

# COMMERCIAL NEWS

VOL. 1--NO. 35.

NEW BERNE, N. C. TUESDAY, SEPTEMBER 27, 1881

TWO CENTS

## DAILY NEWS.

NEW BERNE, N. C.

### Change of Freight Rates.

We are gratified to learn that the Wilmington and Weldon Railroad authorities have altered the Wilson freight rates, so that they are now the same as the Goldsboro rates. Wilson is now put on the same footing as Goldsboro, for which we are indebted to Hon. R. R. Bridgers President of the road, Capt. J. F. Irvine General Superintendent and Mr. Sol. Haas General Freight Agent. Our merchants and other shippers are under many obligations to these excellent officers, which they fully appreciate, for securing such a beneficial arrangement for them. It has been a subject of complaint for sometime, that Wilson did not have a fair showing in the matter of freight rates, but all these disadvantages are now happily ended, and the same facilities extended to Wilson as are enjoyed by any locality on the road. Our citizens, we are sure, will unite in awarding the credit due President Bridgers and his able and efficient assistants, for their liberality towards them.—Wilson Advance.

Some people are very easy to satisfy. For sixteen years, to our knowledge, the Wilmington and Weldon Railroad has discriminated most outrageously against the town of Wilson. At one time the business people of Wilson employed a wagon train to run to Goldsboro, to haul their freights to and fro. They were thus able to maintain a line of wagons on a twenty-four mile route, alongside of the Wilmington and Weldon Railroad, and save money on their shipments of cotton, and their goods which came from the North to Wilson merchants consigned to Goldsboro.

We all remember the incident of Branch and Hines taking the sheriff and forcing open the warehouse at Wilson to compel the delivery of their goods, which though marked to Goldsboro, the railroad authorities put off at Wilson, and demanding the Wilson freight charges.

It would be an interminable job to recite the numberless instances of extortionate outrage the Wilmington and Weldon Railroad has perpetrated against the business people and interests of Wilson. It is enough to say, that, with the trade it has driven away from Wilson to Goldsboro, and the excess of freight charges it has extorted from that town, amount to more than double the cost of the twenty-four miles of railroad from Wilson to Goldsboro.

When we were superintending the construction of the postoffice building at Raleigh, a manufacturing firm in Wilson wanted to bid on the joiner work. Asking for car load rates from Wilson to Goldsboro, the reply was \$16 per car; while on the North Carolina Road, from Goldsboro to Raleigh, just double the distance, the rate offered was \$8 per car. Of course the Wilson firm did not put in for the job.

Another Wilson party took the contract to furnish the Raleigh building a million of brick, but he could not pay the charges on the Wilmington and Weldon Road, and had to move to Goldsboro on the line of the North Carolina Road.

We undertook to get the stone for the building from Wilson county, but the freight charged was more to Goldsboro, thirty miles, than it

cost from Salisbury to Raleigh, 130 miles.

Compared with past experiences and practices it is no doubt a great boon to Wilson to get its freights from Northern points at the Goldsboro rate; but why two points twenty-four miles apart should pay the same freight charges from New York, Baltimore or Norfolk, we can't see.

The Advance, with characteristic backwardness, may not have heard of the purpose of the Midland Road to extend an arm from Kinston to Wilson, but we venture the opinion that the great railway philanthropist of the Advance, Mr. Bridgers, has.

### Commissioner Vance and Extension of Time.

Gov. Vance told us Thursday that the commissioners, on their recent trip up the Western North Carolina Railroad, found the full force of hands at work on the extension and everything progressing as rapidly as possible.

"The extension of time asked for by the Richmond and Danville syndicate, has been granted, as I see in the papers," we remarked to the Governor.

"No sir," he replied. "That is a mistake. The extension was not granted. Neither Dr. Worth nor myself signed it. I drafted the letter forwarded to Col. Buford myself, and it was not about the extension at all—some different subject.—Concord Sun.

And here is the letter referred to above:

ASHEVILLE, N. C., Sept. 14, 1881.  
Messrs. W. P. Clyde, T. M. Jogan, A. S. Buford, Assignees:

GENTLEMEN—Your letter dated August 23d, in reply to ours of August 1st, was received by Commissioner Jarvis on September 1st and delivered to the commissioners yesterday, this being the first meeting held since it was received by Commissioner Jarvis.

Caution compels us to say that your letter is not an answer to ours, but is an evasion thereof. One half of it is consumed by disingenuous accusations of possible improper motives and intentions on the part of the commissioners, and the remainder consists in a denial of these same accusations, for reasons found in a statement of facts, many of which do not exist in truth, and the enumeration of which aggravates the offensive character of the first suggestion.

Conscious as we are of no intention on our part to do any act, or put ourselves in any position inconsistent with the rights, duties and proprieties imposed upon us by the law which called us into existence, or that may be in any way unbecoming the position we occupy as citizens, we respectfully decline to answer the question you proper to put as preliminary to a response to our letter.

We beg to repeat our question which you so completely evaded, to-wit: If the Midland Company shall complete their road from Goldsboro to Salisbury, or so far prosecute the work thereon as to insure its completion, and shall demonstrate to the satisfaction of the commissioners their ability to complete and fulfill the Best contract, and, we, both as commissioners and individuals, request you, for the good of the State, to resign to Best and his associates the interests in the Western North Carolina Railroad, which you acquired from him, will you do it upon being paid in cash in full for all your expenditures—principal, and interest and reasonable compensation for time and trouble? We will thank you for an early reply.

Very truly yours,  
(Signed) THOS. J. JARVIS,  
(Signed) Z. B. VANCE,  
(Signed) J. M. WORTH.

### Our Violet Ink Stinger.

That genial gentlemen and erratic genius, Wade Harris, of the Concord Sun, goes for a favorite correspondent of the Commercial News after the following "taking" manner:

Some anonymous writer in Buck Hearne's daily New Berne News, don't like our comments on Mr. Bust. We will bet that his communication was written in violet ink and spread out on both sides of the paper. He admits the very thing we feared, viz: that Bust is not building the road. He says "we, the people, here are trying to get West," but he "believes Mr. Best will do all he said he would do." Much obliged for the information, Mr. Anonymous. Please come again.

P. S.—By the way, weren't you at Bust's champagne supper?

Our "Violet" owns up that he was on the champagne bust, but for the regular sarching article, and a good old time, give him some of the "moonshine" stuff that so liberally flows along the line of the R. & D. through Cabarrus, and which Buford & Co., are in the habit of freely dispensing to the press, with a lavish amount of honey in it.

And he adds: "Next time Mr. Booford gives a moonshine blow out let us know and we will run over and Wade in."

### A Victim of Monopoly.

TRUTH:—W. B. Coleburn, who was the first man who left Virginia for North Carolina to grow truck to ship North from Coleburnville, N. C., while in New York his station was removed to Hollywood, where there never was a dollar's worth of truck shipped on the railroad from that farm, while W. B. Coleburn has paid thousands of dollars to the same road for freight, and, at one time, paid five hundred dollars forfeit, on truck that did not bring one cent. This is not very encouraging for him to go Jersey, Maryland and Virginia to indeed other parties to follow him in the same business.

I learn from good authority that no one will take any packages to Hollywood to be shipped. The whole neighborhood will stop raising truck before they will stoop to such a piece of business. This has put a chill on the whole neighborhood. They all look to W. B. Coleburn for instructions how to ship. When he first went to North Carolina he was given a station, named by the directors Coleburnville. Now, there, A. Oaks with has got on the road as a director. He has used his influence against me for personal advantage and not for the interest of the road. He don't raise any truck himself, nor have anything to ship; so to build up a village at his place he wants to make his neighbors haul their produce around creeks and bad roads to ship at his place to gratify his own avarice. They will have to send some one else from Patchogue to make them do it. We will all leave and go where we will leave this section. We think if the General Superintendent and President see this dictator is in the error they will put a stop to such business if they want to make money for the road.

WILLOWOOD.

The above we get in a marked copy of the notorious New York Truth, a paper long savagely hostile to Mr. Best and everything connected with him. It is about a local matter, and if the evil complained of, exist in fact, it should receive prompt attention and correction.

Let's have the other side and then a proper adjustment.

### Personal.

Mack Koshland, with Lauphiner Bros. & Co., Baltimore, is at the Gaston House.

Thomas McDonough, with D. W. Glass & Co., Baltimore, is at the Gaston House.

Rev. V. W. Shields, Rector of Christ church, who has been on a visit to Oxford, returned to this city this morning.

Mr. J. P. Caddagan, secretary and treasurer of the Midland Road, returned to this city yesterday from the Western part of the State.

We were glad to see Mr. C. E. Slover, who has been confined to his bed, for the last week with a slight attack of malarial fever, on our streets yesterday.

Mr. E. W. Smallwood, agent of the Singer Sewing Machine Company is having the store adjoining the one occupied by Dr. E. H. Meadows fitted up for his business.

Mr. J. J. Kinsey, contractor and builder, who was to have gone to Wilmington last week to erect the life saving station below that city for Mr. D. Stinson but was prevented by sickness from immediately fulfilling his contract, was out yesterday and we suppose he will go to work as soon as possible.

Mrs. Dr. Charles Duffy, of Onslow, mother of Drs. Charles and Frank Duffy, of our city, is in town, the guest of E. F. Cox.

MINSTRELS COMING.—Kunkell's Opera Troupe, burnt cork, will perform in New Berne, October 4th.

SHIPMENT OF COAL.—The freight train on the Midland Road carried out yesterday ten car loads of coal for merchants in Raleigh.

LUMBER FOR BALTIMORE.—S. Radcliff & Co. are loading the Addie Henry with lumber for Baltimore, Md., consigned to Wilson and Hunting.

WORK ON THE MIDLAND.—The work of constructing the Midland Extension from Goldsboro to Salisbury, began at the former place yesterday.

PROMINENT MARRIAGE.—The marriage of one of our most popular and accomplished young ladies, to one of the most prominent physicians of North Carolina, takes place at Christ's church to-night.

TO BE REBUILT.—We hear that Hagar Jones, colored, who had the misfortune to lose her dwelling in the fire on the night of the 20th, is making arrangements to have it rebuilt at an early day.

RECONSTRUCTING.—Mr. L. J. Moore is having his house, recently purchased, situated on Craven street, repaired and painted, this, when completed, will be a great improvement to that portion of our city.

BRIDGE PROPOSAL.—The Chief Engineer of the Midland Railroad invites proposals for the erection of a Howe Truss bridge across Little River near Goldsboro. This looks like business. See advertisement.

NO MAIL.—We learn that the bag containing the Northern mail got on the evening train and was carried to Raleigh on Saturday night. This accounts for no mail from the North being received here on Sunday morning.

PUMPS.—The pump at the corner of Johnson and Hancock streets is again in bad condition. Why don't the committee on pumps see that the work is properly done before they receive it? Were they to exercise a little precaution they would obviate many difficulties.

BURIED IN THE SAME GRAVE.—Ida Gertrude Smith, aged six years and four months, died in this city on the 24th, and on the 25th her sister Mary Burnice Smith, aged seven years and seven months also died. They were the children of Deputy Sheriff George Smith; both died of malarial fever, and were buried in the same grave.

### Memorial Service Day.

There was a complete suspension of business and of all occupations in New Berne yesterday, and the respect shown to the memory of President Garfield was universal and genuine.

All flags were in mourning and half mast, and the residences and place of business exhibiting the badges of mourning, were too numerous to mention for us to attempt their mention.

Our people generally repaired to church at the hour designated for the funeral in Cleveland, to testify their tribute of affection and loyal appreciation for the dead ruler of the Republic; and for Jas. A. Garfield as a man to signify their participation in the common sentiment of the country, that this citizen, whose life had been one of continuous political strife, and struggle, whose motives had been impeached, actions criticized and character traduced, was, in the light that shone from his suffering chamber, one of the most heroic men that God Almighty ever created; who met death in a manner to impress all the world with the fullest faith in his genuine Christian character; that if his life had been one noble achievements, in surrendering he was superbly grand.

All our churches had memorial services, except the Episcopal, whose rector was absent. The Baptists, Methodists and Presbyterians, held a united service at the church of the latter in the order of exercises published in Sunday's paper. The remarks of the several pastors, which in manner and matter were admirable and impressive, we shall publish when we can obtain them in full.

In front of the pulpit, on a marble stand, was a large and handsome pyramid of beautiful flowers, crowned with drooping ferns. Upon a back ground of white roses, facing the congregation, was the word "REST," the letters being composed of purple pansies. This was a rich and touching tribute of loving remembrance. This beautiful offering came from the hands of Mrs. Charles E. Slover, and should by all means be sent to Mrs. Garfield.

The requiem sang, was:—"Unveil thy Bosom, Faithful Tomb."

THE COLORED CHURCHES.—The colored people held memorial services at Saint Andrew's Chapel, and were opened by Elder Z. T. Fearnsall, with singing the hymn:—"How bright the righteous when they die."

Elder J. D. Jimmerson read the 48th chapter of Jeremiah. Prayer by Rev. B. W. Morris.

Short addresses were made by Rev. B. W. Morris, Rev. J. D. Jimmerson, Rev. F. B. House and Israel B. Abbott, Esq.

The choir sang "Silent Night," and Elder James Green dismissed the congregation.

[For other local, see Fourth page.]

### 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.,  
aug 18-3m NEW BERNE.

### OFFICE OF

CHIEF ENGINEER & GEN. MANAGER,  
MIDLAND N. C. RAILWAY.

SEALED PROPOSALS WILL BE received at the Chief Engineer's office New Berne, N. C., up to October 10th, 1881, for the construction of the masonry and superstructure of a Howe Truss Bridge across Little River at Goldsboro. Plans and specifications to be seen at this office.

Company reserve the right to reject any and all bids.  
J. B. FARMER,  
Sept. 27th.] Chief Engineer & G. M.

D. G. SMAW, PRACTICAL TIN  
and Sheet Iron Worker, Pollock  
Street, opposite Post Office; Roofing and  
Guttering a specialty.