Inlet, to Smith's Island. The dam closing New Inlet was constructed between 1875 and 1881 and is 5,300 feet long. It is built of stone, its first cost being $540,237.11. It was badly damaged by a storm in 1906, and the cost of its restoration and of other minor repairs made since its completion was $103,044.75, making its total cost to date $643,281.86. Swash Defense Dam, south of New Inlet, was constructed between 1883 and 1889 and is 12,800 feet long. It is also built of stone, the first cost being $225,965. The cost of restoring this dam after the storm of 1906, including other repairs made since its completion, was $170,109.53, making the total cost to date $396,074.53. With the exception of the construction of these two dams, the results have been accomplished almost wholly by dredging.

It is interesting to note in this connection that the total expenditures of the Federal Government upon Charleston Harbor to June 30, 1915, amounted to $5,084,771.90, and the total expenditures on Cape Fear River at and below Wilmington to the same date was $5,985,990.01.

Northeast Cape Fear River.

Northeast Cape Fear River has a total length of 130 miles (70 miles in a straight line) and has been under improvement since 1890, the project including the clearing of the natural channel for small steamers to Hallsville, 88 miles above its mouth, and for pole boats to Kornegay's Bridge, 103 miles above its mouth.

The work has consisted in removing snags and other incidental obstructions from the channel and leaning trees from the banks. For several years past, work has been for the purpose of maintenance only. To June 30, 1913, there had been spent on this stream for improvement and maintenance $33,738.86. At present 8 feet can be carried to Rocky Point Landing, 35 miles from the mouth, 5 feet to Smith's Bridge, 52 miles up, and 3 feet to Croom's Bridge, 8 miles further, at all stages. Above that point it is only navigable during freshets.

Black River.

This stream has been under improvement since 1887. The original project of 1885 included clearing the natural channel and banks to Lisbon and cutting off a few points at bends,

modified in 1893, and omitting the part above Clear Run, 66 miles above the mouth. This was completed in 1895. Since that time it has been under maintenance. The total amount expended to June 30, 1913, for improvement and maintenance was $32,877.26. The work has consisted in removing obstructions from the channel and leaning trees from the banks, and in a small amount of dredging.

At present a depth of 5 feet can be carried to Point Caswell at low stages, above which point there is but little navigation excepting during freshet stages.

Town Creek.

Town Creek is a tributary to Cape Fear River, entering it from the west about 7½ miles below Wilmington. It is not now under improvement, but was placed under improvement in 1881, the project being to obtain 4-foot navigation at low water by removing obstructions from the mouth to Saw-Pit Landing, 20 miles above. After spending $1,000, this project was abandoned. An appropriation of $8,500 was made in 1899 to be expended in obtaining a mean low-water channel 5 feet deep and 40 feet wide to Russell's Landing, 19¾ miles above the mouth, and to clear the creek to Rock's Landing, about 4 miles farther up. The 5-foot channel was obtained to Russell's Landing by dredging, and snags were removed from the channel for the next mile above, when the funds were exhausted, and no further appropriation has been made.

Brunswick River.

About four miles above Wilmington, the Cape Fear River divides, the western branch forming Brunswick River. It flows in a southerly direction and again enters the Cape Fear River about four miles below Wilmington.

This river has never been under improvement, but the River and Harbor Act of June 13, 1902, provides for an expenditure not exceeding $1,000 of the money appropriated for the improvement of Cape Fear River, at and below Wilmington, in removing obstructions at the lower mouth of Brunswick River. Obstructions were removed from a width of 100 feet during 1903 at a cost of $519, securing a channel at its mouth 100 feet wide and 7 feet deep.[1]

[1]The foregoing technical information is from the reports of the U. S. Corps of Engineers, by the courtesy of Major Stickle.