

COMMERCIAL NEWS

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NEW BERNE, N. C., SUNDAY, SEPTEMBER 18, 1881

TWO CENTS

DAILY NEWS.

NEW BERNE, N. C.

PRESIDENT GARFIELD.

ALARMING SYMPTOMS.

He Has a Severe Chill.

HIGH TEMPERATURE—QUICK PULSE AND RESPIRATION AT NOON.

Temperature Lower—Pulse and Respiration Slower in the Evening.

OFFICIAL BULLETIN 6 P. M.

LONG BRANCH, Sept. 17.—Noon examination of the President showed temperature 102; pulse 120; respiration 24.

At 11.30 morning, he had a severe chill lasting half an hour, followed by perspiration. Since noon there has been a gradual falling of temperature and respiration.

Evening examination shows temperature 98; pulse 102; respiration 18.

He has slept and taken nourishment at intervals.

Great Storm of 1769.

[Letter to Commercial News.]

WILMINGTON, September 16—From a late number of your paper I clip the following:—

"The Wilmington Star says that Friday was the anniversary of a great storm of 1769. Does our oldest inhabitant remember to have heard the tradition?"

The storm referred to by the Star occurred on the 7th, not the 9th of September, 1769. An interesting description was given of it in a letter from Thomas Clifford Howe, then collector of the port of New Berne, to Earl Hillsboro, dated Brunswick, September 10th, 1769. Howe's letter is published in full in the Raleigh Observer of August 23rd, 1879. If you wish I will have a copy of Howe's letter made for you.

We will have the letter with pleasure, if our old friend and former townsman will oblige us.—Editor News.

TEMPERANCE HALL.

Rev. C. W. Howard To-Day.

Rev. C. W. Howard, of Kinston Collegiate Institute, will preach in Temperance Hall to-night, at 7 1/2 o'clock. The public are cordially invited.

ACCIDENT AT THE PLATE FACTORY.—George Brooks, a small colored boy, employed at the plate factory, had his thumb split open yesterday while working the stamper.

A FULL CARGO OF PRODUCE.—The steamer Contentnea arrived from the upper Trent yesterday with a full cargo of corn, cotton and turpentine consigned to merchants of this place.

LARGE LUMPS OF COAL.—The schooner James S. Watson, from Philadelphia, Capt. Walker, with coal for Goldsboro, discharged at the railroad wharf yesterday lumps of coal as large as a flour barrel.

NEW BERNE ACADEMY.—We again direct attention to the opening, on Monday next, the 19th inst. Prof. Fetter is a good instructor, has grown old in educational service in our State, and deserves the support and patronage of our people. The fortunes of war, and the wreck and ruin which followed, left him like many another, stranded upon the shores of adversity, but he labors as cheerfully in the cause to which he has devoted his life at the head of an academy as when occupying the proud position of professor at the University at Chapel Hill in the parliament days of that grand and noble old institution.

Personal.

Mr. P. M. Draney, our South Front hardware dealer, returned from the North yesterday.

Major A. Gordon, of the Egypt plantation, is in the city. He is said to be one of the best farmers in the county.

Major John Hughes arrived home yesterday morning from a trip North. He returned via Berryville, Va., where his family is spending the summer.

Thos. H. Hill, of Philadelphia, is registered at the Gaston House. He represents the world renowned seed house of Landreth & Son of that city.

Mr. George Allen returned to the city yesterday morning from a business trip to Raleigh and Goldsboro. With the better transportation facilities which the Midland Road promises to afford, no doubt the enterprising house, of which Mr. Allen is the head, will extend its business largely into the interior.

Cat. J. W. Andrews, superintendent and civil engineer of the Midland North Carolina Railroad, formerly engaged on the Virginia Midland extension through the Piedmont region of this State, will leave to-day for Winston, where he will meet the stockholders and directors of that line, to lay before them the results of the past year's work of himself and Col. Yates the former chief engineer of that company, and to tender his resignation on that work.

EXTENSIVE AUCTION.—Watson and Street, Auctioneers, were engaged yesterday and again at night selling the large stock of partially damaged goods by the fire, in the Stanley building, some weeks since, belonging to A. M. Hanft, and will continue from day to day until the entire stock is disposed of.

FIFTY MILES OF RAIL.—We are officially informed that the Midland Syndicate, in New York yesterday, closed a contract with a Liverpool firm for five thousand tons of steel rails to be delivered at Morehead City, November, December and January. This is equal to fifty miles of track.

TO BREAK GROUND.—The Midland syndicate, we learn, telegraphed the office here yesterday issuing positive instructions for the work of construction to begin on the Midland extension at Goldsboro on Monday. The line finally began to be located yesterday and the work of grading will positively commence the first of this week.

THE ALARMING SYMPTOMS OF THE PRESIDENT YESTERDAY.—The symptoms and condition of the President, described in the six o'clock official bulletin, which we publish elsewhere, taken as a whole looks grave and serious.

The severe chill in the absence of malaria, indicates, in the opinion of medical experts, another pus formation, taken in consideration with the high rise of temperature, quick pulse, and respiration, and their sudden fall, approaching the normal condition.

There is no longer any room for doubting the existence of blood poison, and the indications are that the long struggle is approaching a fatal termination.

THE HATTERAS IMPEDIMENTS TO OUR NAVIGATION.—The officers of Northern vessels, trading into this port, express the opinion that but for the difficulties thrown in the way of navigation by the swash across Hatteras Inlet, and the liability to become wind bound at that point, New Berne would be the most desirable port in the country for vessels engaged in the coasting trade and but for these drawbacks our harbor would be constantly filled with that class of shipping, as it is a well known fact to owners and masters of vessels voyaging to and from New Berne, make more money than from any other port on the South Atlantic coast.

In view of such facts, and the great advantages which we possess, with reference to the trade of the interior, it will

be a matter of surprise, if the men interested in the commerce of New Berne hesitate longer to organize an effort looking to the enlargement of the Harlowe Creek Ship Canal.

It is the easiest thing in the world to obtain from the general government the necessary aid to complete and perfect this work. Our people are only to make an organized effort in that direction, and the money will be appropriated next session of Congress.

We call upon them to move in the matter, and to move at once, and in earnest.

NOTICE.—The female laborers of James City have struck for higher wages and have agreed not to pick cotton for less than one cent per pound, or work for less than fifty cents per day. To go into effect on and after Monday September 19th, 1881. All who break this rule will be fined the sum of five dollars.

The above appeared on our streets yesterday afternoon in handbill form. The attention of the promoters of this movement are advised of their liability to indictment for a conspiracy. The words:—"All who break this rule will be fined the sum of five dollars," constitute a threat, and intimidation, which, if the work of one or more persons, amounts to a conspiracy, punishable by law and involving severe pains and penalties. And any attempt to collect a fine thus imposed, will be an offense against the rights and liberties of the citizen of a land which the laws of liberty do not tolerate, and we warn these colored people of the dangers and perils of the course they are pursuing.

Fifty cents a day is a very low rate of wages for a cotton picker at fifty cents per hundred even; while one dollar per hundred pounds for picking cotton would make the average wages for that labor \$1.50 per day at the very lowest. This is conclusive evidence, to our mind, that the chief agitators and promoters of this labor movement are not only not laboring men but know nothing whatever about the value of labor, and if the colored people propose to submit their individual rights, actions, privileges and liberties, to the dictation of such leaders, and take counsel and advice of those who live not by, but on labor, they will have themselves to thank for the consequences that must inevitably overtake them.

To demand one dollar per hundred for picking seed cotton from the boll, is to demand one-third of the crop for gathering it. What laboring man, or man with any knowledge of the productive value of labor, ever heard of such a proposition? One hundred pounds of seed cotton will yield about thirty pounds of lint, which at present prices bring from three to three dollars and thirty cents, not counting the costs or tolls for ginning, or the expenses of transporting to market.

Now, to say that the laborer shall receive about one dollar out of every three of the market value of the cotton crop for gathering locks from the open bolls is simply absurd and preposterous, an extortionate demand which the common sense of the colored people tells them the farmers cannot submit to. It is simply the ruin and destruction of the agricultural interests of this portion of the State, and for cotton pickers to say they will not work for less than \$1.50 per day is equivalent to saying they will not work at all.

Picking out cotton by machinery is demonstrated to be practicable, and has been tried with entire success. Cultivating cotton with labor saving machinery is also found to be a successful experiment. No man who labored on a cotton farm before the war has failed to observe how much less labor is required to cultivate the same number of acres in cotton now than then. The introduction and use of labor saving machinery, the cotton planter for example, improved plows and other simple appliances, together with the use of guanos in place of the home made fertilizers which formerly

required so much more labor to produce, have brought about the change.

When labor becomes scarce and the price thereof out of proportion to its productive value, machinery is called into requisition. So it will be with the production of the cotton crop here and elsewhere, so soon as labor becomes too high to be profitably employed in its production.

The steam plow and the cotton picker are not things of the future. They are in existence and at work now; and in view of this, and the further fact, that the entire cotton crop of the United States, inside of five years, will sell for less than six cents per pound, the colored people here and elsewhere, who are engaged in unsettling the labor system of the country, are simply quarrelling with and turning their backs on their meat and bread, and it is our duty to tell them so, and we do tell them so plainly and unflinchingly.

The laborer is worthy of his hire, and always entitled to a fair days pay for a fair days work; but he is entitled to no more. As the price of meat and bread advances, so must the price of labor advance, for man must eat whether provisions are high or low, and it requires as much food to sustain life with provisions at one price as at another. But the price of provisions has not doubled, nor likely to, neither has the price of cotton advanced, and the prospects are that cotton will not be materially higher than last year.

NO SERVICE AT CHRIST'S CHURCH TO-DAY.—Owing to the absence of the Rector, the Rev. Mr. Shields, there will be no service at Christ's Church to-day either morning or afternoon.

POSTAL REMOVAL.—The city postoffice was yesterday moved back into its old quarters, the interior arrangements have been changed and greatly improved, and the public will now be served with its mails more conveniently than ever before.

Church Services.

Christ Church, Polk street, Rev. V. W. Shields Rector. Services Sunday at 11 a. m., and 6 p. m.; Wednesdays at 9 a. m.; Fridays at 9 a. m., and 6 p. m., and all holy days at 9:30 a. m. Sunday School at 5 p. m. The public are cordially invited to attend. Seats free to all visitors. Ushers always in attendance.

First Methodist Church, on Neuse, between Metcalf and Hancock streets, Rev. Frank H. Wood Pastor. Preaching at 11 a. m., and 8 p. m. every Sunday Prayer meeting every Thursday night at 8 p. m. Sunday School at 4 p. m., J. H. Bell Superintendent.

First Baptist Church, Middle street, Rev. Fred. W. Eason, pastor. Services every Sunday morning. Services at 11 a. m. Night service at 8 p. m. Prayer meeting Thursday night. Sunday School, Sunday afternoon at 3 p. m. Seats free, citizens generally and strangers in city are invited, and will be cordially welcomed.

St. Andrew Chapel, A. M. E. Z. Church, Hancock street. Services: Preaching, Sundays at 11 o'clock a. m. and 7:30 p. m. Wednesday evening at 7:30. Prayer meetings Friday evenings. Elder Z. T. Peasall Pastor. Sabbath School at 9 and 2 o'clock Sundays, C. C. Sparrow, Superintendent.

Clinton Chapel, A. M. E. Zion Church, Crooked street: Preaching Sunday at 11 a. m., 7 1/2 p. m., and Wednesday nights at 8 p. m.; Prayer meeting Friday nights, Rev. F. B. House, Pastor. Sunday School 9 o'clock a. m., Elias Hodges, Superintendent.

Ebenezer Presbyterian Church, Pasteur street, near Railroad depot, Rev. A. A. Scott, Pastor. Preaching at 11 a. m., and 7:30 p. m. every Sunday. Prayer meeting every Thursday evening at 7:30. Sabbath School at 9 a. m., E. R. Dudley, Superintendent.

Rue Chapel, A. M. E. Church, Rev. J. D. Simmons, Pastor. Preaching Sunday at 11 a. m., 7 1/2 p. m., and Wednesday nights at 8 p. m. Sunday School at 2 p. m., J. B. Willis, Superintendent.

Arrivals at the Hotels.

GASTON HOUSE—S. R. Street.
September 17, 1881.

Thos H Hill, Philadelphia, Pa.
W L Morris, N. C. R. R.
A Gordon, Egypt, N. C.
F C Roberts, City.
E Tate, Jamestown, N. C.

The Weather Yesterday.

Temperature at 7 A. M. 75
Temperature at 2 P. M. 78
Temperature at 9 P. M. 74
Humidity at 7 A. M. 90
Humidity at 9 P. M. 90
Humidity at 9 P. M. 90
Wind at 7 A. M. SE
Wind at 2 P. M. SE
Wind at 9 P. M. SE

CITY NOTICES

Dry Goods Emporium.—William Sultan and Co., in the Weinstein Building, have just returned from the North and are now receiving their large and carefully selected stock of dry goods, ladies' dress goods, ladies' cloaks, gentlemen's clothing and furnishing goods, carpets, boots, shoes, hats, caps, etc., which they are offering at great bargains.

Jewelry.—A beautiful and elegant assortment of Jewelry just purchased by New York, at Bell's, the jeweler. Any article ever sold that is not as was represented can be returned and the money will be refunded.

Family Groceries.—North Carolina Hams, North Carolina Lard, Water Mill Meal, Cream Cheese, and full line of choice Groceries at ALEX. MILLER'S, on Broad St.

SPECIAL NOTICES.

LEINSTER DUFFY

Dealer in
DRY GOODS,
GROCERIES,
BOOTS, SHOES,
HATS, CAPS,
TOBACCO, SNUFF,
CIGARS, etc.
At Cheap John's Corner,
Middle and So. Fr. Sts.,
New Berne, N. C.
aug 13-3m

ALEX. MILLER

Wholesale and Retail Dealer in
CHOICE GROCERIES AND FARMERS' SUPPLIES.

The best quality of Groceries guaranteed at the lowest cash prices.

GILT-EDGE BUTTER

constantly kept on Ice during the Summer Months.
Highest Cash Prices paid for all kinds of Country Produce.

Stables Free.

61 and 63 Broad st.; New Berne, N. C.
aug 31-3m.

J. J. TOLSON & CO.

Dry Goods;
Boots Shoes &c.
Choice Family Groceries and Provisions of all kinds. Best gilt-edge Butter. Popular brands of Cigars and Tobacco.
B OAD STREET, NEW BERNE, N. C.
aug 13-3m

R. O. E. LODGE.

Deale: in
LIME, HAY, & CO.,
At Patterson's Union Point Warehouse, has just received a large lot of
ROCKPORT LIME AND
NORTHERN HAY.

Hay \$1 25 per cwt. sep 10-1w

NOTICE TO SHIPPERS

TRANSPORTATION OFFICE,
MID. N. C. RAILWAY, East. Div.,
New Berne, N. C., Sept. 18, 1881.

NOTICE IS HEREBY GIVEN TO SHIPPERS OVER THE Atlantic Railway, that the rates heretofore established for the Associated Railways of Virginia and the Carolinas, which were temporarily withdrawn, have been re-established, and there will be no detention of Freight or derangement of the tariff over the Midland Railway or its connections.
J. W. MOYERS,
Forwarding Agent.
Sep. 2-1f.