the stevedore, "Go ahead, horse" and "Back down lively." No more do we hear the song of the chanty man rise shrill and clear to the accompaniment of chuckling blocks and creaking yards, nor the hearty, deep tones of the chorus as the old-time sailor men tramped round the windlass from wharf to wharf, singing:

"Oh, blow, ye winds, I long to hear you,
Blow, bullies, blow!
Oh, blow today and blow tomorrow,
Blow, my bully boys, blow!

"Oh, blow today and blow tomorrow,
Blow, bullies, blow!
Oh, blow away all care and sorrow,
Blow, my bully boys, blow!"

"A tremulous echo is all that is left of these old-time refrains," but some of our older citizens will recall these plaintive though senseless ditties, also the John Kooner songs, which have enlivened many a dull hour in the old seaport of the Cape Fear.

Many years ago, when the arched courthouse stood at the foot of Market Street, a party of prominent citizens were discussing under its roof the events of the day in the soft light of a beautiful full moon, and while they talked they heard the tramp of twenty sailor men from a near-by French ship moored at Market Dock; and then in clear and exquisite tones the sailors sang with all the enthusiasm it inspired the Marseillaise battle hymn. Colonel Burr, who heard them, told me many years after that it was one of the most delightful memories of a lifetime.

But now the distracting hammering against rusting steel plates, the clanking of chains against the steamship's sides, and the raucous racket of the steam donkey betoken a new era in the harbor of Wilmington; yet the silent river flows on with the silent years as when Vassall sent the first settlers, or as when Flora Macdonald sailed past the town to the restful haven of Cross Creek; and the Dram Tree still stands to warn the outgoing mariner that his voyage has begun and to welcome the incoming storm-tossed sailor to the quiet harbor beyond.

I have obtained the data of the commercial development of the river largely from official sources or reliable records, and I have copied verbatim, in some technical detail, the generous responses to my inquiries by Maj. H. W. Stickle, Corps of Engineers, U. S. A.; Capt. C. S. Ridley, assistant engineer, U. S. A.; Mr. R. C. Merritt, assistant engineer; Mr. Joseph Hyde Pratt, State geologist; Dr. Joseph A. Holmes, director Bureau of Mines; Capt. G. L. Carden, commanding U. S. revenue cutter *Seminole*; Mr. H. D. King, inspector lights and lighthouses, Sixth District, and Hon. S. I. Kimball, general superintendent of the Life Saving Service, now embraced in the Coast Guard, to each of whom I make this grateful acknowledgment.

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