

52D CONGRESS, }  
2d Session. }

HOUSE OF REPRESENTATIVES.

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ANNUAL REPORT

OF THE

03079

CHIEF OF ENGINEERS,

UNITED STATES ARMY,

TO THE

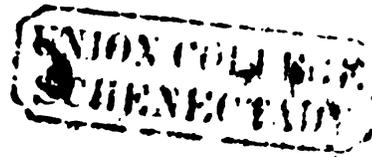
SECRETARY OF WAR,

FOR

THE YEAR 1892.

IN FOUR PARTS AND ATLAS.

PART II.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
. 1892.

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*Comparative statement of commercial statistics of Brazos Santiago Harbor, Tex., for the fiscal years ending June 30, 1888, 1889, 1890, 1891, and 1892.*

Year.	Vessels using harbor.	Maximum length.	Maximum draft.	Maximum tonnage.	Trips made.	Total tonnage.
	<i>No.</i>	<i>Feet.</i>	<i>Feet.</i>	<i>Tons.</i>	<i>No.</i>	<i>Tons.</i>
1888 .....	12	241	10	678	126	44,741
1889 .....	14	241	10	678	158	46,319
1890 .....	20	219	9	717	170	40,641
1891 .....	20	220	10.5	717	120	44,536
1892 .....	15	220	9.4	717	127	48,724

Year.	Transported.					Total value.	Total freight charges.
	Cotton.	Wool and hides.	Lumber.	General merchandise.	Total weight.		
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		
1888 .....		2,925	2,324	9,867	15,166	\$737,432	\$83,541
1889 .....	130	3,080	3,188	10,885	17,283	820,315	78,140
1890 .....	80	4,153	2,938	14,844	22,015	1,060,189	129,132
1891 .....		3,218	2,434	15,992	21,644	1,061,082	160,215
1892 .....		3,092	1,865	12,538	17,495	846,946	165,852

*Revenue collected.*

1888 .....	\$31,625.00
1889 .....	20,338.00
1890 .....	37,990.00
1891 .....	8,386.32
1892 .....	1,692.68

U 7.

PRELIMINARY EXAMINATION OF BRAZOS RIVER, TEXAS, FROM ITS MOUTH TO WACO.

[Printed in House Ex. Doc. No. 68, Fifty-second Congress, first session.]

OFFICE OF THE CHIEF OF ENGINEERS,  
UNITED STATES ARMY,  
Washington, D. C., November 20, 1891.

SIR: I have the honor to submit herewith copy of reports, dated February 24 and October 1, 1891, by Maj. Charles J. Allen, Corps of Engineers, on preliminary examination of Brazos River, Texas, from its mouth to Waco, made in compliance with provisions of river and harbor act approved September 19, 1890.

It is the opinion of Maj. Allen and of the Division Engineer, Col. C. B. Comstock, Corps of Engineers, that this locality is not worthy of improvement by the United States. I concur in this opinion.

Very respectfully, your obedient servant,

THOS. LINCOLN CASEY,  
Brig. Gen., Chief of Engineers.

HON. REDFIELD PROCTOR,  
Secretary of War.

REPORT OF MAJ. CHARLES J. ALLEN, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,  
Galveston, Tex., February 24, 1891.

**GENERAL:** I have the honor to report as follows regarding a preliminary examination of Brazos River from its mouth to Waco, in compliance with sections 17 and 18 of the river and harbor act of Congress approved September 19, 1890.

A survey of Brazos River from Waco to the mouth was made in 1874 in accordance with the requirement of act of Congress of June 23 of that year. The report of that survey is printed in the Annual Report of the Chief of Engineers for 1875, part 1, pages 929-941.

From that report it is seen that the distance from Waco to the mouth is, following the channel, 430 miles. At the time of the survey the river, within the limits named, contained upward of 140 shoals and bars upon which the depths at low water were from 1 to 12 inches, the shoals or bars averaging 60 to 3,000 feet in length and being composed mostly of rock and boulders. In addition the river was encumbered, more or less, with snags.

As early as 1832 the river sustained considerable commerce, which increased in importance until 1858. During that time, high-water navigation extended to Washington, 255 miles above the mouth of the river, and the low-water navigation to Columbia, 36 miles above the same point. The mouth of the river was obstructed by a bar upon which the depth of water varied.

About 1858 inland water navigation was secured between Brazos River and Galveston by the opening, by private parties, of a canal which obviated the necessity of small vessels making the outside passage.

In 1857-'58 the State of Texas undertook improvement of the river from Washington to its mouth, \$60,000, as reported, having been appropriated for that purpose. Some improvement of the rock shoals was effected, and some snags were removed from the lower river, but there was, as reported, general complaint of the insufficiency of the work.

Shortly after 1858 the city of Houston began to tap the trade of the upper Brazos country, and by 1875 it had drawn it away from the river above Columbia. In 1875 two small steamboats running to Columbia represented the entire commerce of the river.

The present commerce of the river is carried on by one small steamboat running from Galveston, via West Galveston Bay and the Brazos Canal, to Columbia, and to Bolivar Landing, 18 miles above Columbia, depending upon the stage of water in Brazos River, and, as reported, by a number of sloops and schooners that navigate the river from its mouth to Bolivar Landing during the cotton and sugar season, stage of water permitting.

It has been stated that the value of the traffic through West Galveston Bay, in one season, from Brazos River alone, amounted to \$732,000, but the particular year was not given.

In Appendix T to the Annual Report of the Chief of Engineers for 1888, the total value of the trade of the river for the fiscal year ending June 30, 1888, was stated, approximately, as \$136,408, viz:

Via mouth of river.....	\$48,344
Via canal.....	88,064

There is a life-saving station on Galveston Island, about 17 miles from the mouth of the Brazos. The nearest light-house is at the entrance to Galveston Harbor.

The work of improving the bar at the mouth of the river is in the hands of a private corporation, authorized to make that improvement at its own expense.

Improvement of the Brazos, from Waco to its mouth by private parties has been contemplated very lately, as appears from the following extract from a printed pamphlet, entitled "Report of a Preliminary Survey of the Brazos River, made by Prof. J. H. Hurwood, for the Waco Board of Trade, July and August, 1890:"

## EXTRACT.

The Waco Board of Trade, early in the month of June of this year, was urged to give attention to the subject of the Brazos River, to ascertain if possible whether that river is susceptible to navigation. At a meeting held June 6 Judge J. N. Lyle, a most ardent advocate of such movement, presented the following preamble and resolution:

"Whereas it is deemed practicable to so improve the channel of the Brazos River as to render it navigable for a greater part of the year from Waco to its mouth; and

"Whereas the desired work of improvement can be more rapidly and economically accomplished by private enterprise, organized after the manner of the syndicate now improving the mouth of the Brazos, with rights and privileges conferred by act of Congress: Therefore,

"Resolved, That the president of the Waco Board of Trade appoint a committee of five, whose duty it shall be to concert measures looking to the organization of, and, if practicable, to organize a syndicate to secure such legislation as may be necessary and start the work of improvement aforesaid; and said committee is hereby authorized to visit and confer with the officers of the syndicate now improving the mouth of the Brazos, and endeavor to enlist their cooperation in the enterprise."

As soon as the high water in the river subsided sufficiently I had a reconnoissance made from its mouth to Bolivar Landing in order to obtain the latest information in regard to obstructions to navigation on that portion of the stream. The reconnoissance was made by R. B. Talfor, assistant engineer. From the report of that reconnoissance (copy herewith) it appears that there are about 200 snags and trees in the bed of the river below Bolivar Landing, about 150 of which are obstructions to navigation and scattered along a distance of about 40 miles. It does not appear from all that I have been able to learn that these obstructions are so formidable as to prevent the use of the river by the steamboat and other vessels mentioned when the stage of water is sufficiently high for them to navigate it.

To overcome the obstructions to low-water navigation presented by the rock and boulder shoals a system of locks and dams would be required, the cost of which would be out of all proportion to the present commerce of the river. As for the prospective commerce of the stream, or that which might be developed by an expensive improvement, the present indications are too vague and uncertain for them to bear in any degree upon the question of improvement.

Taking into consideration all the foregoing, I am unable to discover any good reason why the United States Government should undertake an improvement of the Brazos River.

I am, therefore, of opinion that this river should not now be classed amongst those worthy of improvement by the General Government.

Very respectfully, your obedient servant,

CHAS. J. ALLEN,  
*Major, Corps of Engineers.*

Brig. Gen. THOMAS L. CASEY,  
*Chief of Engineers, U. S. A.*

(Through Col. C. B. Comstock, Corps of Engineers, Division Engineer, Southwest Division.)

[First indorsement.]

U. S. ENGINEER OFFICE,  
SOUTHWEST DIVISION,  
*New York, March 2, 1891.*

Respectfully forwarded to the Chief of Engineers.

I concur in the opinion of the district officer that Brazos River is not at present worthy of improvement by the United States.

C. B. COMSTOCK,  
*Colonel of Engineers,*  
*Bvt. Brig. Gen., U. S. A., Division Engineer.*

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REPORT OF MR. R. B. TALFOR, ASSISTANT ENGINEER.

UNITED STATES ENGINEER OFFICE,  
*Galveston, Tex., February 19, 1891.*

SIR: I have the honor to report on the examination of the Brazos River from its mouth to Bolivar Landing, 18 miles above Columbia, made February 14, 15, and 16.

This examination shows that there are about 200 snags and trees in the bed of the river, mostly of live oak, with a few cottonwood, elms, and willows. Of this number 150 are obstructions to navigation and are scattered over a length of the river embraced between a point 14 miles above its mouth and Bolivar Landing, a distance of about 40 miles, and are located as follows:

	Snags.
From the mouth to Brazoria.....	20
From Brazoria to Columbia.....	69
From Columbia to Bolivar Landing.....	54
<b>Total snags that impede navigation .....</b>	<b>143</b>

About 6 miles above the mouth of the river an obstruction of white oak logs was placed during the late war to prevent the passage of Union gunboats; this has been partially removed, but does not interfere with the present navigation.

Two steamboat wrecks were found—one near the landing at Brazoria, the other  $3\frac{1}{2}$  miles above.

The commerce of the lower Brazos consists of sugar, cotton, molasses, hides, cottonseed, corn, etc., and is mostly carried by steamboat to Galveston, although there are a number of sloops and schooners engaged in the river trade during the cotton and sugar season.

In conclusion would state that I am indebted to Messrs. Branch Masterson, Travis Smith, and also Captain Keen, of the steamboat *Whitewater*, for assistance and information received.

Very respectfully, your obedient servant,

R. B. TALFOR,  
*Assistant Engineer.*

Maj. C. J. ALLEN,  
*Corps of Engineers, U. S. A.*

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SUPPLEMENTARY REPORT.

UNITED STATES ENGINEER OFFICE,  
*Galveston, Tex., October 1, 1891.*

GENERAL: In compliance with indorsement, Office Chief of Engineers, August 31, 1891, upon my letter of August 27, I caused a further examination to be made of the lower Brazos River, with the view of ascertaining the present extent of its navigation and prospective increase in commerce. The examination was made by Lieut. William C. Langfitt, Corps of Engineers, a copy of whose report upon the same, and to which attention is invited, is herewith.

As stated in my letter of August 27, there appeared to have been a large increase in the number of steamers navigating the lower river. The inference as to this increase had been drawn mostly from advertising and other statements, and it was with a view to avoid injustice to the navigation and commerce of the stream that the supplementary examination was suggested. The report of the late examination mentions six steamers in addition to the one reported under date of February 24, and as follows:

The following steamers are now found on the river, viz: *Whitewater*, *Chrystie*, *Justine*, *Emily P.*, *Orlina*, *Steadman*, and *Alice Blair*. The *Whitewater* and *Emily P.* are small-sized, ordinary stern-wheel river boats. The latter plies only between Velasco and Galveston, making three round trips each week. The *Whitewater* makes one round trip each week between Galveston and Columbia. When notified she ascends the river as far as Bolivar for freight and is the only one that does so. The *Chrystie* is a small screw steamer about 30 feet long, carrying the mail and express from Columbia (present terminus of railroad) to points down the river. She is limited to twenty-five passengers and can carry but little freight. She makes one round trip daily between Quintana and Columbia. The *Justine* is a trifle larger boat, but similar to the *Chrystie* and is at present undergoing repairs. When these are completed she will replace the *Chrystie*, which will then run between Velasco and Galveston, three round trips per week. These four steamers belong to the Columbia Transportation Company. The *Orlina* and *Steadman* are small boats like the *Chrystie*, are limited to twenty-five passengers each, and ply between Velasco and Quintana, carrying passengers back and forth. The distance is about 4 miles. The *Alice Blair* is a good-sized stern-wheel river steamer, plying between Velasco and Columbia and making one round trip per day. She carries considerable freight and most of the passengers for Velasco brought into Columbia by the railroad, but the early completion of the Brazos and Northern Railroad from Velasco to Chenango will take this trade. She is at present connected with the management of the Brazos River Channel and Dock Company, and I understand that upon completion of the railroad she will either be taken off of the river altogether or become a freight boat in competition with the boats of the Columbia Transportation Company.

In this condition of affairs it is evident that the freight carried by the *Whitewater* is all that properly belongs to that portion of the river under consideration.

Following are channel distances from the original mouth of the river of points mentioned in the preceding quotation:

Quintana, at mouth of river.

Velasco, 5 miles above mouth of river.

Columbia, 37 miles above mouth of river.

Brazoria and Bolivar, other points mentioned in Lieutenant Langfitt's report, are, respectively, about 29 and 49 miles above the mouth.

The situation on the lower Brazos may be summed up about as follows:

The improvement of the mouth of the river is in the hands of a private corporation under an act of Congress, August, 1888, said act authorizing the corporation to charge and collect tolls under regulations that may be made by the Secretary of the Treasury of the United States. This company has made extensive improvements at the mouth of the river and the bar by construction of jetties extending about 6,000 feet into the Gulf of Mexico, and has extended its work of channel improvement up to Velasco, and it is understood that the same company expects to carry the improvement about 7 miles farther upstream.

Brazos River is connected with West Galveston Bay by a canal owned by a private corporation, the Columbia Transportation Company, which has the right to exact tolls from vessels using it. The entrance to this canal from Brazos River is about three-quarters of a mile from the river mouth.

Produce in vessels therefore seeking the Gulf of Mexico from the river, and *vice versa*, must pass through channels controlled by private parties.

My report of February 24, last, referred to resolutions by the Waco

Board of Trade looking to the organization of a syndicate to undertake improvement of the river more or less from its mouth to Waco.

It does not appear that there has been any material increase in shipment of farm products by river over what was reported three years ago. I see no reason, therefore, to change the opinion expressed in my report of February 24, last, that this river should not, at present, be classed amongst those worthy of improvement by the General Government.

The foregoing report does not take into consideration the ocean vessels arriving at and departing from Velasco, as they traverse that part of the river under improvement by the private corporation mentioned above.

Very respectfully, your obedient servant,

CHAS. J. ALLEN,  
*Major, Corps of Engineers.*

Brig. Gen. THOMAS L. CASEY,  
*Chief of Engineers, U. S. A.*

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REPORT OF LIEUT. WM. C. LANGFITT, CORPS OF ENGINEERS.

UNITED STATES ENGINEER OFFICE,  
*Galveston, Tex., September 30, 1891.*

MAJOR: I have the honor to submit the following report of an examination of the Brazos River, Texas, from its mouth to Bolivar for the purpose of obtaining some idea of its need of improvement, together with such statistics as to the present and prospective value of its commerce as could be obtained.

As it was impossible to view the river by boat from Bolivar to Columbia (there being no boat going either way for at least a week after the date of my visit) I left the train for Columbia at Oyster Creek Station and stayed over night with the owners of one of the most productive plantations on the river between Bolivar and Columbia. Through their kindness I was enabled to view the river over a stretch of 2 or 3 miles, beginning at a point about 2 miles below Bolivar and going downstream. From Columbia down I took the *Chrystie*, a small screw steamer.

For the purposes of this report I will divide the river into three parts, viz: (1) That portion between its mouth and the town of Brazoria; (2) that portion between Brazoria and Columbia; (3) that portion between Columbia and Bolivar and points farther up.

It may be well to state here that the principal complaint made by boatmen is about the snags and sunken logs that render navigation dangerous. The depth is or would be everywhere sufficient if the snags and sunken logs were removed. The shoalest water between the mouth and Columbia is claimed to be at a point about 3 miles below the town of Columbia on a shoal extending across the river, upon which, it is stated, there is 8 or 9 feet of water. It consists, I am told, of a stratum of hard clay which crops out in the bed of the river. But for this shoal, I was informed, 12 feet of water could be carried to Columbia. From Columbia up to Bolivar the depth is stated at from 10 to 12 feet. Above Bolivar the river has occasional shoals, caused, it is claimed, by sunken trees blocking the stream, and the river men think that should these be removed the depth would everywhere be sufficient at ordinary low water for the ordinary river steamers as far as the Gulf, Colorado and Santa Fé Railroad bridge near Richmond, where navigation would be obstructed by said bridge, which is without drawspan. Some of the residents along the river claim that navigation could be carried to Washington, 225 miles from the mouth, by simply clearing the river of snags, provided the bridges crossing the stream were provided with draws. I understand that private parties have taken some steps looking towards the improvement of the river from Waco down at least as far as Richmond.

I will now take up the three divisions of the river in turn:

(1) Between the mouth and Brazoria, a distance of about 28 miles, there were, perhaps, some fifty snags visible in the river which might, under a large or night traffic, be dangerous but which at present are easily avoided. Most of these snags are situated in the first few miles below Brazoria. Of this portion of the river, I was informed by a representative of that company, that the Brazos River Channel and Dock Company proposed to control the lower 12 or 14 miles and put in such wing dams, revetments, etc., and make such cut-offs as they deemed necessary.

(2) Between Brazoria and Columbia, a distance of about 9 miles, the snags are much more numerous. There are four or five places where these obstructions reduce materially the width that would otherwise be available by from one-third to one-half. It is difficult to estimate the number of snags in this portion of the river without a survey made for that purpose. I counted over forty in a space of 2 miles, and was informed by the captain of the steamer that there were many dangerous ones not visible. Just below the landing at Brazoria there is a sunken steamer.

(3) From Brazoria to Bolivar and beyond the snags are still more numerous, and on account of the decreasing width of river are increasingly dangerous. Night navigation is never carried on in this portion of the river.

The river near the new town of Velasco is from 500 to 600 feet in width, at Columbia from 250 to 300 feet, and near Bolivar about 200 feet in width.

Overhanging trees in any portion of the river do not as a rule impede navigation. They are simply undesirable from the fact that when they are growing on the caving bank their weight helps to break it down and they then become snags. As to their number it was impossible for me to make any estimate, but it may be stated generally that they occupied every caving bank from below Brazoria up, and are exceedingly numerous. Most of the dangerous snags come from live-oak trees which, in the fresh water, last almost indefinitely.

Finally I am of the opinion that no estimate of the cost of improvement can be made with any correctness without a survey made for that purpose.

I found it extremely difficult to obtain any data from which an estimate could be made of the commerce now existing on the river and that to be expected in the future. The following steamers are now found on the river, viz: *Whitewater*, *Chrystie*, *Justine*, *Emily P.*, *Orlina*, *Steadman*, and *Alice Blair*.

The *Whitewater* and *Emily P.* are small-sized, ordinary stern-wheel river boats. The latter plies only between Velasco and Galveston, making three round trips each week. The *Whitewater* makes one round trip each week between Galveston and Columbia. When notified she ascends the river as far as Bolivar for freight and is the only one that does so. The *Chrystie* is a small screw steamer, about 30 feet long, carrying mail and express from Columbia (present terminus of railroad) to points down the river. She is limited to twenty-five passengers, and can carry but little freight. She makes one round trip daily between Quintana and Columbia. The *Justine* is a trifle larger boat, but similar to the *Chrystie*, and is at present undergoing repairs. When these are completed she will replace the *Chrystie*, which will then run between Velasco and Galveston three round trips per week. These four steamers belong to the Columbia Transportation Company. The *Orlina* and *Steadman* are small boats like the *Chrystie*, are limited to twenty-five passengers each, and ply between Velasco and Quintana, carrying passengers back and forth. The distance is about 4 miles. The *Alice Blair* is a good-sized stern-wheel river steamer, plying between Velasco and Columbia and making one round trip per day. She carries considerable freight, and most of the passengers for Velasco brought into Columbia by the railroad, but the early completion of the Brazos and Northern Railroad from Velasco to Chenango will take this trade. She is at present connected with the management of the Brazos River Channel and Dock Company, and I understand that upon completion of the railroad she will either be taken off of the river altogether or become a freight boat in competition with the boats of the Columbia Transportation Company.

In this condition of affairs it is evident that the freight carried by the *Whitewater* is all that properly belongs to that portion of the river under consideration. Mr. Smith, the manager of the Columbia Transportation Company, could not give, at the time, the value and articles composing it, of the freight collected along the river from Brazoria to Bolivar, beyond which latter point the boat has not in late years ascended. He promised, however, to consult his books, and mail on the 28th instant a letter giving these facts. As this letter has not arrived, and will perhaps not arrive in time to be of use to you, I submit the following estimate, based on conversations I had with various parties, of the value of the cotton and cotton seed raised on the lands tributary to the river from Brazoria to Bolivar, viz.:

4,100 bales of cotton, at \$40 per bale.....	\$164,000
1,400 tons of cotton seed, at \$6.50 per ton.....	9,100
Total value.....	173,100

A small amount of this cotton goes by rail to Houston, and a considerable part of the cotton seed is not sent to market. Cotton is the main if not the only crop raised for market along the river below Bolivar. Above this point there are, I was told, sugar plantations cultivated. These articles are, of course, distributed in their delivery throughout the cotton season, and as a consequence are now handled by the one steamer. I have no means of estimating the value of the return freight, consisting of supplies for the planters along the river and for the towns of Brazoria and Columbia. It can not at present amount to any very large figure. Passing to the pros-

pective commerce of the river from above Brazoria, nothing of any definite nature could be obtained. It was generally believed, however, that a great development of the country was to be expected in the near future. At present less than three-fourths of the available land is cultivated. The planters believe that emigration will now be turned in their direction, and that the present large, unwieldy holdings will be divided up with a consequent gain in productiveness, and that, should the town of Velasco become a shipping port of magnitude, these results will be hastened, but in any case they believe that all the fertile bottom lands of the Brazos River, Oyster Creek, and Bernard River will be cleared and cultivated in the next few years. In doing this a valuable lumber trade must spring up in live oak, ash, and elm timber, which at present covers so large a portion of the bottom lands. They further believe that the prairie lands beyond the timber belt will be cultivated for cotton, fruits, corn, etc., the bottom lands being reserved for sugar cane. The products of all these lands, it is thought, will be shipped largely by the river, and that the boats on the latter will, by their competition with each other and with the railroad, keep freights low. Some of the more sanguine believe that, should Velasco become a large seaport, a large trade would spring up along the river as far as Washington, were the obstructions removed that far.

In the lack of more definite data I am compelled therefore to simply state, as a summary, that the parties most interested in the improvement of the river believe that a large and valuable trade will spring up in the future, but that before this can do so the river must be opened up by the removal of the snags and shoals that now obstruct it, and that the clearing up of the river at this time will facilitate the development of trade and attract emigration and capital by offering a cheap and regular communication with the outside world.

It is undoubtedly the case that, should a considerable commerce develop above Brazoria, it would be greatly hindered by these obstructions, and their removal would be a proper work to be undertaken. But at present the proposed seaport of Velasco is but a new town of two months' growth without, at present, facilities for accommodating a sea traffic. A wharf, however, is now being built, and the Brazos and Northern Railroad will, it is said, be completed in November. But it is evident that no increase of traffic of any amount can be expected on the upper river for this season at least, the crop having already been made. Again, the banks of the river being alluvial and very easily eroded, effects of works done at one point may be felt long distances above or below, depending on the character of the work. The Brazos River Channel and Dock Company claim the right to control the river for a distance of 12 or 14 miles from its mouth, and it is their intention to make at least two cut-offs in that distance. Should the General Government undertake the improvement of the river above the point claimed by the company, it is possible that its work might be largely increased in consequence of operations carried out by the company. Further, should private parties undertake the improvement of the river from Waco to Richmond, the work of the General Government might, from the effects of their work, be again injured or rendered of no effect.

Considering all the circumstances of the case, it would seem that for the present at least no action by the General Government is to be recommended.

Very respectfully, your obedient servant,

WM. C. LANGFITT,  
*First Lieut., Corps of Engineers.*

POSTSCRIPT.—In order to avoid misunderstanding it may be well to state that, in speaking of the commerce of the river, I have not included the seagoing vessels which enter the river between the jetties and stop at Velasco, and which have heretofore been laden mainly with materials for the works of the Brazos River Channel and Dock Company, which company has constructed the jetties, and propose to control the river for a distance of at least 12 miles from its mouth.

Maj. CHAS. J. ALLEN,  
*Corps of Engineers, U. S. A.*