J. A. BONITZ, Editor and Proprietor.

BEAUFORT HARBOR. Its Position on the North Carolina Coast.

Point for Interchange of Ocean Inter-State and Trans-Continental Traffic.

NUMBER THREE.

Sailing vessels have cast off from Representatives. Morehead City and been at sea in INLAND LINE OF NAVIGATION, NEW seventeen minutes. The Harbor is perfectly land-locked; and the roads afford room for any fleet to ride at anchor.

Given a proper system of rangelights and day marks, any stranger could enter Beaufort Harbor, day or night. The whole Atl ntic coast does not present such a haven of refuge.

sea-coast, in a line ranging outside manent and unchanging.

age of rates among railroad and steamship lines. Raleigh and Wescould be conducted to and from New the Atlantic Road, with water connections, cheaper than over any route out

of North Carolina. Beaufort Harbor is immediately on the high-way of the greatest internafrom northern and southern portsfrom the St. Lawrence to the Gulf of make their departure from Hatteras Light; and bound back to Atlantic or Gulf ports, they make Hatteras light, first land. Steamships for Europe, from far South and Gulf ports, run up Morehead City should long ago have been a coaling station, and the A. & N. C. R. R. a great coal carrying road. Adequate provision of terminal facil-

ities at Morehead would inevitably have made it so. With its three hundred and odd miles of sea coast on the outside, North Carolina has the same length of water-way on the inside, separated from the ocean by a narrow strip of beach of average width less than a mile. This inside water way is not continuous navigation for the full distance, but is for the greater part. It marks the projected line of the great inland coast route from the Gulf of Mexico to the Northern Lakes; and is so far extended already, that Beaufort Harbor is the Southern terminus of the inland route from the Lakes. Extended, this route will sweep by Morehead City, up Bogue Sound, and thence to Wilmington; and the close of the century will witness the completion of the inland line of naviga tion along the whole Atlantic and

Gulf front of the United States. Constructed by the United States government as a measure of coast de fence, as well as for the greater security to the coasting trade of the country, the completion of this great national work will magnify the importance of Beaufort Harbor. It will necessarily be the strongest fortified point in the State; in time of war the heaviest garrisoned; and one of the \$479,530 to \$883.580 for the canal greatest points of rendezvous on the Atlantic coast for torpedo and ganboat fleets of the inside squadron

Commercially, the inland line of navigation, will invest Beaufort Harbor with the greatest importance. It ocean and inland traffic. With its iating inland, and its railway line of inter-State and trans-continental connections; a vast territory of populous and productive counties contiguous and accessible to it, Beaufort Harbor cannot avoid becoming a great depot for the concentration and distribution of an immense traffic by rail and wa-

In the meantime, the immediate attention of the representative in Congress, of the tide water district, should be directed to Core Sound, and the urgent necessity made manifest for improving its navigation. The least depth on its worst shoal, (Piney Point) is live feet. With this, and slight obshuctions at two or three other localities removed, a draught of six and a half, to seven feet, at lowest stages, is proceeds the from the Pambeo to Beautoo Harbor. The cost of dredging the shoals for this depth cannot amount to many thousands of dollars; perhaps a fifth of the sum expended on Neuse and Trent Rivers, A draught of eight or none teet is practicable through Core Sound, at no extraordinary outlay, and it is demanded in the inter-

ests of general commerce. The property annually sacrificed around about Hatteras inlet-the consters in a d out, that would take the Core Sound route and avoid Hatthe cost of getting ight feet of water BOGUE SOUND FROM BEAUFORT HARBOR

from Beautort to Harb r Island bar. Core Sound is the natural line of in-

the shoal at Piney Point, when it took | Navigation from the Chesapeake to | fire and was burned up. The pilots of Wilmington. White Oak River had Ocrascocke, then an outlet of import- already a commerce of about \$200.000 How the President's Message the transaction. ance to the coasting trade, and jealous which would probably be increased of Beaufort inlet, were accused of by at least \$200,000 more in case of an

was not prosecuted after that. the engineers of later date, and every navigation. Beaufort Harbor is the most eligible possible effort has been made to inport on the North Carolina Coast. It duce Congress to aid its improvement, is the most accessible on the Atlantic. but no one has ever been able to at-

BERNE TO BEAUFORT.

Of this work the Engineer officers of the United States Army say:

"The Inland Line of navigation from New Berne to Beaufort Harbor, via Clubfoot, Harlowe and Newport The whole extent of North Carolina New Berne and Beaufort Canal Company. This Inland Line of Navigathe shoals, is three hundred and thir- tion, via Clubtoot, Harlowe and New- depth to 4 feet at mean low water." twenty-six (26) miles South of the to dost from \$170,500 and Newthe State. By the rules governing plete an otherwise already existing into Beaufort, N. C.

"It was recommended in July, 1885. tern towns are nearer New York, via that this improvement be extended River, and twenty-one miles from Morehead City, than by any other over the whole distance through the known route. Traffic of those towns New Berne and Beaufort Canalas well as through Clubfoot River and Har-York, northern and eastern cities over lowe Creek, so as to secure a through Onslow and Jones counties. It has a channel of 5 feet depth, at mean low | number of important triputaries, from the mouth of Harlowe Creek to vast tract of fertile country, and penthe mouth of Clubfoot River, thus completing a 5-foot navigation from tional commerce of the world. Ships New Berne to Beaufort; at a total expense of \$90,000, including the funds (7.925 69) then available; this amount Mexico-bound to any port in Europe, to be appropriated in two yearly installments of \$50,000 and \$40,000 resfor small vessels appears necessary to Hampton Roads for coal. Many of between Pamlico Sound and Beaufort these could enter Beaufort Harbor. Harbor, and no similar navigation can be secured by any other route, except at greatly increased expense.

> route, so as to secure a channel of more than 5 feet depth at low water. is not recommended for the present.' New Berne and Beaufort Canal route is only to provide a five foot connecting navigation for Beaufort Harbor and the Pamlico Sound, it is respect fully submitted, with all due deference to the Eugineer Corps, that clear five feet draught of water already obtains through Core Sound, without any at tempt at improvement-that the connection suggested between the Pamli co and Beaufort Harbor already exists, and with the advantage of some twenty miles the shorter distances, a general northeast and southwest di rection along the inside beach, and good open sailing ground. Whereas the canal route is tortuous, for much of the way through the woods and impracticable sailing, towing, warping or poling necessary to get along, or drift with the tide.

> Again, much less the sum of \$90. 000 asked for to make five foot navi gation on the New Berne and Beaufort Canal route, would be required to increase the present five foot navigation of Core Sound to six and a half or seven feet. And to give eight and nine feet all the way through Core Sound, the estimated amounts of route, would not begin to be necessary Much less than the smallest sum would be ample for the fullest improvement and development of the navigation of Core Sound, including Harbor Island bar,

The canal route is a favorite and an will be a point of great interchange of important one; especially of local im system of tributary water-ways rad- portance to New B rne and Beaufort. fested any interest in it of a substantial character. But the final estimates far exceeded the first calculations of its cost, and in view of the existing five foot navigation through Core Sound, and its easy and cheap improvement, it is difficult to justify the expenditures called for on the canal route by an appeal to the interests of

general commerce. The Core Sound route will demand improvement, whether the canal route receives turther attention or not, and in view of t e greater, and more valnable results to be obtained there, it is submitted to the Representative in Congress, and other appropriate authority, whether the better and more practical course is not to fall back on Core Sound as the most practicable route of inland navigation; as of feet deep: greater benefits to general commerce. easier and cheaper to improve, and sapable of the greater and more valnable development, if the maximum in either should be reached?

Bogue Sound is the extension of the projected line of inland navigation, southwest from Beaufort Harbor. It has recently been surveyed for improvement to Swanshoro, twenty-five miles from Beaufort Harbor. Respecting immediate improvements on this route, the Engineer officers say:

"Bogue Sound from Beaufort Harland navigation; ruoning northeast bor, 24 miles to White Oak River, posand southwest, forty miles, and con- sessed already (in 1884-5) a 3-foot heating the waters of Beaufort Harbor depth of channel at low water, except and Pamileo Sound. It was surveyed at a few shoals; from White Oak Rivand marked for improvement by Gen. er, 6 miles further to Bear Inlet and Kearney as early as 1836. Work was Creek, it possessed a 3-foot depth of att at their great cur tive powers. Only begun then in 1837, under the direc- channel at mid-tide; from Bear Creek, fifty cents a bottle at Kirby & Robinson's tion of Capt. Switt, of the Engineer 12 miles further to New River, it pos- Drug Store, Gold-boro, N. C. River improvements of that date. Water. This Sound forms a portion A dredge-boot was at that he would move, or did move, to Irish Potators, at R. E. Pipkin's 6-99 A dredge-boat was at work removing of one of the proposed lines of Inland, fertilizer.

burning the dredge-boat. The work assured 3-foot navigation at low water The New Berne and Beaufort Canal was waiting to be permanently placed

ed in July, 1885, to a total amount of and a long one. Bogue Inlet; and the rest can be profit- were crowded. ably expended later in increasing this

middle point. The inlet is perfectly cording to its size and extent; but the protected by the sheltering shoals of improvement was not sanctioned by to cost from \$479,530 to \$883,580 ac- Swansboro, is navigable for 4 or 41 lie on the table. improvement was not sanctioned by becomes obstructed by overhanging the yeas and nays, and I do not pro-Cape Lookout to the northward, and Congress. This line of navigation trees, sunken logs, and phosphate pose that it shall be laid on the table Report of the Judiciary Minority H. D. Ham, for overcharge on the bar entrance is practically per- possessed then no navigation, and rock in the bed of the river. An ex- just now, if I can help it. Beaufort Harbor is the natural outstory Western and Middle Carolina, et for Western and Middle Carolina, let for Western and Middle Carolina, however be of much value as a contiens, and open the river to navigation allow me to amend my motion. and Beaufort Harbor, and would com- (Maysville, in Jones county.) A point fifty miles, by water, from the divisions of mileage and per-cent- land navigation from the Chesapeake Beaufort Harbor. By the county roads Maysville is eight miles from the town of Pollocksville, on Trent

New Berne. The White Oak marks the division between Carteret and Onslow, and water, and 30 feet bottom width, which, with the mainstream, water a etrate large bodies of the most val-

nable timber-lands in Eastern Caro-

lina. The improvement of this stretch of fifty miles of navigation, from Maysville to Beaufort Harbor, affording the facilities of transportation to large pectively. The dangers of ocean and important sections of Carteret. travel around Cape Hatteras are so Onslow and Jones counties, without great that some such 5-foot navigation | which many of the people of those sections are thirty and forty miles, market, is about as important as any work Congress will be called upon to

Messrs. Skinner, Green and O'Hara, "Further improvement over this are the Representatives in Congress. of this ter itory, of the three counties respectively; and they could not do a If the object in constructing the better work for their constituents than securing the appropriations necand White Oak River.

REPORT ON BOGUE SOUND BY CAPTAIN DARLING, ASSISTANT ENGINEER, JANUARY, 1885. (Extracts.)

The length of the Sound between Newport and White Oak River is about 24 miles, and its width from one to three miles. All distances are measured from the railroad wharf at Morehead City.

The principal obstructions to navigation are two shoals called Sally Bel Shoal, and Goose Creek Shoal. Sally Bell Shoal is about 5 miles from Morehead City; it is 1,000 feet long, and in the shortest places has but 2 feet 2 inches of water at average low water. The shoal is of sand and appears to be a sort of bulkhead across the channel Goose Creek Shoal commences at the thirteenth mile, and extends for about eight miles, or nearly to the entrance of Burthen Channel at the mashes. This is also a sand-shoal, but with a thin covering of mud from 2 to 4 inches deep, and grass growing over the greater part of it. Goose Creek Shoals are cut up by many small sloughs, but the main channel follows dong the main-land, and has in the shortest places two feet of water at

to one foot lower than the average. mences about the twenty-first mile, administration of their offices. But I ality of the tenure of office act. This A. T. Grady, C. S. C., account Though the marshes, which comthere are two channels; Bank, which follows the general course of the banks, and Burthen, which follows the course of the mainland.

As Burthen Channel is much the best of the two, I have made my est mates by that route, and Cross Stakes Slough, which branches off from Burthen Channel, and shortens the distance considerably. The only obstruction in Cross States Slough is at its entrance, where a little dredging would be required.

All the improvement required on Bogue Sound is the dredging of a channel through Sally Bell and Goose Creek Shoals, and a little diedging at the entrance to Cross Stakes Slough,

and Hoggins Island Channel. I have made the following estimates for a channel 100 feet wide, 3, 4 and 5

Estimates for a channel 100 feet wide and three feet deep. \$5,711.29. Estimate for a channel 100 teet wide and three feet deep, \$32.246 19. Estimate for a channel 100 feet wide

and five feet deep, \$61.750 64. Very respectfully, JNO. P. DARLING,

Assistant Engineer. CAPT. W. H. BIXBY.

Corps of Engineers, U. S. A.

Very emarkable Recovery. Mr. Geo. V. Willing, of Manchester, upon the talle. Mich., writes: "My wife h s been almost helpless for five years, so helpless hat nessee (Harris) moves that the messhe could not turn over in bed alone. She sage be printed and lie up on the table. used two Bottles of Electric Birters, and Mr. Edmunds-The Senator gave tion. is so much improved, that she is able now way to me and I made a motion to to do her own work.'

Electric Bitters will do all that is claimed for them. Hundreds of te timonials

LIVELY PROCEEDINGS. was Received.

to Beaufort. A light draft steamer 2:40 p. m., the Senate doors were re- on the table, pending my motion; and route has been a favorite work with upon this route in case of such 3-foot | Senate a lengthy message from the | Mr. Harris-I make that motion to | Thompson, J. H. Loftin. "The submitted project of 1885 rec- Senate or Senators to have access to I join the Senator from Vermont ommended and proposed to secure at papers, etc., in the Executive Depart- (Edmunds) in the call for the year least a 3-foot navigation at low water, ment relating to suspensions from and nays. from Beaufort Harbor 24 miles to office. The President takes the ground out hindrance; sail in and out without nor to secure any consideration for it White Oak River, to cost \$10,000; and that papers relating to suspensions a party vote-year 27, nays 32-Mr. towing, or the necessity of "warping." at the hands of our State Senators or it estimated a similar 4 foot navigation from official papers, and Riddleberger, however, voting with at \$32.000, and a 5-foot navigation at consequently he does not feel justified the Democrats in favor of the motion.

> \$32,000 to be appropriated in one sum; The message was read at length; Mr. Vance told him that "yes" was of which at least \$10,000 can be profit- extraordinary stillness prevailing on right. [Laughter]. ably expended before the end of the the floor of the Senate and the emfiscal year ending June 30th, 1887, in phatic loudness and clearness of munds' motion referring the message securing a continuous channel of 100 Chief Clerk Jounson's reading served to the Judiciary Committee and orderrivers is not yet an established line of feet width and 3 feet depth at low wa- to notify the galleries that something ing it printed, it was agreed to withnavigation, but follows the course of ter from Beaufort Harbor to Swans- unusual was afloat, and before the out division. the line now in construction by the boro, White Oak River, opposite reading was completed the galleries

Mr. Harris said-Mr. President: I opened and the Senate adjourned. White Oak River, from its mouth at move that the message be printed and

and that region lying between the Al. necting link between Pamlico Sound bemarle and the Cape Fear section of and Beaufort Harbor, and would com-

The Chair-The Senator from Tenessee (Harris) moves that the message be printed Mr. Edmunds-I add that it be referred to the Committee on the

Judiciary. Mr. Harris--I have no-Mr. Edmunds (interposing)--I be-

iere I have the floor. Mr. Harris-I was not seeking to interrupt the Senator. Mr. Edmunds-I merely wish to say

word. I had no doubt that the

to cut off my remarks. I simply wish he assumed office to remark in moving to refer this communication to the Committee on the Judiciary, that it has very vividly brought to my mind the communication of King Charles I to Parliament. in telling them what in con lucting their affairs they ought to do and ought not to do. And I think I am over heavy, sandy roads, from any safe in saying that it is the first time in the history of the United States that any President of the United States has undertaken to interfere with the deliberations of either House of Congression questions pending before them, otherwise than by messages on the state of the Union, which the Constitution commands him to make from time to time. This message is essary for improving Bogue Sound devoted solely to the question for the Senate itself, in regard to itself, that it has under consideration. I think it will strike reflecting people in this country as somewhat extraordinary. if, in these days of reform, anything at all can be thought extraordinary I only wish to add to what I have now said, in statement, so that it shall go with this message-so far as the news papers will do me the honor to have t go-th it the President of the United States has (unintentionally,no doubt). entirely misstated the question. The President of the United States, in his communications to heads of depart ments-not his heads of departments, but heads of departmen's created by law-directed them to transmit certain official papers, and that is all. The President undertakes to change the question into consideration by the Senate of his reasons or motives for putting civil officers, as it might be called, "under arrest," with which the Senate has not undertaken in any way to make any question at all. B. bate. every message he has sent to this body-and they are all public-he has asked the Senate to advise and con sent to him the removal of one offi er and the appointment of mother. That is what he has done. And the average low tide, but after several Senate, in calling for those papers, to days of strong westerly winds the tides say nothing of the wider considera get very low, possibly from five inches tions in the Department of Justice is asked to remove these officers without knowing the conditions of the

> now. I move that the message be referred to the Committee on the prominent men -John Sherman, the Judiciary. may not refer to here. I have no desire for, nor will I consent to, a dis cussion of the questions involved in this message at this time. I move that the message be printed and lie upon the table, according to the uni versal custom of this body, when the subject matter had been reported by a committee. The Senator from Vermont (Mr. Edmunds) as chairman of the Committee on the Judiciary, has already laid upon your table an elab orate report upon the general questions to which this message refers. Hence my motion was an ordinary the shadow of the corpse left." motion, made here under circum- The report will close by contrasting J. A. Stevens, 5 days on work

moment. Mr. Elmunds (sotto roce)-Oh! Mr. Harris-I have no earthly objection to the message going to the Committee on the Judiciary if the Senator from Vermont (Mr. Edmunds) desires it to go there; but it is unusual, that the message be printed and lie

Verm nt (Edmunds) I modified it to have taken cold. a motion to print. Then the Senator

refer to the Committee on the Judici- WAYNE COUNTY COMMISary. That is an exact statement of

Mr. Edmunds-Yes; but the Senator from Tennessee (Harris) has a WASHINGTON, D. C., March 1 .- At perfect right to move to print and lay ment. opened and the Chair laid before the on that I call for the year and nays. President bearing on the right of the print and lay on the table; and on that

Mr. Harris' motion was defeated by in sending copies of them to the Some merriment was created by Mr. "This recommendation was extend- Senate. It is a vigorous document Hoar first inadvertently voting "Yes," and immediately correcting himself.

The question recurring on Mr. Ed-

The Senate, on motion of Mr. Hale. at 3 15 again went into Executive After the completing of the reading. session. At 5:15 the doors were re-

THE PRESIDENT AND THE SENATE.

Committee.

WASHINGTON, D. C., February 27.-The Democratic Senators have about J. A. Bonitz, quarterly acof the minority of the committee on the J. F. Denning, prisoners guard 23 00 the minority of the committee on the R. B. Uzzell, prisoners guard judiciary on the Edmunds resolution, Robert Thompson, prisoners ull confidence being felt in the judgment of Senators Pugh, Jackson and Coke, who are charged with the framing of the report. It is understood that the report will be very voluminous. The Post this morning publishes what purports to be a synopsis of the document. The article on the subject says: "The report will start out by showing the great difficulties the Senator from Tennessee did not wish | President had to contend with when

> IN DISPOSING OF PATRONAGE caused by the complete change in ad. James Stanton, wages at Poor ministration, and drawing attention to the comparatively few suspensions Emanuel Coley, wages at Poor from office made by the President. It will next allude to the fact that the F. L. Porter, fixing Jail grates. Senate called on the head of a depart- M. Harding, plaining lumber. ment for papers in connection with an A. B. Thompson, shingles for exclusively executive action, and will proceed to point out that the Senate Goldsboro Argus, advertising violated all precedent in so doing. Best & Thompson, Poor House Notwithstanding this irregular mode

the papers called for in its resolution, which simply asked for papers. In relation to the management and conduct of the office of the district attorney of the United States for the southern district of Alabama and that the Attorney-General in his report Sam and Arch Barnes, paustated that the other papers remaining in his department had exclusive Thos. Barnes, John Hines, pau-

THE SUSPENSION OF GEORGE M. DUSKIN. The next point which Senator Pugh and his associates make is that from J. H. Shackelford " the time of Washington, down to the W. T. Yelverton, hardware acpresent day there are precedents which have established the fact that papers of this sort are in no sense offi- Edney Coor. cial documents and cannot be consid- D. F. Massey, Fork Fence acered as even being on file. The precedents will not be quoted because the N. H. Gurley. Democrats regard themselves as being J. V. Sherard. somewhat in the position of a defend- W. F. Rose. ant in an action at law. The burden J. L. Pearson, of proof they say, is on the Republi- J. E. Smith. cans and they intend that the Repub- M. K. Crawford. licans shall act on the offensive. The proceedents alluded to, however, are at John Snipes, the fingers ends of the Democratic Senators on the judiciary committee Jos Rose, and will be used of course in the de- Pleasant Allen,

The report will show that this construction remained in force until 1876, Henry Neill, when Haves saw fit to SURRENDER CERTAIN OF HIS PREROGA- John F. Sampson "

and that his reason for so doing was W. T. Best, New Hope townand is pretty well understood.

Probably the strongest point in the John Jacobs, Bro_den townentire report will be the vigorous attack made on the utter uncon-titution. Dewey Bros., hose for jail, do not wish to go into that discussion is a vulnerable place in the Republi- filed. can record, as some of their most W. T. Gardner, register, ac late Oliver P. Morton, of Indiana, and, A. L. Swinson, surveying the Mr. Harris-For reasons that I in fact, most of the leaders with the exception of Edmunds, have made N. C. Cogdell, commissioner

BITTERLY ASSAILING THE CONSTITU-

TIONALITY OF THE ACT. The report will quote extracts from the speeches of these men. Morton said about the original act, which required the President to give his reasons for suspensions, that it never could be enforced as it would take uall the time of the Senate to ascertain what those reasons were and when the act was amended, Senator Morton remarked. "There was nothing but

sances which surround us at this the treatment which a Republican President received at the hands of a W. H. Ham, 5 days on work Democratic Senate to that now accorded when

THE CASE IS REVERSED

and will show that, although in 1876, there might have been abundant J. H. Parks, released of tax on \$300, energy. The South is at last, if you because the su ject matter of the ground- for rejecting many of Hayes' error. because the su ject matter of the growth and the growth were confirmed, R. W. Goff, released of poll tax for man awakened and ready for the because the D mogratic majority 1885, poverty and infirmity. by the Senator from vermon, and thought they had no right to i quire Charles Green, released of poll tax for and they were all the towns big unbroken usages of this body, I moved of the President why he saw fit to suspend officials. In conclusion it can H. D. Ham, released of tax on \$300, be said that the report is tersely, vig | error in fence tax. The Chair-The Senator from Tensorously and ably drawn. It will make B. F. Marable, released of taxon \$200, a first-class campaign document and will doubtless be used in that connec- T. A. Whitfield, released of tax on they have to do?"

Do not for a mom nt let your confidence beira, you into supposing yourself Mr. Harris-I first made a m tion incapable of mistake. It is indeed a serito print and he on the table, and on one blunder to refue to take Dr. Bull's the suggestion of the Senator from Cough Syrup when you even suspect you J. C. Stevens, released of poll tax for a great future, and will work out its

SIONERS COURT.

MARCH 1st, 1886.

The Board met pursuant to adjourn-Present-B. F. Hooks, Chairman; G. W. Colliers' report of fines collect-M. T. Johnson, J. A. Stevens, A. B. ed in January and February was

Accounts were allowed as follows:

Sarah Stanley, \$2; Nancy Seymour, \$2; Lum and Tempe Barnes, \$4; James Langston, \$2; Betsey Howell, \$2; Jennie Thornton, \$2; Gatsey Britt, \$2; Cæsar and Susan Stevens, \$4; Polly Forehand, \$2; Nebraska Carraway, \$2; Jack Howell.\$2; Bedy Ward, \$2; Sebrey Wilson, \$2; Scott Whitley,\$2:Agnes Strickland \$2; Stephen Williams, \$2; John Singleton, \$2; Nathan Holmes, \$2; Rachel Brock,

\$2; Caroline Strickland, \$2; Westly Beard, \$2; paupers. \$46 00 W. P. Daniel, bridge guard to

J. Casey, fence account. A. B. Franklin, repairs to Jail J. W. Thompson, hauling for

Court House square. 6 50 J. W. Paschall, lumber for Work House. fence tax G. B. Britt, for burying pau-

count.

13 00 guard. L. F. Pearsall, prisoners guard. Arlington Hotel, boarding ju-18 20

L. H. Jones, Superintendent Work House. R. A. Edward, Deputy Sheriff account filed. J. S. Benton, carying pauper to Johnston county. Amey Williams, washing at

Poor House. House.

Work House.

of procedure the Senate received all A. B. Thompson, fence committee. A. P. Holland (use Treasurer) fence account. J. B. Whitaker, Jr. stationery for Poor House.

Jo. Green, pauper.

F. M. Aycocy, road juror. Josiah Watson, Geo. Tillman, fee bill omitted.

Barna Brown, D. G. Rhodes, Doc Howell, Curtis Hastings.

J. D. Hines, ship, fence account ship, fence account,

14 50

16 50

count filed. Wayne and Sampson line.

Wayne and Sampson line, J. M. Grantham, February jail B. F. Hooks, per diem and ileage to date, J. H. Loftin, per diem and mileage to date. J. H. Barnes, per diem and

mileage to date. J. A. Stevens, per diem and mileage to date, A. B. Thompson, per diem and mileage to date, M. T. Johnson, per diem and mileage to date.

house committee, house committee. W. T. Gardner, 3days on work house committee,

Tax orders were passed as follows:

error in li-ting tax.

\$165, property listed twice. Troy Johnson, released of double tax J. B. Baker, released of poll tax for

1884, error. The Sheriff was ordered to summon a

ion Grove church to or near Sasser's

J. W. Gulick was appointed Registrar for the Goldsboro City May Municipal election, and a new registration of the city voters ordered. ed in January and February was approved and ordered to be regis-

tered and filed. Report of the jury to lay off a new road from the old Quaker Bridge road by Isaac Daniels' and others, to the Fremont road, was received, and the Clerk instructed to notify the supervisors of Nahunta township The Sheriff was ordered to summon a jury to lay off a new road in Pikeville township from the Aycock road across the Goldsboro road to a road at the county line, in accordance with the petition filed.

Petition for new road in Grantham township through lands of John R. Manley, W. A. Deans and others, laid over to April meeting. The "Lattice Bridge" road case was

continued. The George street and Neuse river road matter will be re-heard at April meeting, when and where all persons interested are notified to

attend. Insolvent fee bill, No. 31. Superior Court, was ordered to be paid. The report of the commissioners to survey the line between Sampson and Wayne counties was read, received, and the Clerk ordered to 2 00 register the same.

The Sheriff was allowed until the first Monday in April to settle. Report of committee to investigate the affairs of the county Poor House was received and ordered to be filed. The Board then adjourned.

W. T. GARDNER, Clerk. TAXATION IN THE SEC-

TIONS. North Carolina the Lowest on

the List. The Baltimore Manufacturer's Record is doing a good work in the South in more ways than one. From week to week it brings out facts that are unknown to the most of our people, and

which we gather from no other source. 4 50 In its issue last week it says: "The statistics of per capita tax in the different States are a matter of economic value in more respects than 5 00 one. They are especially important to showing that the South is a desir-10 50 able section to locate in, to secure 2 00 freedom from the burdens of government in their heavier phases, and when this privilege is associated, as in the case of the South, with bet-4 00 ter climate, superior natural resources freedom from bleak winters and killing cold, and all the advantages of our sunny region, the inducement to give

2 35 the South the preference as a place to 2 00 immigrate to, is irresistible. To show how States in the different sections are taxed the Record takes

first the six New England States: STATES. Per capita tax. Maine 7 99 New Hampshire..... 7 77 Vermont..... 5 25 Massachusetts...... 13 64 Rhode Island..... 9 74 We will now take the six Southern States of the Atlantic coast: STATES. 16 50 Virginia 3 07 16 82 North Carolina.....

4 18 South Carolina..... 1 85 5 25 Georgia..... 2 08 33 67 Florida 2 25 56 14 Alabama..... 1 63 54 18 That showing is certainly very suggestive and encouraging. The smallest tax in a New England State is more than twice as great as Virginia per capita, and is five times greater than it is in North Carolina Think of that. Then look at six North western States and behold the contrast:

STATES.

Kansas..... 5 00 Indiana 6 24 Michigan 5 27 Wiscons n 5 27 Illinois 6 24 Illinois and Indiana levy a taxon each head nearly five times greater than North Carolina levies, and three 51 80 times greater than Virginia. The Record gives the average thus in the four

36 78 great sections: Per capita tax. STATES. 14 00 New England States.......... 10 47 Middle States..... 8 63 186 30 Western States..... 6 97 Southern States 26 10 "The difference in the rate of taxa-

tion between the New England States, 21 60 for instance, and the Southern States is prodigious and amounts to a vast 6 40 aggregate income. To individuals it is a great difference, making on large 21 70 properties a heavy per centage." These figures are a good document

17 50 for use and make a strong appeal for immigration the world over. PROGRESS OF THE SOUTH.

"All the South reminds me" says Beecher, "of a budding spring, intellectually, morally, spiritually. Spring has broken up the winter that has so long reigned in the South. Everybody there seems young, and full of life and don't mind a Bible p'irase. "A strong struck by the interest manifested in the education of the colored people. "Will this education in any way un-

fit the colored people for the work "Education unfits nobody," was the ready answer. "It is not like wine of which one can take so much that he will become drunk; it is a food, and benefits all. The South has before it

own salvation. jury to lay off a new road in Great Mild, soothing, and healing is Dr. Sage's Swamp township, from or near Un- Catarrh Remedy.