DR. WILLIAM COFFEE DANIELL

by

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Preface

William Corfee 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
Pennsylvania in 1814 and opening practice in Savannah that year.

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

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. By the end of 1830 William was no longer with the Commission. He served in the Georgia House of Representatives from 1830 to 1833. 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. 1 A-B.

(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. Bary. It consists of letters, mostly written by Dr. Daniell, that document the event. The 82-page text is enclosed


(13) Poole's Index to Periodical Literature v.1 1802-1881, pt. 2 K-Z, 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.


(22) "Doctor William Coffee Daniell" p. 3.

(23) Ibid

(24) Laurel Grove Index.


(26) "Southern Agricultural Congress" plate 1.

BIBLIOGRAPHY

Primary Sources Used

Chatham County Probate Court. Marriage Records, 1806-1851. Index nos. 802 and 1814.


Daniell, William Coffee. Personal will at Chatham County Probate Court. Index no. 239.


Laurel Grove Cemetery General Index to Keeper's Record Books v. 1 A-F.

Primary Source Not Used

Troup, George Michael in George Michael Troup Papers. Item 3 "1826 Letter to The Mayor." Georgia Historical Society Archive no. 806.

Secondary Sources


Savannah Unit. On file at the Georgia Historical Society.
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. 123) for the relief of Peter Bargy, Jr., Stephen Norton, and Hiram Wolverton.

SAVANNAH, May 14th, 1830.

SIR: On the 8th instant I received from you a printed copy of the bill of Peter Bargy, Jr., praying to be reimbursed for losses sustained in attempting to build a dam between Fig and Hutchinson islands, for the purpose of closing a channel of the Savannah river, under a contract as the agent of the United States' Government, together with the appurtenances thereto. On the following day I received a copy of the report of the Committee of Claims on the application of Bargy. In this I find with having practised fraud on Mr. Bargy. These papers contained intimation to me, that my conduct as the agent of the Government had been the subject of legislative scrutiny. To complain, now, of this with which I have been treated, can avail me nothing; and it is to ask for a hearing, before I am condemned: for the Committee and sentence upon me, and their report has already been placed in the hands of my fellow-citizens here. I must, nevertheless, beg leave, you, to submit to the House of Representatives my reply to the report of the Committee, sustained by such testimony as the very limited time has permitted me to obtain, with the urgent request, that they will consider and examine it in a spirit of fairness, before a final vote is passed. In the first place, I will remark, that Peter Bargy, Jr., is not, has he ever been, a citizen of Chatham county, or of the State of New York. I do not believe he has been in Georgia since the year 1826.

One of the conditions upon which his proposals for building the dam on Fig and Hutchinson islands were accepted, that he should give security for the faithful execution of the contract by a stipulated bond, dated 2d July, 1827, he promised to give such bond, which was reported by me to the Government. After the contract, (which I could not get executed until some had been made in the work,) Bargy was required to build the dam as I should designate, the selection was left to himself—I then gave him the privilege of approving. I made no objection to the 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 he would be allowed him, consistent with the object of the contract, to act 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. Bargey 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 Bargey 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 Bargey not to sink a second crib until the first was filled up and secured by sheet pilings, 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 sank 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 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, as I feared they would be blown up by the flood tides. Mr. Bargey pursued his own plan, and in a very few days my anticipations were realized. The truth is, that Bargey 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 Bargey 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 Bargey that I would not receive the dam if a certain defective piece of timber was not removed and another supplied. I had found Bargey 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 had 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 to the proper depth. This course was suggested to me by detecting Bargey in misrepresenting to me the length of the pilings driven in the commencement of the work. I most solemnly declare, that, although Bargey and his men gave me constant anxiety about
work, throughout I acted with every liberality to him; I overlooked
all slight (perhaps some considerable) imperfections in his work; and
would 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 Bargo have an aggregate inte-
rest in the success of his application of more than four thousand dollars.

The failure of the enterprise, Bargo stated to me, as to others, that his
intention to meet his engagements contracted on account of the dam, de-
dependent on his obtaining funds from Government.

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

It is not true, as stated by Bargo's workmen and others, that there is
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 Bargo's petition, be
inserted, with his report and the Commissioners, dated 14th February, 1827.
the latter he says, "the most favorable places examined gave an average
rise 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
in the surface, a large portion of which is firm sand, and the balance soft
on which any heavy structure must necessarily settle indefinitely.

By examining it altogether, the foundation is decidedly favorable to build a dam
on, leaving an assurance that, if properly constructed, it will sustain all
virtues to which it will ever be exposed, and answer (as far as any
good of the kind can do) the intended purpose." All the dams have been
erected upon the ground upon which Mr. Martineau expressed the above
statement. It is not true that he ever gave me the caution to which he al-
to his certificate attached to Bargo's petition. The easiness with
which he expressed the contracts proves his full confidence in the enterprise.
will be perceived that he preferred a claim for five hundred dollars for
services and the contingency alone upon which he asked it; namely, the
did not get the contracts. I paid him but two hundred dollars, at
which he was much dissatisfied.

Withberger and Brown are the only citizens of this State who have testi-
d to the good character and conduct of Bargo: for it will be seen by his
documents that Mr. Reynolds (the other signer) was deceived as to the
matter of the certificate presented to him for his signature. Withberger
and Brown are two of the largest creditors of Bargo & Co. Various other
opinions were unsuccessfully made for additional testimonials in favor of
Bargo.

In the account attached to the petition of Bargo, and which it is prayed
that Government will pay, at least two items are twice charged: first, at
page 12 in Bargo & Co's account, there are entries of two hils of timber
A. A. Snow, $126 06 and $177 16; and again, at page 14, Withberger
and Green charge for acceptance of drafts in favor of Smets for $177 16
and $126 06. I herewith send Mr. Smets 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 capricity 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 so 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.

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RECEIVER TAX RETURN OFFICE.

GEORGIA,

Chatham County,

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 28, 1837.

My dear Sir: I received your favor of the 10th instant, informing me of the alterations in the dam, as stated in your letter, my
praise 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
bonds. I should wish to have the dams in two separate contracts, so
that I could receive pay for the one when finished, which would enable me
to carry on the work to better advantage. As respects the security on the
funds mentioned in your letter, I would have to be given in Georgia;
and there is no assurance to be made on the contract, I know not why
this 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. Wilber, Jr., of Savannah, to contract for
the materials for the dams. Please have the goodness to write me,
indulgingly after the receipt of this, whether it is necessary to give
myself on the bonds now, or whether it would answer when I go on
Fall, to commence the work. As security is to be given in Georgia,
I am 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.

(Copy of reply to the foregoing.)

NEW YORK, 2d August, 1837.

My dear Sir: I have received yours of the 26th ultimo. The contracts for
building the dams between Hutchinson and Argyle Islands, and the former
of the four, I consider you bound for. Upon your return to Savannah,
November next, you can enter into bonds, with the necessary security. In
building that security, I am merely fulfilling the instructions of the Treat
Department, and have no discretion. The object of that security, no
longer is to ensure the completion of the work in the time specified in my
bids; of course, there will be separate bonds for the building of

Respectfully, your obedient servant,

PETER BARGY, Jr.
Frankfort, New York.

I herewith certify that I had frequent conversations with Peter Bargy, Jr.
while the time he was engaged in building the dams between Fig and Hut-
tinson Islands. He several times boasted to me of the success and
bravery of the attempt. He never heard him complain, nor of his complac-
tanting by the Commissioner. I believe the attempt, with the
mule, very soon after being set

THOMAS KILES.

SAVANNAH, May 13, 1839.
I, Samuel Griffin, wishing to be concerned in the constructing a dam between Huntington and Fig islands, did frequently converse with William C. Daniell on the subject, previous to the contract made by W. C. Daniell with Peter Barby, 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. Barby, Jr. on any other terms; and I am clearly of opinion that the failure on the part of P. Barby, Jr. in not completing the said dam, arose more from want of a sufficient number of laborers to fill the cribs quickly, 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.

Savannah, May 12, 1830.

SAM'L GRIFFIN.

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

George Fols' account
Horne Casswell
P. V. Valkenburg
John W. Hull
Robert B. Bennett
Gilbert K. Bennett
Henry Hull
P. Wilberforce, survivor of W. & Green
C. J. Brown, of the firm of Wyly & Brown

$589 34
132 19
99 69
135 94
145 18
153 75
129 06
857 85
1,185 49
655 99

$4,081 62

I hereby certify, that I have heard Mr. George Fols 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.

Savannah, 13th May, 1830.

WM. RANKIN.
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 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, 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, 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 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.

| Face timbers of dams, including the heading of cribs, containing 408,600, at $3 pr. M., 2,048 00 |
| Cross ties, 1,100 in w., do 135,000 do 660 00 |
| Piles, 200 do 24,000 do 120 00 |
| Rafters, 550 pr. do 78,200 do 396 00 |
| **Total:** 644,800 |

| Floor on bottom of dam to be of 2 inch plank, contains - 72,400 at 12 50 pr. M., 900 00 |
| Roof, 3 in. plank, - 165,000 do 2,062 50 |
| **Total:** 265,400 |
Sheet piling, - - 110,400 do 1,379 36

347,800

922,500

18,000 lbs. spikes, to fasten down roof and secure sheet piling, - at 9 cts. per lb., $800 00
2,000 lbs. bolts, to fasten timber together, - - do 680 00
1,000 lbs. small bolts, for rafters, - - do 90 00

Add for wastage 10 per cent., - - 1,620 00

10,104 80

Piles.
Total cost of materials, - - - 15,660 counter-hewing, preparatory to laying face timbers, - at 14 cts. per foot, 562 00
36,000 laying the docking, measuring face, - - at 10 do 3,680 00
19,800 laying cross ties, linear measure, - - at 10 do 1,980 00
200 driving timber piles, - at 2 cts. per pile, 400 00
2,300 driving sheet piles, linear measure, - at 1 cent per foot, 2,300 00

188 square roof laying, - at 1 cent per sq. 390 00
550 pr. rafters framing, - at 1 cent pr. 550 00

11,028 00

Amount for labor - - - 15,644 cubic yards of clay, for filling dam, at 40 cts. 6,257 00
3,000 do embankment, to join rice dams, at 20 cts. - - 1,000 00

Add for contingencies and superintendence - 2,000 00

9,237 00

30,389 80

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.

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 80

All which is most respectfully submitted.

Savannah, Feb. 14th, 1857.

JOHN MARTINEAU.
Dear Sir: Agreeably to your request, I herewith transmit to you a revised estimate of dams and excavation of barge, predicated on a smaller interior in size of dam; as, also, an extended time to two seasons, to be excavations in barge, for ship channel.

Instead of 16 feet breadth of base for dam, this estimate reduces the 16 feet, the covering to two inches, the floor to 14 inches, and sheet 1 to 2 inches; the face timbers of dams to 9 inches, instead of 10. A rest of timber as in former estimate.

Estimated Cost.

<table>
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<th>Item</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>371,800 feet face timber, at $5</td>
<td></td>
<td></td>
<td>1,855</td>
</tr>
<tr>
<td>118,800 do cross ties, do</td>
<td></td>
<td></td>
<td>594.00</td>
</tr>
<tr>
<td>24,000 do piles, do</td>
<td></td>
<td></td>
<td>120.00</td>
</tr>
<tr>
<td>66,000 do rafters, do</td>
<td></td>
<td></td>
<td>330.00</td>
</tr>
<tr>
<td>231,000 do plank for floor roof and sheet piling, at $18.50</td>
<td></td>
<td></td>
<td>1,044</td>
</tr>
<tr>
<td>5,000 lbs. spikes to secure roof and sheet piling, at 9 cts. 720.00</td>
<td></td>
<td></td>
<td>2,837</td>
</tr>
<tr>
<td>7,000 do bolts to fasten face timbers together, do 6 do 630.00</td>
<td></td>
<td></td>
<td>9 do 3,150.00</td>
</tr>
<tr>
<td>1,000 do small bolts to fasten feet of rafters, do 9 do 80.00</td>
<td></td>
<td></td>
<td>9 do 90.00</td>
</tr>
<tr>
<td>Add for wastage, &amp;c.</td>
<td></td>
<td></td>
<td>1,440</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>8,130.5</td>
</tr>
<tr>
<td>Half measurement of 580,600 ft. timber, at 25 cts. per m.</td>
<td></td>
<td></td>
<td>145.1</td>
</tr>
<tr>
<td>Do 231,000 ft. plank, at 50 do</td>
<td></td>
<td></td>
<td>115.05</td>
</tr>
<tr>
<td>Total cost of materials</td>
<td></td>
<td></td>
<td>8,391.15</td>
</tr>
</tbody>
</table>

Counter hewing, preparatory to laying face timber or dockwork.

Laying the docking, measuring the face, 36,800 ft. at 14 cts. per foot | 36,800 | 14 cts. per foot | 552.00 |

Laying cross ties, linear measure, 36,800 ft. at 9 do 3,219.00 |

Driving timber piles, 19,000 ft. at 9 do 1,710.00 |

Sheet piles, linear measure, in 2,300 ft. at 2 do 400.00 |

Driving roof do 345 ft. at 1 do 346.00 |

Framing and raising rafters 584 ft. at 2 do 1,044.00 |

14,500 cubic yards clay, for filling dam 580 ft. at 1 pr. do 550.00 |

5,000 ft. cubic yards embankment to join rice dams 5,000.00 |

Contingent expenses not provided for in the foregoing estimate 23,305.15 |

Total cost of dams 87,305.15
The following estimate is based on the supposition that the cut across bars is 150 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 $44,983.15.

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.

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 clearly 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 as soon as the nature of the case will permit, and continued, without any interruption, (except for useful 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. DAVIE, 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 obstruc-
tions in Savannah river, principally because the dams were not also assigne-
to me; the latter being a more tangible subject, susceptible of a pretty ac-
curate 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 indef-
nite terms proposed, necessarily attach to it.

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

New York, August 23, 1827.

John Martineau.

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 im-
provement.

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.

Savannah, May 24, 1827

J. Martineau.

Savannah, May 25, 1827.

Dear Sir: As there is some contingency that may place the river con-
tract 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 par-
ticular pleasure, and receive prompt attention.

I am, very respectfully,

Sir, your obedient servant,

Wm. Daniell, Esq.

John Martineau.
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, to the extent of damming up the water course between Pig 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 of 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 Tamarack, of Wessett, 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 shipmasters 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 came 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 29th 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 Cabotis, 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 caution, 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 have come alongside for loading; now, could the river be so much deepened as to admit vessels of the largest burthen to load entirely at town, they would be totally deaf.
proved of this increase of their income, which they now derive from the total amount of the pilotage from Savannah to New York; they are peculiarly interested in keeping up the belief that there is no increase of water in our river, notwithstanding every testimony to 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 consignment, 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 northerly 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 high or low, rising twelve inches, higher than perceiving the commencement of the operations under your direction. I ascribe this rise, mainly, to the dam between Savannah and Hutchinson Islands, because I have found latterly, that barrier has been 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 the river, and I am happy to add that, as far as you have progressed, it has realized that hopes 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 increase of your labors being in existence at this period of time.

Yours respectfully,

WILLIAM GASTON.

Savannah, May 10th, 1838.

The undersigned, Harbor Master of the Port of Savannah, hereby give 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. Daniel, Esq., the depth of water has been increased 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 the navigation of this river.

JONATHAN COOPER.
Harbor Master.
GENTLEMEN—The Commissioners of Pilottage, 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, have in a publication in the Charleston Register of Tuesday last, proceeded to anticipate my judgment, and thereby pronounced 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 discredit which would thereby place upon the public. Their objects now obviously are to forestall the U.S. Commissioners at Washington, and produce an impression there that public opinion is with them here—

To which I must say, in perfect justice, that I have certainly delayed no controversy with the Commissioners of Pilottage. In as much as they have made an appeal to the public, I do not seem to inform that public of what has occurred, by publishing the correspondence in which they have in any way participated. It is true, I have attended to my appointment, to their correspondence, and to the work I had been engaged in—call upon them to publish it, together with such of their proceedings as bear on the subject; Let them also publish my letters which are not offensive to them, and which the whole subject may be in truth brought before that tribunal to which they have affixed their appeal with so much reluctance. By a publication, my fellow citizens will learn what I have not said as well as what I have—will also learn the manner in which I have been assailed, and whether any and what provocation was given by me.

When these documents are published, and when I shall be relieved from that silence in 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 be able to show that so far from my having been the aggressor, I have through out been assailed.

Their assault upon me have had for their exclusive object, the representation to the Treasury Department of my disqualification, the discharge of the duties which I were assigned to me—of their superior qualifications for the execution of those duties, and their superior merit. They have in no way attempted to show that the commission which had been entrusted to me, should be transferred to them. After presenting themselves as bodies and individually at the Treasury Department, for a specification in the leaves and fies of office, with that disinterestedness which always characterizes true patriotism, they selected Captain P. W. Higginson, Jr. and Captain William M. Crabtree, junior, (the greatest among the greatest,) as especially worthy of the patronage of the Government on that occasion. Whether this selection may have been influenced by any disposition to encourage emigration to this place, does not appear.

Respectfully, your obt. serv.,

W. C. DANIELL

Secretary, 4th Annu. Meet.
and that it is your proceedings that are on examination before the United States Commissioners, and not ours; discretion, and yet 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 dead man. We are sorry you speak slightingly on the subject of congestion, you appear to forget that it is not so long since you availed yourself of this common republican right, and that this city with your residence; and are now in illustrious proof of that position, as may change their place with great benefit to your circumstances; were such an act as a physician and planter, as naturally incident to the improvement of the public, from the then state of the United States Commissioners. We tender to those gentleman so lately sat for the examination of your acts, a respectful acknowledgment of all intention of foretelling their report or opinion; and at no such sentiment can be gathered from a communication of the 24th of March.

The Commissioners of Pilotage will now proceed to redeem the pledge given in their name, published in the Georgia of the 24th of March, that of laying before the public a calm and dispassionate view of the controversy between that board and yourself—to secure the facts, and to you in particular, to secure the interests of the public; and to take a look retrospectively, and review some of the circumstances that lead, so far as we are able to judge, to the unfounded statements addressed to the Fifth Auditor of Treasury, under date of 7th and 14th of April last. In taking this view of the Commissioners of Pilotage are willing to make any allowance for the unhappy frame of public affairs, to have composed these letters—your deal for your mortification throughout the whole of your agency—you may apply to the legislature, as to the repeated failure of all your plans, and yet doubtless you have known that the bill of the legislature, from the board, a doubt of your success in this undertaking; and though they respected your zeal, they could not, I am sorry, to have seen in this matter, the utmost importance in these matters, combined, and as the bills from the, the note of course exposed their watchfulness, and their distrust was perhaps very naturally excited. A letter of instructions, as well your bills from first to last, when they found, or suspected, that you had been near the end of the liberal application for the service of our river, and so little been done in the prosecution of the intended works, it was necessary they might be done, and that the necessity to the public was not shown by the objects of the appointment, in particular.
S. PLEASANTON, Esq.
Fifth Auditor of the Treasury.

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 is in the present case, into a careful examination of the dam erected between Hutchinson's and Egg Islands, and found the following, viz.: That said dam, if completed as to connect the two islands across would have been six hundred and ten feet in length, through which the water runs with great rapidity, and that there was in this gap at low water, slack tide, about ten feet wide, 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 Shool ground called the wrecked, 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 year; and 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 the 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. Dills, seconded by Mr. Herter, Resolved, that the report of the Committee appointed to make the necessary arrangements 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. BULLOCK.
Sec. Commiss. Pilotage. We now have the public to form their opinion upon your letter of 7th April, upon the above application and report; and decide the merits of the communications on the subject, and to conclude the business of the meeting.

WM. CRABTREE, Jr., Comiss. Pilotage.
W. J. HUNTER, of the Comissrs.

AGT 7.

(To be Continued.)
Savannah, 12th August 1839.

W. C. Daniel, Esq.
Commissioner of the United States for removing obstructions on the Savannah River.

Yours of the 7th instant, we have quoted a part of your letter to Mr. Pleasonton, 6th Auditor of the Treasury, many days of April last, which we considered objectionable.

We are now proceeding to give our reasons for holding the remaining charges against the Commissioners of Pilotage contained in your letter—show that those charges are unfounded, and unfounded in fact—that false statements, would not warrant the language used toward the Commissioners of Pilotage in that letter.

First, then, the language and sentiments of your letter of the 7th April 1839, directed to S. Pleasonton, Esq., 6th Auditor of the Treasury, are objectionable, as not being the language and sentiments of the gentleman toward each other, and are not such as should not without just violation of the rules of decorum be used toward any one who had not been convicted of very base and dishonorable conduct. Second, it must be supposed, from the conduct of the wrong party, that he is not seeking redress for an injury, or injury other than the slander. Third, all charges founded on mere unsupported suspicion are unjustifiable, on the principle that the conduct of a party must be, or may be, as just as though its author—gentlemen have held this as dishonorable. Having given our reasons for calling your letter objectionable, we shall now proceed to regulate the charges contained in that letter.

2. That the Commissioners of Pilotage have been called on for information, &c. That the Commissioners of Pilotage gave the representations which have induced the Secretary of the Treasury to order a review of your proceedings at least that you understand, and you proceed to an imputation as though it was proved.

3. That those who have taken the lead in the charges have been actuated by other motives than a regard to public good.

4. Protest against your accusations being made, and that in assuming the ground the Commissioners of Pilotage have been accused—then, by consequence, charge the Commissioners of Pilotage with dishonesty and unjustness—that would not render you just, if unprofitable, the examination of your proceedings. Reply to the first charge we might require, at once by response to a rule that must be well known to you, viz. a bare unsupported assertion, may be, in our opinion, but repeated, by a simple denial, shall not answer the purpose of the right of appeal as for it will go. We shall only add a statement that we have received your communication, and will answer a communication from the U.S. Commissioner, and met with a refusal—it would appear also, that the communication was regular and respectfully sought; that they not only sought information of you, but endeavored by application to
Savannah, 19th August 1830.

W. C. DAMEL, Esq.
Commissioner of the United States for removing obstructions in the Savannah River

Sir,—In our communication of the 15th instant we took the liberty of suggesting certain parts of your letter of the 17th instant, addressed to Mr. Plash,Esq., wherein you name the Commissioners of Pilotage, to say, that the Board is not responsible to that body, nor creditable to itself. We endeavored to shew the board is not responsible for the charges contained in the letter of Mr. Plash, and that you refused to give it. We recorded the application of the board to fill the vacancies in the Commission, caused by the resignation of Mr. Parkman and Capt. Nicoll. We might have added, that the application was renewed by the board while Francis C. B. Esq, presided, and that it was in this last named application, that the two members of this board, who are now engaged in the examination of the improvements you have effected in the Savannah River, and to forestall their report on the whole subject, as you certainly have not now to learn that the Commissioners of Pilotage have had the subject of your improvements growing out of their own personal research, before the enquiry of the present Commissioners. Any person, 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 able to reproach. It may be remembered by you, 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 contained no new or objectionable matter, and which we thought not inconsistent with the spirit of your letter of 19th inst., which was intended to be private, and which we thought not inconsistent with the spirit of your letter of 19th inst., which was intended to be private, and which we thought not inconsistent with the spirit.
With due respect, your obedient servants,

W. M. CRABTREE, Jr., Com'tee.

E. H. WELMAN, of the Com'tee.

W. J. HUNTER, of Pilgrimage.

Aug 19

Savannah, September 7th, 1830

W. G. DURANT, Esq.

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

Sir—The research displayed in your letter of the 14th April, is much to the credit of your industry. The gentlemen to whom you addressed this interesting fragment of ancient history must have admired your zeal, if he did not cordially approve its motives, no feeling but one of pure patriotism could have supported you through the anxious records of forty years, in pursuit of circumstances so little to your purpose; it was like descending into the chambers of the dismantled edifice, slumbering their long forgotten toads from their dusty slumber, dragging forth their honored remains from the silent reposes of an age, and revealing their faults and virtues to the modern world, and causing their fair and irreproachable names to pass in ignominious review before their self constituted judges. At what time, or by which of our respectable predecessors, the "records of America" were the several thousand dollars were invested in Baptist work, is not germane 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 sympathizers, perhaps, will be awakened in our behalf, when we assume that not one of the Commissioners of Pilgrimage ever received one single cent of salary, and we shall detain you for a moment, the fifth specification, according to the division we made in our last, that we may show you better judges than ourselves, a splendid apology of the charge by implication—but as we are plain men, we only ask, why, we can only see it through a more common medium than that of time—must bring truth to bear upon it. After protesting against the supervision of the Commissioners of Pilgrimage in terms of sounding rather more of warmth than that prudence and delicacy which are looked for, and which we supposed your friends looked for, you go on to stipulate for qualifications in your friend, and on your own part, and which we supposed your friend looked for, and you generously throw the acting Commissioner of the Reverence in the wide world to select them from—only the Commissioners of Pilgrimage—which you, any who are honorable and have been exposed to the examination, but they will not be in the humble opinion, be disposed to do me justice. We are compelled to leave this rhetorical flourishes aside, as we found that it would certainly be advisable to demur to the statement in any presentation or criticism—our only reward for such superfluous labour would probably be a necessity of exclaiming with the disappointed countryman after destroying the public record, "you have deceived and outraged our next words to examine the terms of at least some of them—in which your letter of 14th April, is couched.
tion of July 10, 1874, a sum of money which he gave to the Commissioners of Pilgrimage as a bond, and satisfactory security, in a mortgage on Houses and Lots No. 12, Warrant No. 4, all held by the present board.

In the event of any part of their funds being lost by loan to one of the private members, it appears that a loan was made years before to the present board, and the security given, now in the hands of the Commissioners of Pilgrimage—this certainly gives the matter rather than on the whole you will, we hope, no longer treat the circumstance against us, or consider it as a reason why the present members of the board of Commissioners, might not have been complete 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 last has been loaned to private persons upon pledge of Bank Stock," viewed as a matter of charge against the present board, we would fail to consider it as the effect of a hastened and disordered imagination; the delusion of an overstrained opinion, in an attempt to pursue some useful objects, to the discovery of which you all seek an example. The amazement and doubting manner, whose existence depends upon the appearance of some friendly spark, of which mental vision may have been taxed so unnecessarily that they no longer perform their legitimate office; and lights, and doubts, as have been so multiplied and unmarked, that will of the cause has perhaps been mistaken for the light of truth, and a desire for discovery, firmly embraced as discovery itself. The minds of the country, of the State, are reaping the harvests of the new spirit, in the smallness and carelessness of the funds of the board, in such a way that they might become readily available on any sudden emergency, or we will the accumulation because of sufficient amount sound, take any important work, we are proud to shew by the following extract from the minutes of the board at the date of May 10, 1821: "Resolved, that the unappropriated funds of this board, as the same may accumulate, be invested in the 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 before, have been noticed, and all investments in stocks have been made under this resolution. It would be superfluous in us to state either of the innumerable executive proceedings in your letter, namely, "expelling the obstruction's steady resistance," or the other less charitable, though not less real one, of our having wilfully neglected our duty. To either case, you say, you do contend we are not qualified to judge of what you have been doing. The gentleman to whom you addressed this remark, must not have been started with the singularity of your inference, when derived from such premises—and perhaps sought, but sought in vain, for the same ingenious process of reason, which you arrived at your conclusion: it is certainly not the business of every public man to be a logician; were it so, the Commissioners of Pilgrimage could not have deemed complete, to your plain assertion, there would seem here to exist, between your premises and conclusions, a chaos 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 besides those of cause and effect.

The next paragraph of your letter of the 18th 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 the dereliction on the part of an event of such suspension, the balance of two my remaining could be disturbed from, to certain persons attendant on the late board, and his successor, or any person attending the Commissioners of Pilgrimage.

"You have not informed the Treasury Department, perhaps, may not become known to enlighten us on the question, what is the connection, between others or the Commissioners of Pilgrimage and how the latter could have been heard by Peter Bory's success, or failure—which of the board involved. I in the question you seem least intimate, it would indeed be reduced to a level of degradation, that even the Commissioner himself might vouchsafe it his consideration. But in the former of anticipated triumph he will do well to remember this simple maxim, that it is drawn from experience—every one supported and even enquired. Charges are again no with plain language, what are we to do with the following? "If I had consulted the representations, requested again, and again, as to the cause of Bory's failure in his contract, I do not doubt but I should have been saved the writing the letter. We know not what the representations were, which you were urged with such persistence, to make; or who was the party so urgent with you; but they must have been in opposition to what the party to whom I refer you, according to the advice of the Commissioners of Pilgrimage. Allow us still to ask you if you will, to make it assume the shape of a reason,
Indulge us with the information, since we are charged with the charge; you conclude your letter in a tone of pathos, the effect of which we apprehend was lost upon the Treasury Department. After a display of sensitivity, surprising indeed when the case is considered, you give birth to the following declaration, "I have more than two enemies in that box!"—this assertion we neither accept as, 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 body 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 Pilgrimage. You inform Mr. P. that you owe him an apology for troubling him with your private feelings—when you consider 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 Borg, and obstructions, on the one side, and the State, Pig and Hutchinson’s Islands, and suspended operations on the other. The passage is unique, the idea happy, and the mythology unexceptionable—it distills itself harmonously into theears 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 would ill brook that any other should enter their troubled waters." Delighted indeed must have been the heads of Department at this instance of taste—the only one of the kind we will venture to say in the whole range of their business correspondence—the one contrast 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 misunderstand them, or shrink from their point.

1. Does it appear that any one charge made by you against the Commissioners of Pilgrimage in your letter to S. Plesanston, Esq. dated April 7 & 14th, is founded on fact—if you 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 vigorously 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 implication—what course does honour and conscience prescribe you to take toward the Commissioners of Pilgrimage?

We are Sir with due respect,
WM. CRAETREE, Jr. Com’r. Com.
F. H. WELMAN. Pilotage
sept 9
LETTTER

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.

Sr: In compliance with a resolution of the House of Representatives of the 6th ultimo, directing the Secretary of the Treasury to furnish the House 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 by 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 a copy of the correspondence of the commissioner, and the correspondence of the Department with said commissioner, from his appointment to the present period; and of the correspondence of any engineer with the Department, respecting 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. J. 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.

<table>
<thead>
<tr>
<th>Date of Warrant</th>
<th>Number</th>
<th>In whose name</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1827, September 17</td>
<td>9631</td>
<td>William C. Danieli, agent</td>
<td>6,850</td>
</tr>
<tr>
<td>1828, August 16</td>
<td>1166</td>
<td>do do</td>
<td>9,770</td>
</tr>
<tr>
<td>1828, September 13</td>
<td>1288</td>
<td>do do</td>
<td>321</td>
</tr>
<tr>
<td>1828, October 13</td>
<td>1343</td>
<td>do do</td>
<td>5,773</td>
</tr>
<tr>
<td>1829, November 15</td>
<td>1645</td>
<td>do do</td>
<td>2,326</td>
</tr>
<tr>
<td>1829, April 3</td>
<td>2373</td>
<td>do do</td>
<td>928</td>
</tr>
<tr>
<td>1829, July 22</td>
<td>2190</td>
<td>do do</td>
<td>2,610</td>
</tr>
<tr>
<td>1829, August 23</td>
<td>2010</td>
<td>do do</td>
<td>2,320</td>
</tr>
<tr>
<td>1829, October 14</td>
<td>311</td>
<td>do do</td>
<td>2,120</td>
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<tr>
<td>1830, December 17</td>
<td>624</td>
<td>do do</td>
<td>1,150</td>
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<tr>
<td>1830, February 17</td>
<td>963</td>
<td>do do</td>
<td>3,167</td>
</tr>
<tr>
<td>1830, March 24</td>
<td>1794</td>
<td>do do</td>
<td>3,270</td>
</tr>
</tbody>
</table>

$65,295 4$

TREASURY DEPARTMENT,
Registrar'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. Danieli, Esq., commissioner for removing obstructions in the 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 commissioners.

The contractor having failed in executing that plan, another was presented by Mr. Gill, an engineer of Georgia, which the commissioner was instruct...
Savannah, 21st February, 1837.

The undersigned, in the execution of the duties assigned them by
letter of the 12th September, 1836, have diligently examined the ob-
trances in the Savannah river, below the city of Savannah, together with
the chances and tendencies of the currents created by these obstructions,
and the means of removing the obstructions and improving the naviga-
tion up to the city. The results of these examinations, aided by the most
diligent 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 subdivide 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, lie lower 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 deposit 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 them across them. The latter is preferable, because it can be executed at less expense; would be certain in the object; and, by adding to the volume of water in the Southern or ship channel, would, by as much, increase its force, and aid in removing the tendency to new deposits.

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 dam 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, and have a course of ties twenty feet from centre to centre, leaving a space be-
between 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 piers 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:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nails, spikes, &amp;c.</td>
<td>$8,322.60</td>
</tr>
<tr>
<td>Amount of labor</td>
<td>1,782.00</td>
</tr>
<tr>
<td>Materials for filling up interior of dams</td>
<td>6,257.00</td>
</tr>
<tr>
<td>Superintendence and contingencies</td>
<td>3,000.00</td>
</tr>
<tr>
<td><strong>Total cost of both dams</strong></td>
<td>$30,389.60</td>
</tr>
</tbody>
</table>

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 away, 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 thirty-six thousand three hundred and eighty-nine dollars sixty cents.

All of which is respectfully submitted,

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 the 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) 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” 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 of Hutchinson’s Island, and to the South of “F,” 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 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 “Mt. Flat,” and is opposite Elba Island. This is included in the estimate you have 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 creation 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. Nichols and myself, of the point 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 sum upon which a proposition to contract should be made, because it would be 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 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 will 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 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, 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 duty until the ensuing Winter. It is of vital importance to the claims of the 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, founded upon that survey, should be published, it will exhibit the port in a condition, though correct at the moment of making the survey, wholly erroneous at a subsequent period, and through all future time. A force of this remark will be observed when it is recollected that the port of navigation, and the rates of insurance and freight are essentially influenced by the facilities and disabilities which may be afforded or exist in port and harbor of a commercial city. Even at their present reduced rates, 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 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 manner.

Advocated by a strong desire to see every opportunity availed of which 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 incumbent will be rejected, whatever may deserve consideration will duly be weighed.

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

[Signature]
E. Pleasonton, Esq.
Fifth Auditor, Washington, D. C.

W. C. DANIELL.
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 Ogeechee canal, informed me that it was his intention to tender 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 chances are not in command of sufficient funds to enable them to make 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 the 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 allow 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 to 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 ten 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 Har-
bor 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 con-
structing 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,

Savannah, May 24, 1827.

JOHN MARTINEAU.

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 receiv-
ed proposals from Mr. Bergy 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 con-
sent to increase the size of the cross ties timber to 10 by 12 inches, I would
suggest to the Department my belief that the proposals might be safely ac-
teped. He finally agreed to make the proposals, which are herewith en-
closed.

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

Mr. Bergy remarked, that he hoped, that, in the progress of the work,
small sums might be advanced to him; upon his giving ample security to re-
fund 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 Depart-
ment 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 inten-
tion to make any promise.

Mr. Bergy 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 under-
standing.

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

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

W. C. DANIELL.

To S. PLEASONTON, Esq.
Fifth Auditor, Washington, D. C.
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 work two hundred dollars, which they respectfully recommend to the Department to pay.

Respectfully, your obedient servants,

W. C. DANIELL,
ABM. NICHOLLS.

TO S. PLEASONTON, 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.

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 16 feet at high water. This bottom is considered to be a hard sheet or bed of sand. 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 Bargy, 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. Bargy 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,

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

W. C. DANIELL.

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,

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

W. C. DANIELL.

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. PLEASONTON, ESQ.
Fifth Auditor, &c.

SAVANNAH, 21st December, 1827:

SIR: On the 4th instant, Mr. Peter Bargy, 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. Bargy 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. Bargy 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, Ogeechee, and Altamaha canal, to examine, from time to time, with me, the progress of the work in which Mr. Bargy 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.

PLEASONTON, Esq.
Fifth Auditor, &c.

S. 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, 1839.

That 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 9th of September last, from Middletown, Conn. The first is composed of a compact mass, and can be removed with the dredge boat. It will necessary to remove about twenty thousand tons. The Oyster Banks are composed of oyster shells and mud, with some sand, as is believed, can also be removed with the dredge boat. About forty-two thousand tons will be required to be removed.

The removal of these two obstructions will be highly important, as it will be 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 renewal of the obstructions hitherto reported upon, is owing to the greater age given to the dredge boat by the sea, which must retard its effective action.

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 fit these objects, which will add to the cost about three thousand dollars.

$4,000 for twenty thousand tons, at the Tail of the Knowl, at 40 cents per ton, is $8,000.

$8,800 for twenty two thousand tons, at the Oyster Banks, at 40 cents per ton, is $3,200.

The total cost of dredge boat $17,800.

cannot but esteem the removal of these two obstructions of much higher importance than the construction of the dam between Hutchinson and Ar-
gyle Islands. How far the erection of this dam may be absolutely necessary to perpetuate the advantages resulting from the removal of the buoys 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. DANIHELL.

To S. PLEASONTON, 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 be of course of a short time receive proposals from Baltimore, or if they did not be satisfactory, it is my intention to go on there, and if necessary 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," and 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 plan, he would engage to remove the outer bar, (meaning the Tail of the river) but not sooner.

I have the honor to subscribe myself,
Sir, very respectfully,
Your humble servant,
W. C. DANIELL.

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

Savannah, 2d March, 1828.

I have at length succeeded, through Mr. Douglass of Baltimore, in getting a contract for furnishing a dredge boat for our operations here. Such is the press of business that, as Watchman and Iratt will not be able to supply the machinery as soon as is desirable. The construction of their dredge boat 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 in time and money.

I regret to inform you that Bargy has abandoned his contract for constructing the dam between Hutchinson and Fig Island. Some time since, work gave way, and he was compelled to adopt another mode of carrying it out. In the first instance he endeavored to construct a continued and side dam over the place where it was to be sunk gradually as the work pressed 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. Bargy, one as one crib was sunk, (and without completing the filling up at once, and with a strong force) he would commence preparations for sinking another. He found himself with four cribs sunk which were not sufficiently filled and the water undermined first one and then another, and nearly all the construction was cast up by the force of the tide. Mr. Bargy's men have been charged, 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 will give your instructions on the subject.

I have the honor to be, sir,
Respectfully, your obedient serv't.

W. C. DANIELL.
Savannah, 13th April 1825.

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 yours,

W. C. Daniell

Your obedient servant,

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

Savannah, April 16, 1825.

Sir: The bearer, Mr. Peter Bary, requests me to make him known to you as the person who had contracted to construct the dam across the 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 spoke 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. Pleasonton, Esq.
Fifth Auditor, &c.

Savannah, May 1, 1825.

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
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 accede. The scows or 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. PLEASONTON, Esq.
Fifth Auditor, &c.

Savannah, May 14, 1828.

Sr: 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.

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimate, $</th>
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<tr>
<td>600,000 feet timber at 5, lb.</td>
<td>$3,000</td>
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<tr>
<td>5,000 cubic yards of mud at 30c.</td>
<td>1,500</td>
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<tr>
<td>564 piles, dressing, driving, &amp;c.</td>
<td>3,155</td>
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<tr>
<td>Braces, caps, &amp;c.</td>
<td>1,000</td>
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<td>3,635</td>
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<tr>
<td>Ten per cent contingencies</td>
<td>883.50</td>
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<td></td>
<td>3,918.50</td>
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I have the honor, &c.

W. C. DANIELL.
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 millwrights 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. Daniel,
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 50 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 cut 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. Barby to fulfill 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 presence of a high contract price would be removed. To that end I instituted the
[Doc. No. 106.]

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. PLEASONTO, 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 machinery, dam between Hutchinson and Fig Islands, and contingen-
It is anticipated that the cost of material and labor for the work during the month will be about twenty-one hundred dollars, should the weather prove favorable for collecting shells.

I have the honor to be, &c.  

S. Pleasonton, Esq.  

W. C. Daniell.

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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, $2,175
To Mr. Griffin for wharfage and whatching dredge boat, per month, 25

$2,175

I have the honor to be, &c.  

S. Pleasonton, Esq.  

W. C. Daniell.

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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

$2,175

I have the honor, &c.  

To S. Pleasonton,  
Fifth Auditor, &c.  

W. C. Daniell.

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Savannah, October 16th, 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. Barty, the contractor, which after blew up, as did several others, which caused the failure of the contractor. Mr. Barty 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. Barty, 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. Pleasonton, Esq.  
Fifth Auditor, &c.  

W. C. Daniell.
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: but 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 mass of timber has floated off, and has been drifting up and down the river, to the great annoyance of the 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 safe 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 assume that the commission under which you act has that purpose expressively in 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 for 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 of inactivity would probably be construed into blameable negligence in the discharge 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 interest 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 honor of a reply to this as early may suit your convenience.

I am, Sir, with respect, &c.,
WM. CRABTREE, Jr., Chairman
Commissioner, 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. DANIELI.

S. PLEASONTON, 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. DANIELI.

To S. PLEASONTON, 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...
Savannah, 17th December, 1828.

Sir: I have received your letter of the 13th 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. Pleasonton, Esq.

Savannah, 21st 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. Campbell, 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 50 cubic yards. I have engaged the necessary persons for working the dredge boat, and the next week she will commence operation upon the streams.

Owing to the sickness of Mr. Kiles, the contractor, there has been some delay in getting the flaps 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 everything in my power will be done to give every dispatch to effect the completion of the work intrusted to me.

I have been so much engaged 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 expenditure which I have made in the discharge of the duties assigned me.

I am, &c.

W. C. DANIELL.

TO S. PLEASONTON, ESQ.

Savannah, 23rd March, 1833.

SIR: On the 17th December last, I forwarded to you an account of disbursements, amounting to $15,159.70.

I herewith enclose you an additional account, amounting to $4,213.14, making an aggregate of $19,371.84. 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 $319.88, 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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expenses of dredging boat</td>
<td>$700</td>
</tr>
<tr>
<td>Materials for dam</td>
<td></td>
</tr>
<tr>
<td>Superintendence the deposit of shells</td>
<td>10</td>
</tr>
</tbody>
</table>

$1,310

I have the honor, &c.

W. C. DANIELL.

TO S. PLEASONTON, ESQ.

Fifth Auditor, &c.

Savannah, 9th April, 1833.

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. PLEASONTON, ESQ.
SAVANNAH, 14th April, 1829.

Sirs: 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

$1,410

I have, &c.

W. C. DANIELL.

Pleasonton, Esq.

SAVANNAH, 24th May, 1829.

Sirs: 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 tapes lines from the articles contained in the account purchased for the dredge boat. Until recently, they used a tape line for measuring the contents of boats, &c. (in which hulls, &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 the hulls, &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 while before Mr. Griffin’s month expired, that he might, when he went on 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 pay of the engineers, 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.

4
The savings made by these changes from the original plan of the dam, as is believed, cover any deficiency in the quantity of the material originally estimated. That there will be some deficiency in the estimate, I am pretty confident. This I attribute partly to the rapidity of the current water passing over the dam, washing away some of the shingles as they were being deposited, in despite of every precaution that could be adopted. By the base of the dam has been made somewhat wider than was originally signed. There can be no doubt of the permanence of this work when it will be completed, which I hope to do by the first of August. After its completion, my duties will be small, as the mere supervision 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

Total: $2,520

Which amount you will please have remitted to me.

I have the honor to be, &c.

W. C. DANIELL.

S. PLEASONTON, 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.

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

Savannah, 23d June, 1829.

Sir: I herewith transmit you an account, embracing the charge for my expenses, as directed by your letter of the 13th instant, just received. In a latter 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.

S. PLEASONTON, 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 Pig and Hutchinson islands gave way for about 35 feet, in
I will take the liberty of remarking, in addition, that the accounts which have rendered, together with the allowance which the Secretary of the Treasury has determined to make me, will leave the Government indebted 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.

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the dredging boat</td>
<td>$500</td>
</tr>
<tr>
<td>For the dam between Fig and Hutchinson Island</td>
<td>$1,320</td>
</tr>
<tr>
<td>Total</td>
<td>$1,820</td>
</tr>
</tbody>
</table>

I have the honor to be, &c.,

W. C. Daniell

Savannah, 3d August, 1829.

Sir: I herewith enclose you my account, remodelled, as you suggested, 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 three meals. 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 remuneration 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 set 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 work in which I shall yet be engaged in this business.

I have written R. H. Dougherty & 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 hope you to have sent me.

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the dam</td>
<td>$1,000</td>
</tr>
<tr>
<td>For the dredging machine</td>
<td>700</td>
</tr>
<tr>
<td>For machinery from Baltimore</td>
<td>769</td>
</tr>
<tr>
<td>My pay and office rent</td>
<td>196</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,965.71</strong></td>
</tr>
</tbody>
</table>

S. Pleasonton, Esq.

W. C. Daniell
Of the foregoing I want a draft on Baltimore for $789 71, for the purpose of making a remittance.

I have the honor to be, &c. W. C. DANIELL.

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

SAVANNAH, September 21, 1839.

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. W. C. DANIELL.

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

SAVANNAH, October 6, 1839.

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. W. C. DANIELL.

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

SAVANNAH, December 7, 1839.

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, $850 00

For the dredge-boat, 900 00

Balance due me per account of this date, 417 21

$3,157 21

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

I have the honor, &c. W. C. DANIELL

To S. PLEASONTON, Esq. Fifth Auditor, &c.
Savannah, 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 occasioned by rough weather, the breaking of parts of her machinery, and the repairs of the boat itself, has been constantly in operation since then. 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, if a construction which it was thought would better fulfill 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 beneath. This plan had been recommended to me by Watchman & Bratt, but after 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 both 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 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 sides. Since these improvements, she discharges daily, from six to eight thousand cubic yards, each load being equal to twenty cubic yards.

I am fully satisfied, that if they had been originally introduced by this much more would have been achieved than has been.

The progress that had been made with the dam between Fig and Hutchinson’s islands, 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 what had been removed from the wrecks, and in that way, has essentially increased the safety of the channel, and the amount of material to be removed by the machine. It was found that from six to eight feet of sand under the boat, and in her tracks, where she worked between the islands, and how anchors. But for this deposit of sand, the work would have been completed before this, as it is, we have about four, full fifteen feet water, at the high water of ordinary tides, and ten feet more at spring tides, which is a gain of three feet water. The head dredging having been twelve feet at ordinary high water, and fourteen at spring tides. An increase of one foot more on the dredge, would 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. The difficulties suggested in my letter of the 30th July last, have rendered the expense of raising one foot above low water mark, as was originally contemplated. The only materials furnished by the neighboring country, being stone and shells; with these it was, through its whole extent, and raised about one foot above low water mark, when, owing to monsoon...
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 dam, could be obtained. Within the last months, 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 a 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 its 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 waist, 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 connections 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 apprise you of the facts. I know no duty and will perform it. The object designed to be effected by the erection of the 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 wrecks, 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 600 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, - - 300

Total, $1,700

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. PLEASONTON, 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 the 23d informs me. It was accidental. I now enclose the account, with 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. To 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 offices, 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 end 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.

I 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 - - - - - - - - - 500
For one quarter’s pay, self - - - - - - - 30
For office rent, one quarter - - - - - - - 2

$1119

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. PLEASONTON, 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 Pig 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. PLEASONTON, Esq.
Fifth Auditor, &c.

SAVANNAH, 7th April, 1830.

Sir: I have just received your letter of the 20th 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 have been 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-
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) showing that he unintentionally misled me in reporting an improvement on the wrecks, of three feet longer, when there was only two. If desirable, evidences, I believe, can be furnished, of Captain Sassard's standing in this place, Augusta, and Charleston, where all 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 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 agent. 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 I can learn and believe, the commissioners of pilotage have never received, either to the United States or 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 invest-
ed 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 mani-
fested 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 sub-
ject. 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 ap-
lications for the order to suspend operations, have originated in an expecta-
tion that, in the event of such suspension, the balance of money remaining
would be disbursed here to certain persons, assignees of Peter Bargy, who
failed in his contract to build the dam between Fig. and Hutchinson Islands.
The late Secretary of the Treasury made a promise to Bargy, that, if there
should be a balance left, after the completion of the work, it should be al-
lowed to him; so Bargy informed me. And, if I had consented to make
the representations requested again and again, as to the cause of Bargy's
failure in his contract, I do not doubt but I should have been saved the writ-
ing 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 Commis-
sioners 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.

To S. PLEASONTON, Esq.
Fifth Auditor, &c. Washington, D. C.

W. C. DANIELL.
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. S. CRABTREE, Jun.

C. C. P.

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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 yard, in which I was assisted by the engineer. A short time after, one of the men, Hevis or Lewis, cut up an old shoe, and substituted other marks for the rope yard. I was with this lead that I habitually sounded, the result of which I reported to you from time to time. On the 1st 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 shallowest 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 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 6th 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 shallowest 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. Daniel, Esq.
U. S. Commissioner, Savannah.

Savannah, 14th April, 1839.

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 situation 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,
Sir, very respectfully,
Your obedient servant,

W. C. DANIELL.

To S. PLEASONTON, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, March 15, 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.

W. C. DANIELL, Esq.
Fifth Auditor, and Acting Commissioner of the Revenue.
Savannah, Georgia.

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

SIR: I have had the honor to receive your letter of the 21st 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
wrappers of the most extensive circulation, for proposals for remov-
the obstructions in Savannah river, below the city, which may in any
impede the navigation thereof, for a specific sum, to be paid when
work is done to your satisfaction. The time for completing the work
will 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 erect-
ing the dams between Argyle and Hutchinson's Islands, and be-
the latter and Fig Island, in the manner described in your report to
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 di-
tly 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 execu-
tion of the work.

Immediately after the time shall elapse for receiving proposals, you will
send 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 consi-
dered most advantageous to the public, if such proposal shall be within the
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,
and it shall be in print.

I am, &c.,

S. PLEASONTON,

Fifth Auditor and Acting Commissioner of the Revenue.

C. DANIELL, Esq.

Savannah, Georgia.

TREASURY DEPARTMENT,

Fifth Auditor's Office, June 6, 1837.

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 ob-
structions to be removed in Savannah river, it is probable no one will offer
for the work by contract, under your advertisement; or if an offer be made,
it will be at such a rate as to forbid our acceptance of it. In this case, the
work ought to be tendered by you, must be provided, and the work be done un-
der your direction and inspection, in the most economical manner of which
you are susceptible. Before any definitive instruction, however, can be
given on this point, it will be necessary to wait the receipt of the proposals,
and you will be pleased to forward without delay, after the period for re-
ceiving them by you shall have expired.

Whether the work of removing the obstructions be done by contract, or
by 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 28th 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. PLEASONTON,
Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM DANIELL, Esq.

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TREASURY DEPARTMENT,
Fifth Auditor’s Office, 29th 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. PLEASONTON,
Fifth Auditor and acting Commissioner of the Revenue.

WILLIAM C. DANIELL, Esq.

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

WILLIAM C. DANIELL, Esq.
TREASURY DEPARTMENT,
Fifth Auditor's Office, 11th September, 1828.

I have received your letter of the 9d 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 ob-
structions 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 9d instant, and applied to the Se-
cretary of the Treasury to remit you two thousand seven hundred and sev-
eventy-five dollars, to meet the expenses of the present month, for removing ob-
structions in Savannah river, as estimated. I will thank you to inform
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, com-
bining impediments in the river in consequence of the crib of timber
placed by Mr. Barby, under his contract, which he failed in fulfilling. As
Mr. Barby's absence deprives us of recourse to him for removing these ob-
structions, you will cause them to be removed as suggested by yourself.

I am, &c.

S. PLEASONTON,
Fifth Auditor, and Acting Comm. 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 Sec-
retary of the Treasury to remit you two thousand two hundred and eight-
five dollars, to meet the expenses of the present month, for removing ob-
structions in Savannah river, as estimated.

You will be pleased to make up and transmit your account of all the ex-
penditures 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, 1837.

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 ad-
dressed to you on the 16th November, 1837, when the different circumstanc-
es under which they were respectively written are taken into consideration.

At the time the first was written, (16th November, 1837,) 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 expen-
dient that an account should be rendered.

Mr. Bargy, 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 con-
fidence 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 pro-
gress of the work, it is very natural for me, and indeed it is my duty to re-
quire, 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, month-
ly, 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 mak-
ing 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 addition-
ment of disbursements as Commissioner for removing obstructions in
Savannah, amounting to four thousand two hundred and thirteen
and fourteen cents. Your account of disbursements, transmitted on
27th December last, amounting to fifteen thousand one hundred and fifty-
three dollars and seventy cents, was duly received. I have, agreeably to
request, applied to the Secretary of the Treasury to remit you three
thousand and thirteen dollars and eighty-eight cents, to meet the expense of
these on account of removing the obstructions. It is not understood
on your letter, whether you wish the amount of expenses for the month
March, as estimated by you, $1,310, or, as from your account, a balance of
a thousand one hundred and eighty-seven dollars and seven cents, remains
your hands unaccounted for. If you require that the remittance be
as, you will be pleased to advise me, and it shall be done.

I am, &c.

S. PLEASONTON,
Fifth Auditor and Acting Comm. Rec.

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 Sec-
uary of the Treasury to remit you $1,310, to meet the expenses of the
end of March last, for removing obstructions in Savannah river, as esti-
mated.

Very respectfully,
I am, Sir,
Your obedient servant,
S. PLEASONTON,
Fifth Auditor, and acting Comm. Rec.

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 Sec-
uary of the Treasury to remit you $1,410, to meet the expenses of the
entire month, for removing obstructions in Savannah river, as estimated.

Very respectfully,
I am, Sir,
Your obedient servant,
S. PLEASONTON,
Fifth Auditor and acting Comm. Revenue.

Wm. C. DANIELL, Esq.
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 $5,569 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.

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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 obedient servant,

S. PLEASONTON,
Fifth Auditor and Acting Com. of Revenue.

WILLIAM C. DANIELL, ESQ.

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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 12 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 assented. This he considers a very liberal allowance, and beyond it 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 commended from the date of my letter, (say the 19th April, 1837,) 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 be 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 the 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 rent thus occupied was reasonable. No 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 obedient servant,
S. PLEASONTON,
Fifth Auditor and Acting Com. of Revenue.

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 14th July, 1839.

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

WILLIAM C. DANIELL, Esq.

TREASURY DEPARTMENT,
Fifth Auditor's Office, 30th July, 1839.

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 23rd, 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, 1839.

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.

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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.

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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 we have employed are no longer of any use to the public, and as they are elderly laborers, who would find no difficulty in obtaining immediate employment elsewhere, you will endeavor to prevail upon them to receive payment and discharge, upon the receipt of this letter. They are in no wise, however, to be paid after the termination of the present month.

Upon the subject of the two last paragraphs of your letter, I must refer to the Secretary of the Treasury.

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

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


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 power 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, Doctor 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 Commission 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, Doctor 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, 1829.

Commissioners of Pilotage met.

Present:
Joseph Atlee,  B. E. Stiles.
Joseph Gannell  Wm. Craftree, 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 $30,000 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,  Benjamin E. Stiles,  John H. Long.
U. J. Hunter,  Francis Sorrel.

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.
Honorable
Secretary of the Treasury, Washington:

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

Members of the Board.
Geo. W. Anderson,  
Francis Sorrel,  
George Hall,  
Benjamin Stiles,  
John H. Long,  
Wm. 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 an appropriation for improving the navigation of the river, and that work is in progress without the advice and consent of the Board. The former Chairman of the Board, and his predecessor in office, were elected 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 hitherto 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 applied to you to be successively appointed by the Commissioners of the United States, to improve the navigation of the river, and who the Commissioners of 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 do 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 invited, which I have been able to discover, is one of the 2d March, 1817, which provides that six beacons and four buoys shall be placed on such sites as the Commissioners of Pilotage shall fix on.

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

S. Pleasonton,  
Fifth Auditor and Acting Commissioner of the Revenue.

J. P. Henry, Esq.,  
Chairman of the Comrs. of Pilotage,  
Savannah, Ga.
Commissioners of Pilotage met.

Present: Francis Sorrel, Chairman P. T., Peter Wiltsberger, 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, 5th 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 1826, a commission was received, appointing Samuel B. Parkman, Esq. and Captain Abraham Nicholls, in conjunction with Dr. W. C. Daniel, 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, 1826. 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 present 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 migration 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. Wilbergson, jun. as two members of the Board of Pilots 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.

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

Sir: I have had the honor to receive your letter of the 3d April. When or of the gentlemen of your Board were associated with Dr. Daniell, then Governor 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 was accomplished, and Dr. Daniell being highly recommended as superintendant 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 Commission; and the Secretary of the Treasury, to whom I have submitted the report, does not perceive any good reason for increasing the number. It is deemed necessary to employ more than one person as the agents of the United States in this case, the claims of the Board of Pilots, found on their experience and responsibility, would have been entitled to and have a respectful consideration,

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

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

W. L. A. BULLOCK,
Newly Comm. Pilots.
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 Commissioner 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 Commissioners 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 such committee: Whereupon, Messrs. Helm, Hunter, and Chandler, were appointed by the chairman.
[Doc. No. 106.]

A meeting of the Commissioners of Pilotage for the bar of Tiber and river Savannah, held on Tuesday, 13th April, 1850, 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. Pleasanton, 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, ten feet above the water level, was ten feet. The committee also proceeded to examine and sound on the shoal ground, called the wrocks, 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 date 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 CRABTREE, Jr.
T. H. WELSH.
WILLIAM J. HUNTER.

Savannah, April 12, 1850.

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. Pleasanton, 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. Pleasanton, Esq.

WILLIAM H. BULLOCK,
Sec'y Colur's Pilotage.