 cubic yards. I have engaged the necessary persons for working the dredge boat, and the next week she will commence operation upon the wrecks.

Owing to the sickness of Mr. Kiles, the contractor, there has been some delay in getting over the flats for receiving the mud from the machine. She will, I am promised, be ready for use on Monday next.

The increased demand for laborers, in consequence of the large shipments of produce this season, has raised their wages so high, as to interfere essentially with the progress of the dam between Fig and Hutchinson islands. We have progressed, however, so far with it as not to render the delay very material. It is to be expected that the wages of laborers will soon be

reduced to their accustomed rates, and I beg you to be assured that every thing in my power will be done to give every despatch to effect the completion of the work intrusted to me.

I have been so much engrossed for some time with the dredging machine as to have had but little leisure for other business.

In a short time I will forward to you an additional account of the expenditures which I have made in the discharge of the duties assigned me.

I am, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.

SAVANNAH, 2^d March, 1829.

SIR: On the 17th December last, I forwarded to you an account of disbursements, amounting to \$15,159 70½.

I herewith enclose you an additional account, amounting to \$4,213 14½, making an aggregate of \$19,371 84½. Indisposition has prevented my rendering this account earlier. In a short time I will render a further statement of disbursements already made. I will thank you to acknowledge the receipt of these two accounts.

In rendering their account, R. H. Douglass & Co. of Baltimore, charged 5 per cent. commission on the amount of their purchase, \$12,555 48. Deeming this too high, I notified them that I could not pay it. They have since informed me that they would be satisfied with whatever I might deem correct. I think two and one-half per cent. commission sufficient to reward them for their services, and will thank you to send me a draught on Baltimore for \$313 88, that I may pay R. H. Douglass & Co. that amount. If I make the remittance from this place, it will cost me half per cent.

The expenses of the current month will be, as nearly as I can make the estimate, as follows:

Expenses of dredging boat	-	-	-	-	-	\$700
Materials for dam	-	-	-	-	-	600
Superintendence the deposite of shells	-	-	-	-	-	10

\$1,310

I have the honor, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.

Fifth Auditor, &c.

SAVANNAH, 9th April, 1829.

SIR: I have received your letter of the 1st instant.

It was my intention to have asked a remittance of the sum estimated for expenditure for the month of March, which it appears I omitted doing.

I have, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.

SAVANNAH, 14th April, 1829.

Sir: I subjoin an estimate of the expenditures which will be made during this month for removing obstructions in the Savannah river, which amount I beg you to have remitted to me.

Expenses of dredging boat	\$800
Materials for dam	600
For superintendence depositing shells	10
	<hr/>
	\$1,410

I have, &c.

W. C. DANIELL.

S. PLEASANTON, Esq.

SAVANNAH, 6th May, 1829.

Sir: I herewith enclose you another account of disbursements for carrying into execution the law appropriating fifty thousand dollars for removing obstructions in the Savannah river below the city of Savannah.

I have unfortunately lost a letter from R. H. Douglass & Co. of Baltimore, containing a voucher for \$313 88, and consequently cannot forward it. It will be replaced in time for my account for expenditures for this month. At the same time I lost the letter from the Treasurer which enclosed a check for \$1,410, and, in consequence, I cannot cite the No. of the Treasury draught in my account.

In voucher No. 1, the receipt excepts two tape lines from the articles contained in the account as purchased for the dredge boat. Until recently, I have used a tape line for measuring the contents of boats, &c. (in which the shell, &c. are conveyed to the dam) belonging to the canal company. This was unfortunately lost upon the occasion of a late fire, which threatened the destruction of my residence. I felt myself bound to return another in the place of the lost one. The other I purchased for my use in measuring boats, &c. with shells.

It will be remarked that Mr. Williams, the present master of the dredging machine, receipts for his pay as such for a portion of March, and that Mr. Griffin, the late master, receipts for his pay as such for the same portion of the same month. Mr. Griffin having come to the conclusion that he might not be enabled to discharge the duties of his station during the Summer, I thought it expedient to relieve him as soon as was convenient, and place another in command, who would be willing and able to bear the fatigue and heat of Summer. The management of the machine requiring great attention and a perfect knowledge of every portion of it, I thought the public interest would be subserved by placing Mr. Williams on board for a fortnight before Mr. Griffin's month expired, that he might, when he went into command of the machine, be at once familiar with the duties, and lose no time in learning them. This explanation may be extended to the payment of the engineer, and two of the hands extra for a short time.

I shall be gratified to learn that the accounts, heretofore submitted, have been placed in a course for examination and settlement.

The estimate of expenditures for the current month is as follows. You will please have the amount remitted to me.

The savings made by these changes from the original plan of the dam, will, it is believed, cover any deficiency in the quantity of the material originally estimated. That there will be some deficiency in the estimate, I feel pretty confident. This I attribute partly to the rapidity of the torrent of water passing over the dam, washing away some of the shells as they were being deposited, in despite of every precaution that could be adopted. By this the base of the dam has been made somewhat wider than was originally designed. There can be no doubt of the permanence of this work when it shall be completed, which I hope to do by the first of August. After its completion, my duties will be small, as the mere superintendence of the operations of the dredge boat cannot engross much of my time.

The estimate for the current month is as follows:

For materials for the dam,	\$2,000
For superintending the depositing of the materials,	20
For the dredge boat,	500
	\$2,520

Which amount you will please have remitted to me.

I have the honor to be, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 18th June, 1829.

SIR: I herewith enclose you my account for disbursements for the month of May. My engagements have been such as to prevent my earlier attention to it.

I have the honor to be, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 23d June, 1829.

SIR: I herewith transmit you an account, embracing the charge for my services, as directed by your letter of the 15th instant, just received. In a late letter I stated to you that the duties in which I have been engaged have been arduous and laborious. I can merely add that they have subjected me to every exposure of the climate, upon a fresh water river.

I am, very respectfully, &c.

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

P. S. I have a charge for postage, but know not what voucher that can be furnished will be satisfactory.

SAVANNAH, 3d July, 1829.

SIR: After having been raised upwards of one foot above low water mark, the dam between Fig and Hutchinson islands gave way for about 35 feet, in

I will take the liberty of remarking, in addition, that the accounts which I have rendered, together with the allowance which the Secretary of the Treasury has determined to make me, will leave the Government indebted to me a small balance.

SAVANNAH, 22d July, 1829.

SIR: I herewith submit an estimate of expenditures for this month, the amount of which you will please have forwarded to me.

The dredging boat was yesterday brought up to town for repairs; it appearing there are some breaks in her bottom, which cannot be stopped without taking out some of the machinery. I have not yet had leisure to write you on the subject of your letter of the 8th instant.

Estimate of expenditures for removing obstructions in the Savannah river for the month of July.

For the dredging boat	-	-	-	-	\$500
For the dam between Fig and Hutchinson Island	-	-	-	-	1,280
					----- \$1,780

I have the honor to be, &c.

S. PLEASANTON, Esq.

W. C. DANIELL.

SAVANNAH, 3d August, 1829.

SIR: I herewith enclose you my account, remodelled, as you suggested. I also send the certificate required, as I use a portion of my own house for an office. I regret that my charge for services should have been deemed too high. I submit to the rule by which I am allowed six dollars a day with the less reluctance, because, by fixing the time at which my pay commenced, on the 19th April, 1827, instead of 1st July, where I had placed it, because the services rendered previously to the last stated time did not interfere essentially with other pursuits, the difference between the sum claimed and that to be allowed is diminished; and because, after this month, in consequence of the completion of the dam between Fig and Hutchinson Islands, the duties to be performed will be less arduous than heretofore: the pay being the same throughout my service, the average recompense may be deemed fair.

As soon as a trial can be made with the new set of buckets which I have received from Baltimore, and which I think will act much more efficiently than the former, the dredge-boat being now undergoing repairs, I shall be enabled to answer your inquiry more satisfactorily than I now can as to the time in which I shall yet be engaged in this business.

I have written R. H. Douglass & Co. Baltimore, to forward you a copy of the contract for furnishing the dredging machine, &c. which I presume you have received before now.

I subjoin an estimate of expenditures for the month of August, which I beg you to have sent me.

Estimate for the dam,	-	-	-	-	\$1,000 00
For the dredging machine,	-	-	-	-	700 00
For machinery from Baltimore,	-	-	-	-	769 71
My pay and office rent,	-	-	-	-	196 00

\$2,665 71

Of the foregoing I want a draft on Baltimore for \$769 71, for the purpose of making a remittance.

I have the honor to be, &c.

S. PLEASANTON, Esq. *Fifth Auditor, &c.*

W. C. DANIELL.

SAVANNAH, September 21, 1829.

SIR: I herewith enclose my account for disbursements for three months, ending 31st August, 1829.

The balance on hand will render unnecessary a remittance for the present month. Domestic duties have prevented my earlier attention to this business.

I have, &c.

To S. PLEASANTON, Esq. *Fifth Auditor, &c.*

W. C. DANIELL.

SAVANNAH, October 6, 1829.

SIR: I regret to inform you that, upon the return of the dredge-boat to her station for working on the "wrecks," after having undergone repairs and received a new set of buckets, a severe Northeast wind sprung up, which has occasioned a serious leak in her bottom. This has rendered it necessary to take out a considerable portion of her machinery, and haul her up, for the purpose of stopping the leak. All diligence shall be used to get her to work again as soon as possible. I will thank you to have transmitted to me the sum of twelve hundred and fifty dollars, for disbursements for the present month; as this amount is estimated to be necessary to defray expenses of dredge-boat, the necessary repairs, and my own compensation.

I have the honor to be, &c.

S. PLEASANTON, Esq. *Fifth Auditor, &c.*

W. C. DANIELL.

SAVANNAH, December 7, 1829.

SIR: I herewith enclose you my quarterly account of moneys disbursed up to the 1st instant.

The following is the estimate of expenditures for the present month, which amount you will please to have forwarded to me.

For the dam between Fig and Hutchinson Islands,	- \$350 00
For the dredge-boat,	- 900 00
Balance due me per account of this date,	- 417 214

\$2,167 214

I shall be gratified to learn that my accounts are in the course of settlement.

I have the honor, &c.

To S. PLEASANTON, Esq. *Fifth Auditor, &c.*

W. C. DANIELL.

SAYANNAH, 2nd January, 1830.

SIR: I have received your letter of the 24th ult. and accordingly submit the following statement. The dredging machine went into operation, as reported to you in my letter of the 21st January, 1829. She was placed to work upon the bank called "the wrecks," and with the exception of delays incident upon rough weather, the breaking of parts of her machinery, and the repairs of the boat itself, has been constantly in operation there since. The set of buckets with which she commenced operating, was found to be too large and too weak to work efficiently in the sand, which was found to obtain in many parts of the bank. In consequence, a new set was ordered of a construction which it was thought would better fulfil the object in view, and I am happy to say, they have fully answered every expectation.

About the same time these buckets were received, the boat was found to leak so freely, after an unsuccessful attempt to caulk her, that it became necessary to raise her upon ways, and subject her bottom to a minute examination and thorough repair. She was a double boat, or rather two boats united together by strong timbers, and a deck in common with a race way between. This plan had been recommended to me by Watchman & Bratt, men of experience in such matters, as decidedly superior to any other. I had found however, that when there was a rough sea in the roadstead, where the boat operated, that it pressed so powerfully, upon the anchors, and gave such motion to her, that she could not work with effect. I availed myself of the opportunity afforded by the boats being placed upon ways, of closing up the race way between the two boats. Since, I find that in bad weather she operates more efficiently than before, and with far less strain upon the cables. Since these improvements, she discharges daily, from six to eight fat loads of mud and sand, each load being equal to twenty cubic yards. I am fully satisfied, that if they had been originally introduced, by this time much more would have been achieved than has been.

The progress that had been made with the dam between Fig and Hutchinson island, at the time the dredge-boat went into operation, was such as to increase essentially the force of the current in the main or south channel. The effect of this has been to carry down with the ebb-tide, considerable quantities of sand, which had lodged on the shallow places, and much of this on "the wrecks," and in that way, has essentially increased the quantity of material to be removed by the machine. It was found that from the time of once moving the dredge-boat to another, there would be an accumulation of sand under the boat, and in her track, where she worked between the stern and bow anchors. But for this deposite of sand, the work at the wrecks would have been completed before this, as it is, we have here now, full fifteen feet water, at the high water of ordinary tides, and two feet more at Spring tides, which is a gain of three feet water. The former draught having been twelve feet at ordinary high water, and fourteen at Spring tides. An increase of one foot more will achieve what was originally contemplated. The dam between Fig and Hutchinson's Islands, is now nearly finished. Its elevation generally, is about three feet above low water mark. The difficulties suggested in my letter of the 3d July last, has rendered it inexpedient to raise it six feet above low water mark, as was originally contemplated. The only materials furnished by the neighboring country, is shell stone and shells; with these it was, through its whole distance, raised about one foot above low water mark, when, owing to unfavourable

seen causes, stated in the letter above recited, the dam gave way in some parts, and in one place, a thorough breach was effected of about fifty feet. With difficulty, broken brick were obtained in quantities barely sufficient to rebuild the dam, excepting the main breach, to its former height, and it remained in that situation until stone ballast, with which it was originally designed to build the upper three feet of the dams, could be obtained. Within the last month, I have been enabled to collect a considerable quantity, brought in as ballast, at fair prices, say from 75 to 95 cents per ton, chiefly, however, at 50 cents per ton, exclusive of the cost of transportation from the wharves and vessels. A layer of stone, varying from one and an half to three feet, has been made through the whole course of the dam, and little else now remains, but to stop the breach. In this I have made some progress, as it is now reduced to about forty feet in width, and twelve feet in depth at low water mark. It is my belief that this breach may be wholly stopped, but I shall work it up from one side and watch attentively the effect, and if any danger should appear to be threatened, I will allow the remainder of the breach to be a permanent waste gate, securing the margins of it with additional weight, by an increased elevation of the dam at them. It is but proper that I should state that this dam, if finished by stopping the sluice will, by excluding myself and several of my connexions who have plantations on the South Carolina shore, from the use of the channel between Fig and Hutchinson's islands, increase the distance to our respective places. If the sluice should be left open, it may be by some attributed to the influence of my private interests. I merely state this now, to apprize you of the facts. I know my duty and will perform it. The object designed to be effected by the erection of this dam, was to throw the water of this channel into the Southern or main channel, by which it was believed that the latter would be so much strengthened as to enable it to cast the deposit upon the mouth of the channel from the back river, that becoming the weaker one, instead of, as heretofore, receiving it on its own bed, at the distance by which the navigation of that channel has been injured. It is already evident that we shall not be disappointed in our expectations, for there has been considerable accumulation at the end of Hutchinson island, below the dam, and an extensive bed is forming at the mouth of the channel of back river, just above where it unites with the main or Southern channel, which, if it continues to increase for a few months, will be dry in places at low water. It will, I think, readily occur to you that the completion of the dam is not necessary to effect this object: for, although a body of water will pass with great velocity and power through a sluice of 40 feet, yet that cannot give an important impulse to a body of water 640 feet wide, which is about the average width of the channel between Fig and Hutchinson islands. In this instance the sluice exhausts itself in an eddy below the dam, and at a short distance below the eddy there is a shoal that has formed since I have been engaged in building the dam, that extends nearly across the channel.

I am equally confident that there is no occasion to raise the dam more than three feet above low water mark, even could it be done with safety, which is perhaps doubtful. The evidences are palpable that the channels and currents which formerly existed on the shore of Hutchinson island above the dam are filling up and disappearing, the water having been turned into the main channel by the obstruction caused by the dam below.

If a sufficient quantity of ballast stone shall arrive, of which there is every prospect, the dam will be finished in all February. The remainder of the appropriation may be advantageously expended upon the dredging machine.

I believe it will be more than sufficient for the complete removal of the wrecks. How much can be done upon any of the other shoals with what may then remain unexpended, my experience, derived from our operations on the wrecks, teaches me, cannot be foretold.

After the month of February, unless some unforeseen source of expenditure should occur, the monthly estimates will not exceed, I think, one thousand dollars, which would exhaust the appropriation about September next.

The estimates for the current month are:

For the dam, - - -	\$800
For the dredge-boat, - - -	900
Total, - - -	<u>\$1,700</u>

With the hope that the foregoing statement, made amidst a press of duties, and whilst suffering from indisposition, will be satisfactory to the President and yourself,

I am, sir, very respectfully,
Your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 2d Feb. 1830.

Sir: I owe you an apology for the omission in my last account, of which your letter of 23d informs me. It was accidental. I now enclose the account, showing what the repairs of the dredge boat were.

I regret that you should have omitted to get an order for the requisition made in my letter of the 2d ultimo, for expenditures during that month. You have thereby placed me in a situation that renders it necessary either that I violate my engagements with individuals, or be compelled to resort to my private resources to defray expenses incurred on account of Government; indeed, the limit that you impose on me of making requisitions monthly instead of quarterly, as is the case in most instances with disbursing officers, may place me in the same dilemma any and every month, as the money remitted me in consequence of the requisition never arrives until the close of the month for which it was made. Why I have been made an exception to the general rule, as I understand it to be, I have never learned and have never cared, save in such emergencies as you have now placed me.

The requisition for the current month will be as follows:

For the dredge boat - - - - -	\$1000
For the dam - - - - -	000
For one quarter's pay, self - - - - -	500
For office rent, one quarter - - - - -	200
	<u>\$1,700</u>

If material continues to be brought in in sufficient quantity, the dam will be completed in three weeks.

I have recently had to pay one dollar and fifty cents per ton for stone ballast.

I am Sir,
Very respectfully, &c.
W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 8th March, 1830.

SIR: I herewith submit an estimate of the expenditures for the present month, for removing obstructions in the Savannah river.

I have not had time to make my quarterly return of disbursements. It will be made out and forwarded to you in the course of this week. There will be a balance on hand which will be appropriated to the completion of the dam between Fig and Hutchinson islands, which has not yet been finished on account of the tardy supply of ballast stone not allowing me to keep employed as large a force as I had intended.

I shall be gratified to learn what progress is making in the settlement of my accounts. You will readily perceive that I must feel a deep solicitude on this subject, and I cannot but expect that all due despatch will be afforded me.

Estimate of expenses for the month of March—
For the dredge boat

\$1000

I am, Sir,
Very respectfully, &c.
W. C. DANIELL.

To S. PLEASANTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 7th April, 1830.

SIR: I have just received your letter of the 30th instant, and shall forthwith comply with its requisitions.

I must await instructions from you, as to how I shall proceed in paying off the captain, engineer, and hands engaged in the dredge boat. The officers mentioned, and two or three hands, were engaged by the month, and their time will not expire until 1st May. I have not seen them. Such as insist upon being paid up to that time, will have to await your decision. The remainder of the hands, about seven, were engaged until 1st July. By making that engagement, I procured them for twelve dollars per month, instead of fifteen dollars, which was the least I could get them at by the month. Please tell me how I shall proceed.

I must beg, in common justice to myself, that some other than my accusers be appointed to examine how far I have succeeded in the objects of my appointment. I understand that the commissioners of pilotage have made the representations which have induced the Secretary of the Treasury to order a suspension of my proceedings. They have never called on me for information, nor given me the slightest intimation of their proceedings in regard to me. Feeling, as I do, that those who have taken the lead in this business, have been actuated by other motives than a regard to public good, I must protest against their being my judges. I care not who that are ho-

able and just men, be entrusted with the examination; but they will not, in my humble opinion, be disposed to render me justice. That justice I am certainly entitled to, and claim it at the hands of Government.

I must request a copy of all communications which have been made on the subject, whether written or oral.

I am, very respectfully,

Your obedient servant,

W. C. DANIELL.

S. PLEASANTON, Esq.

Fifth Auditor, &c.

SAVANNAH, 14th April, 1830.

Sir: I herewith send you a letter from Captain Sassard, (who has been in command of the dredge boat for some months) shewing that he unintentionally misled me in reporting an improvement on the wrecks, of three feet water, when there was only two. If desirable, evidences, I believe, can be furnished, of Captain Sassard's standing in this place, Augusta, and Charleston, which will place whatever he says above suspicion. He has been so constantly occupied in laying up the dredge boat, since your orders, that he has not been enabled to furnish the statement earlier.

I have to beg your indulgence in forwarding my accounts, until I receive a voucher from Baltimore.

In my letter to you and the Secretary of the Treasury, of 7th instant, I took leave to protest against the commissioners of pilotage being made my judges. I will now state some additional reasons.

I herewith enclose you a letter from the chairman, without date, and not even informing me who constituted the committee, which was sent to my house about 4 o'clock P. M. on Saturday, 10th instant, and after the examination, as I understand, had commenced.

By an act of the Legislature of Georgia, passed 10th February, 1787, certain persons therein named were appointed commissioners of pilotage, to whom, in addition to their regular duties, was assigned the money to be raised by the same act, from a duty of three pence per ton upon all vessels arriving in this port, which money was "appropriated and set apart for clearing the said (Savannah) river of the said wrecks," the same upon which the dredge boat has been operating. Upon the organization of the present Government, an act was passed by Congress, (11th August, 1790) sanctioning the act of Georgia, imposing the duty of three pence per ton upon vessels arriving in this port. Various sanctions have been made to this act by Congress, by which it has been kept constantly in force, up to the 19th December, 1823, when it was repealed by an act of the Legislature of Georgia. What has been the amount of money received under it, I cannot ascertain, but I do not think it has been much under \$100,000. For this money, as far as I can learn and believe, the commissioners of pilotage have never accounted, either to the United States or to the State of Georgia. It is known that some of it has been lost, by a loan to a member of the Board. It is also known that they have invested several thousand dollars in Planters' Bank stock, and some has been loaned to private persons, upon a pledge of bank stock.

The act of the Legislature of the State of Georgia, passed 19th December, 1823, repealing the act of 10th February, 1787, enacts that "they

(the commissioners of pilotage) are hereby authorized and required to apply any unexpended balance in their hands, or which may come into their hands, to the purpose of removing obstructions in the Savannah river, between said city and Five Fathom Hole." This, it will be perceived, embraces the wrecks. Upwards of six years have transpired since the passage of this act, yet the commissioners of pilotage have several thousand dollars invested in different securities, of the public money, which have not been applied as directed by law. This can be explained only upon the supposition that the obstructions have been removed, or that they have wilfully neglected their duty. Upon either supposition, I do contend that they are not qualified to judge of what I have been doing.

I attribute much of the opposition that has, in various modes, been manifested towards me in the business in which I have been engaged, to have arisen from a feeling in sundry members of the commissioners of pilotage, that they ought to have had the disbursing of the money. You better know than I do the extent of the applications that have been made on this subject. But I know that my appointment has been a source of annoyance and chagrin to some of these river gods, who could ill brook that any other should be allowed to enter their troubled waters. I believe, however, that the applications for the order to suspend operations, have originated in an expectation that, in the event of such suspension, the balance of money remaining would be disbursed here to certain persons, assignees of Peter Barge, who failed in his contract to build the dam between Fig and Hutchinson Islands. The late Secretary of the Treasury made a promise to Barge, that, if there should be a balance left, after the completion of the work, it should be allowed to him; so Barge informed me. And, if I had consented to make the representations requested again and again, as to the cause of Barge's failure in his contract, I do not doubt but I should have been saved the writing of this letter. Further, I am satisfied that the part that certain persons have taken, originated in a disposition to injure me in the only way in which it was thought it could safely be done.

I am not to be understood as expressing the belief that all the Commissioners of pilotage have been, or could be, governed by unworthy motives. There are some amongst them for whom I feel all respect. But I protest against being subjected to the inquisition of any irresponsible body, whose proceedings are private, and where, of nine or ten members, the chairman and two others constitute a quorum to transact business, by which it follows that two members (and I have more than two enemies in that Board) may decide any question before them, and where a designing chairman may select his men for the occasion.

I owe you an apology for troubling you with my private feelings, and the feelings of others to me; but I hope it will be felt by you that the occasion will justify me.

I have the honor to be, Sir,

Very respectfully, your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq.

Fifth Auditor, &c. Washington, D. C.

DEAR SIR: The Commissioners of Pilotage are requested by the Treasury Department to report on the progress and efficiency of the works done on the Savannah river for the removal of obstructions, &c. A committee has been appointed by the board for that purpose, of which you are respectfully notified, that if desirable on your part you might confer with them.

Yours, respectfully, W. C. DANIELL, Esq. W. M. CRABTREE, Jun. *Ch. C. P.*

DEAR SIR: I will now briefly state to you how it has occurred that I was deceived in the depth of water upon the wrecks in the Savannah river, where the dredge boat has been operating, by which I misled you in the statements given you.

I obtained, soon after taking charge of the dredge boat, a new lead and line, which I measured and marked with a rope yarn, in which I was assisted by the engineer. A short time after, one of the men, Bevis or Lewis, cut up an old shoe, and substituted other marks for the rope yarn. It was with this line that I habitually sounded, the results of which I reported to you from time to time. On the first of January, I reported to you a draught of fifteen feet water over the wrecks. You were on board the dredge boat on Monday the fifth of this month. At that time the ship Macon was aground below the wrecks, near the buoy. I informed you that she was not in the channel: that, if she had not gone out of it, she would have passed clear without touching. As you expressed some anxiety on the subject, and repeated to me what you had before, that you wished me always to work on the shoalest water, I determined to examine the ground again the next day. I was in the habit of sounding the channel frequently, to ascertain the effect of the machine on the shoal. The next day, Tuesday the 6th, before moving of the dredge boat to sound, I determined to remeasure the lead line: to my surprise, I found that there was, according to the marks on it, a loss of one foot in fifteen; that is, it was but fourteen feet to the fifteen feet mark. Whether this loss has been the effect of the line shrinking, or that Lewis, in putting marks in, put them in improperly, I cannot say, but I think the latter. This discovery I communicated to you on the 5th of April, the first time I saw you after making this discovery, and after the machine had been brought up to town. As soon as I made the discovery of the shortness of the line marks, I went and measured the channel near which the Macon had grounded, and there I found fourteen feet water. This is the shoalest water on the wrecks in the channel.

It is due to justice, as well as to you, that I should thus frankly avow that, being myself deceived in my soundings by the shortening of the lead line, I unintentionally misled you.

I remain, yours,

JOHN SASSARD.

To W. C. DANIELL, Esq.
U. S. Commissioner, Savannah.

SAVANNAH, 14th April, 1830.

SIR: I find that in the hurry of sending off my letter of this date, I enclosed you the first sheet of the copy, instead of the original. I now send

you the original, with the request that the copy may be returned. The substitution of the first sheet of the copy destroys the meaning of a part of the letter, when read in connection with the second sheet of the original sent you with it.

I have the honor to be,

Sif, very respectfully,

Your obedient servant,

W. C. DANIELL.

To S. PLEASANTON, Esq.

Fifth Auditor, &c. Washington.

TREASURY DEPARTMENT,

Fifth Auditor's Office, March 16, 1827.

SIR: The report made by you and Mr. Nicholls to the Secretary of the Treasury, under date of the 21st February last, relative to the obstructions in Savannah river, has been referred by him to me. In order that I may understand more clearly the plan you recommend for removing those obstructions, and preventing their recurrence in future, I must request the favor of you to send me a sketch of that part of the river in which the obstructions and the islands you refer to; that is to say, Hutchinson's Island and Fig Island, are situated, marking on it the two islands and their relative distances from the town of Savannah, and from each shore of the river, and the particular places from the island to the North shore, at which you are of opinion the dams ought to be erected.

In the maps of Georgia in my possession, the islands in Savannah river, near the town, are not distinguished by name, and none of them, as laid down, appear to answer the description, as to distance, given in your letter.

I am hence induced to trouble you for the sketch before indicated, in drawing which, no pains need be taken. It is very desirable that it should be transmitted as early as your convenience will permit.

I am, &c.

S. PLEASANTON,

Fifth Auditor, and Acting Commissioner of the Revenue.

W. C. DANIELL, Esq.

Savannah, Georgia.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 19th April, 1827.

SIR: I have had the honor to receive your letter of the 24th ultimo, enclosing a printed chart of Savannah river for a distance of a few miles above and below the city of Savannah.

The two plans suggested in the report of Mr. Nicholls and yourself, under date of the 21st of February, for preventing the recurrence of the obstructions in the Savannah river, after those obstructions shall be removed, by the erection of a sea wall in one case, and by damming between certain islands in the other, are, by the aid of the chart, sufficiently understood. Of the two, that of damming between Argyle and Hutchinson's Islands, and between the latter and Fig Island, is preferred, and is to be adopted. The superintendence of the work is committed exclusively to you, in whose fidelity and

the Secretary of the Treasury, as well as myself, have entire con-

thought best that the whole of the work should be done by contract, which purpose you will advertise for the space of one month, in one or two newspapers of the most extensive circulation, for proposals for removing the obstructions in Savannah river, below the city, which may in any way impede the navigation thereof, for a specific sum, to be paid when the work is done to your satisfaction. The time for completing the work shall be limited to one year from the date of the contract. At the same time and in the same manner, you will invite distinct proposals, for erecting the dams between Argyle and Hutchinson's Islands, and between the latter and Fig Island, in the manner described in your report to the Treasury, for a specific sum. The payment for these to be also deferred until the work shall be finished and approved by you, the time for which shall be limited, as in the other case, to one year. The contractors are desired to understand that they are to find all the materials, and execute the work in a faithful manner, for a gross sum, and that it will be required of them to give bond, with approved sureties, for the due and punctual execution of the work.

Immediately after the time shall elapse for receiving proposals, you will forward to this office all such as you may have received; and a decision will be made and communicated to you as to the proposal, which may be considered most advantageous to the public, if such proposal shall be within the amount appropriated, but no offer can be accepted which shall exceed it. You will be pleased to send me one or two copies of the advertisement, if it shall be in print.

I am, &c.

S. PLEASANTON,

Fifth Auditor and Acting Commissioner of the Revenue.

C. DANIELL, Esq.

Savannah, Georgia.

TREASURY DEPARTMENT,

Fifth Auditor's Office, June 6, 1827.

Sir: I have had the honor to receive, and to submit to the Secretary of the Treasury, your letter of the 24th May.

From the difficulty of ascertaining, and defining with precision, the obstructions to be removed in Savannah river, it is probable no one will offer to do the work by contract, under your advertisement; or if an offer be made, it will be at so high a rate as to forbid our acceptance of it. In this case, the expense of a tug boat, suggested by you, must be provided, and the work be done under your direction and inspection, in the most economical manner of which it may be susceptible. Before any definitive instruction, however, can be given on this point, it will be necessary to wait the receipt of the proposals, which you will be pleased to forward without delay, after the period for receiving them by you shall have elapsed.

Whether the work of removing the obstructions be done by contract, or by the daily employment of persons under your immediate direction, I much fear will not be possible to accomplish it before the Naval Surveyors of the United States will have made their survey of, and report upon, that part of

The proposals of Mr. Martineau and Mr. Bargy are returned.
I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.

Savannah, Ga.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 2d October, 1827.

SIR: I have duly received your letter from Middletown, Conn. of the 26th ultimo, stating that, in a conversation you had recently with Lieutenant Sherburne, who has lately been engaged in the survey of Savannah river, he informed you that there were two obstructions in the river which had not before been adverted to by us, and which required removal, viz: one opposite to Tybee Island, and the other near what is called the Oyster Beds.

In consequence of this information, you suggest the propriety of delaying, for the present, the execution of the contract which was some time ago authorized with Mr. Bargy, for erecting dams between Hutchinson's and Argyle islands, on the supposition that the appropriation may not be sufficient for the removal of all the obstructions contemplated, and for erecting the dams also.

As the first object to be attained is, undoubtedly, the removal of the obstructions to the free navigation of the river, it will be proper to defer entering into the contract with Mr. Bargy, until it shall be ascertained what sum may be required for removing the obstructions; provided he has not, under an assurance you may have given him that he should have the contract, proceeded to contract for materials and work, in relation to the dams.

In the event of his having taken measures for going on with the work, it will be proper for you to ascertain from him whether he would not defer the commencement of the work until the impediments in the river shall have been removed, or if not, whether he would not limit the contract to the execution of one of the dams, if, indeed, one dam can be made to answer our purpose, of which you will judge, aided by the best information you can obtain.

I have received your note of the 27th of September, enclosing the receipt of Mr. Martineau, for two hundred dollars paid him for engineer services, which you wish passed to your credit. As you are charged on the books of the Treasury with the sum advanced to you for your own compensation, and that of Mr. Nicholls, as well as that paid to Mr. Martineau, it will be necessary for you to forward an account for the whole, after you shall have paid Mr. Nicholls and obtained his receipt. This account you will be pleased to forward, when you return to Savannah, with Mr. Nicholls' receipt; and the whole will be passed to your credit.

I am, &c.

S. PLEASONTON.

Fifth Auditor and Acting Commissioner of the Revenue

WILLIAM C. DANIELL, Esq.

Now at Middletown, Connecticut.

You will, consequently, undertake this work, on the part of the United States, and proceed with it, on the plan recommended by Mr. Gill, in the best and most expeditious manner you can. It would be advisable, if it can be done, to contract with responsible persons for delivery, at the place where wanted, of the necessary quantity of shells and of clay, and if not practicable to procure the ballast stones in the same way, to purchase them as you shall have opportunity. It would be well, in the progress of the work, occasionally to take the advice of Mr. Gill, who would doubtless afford it without any charge.

It will be proper for you, without delay, to inform Mr. Powers that his offer is not accepted, and that we shall ourselves undertake to do the work in the cheapest and best manner we can.

I return the plan and estimate of Mr. Gill, in the supposition that they may be wanted by you. The letters formerly received from you, are also returned as requested.

I am, &c.

S. PLEASANTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 28th July, 1828.

SIR: I have received your letter of the 19th instant, asking a remittance of nine thousand dollars to enable you to proceed in the construction of the dam between Hutchinson and Fig Islands. Before a remittance is made, I have to request that you will forward a statement of the sums already paid, and an estimate of those which it may be necessary to pay, on or before the 1st of September next; and such sum will be remitted, with that now in your hands, as will meet your disbursements up to that time, and afterwards remittances will be made monthly on the estimates you may forward.

I am, &c.

S. PLEASANTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, August 14, 1828.

SIR: I have just received your letter of the 6th of August, according to which it appears the sum of four hundred and twenty-five dollars, put into your possession, will enable you to meet the expenses relative to the obstructions in Savannah river, down to the 1st of September next; the sums paid, and estimated to be paid, being seventeen thousand four hundred and twenty-five dollars, and the sum already remitted being seventeen thousand dollars. The difference of four hundred and twenty-five dollars will accordingly be remitted to you without delay.

Early in the ensuing month, on your furnishing an estimate, in which you will particularize the sum for each object, a remittance will be made to meet your expenses for the month ending on the 30th September.

I am, &c.

S. PLEASANTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 11th September, 1828.

Sir: I have received your letter of the 3d instant, and applied to the Secretary of the Treasury to remit you two thousand one hundred seventy-five dollars, to meet the expenses of the present month, for removing obstructions in Savannah river, as estimated.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 10th October, 1828.

Sir: I have received your letter of the 2d instant, and applied to the Secretary of the Treasury to remit you two thousand seven hundred and seventy-five dollars, to meet the expenses of the present month, for removing obstructions in Savannah river, as estimated. I will thank you to inform me what progress has been made in the work.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 22d October, 1828.

Sir: I have received your letter of the 10th instant, enclosing one from the chairman of the Commissioners of Pilotage for Savannah river, complaining of impediments in the river in consequence of the crib of timber placed by Mr. Bargy, under his contract, which he failed in fulfilling. As Mr. Bargy's absence deprives us of recourse to him for removing these obstructions, you will cause them to be removed as suggested by yourself.

I am, &c.

S. PLEASONTON,

Fifth Auditor, and Acting Com. Rev.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, November 13, 1828.

Sir: I have received your letter of the 4th instant, and applied to the Secretary of the Treasury to remit you two thousand two hundred and eighty-five dollars, to meet the expenses of the present month, for removing obstructions in Savannah river, as estimated.

You will be pleased to make up and transmit your account of all the expenditures made by you to the 1st instant, accompanied by the proper

vouchers; and you will continue to forward an account and vouchers for the expenditures of each month thereafter.

I am, &c.

S. PLEASONTON,
Fifth Auditor, and Acting Com. Rev.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, December 3d, 1828.

SIR: I have received your letter of the 24th ultimo. There was no want of confidence, as you seem to suppose, indicated by my letter of the 13th ultimo, in requiring an account from you for the heavy sums which you have disbursed, and may monthly disburse hereafter, nor can that letter in any wise be considered inconsistent with, or contradictory of, the one I addressed to you on the 16th November, 1827, when the different circumstances under which they were respectively written are taken into consideration.

At the time the first was written, (16th November, 1827,) it was intended to erect the dams by contract, which were to be finished and paid for at a given time not very remote; and it was expected, with the dredge boat which you had been authorized to purchase, and had purchased, you would be able, before many months should elapse, to remove the obstructions, and thus complete the whole work, until which, it was not then thought expedient that an account should be rendered.

Mr. Barge, however, having failed to erect the dams, the necessity was imposed upon us of going on with the work ourselves, and of making payments from time to time as it progressed. Payments have accordingly been made by you to a considerable amount, and although I have every confidence in the due application by you of the funds put into your hands, yet, as a considerable time has elapsed since the appropriation was made, and as Congress is now in session, many of whose members may be desirous of satisfying themselves as to the proper application of the money, and the progress of the work, it is very natural for me, and indeed it is my duty to require, as well as it is yours to furnish, the accounts for this purpose.

In every branch of the Government, the disbursing officers are required to render their accounts every three months, and, when it can be done, monthly, except agents in foreign countries, who are allowed by law twelve months for the production and settlement of their accounts. There is no want of confidence, therefore, charged or implied, in calling upon you to render your account and vouchers for the payments you have made, and may make monthly, hereafter. I hope this explanation will satisfy you that it was not intended in the remotest degree to wound your feelings, in making the late call for your accounts.

I am, &c.

S. PLEASONTON,
Fifth Auditor and Acting Com. Rev.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, April 1, 1829.

Sir: I have received your letter of the 23d ultimo, enclosing an additional account of disbursements as Commissioner for removing obstructions in the river Savannah, amounting to four thousand two hundred and thirteen dollars and fourteen cents. Your account of disbursements, transmitted on the 17th December last, amounting to fifteen thousand one hundred and fifty-five dollars and seventy cents, was duly received. I have, agreeably to your request, applied to the Secretary of the Treasury to remit you three hundred and thirteen dollars and eighty-eight cents, to meet the expense of purchases on account of removing the obstructions. It is not understood from your letter, whether you wish the amount of expenses for the month of March, as estimated by you, remitted, as, from your account, a balance of one thousand one hundred and eighty-seven dollars and seven cents, remains in your hands unaccounted for. If you require that the remittance be made, you will be pleased to advise me, and it shall be done.

I am, &c.

S. PLEASONTON,
Fifth Auditor and Acting Com. Rev.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 17th April, 1829.

Sir: I have received your letter of the 9th instant, and applied to the Secretary of the Treasury to remit you \$1,310, to meet the expenses of the month of March last, for removing obstructions in Savannah river, as estimated.

Very respectfully,

I am, Sir,

Your obedient servant,
S. PLEASONTON,
Fifth Auditor, and acting Com. Rev.

WM. C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 22d April, 1829.

Sir: I have received your letter of the 14th instant, and applied to the Secretary of the Treasury to remit you \$1,410, to meet the expenses of the present month, for removing obstructions in Savannah river, as estimated.

Very respectfully,

I am, Sir,

Your obedient servant,
S. PLEASONTON,
Fifth Auditor and Acting Com. Revenue.

WM. C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 16th May, 1829.

SIR: I have received your letter of the 6th instant, enclosing your account of disbursements in removing obstructions in Savannah river, and estimate of expenses for the current month, amounting to \$2,120, for which you ask a remittance.

I have applied to the Secretary of the Treasury to remit to you \$2,120, to meet the expenses of the current month, as estimated. The contract for the dredging machine, referred to in your preceding account, in which you charge the payments, not having been received, your accounts cannot be acted on till it is transmitted.

A balance of \$5,380 75, appears, by your accounts, to be now in our hands. If you have made no engagements for the payment of this money for work and materials already supplied, it had better be applied, after the present remittance is expended, to your current monthly expenses, until it is exhausted. On this point I should be glad you would inform me.

Very respectfully,

I am, Sir,

Your obedient servant,

S. PLEASONTON,

Fifth Auditor and Acting Com. of Revenue.

WM. C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 17th June, 1829.

SIR: I have received your letter of the 3d instant. The Secretary of the Treasury considers it proper, that the balance in your hands, according to your last accounts, should be accounted for, previous to making you a further remittance. You will accordingly render an account, in which you will make a charge for compensation for your services, which will be submitted to the Secretary of the Treasury for his decision.

Very respectfully,

I am, Sir,

Your obed't serv't,

S. PLEASONTON,

Fifth Auditor and Acting Com. of Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 9th July, 1829.

Sir: I duly received your letter of the 23d ultimo, accompanied by your account for compensation during the time you have acted as sole Commissioner for removing obstructions in Savannah river.

Having settled with you and Mr. Nicholls, as joint Commissioners for examining into, and reporting upon the obstructions to be removed, in the first instance, at the rate of five dollars per day each, it was not expected that the charge for your subsequent services would have varied much from that

It was with considerable surprise, therefore, that I perceived by your account, a charge of more than eight dollars per day. On inquiry at the Engineer Department, I have learnt that the Engineer employed by it, for removing obstructions in the Ohio and Mississippi rivers, has been allowed eight dollars per day, and nothing more, and I have recommended to the Secretary of the Treasury that the same allowance be made to you, to which he has consented. This he considers a very liberal allowance, and beyond it he is not willing to go.

If you will remodel your account, which I now enclose, upon this principle, and return it to me, all your accounts for services and disbursements will be taken up and settled immediately. Your services ought to be computed from the date of my letter, (say the 19th April, 1827,) announcing your appointment, and it would be well that it should terminate on the first of the present month. The allowance that may be due you afterwards, may form an item in your estimate of monthly expenses, and may be accounted for with your expenses, at the end of each quarter.

I should be very glad to possess your opinion, as to the probable time when the whole work shall be completed.

Your account should be accompanied with a voucher for the payment of office rent. If your own house was occupied for an office, it will then be necessary that a certificate on honor be sent, shewing that the charge for the part thus occupied was reasonable.

The contract for the dredging machine not having yet been received, it will be necessary to forward it before your accounts can be taken up.

Very respectfully,

I am, sir,

Your obed't servant,

S. PLEASONTON,

Fifth Auditor and Acting Com. Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 14th July, 1829.

Sir: I have now the honor to inform you application has been made to the Secretary of the Treasury to remit you two thousand five hundred and twenty dollars, to meet the expenses of removing obstructions in the Savannah river, as estimated by your letter of the 3d of June last, for that month.

Very respectfully,

I am, Sir,

Your obed't servant,

S. PLEASONTON,

Fifth Auditor and Acting Com. of Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,

Fifth Auditor's Office, 30th July, 1829.

Sir: I have received your letter of the 22nd inst. and applied to the Secretary of the Treasury to remit you one thousand seven hundred and eighty

seven dollars, to meet the expenses of removing obstructions in Savannah river, for the present month, as estimated.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.
Savannah, Georgia.

TREASURY DEPARTMENT,

Fifth Auditor's Office, December 24th, 1829.

SIR: Complaint has recently been made to the President, "that, up to this day, not the smallest improvement has been made in the navigation of Savannah river," notwithstanding you have been for some time past engaged in the work, and a considerable portion of the appropriation has been expended. From your letters in my possession, I cannot ascertain satisfactorily the progress you have made in the work, though it is evident a good deal has been done both in removing obstructions from the channel of the river, and in erecting a dam from Fig to Hutchinson Island. I must hence request you, for the information of the President, as well as myself, to make to me a full and detailed report, at as early a day as possible, as to the progress you have made in the work, and to state at what time the object contemplated by Congress in granting the appropriation may be accomplished.

You will be particular in stating the increased depth of water you have obtained in the channel, and what extent of excavation is yet to be made. You will also state the present situation of the dam, and when it will be finished, with such other information as you may deem useful.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.
Savannah, Georgia.

TREASURY DEPARTMENT,

Fifth Auditor's Office, January 23d, 1830.

SIR: Among the vouchers to your last account as Commissioner for removing obstructions in Savannah river is a draft drawn on you by Watchman and Bratt for seven hundred and sixty-nine dollars and seventy-one cents, which is charged for repairs of the dredge boat, but unaccompanied by any account to show what repairs they were. It will be necessary that you send the account of the repairs to which it has reference.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.
Savannah, Georgia.

TREASURY DEPARTMENT,
Fifth Auditor's Office, February 13th, 1830.

SIR: I have applied to the Secretary of the Treasury to remit you three thousand eight hundred and seventy dollars, to meet the expenses of removing obstructions in Savannah river for the months of January and February, as estimated by your letters of the 2d January and 2d instant.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.
Savannah, Georgia.

TREASURY DEPARTMENT,
Fifth Auditor's Office, March 19th, 1830.

SIR: I have received your letter of the 8th instant, and applied to the Secretary of the Treasury to remit you one thousand dollars to meet the expenses of removing obstructions in Savannah river, for the present month, as estimated. Your accounts, which have been rendered to the 5th of December, 1829, have been settled; advice of which will be given you by the Comptroller in a few days. You will be pleased to render your account to the close of the present month, as soon after it expires as practicable.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.
Savannah, Georgia.

TREASURY DEPARTMENT,
Fifth Auditor's Office, March 30th, 1830.

SIR: I herewith enclose a copy of a letter just received from the Secretary of the Treasury, by which you will perceive that it has been determined by the Executive to suspend the further progress of the work in Savannah river, in removing obstructions to the navigation, and erecting a dam from Fig to Hutchinson's Island, as authorized by an appropriation made in the year 1826, of fifty thousand dollars. You will accordingly forthwith suspend the whole of the work, pay and discharge the men employed, and cause the dredge boat to be laid up in a secure situation. You will also render your accounts, with the necessary vouchers, up to the time the work shall be discontinued.

I am, &c.

S. PLEASONTON,

Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.
Savannah, Georgia.

TREASURY DEPARTMENT,
Fifth Auditor's Office, April 21, 1830.

Sir: I have received your letter of the 7th instant. It was never intended that you should or would employ persons to work the dredging machine and on the dam longer than from month to month. As those who have employed are no longer of any use to the public, and as they are idle laborers, who would find no difficulty in obtaining immediate employment elsewhere, you will endeavor to prevail upon them to receive their pay and discharge, upon the receipt of this letter. They are in no way to be paid after the termination of the present month. Upon the subject of the two last paragraphs of your letter, I must refer you to the Secretary of the Treasury.

I have the honor to be, &c. &c.

S. PLEASANTON,

Fifth Auditor, and Acting Com'r. of the Rev.

W. C. DANIELL, Esq. Savannah, Ga.

HOUSE OF REPRESENTATIVES,
March 25, 1830.

Sir: I received this morning the enclosed correspondence between the Secretary of the Treasury and the Commissioners of Pilotage of Savannah river. It will be seen by an examination of the expenditure of the appropriation to remove obstructions in that river below the city, that, if the plan of the Commissioners to superintend the work and disburse the fund, had been accepted, there would have been a saving of more than five thousand dollars, which has been paid for the last two years, as a per diem allowance to the Commissioner, Doct. Daniell. Believing myself that such an appointment was never needed, and that, in the present state of the work, and exhausted condition of the appropriation, its continuance is altogether improper, and urged by a very respectable portion of my constituents, who are immediately interested, to make such a representation, I recommend that further disbursements be for the present discontinued, and that its future application be under the Commissioners of Pilotage. I also suggest the propriety of an examination of the work which has been done, and a survey upon the dredging machine, to ascertain its present condition and suitability for operation in Savannah river; and the first I do without intending to insinuate any thing against the Commissioner, Doct. Daniell, as I apprehend it will be found, if the money expended promises to be productive of no benefit, it will arise more from a defect in the plan of the work, than from the Commissioner's inattention to its execution. Of his agency in the plan I am ignorant. The adaptation of the dredging machine for future operations upon the river, can only be known by a survey of it by those who know the obstructions to be removed, and the depth of water over them. It will give me pleasure to call at the Department upon the subject, whenever it shall be convenient for you to give me an interview.

I am, sir, with sincere respect,

Your obedient servant,

JAMES M. WAYNE.

To the Hon. SAMUEL D. INGHAM,
Secretary of the Treasury.

THURSDAY, 11 MARCH, 1830.

Commissioners of Pilotage met.

PRESENT:

J. B. HERBERT,
JOSEPH AUZE,
JOSEPH GANAHL,D. CHANDLER,
B. E. STILES,
F. H. WELMAN.WM. CRABTREE, Jr. *Chairman.*

Minutes of last meeting read and confirmed.

In reply to the letter of the Hon. Judge Wayne, now on file: *Be it resolved*, That a copy of the correspondence of this Board with the Treasury Department, relative to the appropriation of the \$ 50,000 grant for the benefit of the Savannah river, and also the resolutions of the Board in regard thereto, be immediately sent to Mr. Wayne, that he be addressed by the Chairman, and informed that the Board were of opinion, and are so still, that it was their duty to deliberate upon, and superintend all works, that had for their object the improvement of the navigation of said river, within the upper point of the South end of Argyle Island, on the main stream of said river, and to the mouth thereof, the care of which being intrusted to them by the State; and that they are ready to perform whatever may be within that duty, and to receive whatever appropriation has or may be made for that purpose, and direct its disbursement free of any charge on their part. They are confident, that a competent person for that purpose may be had, who would devote his whole time to any work that might be deemed advisable, for a less sum than six dollars per day, and that this Board have the dredging machine inspected, and its efficiency reported to Judge Wayne, as soon as the same is turned over by Dr. Daniell; that the thanks of the Board be expressed by the Chairman, to Mr. Wayne, for his attention to the interests of this river.

THURSDAY, 27 DECEMBER, 1827.

Commissioners of Pilotage met.

PRESENT:

J. P. HENRY, *Chairman*,
U. J. HUNTER,
FRANCIS SORREL,BENJAMIN E. STILES,
JOHN H. LONG.

ABSENT: G. W. ANDERSON.

Whereas the charge of the Savannah river, and the power of preventing and removing obstructions, and of stopping up and cutting canals, is vested in the Board of the Commissioners of Pilotage; and it having been understood that an appropriation has been made by Congress for the above purposes, and that the work is now in progress, without the advice and consent of said Board; and, inasmuch as the former Chairman of said Board, and his predecessor in office, were appointed on the part of the United States Commissioners to improve the navigation of the river; and whereas, neither of them are now acting: *Be it further resolved*, That this Board respectfully apply to the Secretary of the Treasury, soliciting him to fill the vacancies by the appointment of one or more members from this Board.

Adjourned.

SAVANNAH, January 10, 1828.

Honorable
Secretary of the Treasury, Washington:

In compliance with instructions of the Board of Commissioners of Pilotage, I have the honor to herein enclose you their resolution, which I respectfully to ask your early attention to. For your information, I hand you the names of the gentlemen composing the Board.

I have the honor to be, Sir, very respectfully, your obedient servant,
J. P. HENRY, Chairman.

Members of the Board.

GEO. W. ANDERSON,
FRANCIS SORREL,
GEORGE HALL,

BENJAMIN E. STILES,
JOHN H. LONG,
WIMBERLY J. HUNTER.

TREASURY DEPARTMENT,
Fifth Auditor's Office, Jan. 26, 1828.

The Secretary of the Treasury has received and referred to me, a letter of the 10th instant, enclosing a preamble and resolution of the Commissioners of Pilotage, in which it is stated, that the charge of the Savannah river, and the power of preventing and removing obstructions, of stopping up and cutting canals, is vested in them; that Congress has made an appropriation for improving the navigation of the river, and that the work is in progress without the advice and consent of the Board. The former Chairman of the Board, and his predecessor in office, were appointed on the part of the United States, Commissioners to improve the navigation of the river; that neither of them are now acting; and that, in consequence thereof, they solicit the Secretary of the Treasury to fill the vacancies by the appointment of one or more members from their Board.

As I am not aware of any attempt which may have been made heretofore by the United States to improve the navigation of Savannah river, nor of the mode in which the business was transacted, I should be obliged to you to inform me when it was that the two chairmen of the Board of Pilotage appointed to were successively appointed by the Commissioners of the United States, to improve the navigation of the river, and who the Commissioners on the part of the United States were, who conferred the appointment.

I should be happy to be informed, too, whether the Commissioners of Pilotage claim the right to direct and superintend the work of removing the obstructions in the river, and of disbursing the sum appropriated by Congress for the purpose, and if so, whence they derive the right, for I can find no law of the United States from which it can emanate. The only law of the United States in which the aid of the Commissioners of Pilotage is invoked, which I have been able to discover, is one of the 3d March, 1817, which provides that six beacons and four buoys shall be placed on such sites and at such points as the Commissioners of Pilotage, residing at Savannah, shall fix on.

I have the honor to be, respectfully, Sir, your obedient servant,

S. PLEASANTON,

*Fifth Auditor and acting Commissioner
of the Revenue.*

J. P. HENRY, Esq.
*Chairman of the Coms. of Pilotage,
Savannah, Ga.*

THURSDAY, 20th March, 1826.

Commissioners of Pilotage met.

Present: Francis Sorrel, *Chairman P. T.*, Peter Willberger, jun. George Hall, Benja. E. Stiles.

The Board proceeded to the election of Chairman, when, on counting the votes, it appeared that Captain William Crabtree, jun. was unanimously elected.

Resolved, As the Chairman of the Board was not a member of this Board when the correspondence was commenced with the Secretary of the Treasury, that Mr. Sorrel, the acting Chairman since the resignation of the former Chairman, be associated with the Chairman, to reply to the letter received from the Treasury Department.

Board adjourned.

SAVANNAH, 3d April, 1828.

SIR: Your letter of the 26th January last, directed to the Chairman of the Commissioners of Pilotage for this port, was duly received and laid before the Board. You desire to be informed when it was that the two Chairmen of the Board of Pilotage alluded to in the resolution of the Board, under date of 10th January, forwarded to the Treasury Department, were successively appointed by the Commissioners of the United States to improve the navigation of the river, and who the Commissioners on the part of the United States were who conferred the appointment. In reply, I answer, that, in the Autumn of 1825, a commission was received, appointing Samuel B. Parkman, Esq. and Captain Abraham Nicholls, in conjunction with Dr. W. C. Daniell, to report on the obstructions to be removed in the Savannah river, in consequence of an appropriation having been made by Congress for that purpose. This commission was signed by the Secretary of the Treasury, and dated 13th September, 1825. Mr. Parkman had been for a short time previous to the appointment, the Chairman of the Board; he did not, however, accept the appointment. Captain Nicholls succeeded Mr. Parkman, but soon after went out of office, and hence the general interest of the port and city lost all representation in the works going on for the purpose of improving the navigable waters of the river. This circumstance the Board respectfully presented in their resolution of the 10th January last, as a sufficient reason that the vacancies in the commission of the 13th September should be filled by the appointment of two members from the Board of Pilotage; and without any diminution of that feeling of deference, the Board again most respectfully request the honorable the Secretary of the Treasury to take the subject into consideration. We think it but justice to ourselves to observe, that, inasmuch as this Board have ever considered it a primary duty to inquire into the obstacles of the navigation approaching this city, and seek out expedients for the removal or amelioration of the same, that it is but reasonable, and even a matter of just confidence, to suppose that they possess information on the subject little known to others, and that it is in their power to render the appropriation of Congress more effectual by their advice and joint superintendence. They would further remark, although they do not pretend to state, that the repeated miscarriages attending the prosecution of the works intended for the improvement of the navigation of

the Savannah river, have arisen solely from the want of such information and experience in this matter as the Board possess, yet it is a fair inference to suppose, that a complete knowledge of the difficulties, and their best remedies, would have afforded them great advantages, and in all probability enabled them, in a great measure, to have escaped the losses which have been sustained. This reply has been unavoidably delayed in consequence of the resignation of J. P. Henry, Esq. as Chairman of the Board, a short time previous to the receipt of your letter, and the absence of several of the members of the Board.

If it should please the honorable the Secretary of the Treasury to fill the vacancies as stated in this communication, I am authorized by the Board to name Captain William Crabtree, jr. Chairman elect, and Capt. P. Wiltberg, jun. as fit members of the Board of Pilotage for the appointment.

I remain, very respectfully,

Your most obedient servant,

S. PLEASONTON, Esq.
*Fifth Auditor and acting Commissioner
of the Revenue in the Treasury Dept.
of the U. States.*

FRANCIS SORREL,
Chairman pro tem.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 22d April, 1828.

Sir: I have had the honor to receive your letter of the 3d April. When two of the gentlemen of your Board were associated with Dr. Daniell, then Mayor of Savannah, to examine the obstructions in Savannah river, and report upon the best mode of their removals, and the expense attending it, it was not contemplated to employ in the execution of the work more than one of that number. The object for which that commission was instituted being accomplished, and Dr. Daniell being highly recommended as superintendent of the work, the choice fell upon him, and he is now charged solely with the superintendence and direction of the work contemplated by the appropriation; and the Secretary of the Treasury, to whom I have submitted your letter, does not perceive any good reason for increasing the number. If it been thought necessary to employ more than one person as the agents of the United States in this case, the claims of the Board of Pilotage, founded upon their experience and respectability, would have been entitled to and require a respectful consideration.

I have the honor to be,

Very respectfully, sir,

Your most obedient servant,

FRANCIS SORREL, Esq.

S. PLEASONTON,
*Fifth Auditor and acting Commissioner
of the Revenue.*

Extract from the Minutes of the Board.

WM. L. A. BULLOCK,
Sec'y Com. Pilotage.

TREASURY DEPARTMENT,

Fifth Auditor's Office, March 30, 1830.

GENTLEMEN: I have the honor to enclose a copy of a letter from the Secretary of the Treasury, by which you will perceive that he is desirous of obtaining certain information from you in regard to the work done and to be done, under the appropriation of Congress of \$50,000, for removing obstructions in Savannah river. May I request the favor of you to furnish this information as soon as your convenience will permit?

I have the honor to be, &c.

S. PLEASONTON,

Fifth Auditor, and

Acting Commiss'r of the Revenue.

The COMMISSIONERS OF PILOTAGE,
Savannah, Georgia.

SAVANNAH, April 14, 1830.

SIR: Your respected communication of the 30th ultimo, addressed to the Commissioners of Pilotage, came duly to hand, and met with prompt and careful attention. I have the honor to enclose you the proceedings of the Board thereon, contained in a resolution constituting a committee of inquiry and examination, and a report of that committee. I would barely add, that the committee have confined themselves strictly within the limits of your inquiry. The Commissioners of Pilotage will, at all times, feel honored in attending to any further communication on the subject.

They remain, respectfully,

Your obedient servants.

WM. CRABTREE, Jr.

*Chairman Comm'rs Pilotage
for Bar and River Savannah*

S. PLEASONTON, Esq.

Fifth Auditor of the Treasury, and

Acting Commissioner of the Revenue.

At a meeting of the Commissioners of Pilotage for the bar of Tybee river Savannah, held on Thursday, 8th April, 1830.

On motion of Mr. F. H. Welman, seconded by Mr. Joseph Ganahl: *Resolved*, That a committee of four be appointed to make the necessary inquiry to enable the Board to reply to the letter of S. Pleasonton, Esq. 5th Auditor of the Treasury, on the subject of the work lately done on Savannah river, under the appropriation of \$50,000, and report to this Board at an extra meeting to be called for the purpose.

On motion of Mr. Ganahl, and seconded, that the chairman be one of that committee, and that he appoint three other members, to constitute the committee: Whereupon, Messrs. Helman, Hunter, and Chandier, were appointed by the chairman.

At a meeting of the Commissioners of Pilotage for the bar and river Savannah, held on Tuesday, 13th April, 1830, the following report was read:

The undersigned, committee of the Commissioners of Pilotage for the bar and river Savannah, appointed April 8th, for the purpose of examining the works done on Savannah river for the improvement of its navigation, and the removal of obstructions, &c. to enable the Board to reply to the letter of S. Pleasonton, Esq. 5th Auditor of the Treasury, under date of March 30th,

REPORT:

That, in pursuance of the duty assigned them by the Board, the committee have gone into a careful examination of the dam erected between Hutchinson's and Fig Islands, and found as follows, namely: That said dam, if completed so as to connect the two islands aforesaid, would have been six hundred and ten feet in length; that there is a chasm or gap near the South end of said dam, about fifty feet in length, through which the water runs with great rapidity; that there was in this gap at low water, slack tide, about ten feet water. There was on the top of the dam, at high water, about four feet water. At low water the top of the dam was about four feet above the level of the water around it; the average breadth of the top of the dam, four feet above the water level, was ten feet. The committee also proceeded to examine and sound on the shoal ground, called the wrecks, and found, on the deepest part thereof, at high water, (on the tenth of the present month) thirteen and a half feet water, which the committee are of opinion is nearly the same depth that has been found on the same for years past at the same time of the moon, and the same time of tide. They are of opinion that no perceptible alteration in the depth of water has been caused by the dam aforesaid, or from the application of the mud or dredging machine. That, if the dam remains in its present unfinished state, no benefit to the river can arise from it; and even should it be completed so as to connect the two islands, and to bring the top of the dam above the water at high tide, it is doubtful in the minds of the committee if it would have the effect to deepen the channel of the river.

WILLIAM GRABTREE, Jr.
E. H. WELSHAN,
WILLIAM J. HUNTER.

Savannah, April 12, 1830.

EXTRACT OF MINUTES.

On motion of Mr. Stiles, seconded by Mr. Herbert,

Resolved, That the report of the committee appointed to make the necessary inquiries to enable the Board to reply to the letter of S. Pleasonton, Esq. 5th Auditor of the Treasury, be accepted, and that the chairman be requested to forward a copy of the resolution constituting the committee, and of their report, to S. Pleasonton, Esq.

WILLIAM H. BULLOCK,
Secretary Commissioners Pilotage.