

Goldsboro Messenger.

J. A. BONITZ, Editor and Proprietor.

"For us, Principle is Principle—Right is Right—Yesterday, To-day, To-morrow, Forever."

Published Semi-Weekly—\$3.00 a Year

VOL. XXII.

GOLDSBORO, N. C., THURSDAY, MARCH 4, 1886.

NO. 39, 40

BEAUFORT HARBOR.

Its Position on the North Carolina Coast.

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

NUMBER THREE.

Beaufort Harbor is the most eligible point on the North Carolina Coast. It is the most accessible on the Atlantic. Sailing vessels enter and depart without hindrance; sail in and out without towing, or the necessity of "warping." Sailing vessels have cast off from Morehead City and been at sea in seven or eight hours. The Harbor is perfectly land-locked, and the roads afford room for any fleet to ride at anchor.

Given a proper system of range-light and day marks, any stranger could enter Beaufort Harbor, day or night. The whole Atlantic coast does not present such a haven of refuge.

The whole extent of North Carolina sea-coast, in a line ranging outside the shoals, is three hundred and thirteen (313) miles. Beaufort Harbor is twenty-six (26) miles South of the middle point. The inlet is perfectly protected by the sheltering shoals of Cape Lookout to the northward, and the bar entrance is practically permanent and unchanging.

Beaufort Harbor is the natural outlet for Western and Middle Carolina, and that region lying between the Albemarle and the Cape Fear sections of the water-way on the Atlantic coast. By the divisions of mileage and percentage of rates among railroad and steamship lines. Raleigh and Western towns are nearer New York, via Morehead City, than by any other known route. Traffic of those towns could be conducted to and from New York, northern and eastern cities over the Atlantic Road, with water connections, cheaper than over any route out of North Carolina.

Beaufort Harbor is immediately on the high-water of the greatest international water-way of the world. Ships from the northern and southern ports—from the St. Lawrence to the Gulf of Mexico—bound to any port in Europe, 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 to Hampton Roads and Beaufort Harbor, thence to New York. Many of these could enter Beaufort Harbor. 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 facilities at Morehead would inevitably have made it so.

With its three hundred and odd miles of sea coast on the outside and North Carolina 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 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 navigation along the whole Atlantic and Gulf front of the United States.

Constructed by the United States government as a vast measure of coast defense, and 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 greatest points of rendezvous and general depot for the inside squadron of coast defenses.

Consequently, the inland line of navigation will invest Beaufort Harbor with the greatest importance. It will be a point of great interchange of ocean and inland traffic. With its system of tributary water-ways radiating inland, and its railway lines connecting it with the interior, it will be 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 water.

In the meantime, the immediate attention of the representative in Congress, of the State water-ways, and the urgent necessity manifest for improving its navigation. The least depth on its worst shoal, (Piney Point) is five feet. With this, and slight obstructions at two or three other localities removed, a draught of six and a half to seven feet, at the lowest stages, is practicable from the Pamlico to Beaufort Harbor. The cost of dredging the shoals for this depth cannot amount to more than a few thousands of dollars; perhaps a few tens of thousands, if the draught of six feet is practicable through Core Sound, at an extraordinary outlay, and it is demanded in the interests of general commerce.

Navigation from the Chesapeake to Wilmington. White Oak River had already a commerce of about \$200,000 which would probably be increased by at least \$200,000 more in case of an assured 3-foot navigation at low water to Beaufort. A light draft steamer was waiting to be permanently placed upon this route in case of such 3-foot navigation.

The submitted project of 1885 recommended and proposed to secure at least a 3-foot navigation at low water, from Beaufort Harbor 24 miles to White Oak River, to cost \$10,000; and it estimated a similar 4-foot navigation at \$32,000, and a 5-foot navigation at \$62,000.

"This recommendation was extended in July, 1885, to a total amount of \$32,000 to be appropriated in one sum; of which at least \$10,000 can be profitably expended before the end of the fiscal year ending June 30th, 1887, in securing a continuous channel of 100 feet width and 3 feet depth at low water from Beaufort Harbor to Swansboro, White Oak River, opposite Bogue Inlet; and the rest can be profitably expended later in increasing this depth to 4 feet at mean low water."

White Oak River, with its mouth at Swansboro, is navigable for 4 or 4 1/2 feet, near 20 miles. The way then becomes obstructed by overhanging trees, sunken logs, and phosphate rock in the bed of the river. An expenditure of one or two thousand dollars would clear out all these obstructions, and open the river to navigation as high up as Smith's Bridges (Mayville, in Jones county.) A point fifty miles, by water, from Beaufort Harbor. By the county roads Mayville is eight miles from the town of Pollockville, on Trent River, and twenty-one miles from New Bern.

The White Oak marks the division between Carteret and Onslow, and Onslow and Jones counties. It has a number of important tributaries, which, with the mainstream, water a vast tract of fertile country, and penetrate large bodies of the most valuable timber-lands in Eastern Carolina.

The improvement of this stretch of fifty miles of navigation, from Mayville to Beaufort Harbor, affording the facilities of transportation to large and important sections of Carteret, Onslow and Jones counties, without which many of the people of those sections are thirty and forty miles, over heavy, sandy roads, from any market, is about as important as any work Congress will be called upon to aid.

Messrs. Skinner, Green and O'Hara, are the Representatives in Congress, of this territory, of the three counties respectively; and they could not do a better work for their constituents than securing the appropriations necessary for improving Bogue Sound and 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 Bell 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 is 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 eighth mile, and extends for about eight miles, or nearly to the entrance of Burthen Channel at the marshes. 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 along the main-land, and has in the shortest places two feet of water at average low tide, but after several days of strong westerly winds the tides get very low, possibly from five inches to one foot lower than the average.

Through the marshes, which commences about the twenty-first mile, there are two channels; Bank, which follows the general course of the banks, and Burthen, which follows the course of the main-land.

As Burthen Channel is much the best of the two, I have made my estimates by that route, and Cross Slough, which branches off from Burthen Channel, and shortens the distance to Cross 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 dredging at the entrance to Cross Slough, and Hogzills Island Channel.

I have made the following estimates for a channel 100 feet wide, 3, 4 and 5 feet deep:

- Estimate for a channel 100 feet wide and three feet deep, \$5,711.29.
- Estimate for a channel 100 feet wide and three feet deep, \$3,246.19.
- Estimate for a channel 100 feet wide and five feet deep, \$61,750.64.

Respectfully,
JNO. P. DARLING,
Assistant Engineer.

CAPT. W. H. BIXBY,
Corps of Engineers, U. S. A.

Very remarkable Recovery.

Mr. Geo. V. Willing, of Manchester, Mich., writes: "My wife has been almost helpless for five years, so helpless that she could not take care of herself. She used two bottles of Electric Bitters, and is so much improved, that she is able now to do her own work."

Electric Bitters will do all that is claimed for them. Hundreds of testimonials attest to their great curative power. Only fifty cents a bottle at Kibby & Robinson's Drug Store, Goldsboro, N. C.

Don't forget that LISTERS' is the best fertilizer.

W. S. FARMER.

LIVELY PROCEEDINGS.

How the President's Message was Received.

WASHINGTON, D. C., March 1.—At 2:40 p. m., the Senate doors were reopened and the Chair laid before the Senate a lengthy message from the President bearing on the right of the Senate or Senators to have access to papers, etc., in the Executive Department relating to suspensions from office. The President takes the ground that papers relating to suspensions from office are not official papers, and consequently he does not feel justified in sending copies of them to the Senate. It is a vigorous document and a long one.

The message was read at length; extraordinary stillness prevailing on the floor. The Senate and the Chief Clerk Johnson's reading served to notify the galleries that something unusual was afoot, and before the reading was completed the galleries were crowded.

After the completing of the reading, Mr. Harris said—Mr. President, I move that the message be printed and laid on the table.

Mr. Edmunds—On that I ask for the yeas and nays, and I do not propose that it shall be laid on the table just now, if I can help it.

Mr. Harris—I will move that the message be printed, if the Senate will allow me to amend my motion.

Mr. Edmunds—Very well. On that motion I should like to say a word.

The Chair—The Senator from Tennessee (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 objection.

Mr. Edmunds (interposing)—I believe I have the floor.

Mr. Harris—I was not seeking to interrupt the Senator.

Mr. Edmunds—Very well. On that motion I should like to say a word. The Senator from Tennessee did not wish to cut off my remarks. I simply wish 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 conducting their affairs they ought to do and ought not to do. And I think I am 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 Congress on 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 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 substance, so far as the newspapers will do me the honor to have it go—that 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 departments—not his heads of departments, but heads of departments' created by law—directed them to transmit certain papers to him, 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. By every message he has sent to the public he has asked the public to advise and consent to the appointment of another. That is what he has done. And the Senate, in calling for those papers, says nothing of the wider considerations in the Department of Justice is asked to remove these officers without knowing the condition of the administration of their lives. But I do not wish to go into that discussion now. I move that the message be referred to the Committee on the Judiciary.

Mr. Harris—For reasons that I may not refer to here, I have no objection, nor will I consent to a discussion of the questions involved in this message at this time. I move that the message be printed and laid on the table, and the subject matter had 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 elaborate report upon the general question to which this message refers. Hence my motion was an ordinary motion, made here under circumstances which surround us at this moment.

Mr. Edmunds (with voice)—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; but it is unusual, because the subject matter of the message has already been reported on by the Senator from Vermont, and therefore, in accordance with the unbroken usage of this body, I moved that the message be printed and laid upon the table.

The Chair—The Senator from Tennessee (Harris) moves that the message be printed and laid on the table.

Mr. Edmunds—The Senator gave way to me and I made a motion to refer.

Mr. Harris—I first made a motion to print and be on the table, and on the suggestion of the Senator from Vermont (Mr. Edmunds) I modified it to a motion to print. Then the Senator from Vermont (Mr. Edmunds) suggested that he would move, or did move, to

WAYNE COUNTY COMMISSIONERS COURT.

MARCH 1st, 1886.

The Board met pursuant to adjournment.

Present—B. F. Hooks, Chairman; M. T. Johnson, J. A. Stevens, A. B. Thompson, J. H. Loftin.

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; Gatsy Britt, \$2; Caesar 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 Brook, \$2; Caroline Strickland, \$2; Westly Bead, \$2; paupers, \$46 00

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Vermont, " 5 25

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Rhode Island, " 9 74

Connecticut, " 8 62

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Middle States, " 8 63

Western States, " 6 97

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and will show that, although in 1876, there might have been abundant ground for rejecting many of Hayes' nominees, yet they were confirmed, because the Democratic majority thought they had no right to require the President why he saw fit to suspend officials. In conclusion it can be said that the report is terse, vigorously and ably drawn. It will make a first-class campaign document and will doubtless be used in that connection.

Do not for a moment let your confidence betray you into supposing yourself incapable of mistake. It is indeed a serious blunder to refuse to take Dr. Bull's Compound when you even suspect you have taken cold.

53 barrels choice Seed Early Rose Irish Potatoes, at R. E. PIPKIN'S. 623

STATES. Per capita tax.

New England States, " 10 47

Middle States, " 8 63

Western States, " 6 97

Southern States, " 2 46

"The difference in the rate of taxation between the New England States, for instance, and the Southern States is prodigious and amounts to a vast aggregate income. To individuals it is a great difference, making on large properties a heavy percentage."

These figures are a good document 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. Every body there seems young, and full of life and energy. The South is at last, if you don't mind a Bible phrase, "A strong man awakened and ready for the race." In all the other States, we read, and they were all the towns big enough to pay for a lecture, I was struck by the interest manifested in the education of the colored people.

"Will this education in any way unfit the colored people for the work they have to do?"

"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 a great future, and will work out its own salvation.

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