by Captain Wilkes and other officers of the United States Navy, in compliance with a Senate resolution adopted on April 13, 1858. As a result of this investigation, and in a report published as an executive document early in 1859, Captain Wilkes and his associates reported favorably on the proposition that the Deep River region was a suitable one for the establishment of foundries and other plants for the production of naval ordnance and supplies."

Captain Wilkes made the following statement in regard to the coal:

"It is a shining and clean coal, resembling the best specimens of Cumberland (Md.). It ignites easily, and burns with a bright, clear combustion, and leaves a very little purplish-grey ash. It is a desirable coal for blacksmiths' use, for the parlor, and superior to most coals for the production of gas, for which it is likely to be in great demand. Its freedom from sulphur is another of its recommendations."

These favorable preliminary reports by Captain Wilkes of the Navy Department, and Dr. Emmons, the State geologist of North Carolina, awakened considerable interest in the development of this coal. But it was found in subsequent operations that the coal, as mined, generally contained a considerable quantity of slate and other black earthy material, that its ash formed a slag on the grate bars, and that it contained no little sulphur. This composition made it a rather difficult coal to use in ordinary furnaces. But during the war, it was extensively used to make coke for the iron works established in the Deep River region. It was also used as a steam coal; but its use on board blockade runners and other ships was found highly objectionable, both on account of the poor quality of the coal and the smoke which resulted from its use.

At intervals between 1870 and 1900 the shaft at the Egypt coal mine (about 465 feet deep) was again opened and the mine worked on a small scale, the coal being shipped to Raleigh, Fayetteville, and other local markets; but it never became a good merchantable coal, and its use remained limited and local.

Besides, the coal itself gave off in the mine considerable quantities of explosive gas, and there were several bad explosions, one of which, in December, 1895, killed thirty-nine men, and another, in May, 1900, killed twenty-three men. The operating company was much discouraged by these disasters, and the mine was closed.

There is probably a considerable quantity of coal still to be obtained in the vicinity of the old Egypt mine, and if the mine were worked with modern safety precautions, to prevent disastrous explosions, and the coal were washed so as to remove the dirt, it would be found to be a fairly satisfactory fuel. If briquetted (as is frequently done in European countries), it would be both suitable and available for domestic use in the adjacent markets.

The formation in which this coal occurs extends from the South Carolina line northward to near Oxford in Granville County, its greatest width being from twelve to fifteen miles. At different points in this formation there are beds of sandstone available for building purposes; but the workable coal seems to be limited to a few thousand acres in that part of Chatham County near the old hamlet of Egypt, formerly known as the "Gulf," but which during the past few years has been called "Cumnock."

FAYETTEVILLE ON THE CAPE FEAR.

Known as Cross Creek and Campbellton up to 1784, the name of this interesting old town was then changed to Fayetteville, in tribute to the services of the Marquis de Lafayette, who visited Fayetteville in 1824.

The people of Fayetteville, between whom and the people of Wilmington there have been for a hundred years the most cordial social and business relations, were ever as thrifty and enterprising as hospitable and cultured. They were among the first in the State to establish cotton factories; and, being at the head of water transportation and having an extensive system of plank roads into the interior, Fayetteville was the great mart of trade in North Carolina, especially for the extensive country lying west to the Blue Ridge, and even for the transmontane country comprising parts of East Tennessee and Southwest Virginia. This trade was carried on by canvas-topped wagons as vehicles of transportation, drawn by two, four, and even six horses, for mules in those days were seldom employed. Said Mr. J. H. Myrover, the historian of Fayetteville:

"The starting point of all this vast back-country carrying trade was the wharves and Water Street in Wilmington, though in the early part of the last century wagoning was done by