upon the price. Crops of former years, about 3,000 tierces. Of the last season's, the quantity exported and shipped coastwise, only about 9 to 1,500 casks. There is no other market in the Southern States where it is purchased to any extent. No inspection.

Lumber: Many kinds and of a superior quality are rafted plentifully to market during winter and spring from water mills; say, sawed boards, plank and scantling, of fine grained pitch and yellow pine, promiscuously sawed, however, unless previously contracted for, and thus sold by the raft, at a rate to be agreed on, turn out as it may; refuse at half-price, and is commonly so shipped altogether. Expenses of rafting or landing and inspection paid by the purchaser. Pine timber and spars of any size may be had upon previous notice by contract with the country people; and at a time when the waters are sufficiently up for rafting. Five well-constructed steam sawmills are erected in the vicinity of the town and now in operation, where lumber of any lengths or sizes may be furnished, and delivered to vessels bright from the saws. The quality is excellent—sawed from square logs of good timber. The increasing demand for our lumber, coastwise and steady calls for it throughout the West Indies, has vastly increased the trade and employment of vessels. Half the inspection is charged at those mills, and their prices are uniform. The lumber trade is also benefited by the establishment at Orton, fifteen miles below Wilmington, of two excellent sawmills, carried by a never-failing water power from a pond seven miles in extent, supplying lumber from square timber equal to that of the steam mills and at the same rates. In a contract with those mills, vessels meet as good dispatch as at any other.

An extensive planing mill is also erected at this place, where flooring and all other descriptions of boards are supplied for domestic use as well as foreign demand.

Shingles of cypress, 22 inches in length, are plentiful and often good, and may be contracted for to be brought of better quality and larger size. Demand the past season was good. Demand this summer has been less, and a corresponding falling off in supply—ruled from $1.50 to $4 per thousand. Shingles of juniper, 18 inches, may be had on timely notice during the winter.

Pipe staves are never made here. All our staves are generally very good. In the further progress of railroads and opening to the country, we shall expect to find our stave supply revived.

Main Bar of Cape Fear, high water at 7 o'clock, at full and change of the moon; depth formerly 18 feet, but pilots now say only 13½ to 15 feet.

New Inlet Bar, high water at 7 o'clock, at full and change of the moon, 10 to 11½ feet.

Tides on each bar, perpendicular, 5 to 6 feet.

Flatts, five or six miles below Wilmington, 10 to 11½ feet.

Pilots generally attend in time to conduct vessels in safety; and there are now two decked boats in use, besides many open boats.

The course in, over Main Bar, is much more direct and less difficult than formerly: a lighthouse on Bald Head Island, as also a lighted beacon at New Inlet.

Lighterage comes on all vessels above 10 to 12½ feet at present, in consequence of some operations on the river below town, which were commenced with a view to improvement.

Also, between Flatts and Smithville, at high water, are shoals 14 feet; consequently, vessels that load deeper than 14 feet, must go down to Smithville to complete their cargoes. Thirteen and a half to 15 feet water may be carried out over Main Bar; 10 to 11 feet, New Inlet.

The Trade of Wilmington, 1872.

(Extracts from a commercial statement made by the Chamber of Commerce.)

Taking the harbor as it was, and as it is confidently expected by those who have studied the matter it will be again, by a judicious management of the government works now going on, and completed, we have a capacious harbor, easy of access, with winds from almost any quarter, perfectly land-locked, and the approaches to the bar well protected from the principal storms on our coast, with good anchorage outside. Lying to the southward of all the dangerous capes on the coast which would interfere with navigation or voyages to and from all Southern, West Indian, and South American ports, as well as to Europe, a considerable saving in the single item of marine insurance is made.

By reference to the report of exports hence, it will be seen that we furnish cargoes of everything required in the markets of the West Indies and South America, with perhaps the single exception of flour, which will soon be within our grasp. Hence