

COMMERCIAL NEWS

VOL. 1--NO. 50.

NEW BERNE, N. C., SATURDAY, OCTOBER 15, 1881

TWO CENTS

David Davis.

ELECTED PRESIDENT OF THE SENATE. Hon. David Davis, of Illinois, was elected President of the Senate, 36 years, 34 days; Davis and Bayard not voting.

The new President was conducted to the chair by Senators Anthony and Bayard.

Personal.

Mr. B. K. Bryan, of the Southern Express Company, whose illness we noticed some time since, was on the streets yesterday.

C. H. Fowler, of Pamlico county, was in the city yesterday.

Prof. C. W. Howard will preach in Temperance Hall to-morrow evening at 7 p. m. The public are cordially invited.

Rev. H. C. Bowen, of Plymouth, was in the city yesterday en route for Onslow, where he has been assigned to labor the present and incoming year. He has been quite useful in his field of labor the past year, and we congratulate our Onslow friends on securing the services of such a talented and handsome gentleman.

President Marshall Parks, and Director E. C. Lindsay, of the Albemarle and Chesapeake Canal, and the New Berne and Beaufort Canal Company, left on the steamer New Berne for Norfolk yesterday.

Miss Mattie B. Fowle, of Raleigh, and Mrs. Crabtree, of Washington, were at the Gaston House last night, on their way from the latter place up the country. Messrs. W. B. Duncan and Winfield S. Chadwick, were at the Gaston House yesterday.

C. H. Fowler, Esq., of Pamlico is at the Gaston House.

Major Russell, of Swansboro, is in the city.

Mr. M. T. Jones of Hyde is registered at the Gaston House.

Messrs. R. L. Thornton and John B. Sparrow, of Washington, registered at the Gaston House last evening.

Capt. E. R. Page, of Jones, left on the New Berne yesterday for Yorktown. He goes as aide de camp and chief of staff to Brigadier General Manly, and took his own horse with him.

Mr. J. F. Norman, in business here for the past four years or more, left for Baltimore on the steamer New Berne, yesterday, to take a situation in that city.

Mr. Fred Meyer, of Goldsborough, Meyer and Pitts, wholesale dealers and distillers agents, Baltimore, is at the Gaston House.

President Best, of the Midland railway, returned to the city last night, from a business trip to New York and Boston.

Mr. Hamilton, Stenographer and private secretary to President Best, returned to the city last night.

General Manager Yates and Treasurer Caddagan, of the Midland, returned last night from their visit up the Midland road.

FOR YORKTOWN.—Several of our boys left for Yorktown this morning.

WILD GESE.—Wild geese have made their appearance, and the weatherwise say that winter is nigh.

RESUMED REGULAR SCHEDULE.—Fair week being over, the regular schedule of the Midland resumed this morning.

FEDERAL COURT.—United States District Court convenes at Elizabeth City on Monday next. The week following the United States Court meets in New Berne.

GIN BURNED.—The new gin of George E. Evans, Vanceboro, caught fire and was entirely consumed, together with cotton in the building. No insurance.

THE NEW GAS MACHINERY.—The schooner Melvin yesterday brought the new machinery for the works of the New Berne Gas Light Company.

ARRIVED IN DISTRESS.—The schooner Melvin arrived yesterday from New York with a foresail gone, which she carried away at Hatteras on Tuesday morning last, the wind blowing a gale.

WOOD.—The following is the number of cords of wood received in this city from February 21st to October 12th:—

February, 430; March, 1,413; April, 1,142; May, 652; June, 733; July, 8; August, 658; September, 524; October, 330. Total, 6,180.

AUCTION SALE OF HOUSEHOLD AND KITCHEN FURNITURE.—Messrs. Watson & Street, Auctioneers, will sell to-day, corner South Front and Middle streets at ten o'clock, a lot of household and kitchen furniture.

CONFEDERATE STATES BONDS.—Raphael J. Moses, Jr., 61 Wall street, New York, advertises for bonds of the Confederate States, paying \$2 a thousand in lots under one hundred thousand, and \$2.50 in larger lots.

HYDE COUNTY CROPS.—A correspondent writes:—No great changes in crops since my last report, except the ravages of the worm in the rice crop. do not think the damage done by them more than one fifth as great as estimated. All are hopeful at least of living prices.

ATTEMPT TO SHOOT.—Wilson Brinn, colored, assaulted Noah Powers with a loaded gun, in the store of the latter; snapped a cap and was arrested and locked up. Arraigned before Mayor Howard, Brinn failed to give a justified bond for five hundred dollars, and was sent to jail.

JONES COURT.—The members of the New Berne Bar in attendance on the Superior Court of Jones county have all returned. From what we learn the session was not an important one. Judge Shipp goes from Jones to Onslow where he holds court next week.

FINEST OYSTERS OF THE SEASON.—Captain Hill, of the schooner Kaow Nothing, is in port with the finest and largest cargo of Core Sound oysters, that have been in the market this season. Our oysters are finer now than at any time last year, and the trade from this point promises to be a very large one.

WASHINGTON COUNTY.—A letter writer says:—It is still dry over here. Our people are becoming wearied at the high price of provisions. Farmers want \$1.00 a bushel for their corn and merchants offer 80 cents a bushel. Meal has sold this week in Plymouth as high as \$1.25 cents a bushel. Hog meat has been selling from 11 to 15 cents by retail. Beef by wholesale, all round, 6 cents a pound. Family flour \$9 to \$9.25 cents a barrel. Rice cutters are getting their sickles ready for rice cutting.

MORE JUTE FOR ATLANTA EXPOSITION.—We were shown yesterday by Mr. Wm. H. Oliver, some fine specimens of North Carolina jute, which he has collected for the Atlanta Exposition. These specimens were grown by Dr. D. H. Abbott, of Pamlico county.

Mr. Oliver also showed us some prepared jute, ready for manufacturing into cotton bagging, and some bagging made from North Carolina jute, by the cotton bagging factory at Charleston.

BERGNER AND ENGEL'S BOTTLED BEER.—Mr. James Redmond, on Middle street, opposite the old market, advertises Bergner and Engel's bottled beer, by the dozen or in crates. The brewery of Bergner and Engel, Philadelphia, enjoys the finest reputation for its beer, of any yet introduced into this part of the State, and is the beer called for at places where it is sold on draught. That which Mr. Redmond advertises in bottles is the very best of the Bergner and Engel Brewery, and those who wish a fine article in bottles, should call on Mr. Redmond.

NEW ADVERTISEMENTS.—Attention is called to the following advertisements new in this issue:—

Miss Harriett Lane.—Millinery Opening.

COLORS EXCURSION TO KINSTON.—An excursion of colored people, under the auspices of Israel B. Abbott, Esq., went up to Kinston yesterday accompanied by the Elm City Brass Band.

COTTON AND RICE.—The Mary Bryan, Capt. S. S. Gibbs, came to this port yesterday morning loaded with forty-two bales of cotton and two hundred and fifty bushels of rice. The cotton for shipment and the rice for sale.

Mrs. Day, residing on East Front, between Pollok and Broad streets, is very ill, and her husband being away on one of the Baltimore steamers, she is wanting in proper attention. We make this note for the information of the ladies of Christ Church congregation, to which Mrs. Day belongs.

BEAUFORT STATION M. E. CHURCH.—The Methodist Advance says:—

Rev. J. B. Bobbitt, D. D., at the earnest solicitation of Dr. Closs, the Presiding Elder of the New Berne District, has consented to take charge of Beaufort Station the remainder of the present conference year, filling the vacancy occasioned by the death of Rev. J. T. Arrington. Dr. Bobbitt will enter upon his new work immediately, and will fill his pulpit in Beaufort next Sunday.

WESTERN RAILROAD MATTERS.—We print the letter of Messrs. Clyde, Buford and Logan, in reply to Commissioners Jarvis, Vance and Worth respecting the proposition that they surrender the Western North Railroad to Mr. Best on his reimbursing them for all outlays for it by the Richmond and Danville Syndicate.

It will be seen that the Richmond and Danville people decline to entertain a proposition to voluntarily relinquish the ownership and control of the Western Road, but declare their perfect readiness to give the Midland Road at Salisbury every facility for business over the line of the Western North Carolina Railroad as if it were part of the Midland line.

INTEREST IN THE MIDLAND.—The Raleigh correspondent of the Goldsboro Messenger says:—

The liveliest interest is felt in the country above, in the progress of Mr. Best's work. People are delighted to learn of his steady and persevering efforts. At the junction of his road with the Cape Fear and Yadkin Valley, it is evident that a place of some importance will arise. It is understood that he will visit Chatham this fall in the interest of his road. It is unfortunate that, of all years, the people of that section should have suffered so greatly this season, as greatly to affect their prospects for giving substantial aid to the road, but they ardently desire it, and will do what they can to uphold the enterprise.

While we do not usually attach much importance to declarations of this sort from rival railroad corporations, nor regard as of any account contracts entered into between them, on such bases, we should look upon the Midland Extension to Salisbury as a natural connection for the Western North Carolina Railroad, and North Western connecting lines beyond, and do not view the possession of the Western Road as at all essential to the complete success of the Midland scheme.

Very many people, however, look at the matter in a different light, and believe that the Midland Extension is contingent upon the ability of Mr. Best to recover the Western Road.

We are advised to the contrary. The Midland Extension will be built to Salisbury, without regard to the Western North Carolina Railroad, but, in the meantime, Mr. Best will of course resort to the courts for the vindication of his legal rights.

Arrivals at the Hotels.

GASTON HOUSE—S. R. STREET. OCTOBER 14, 1881.

Major Russell, Swansboro; W. B. Durcan, W. S. Chadwick, Beaufort; A. Gordon, Egypt; C. H. Fowler, Stonewall; R. L. Thornton, Mrs. Crabtree, John B. Sparrow, Washington; Miss Mattie B. Fowle, Raleigh; M. T. Jones, Hyde county; R. G. Mallatt, Riverdale; F. Meyer, Baltimore; Geo. H. Brown, Hyde; J. H. Neff, Ohio.

RAILROAD MATTERS.

Reply of the Clyde Syndicate to the Commissioners of the Western North Carolina Railroad—They Decline to Sell to Mr. Best—They Propose to Build the Bucktown Branch.

NEW YORK, September 27, 1881. To Hon. Thomas J. Jarvis, Hon. Z. B. Vance, Hon. J. M. Worth Commissioners, Raleigh, N. C.:

GENTLEMEN:—In reply to yours of the 14th, we beg to express our regret that our letter of the 24th of August to the commissioners should have been so materially misconceived by them as to its import, tenor and spirit. We think any impartial judge would say we had succeeded reasonably in the effort.

Your communication, bear in mind, was not merely your brief letter, but also the agreement of the commissioners with Mr. Best of the 25th of May, of which a copy was sent and intended to be taken as a part of that communication. That agreement revealed a new, an unknown and an unexpected attitude of the commissioners towards us. Was it not most natural that we should be startled by such a revelation, and to feel the uprising inquiry, What does this mean? Do these commissioners mean to put their official and personal pressure upon us, to make it necessary for us to abandon this contract, and return it again to Mr. Best? The communication looked that way—the letter and communication, taken together, very much that way.

But, recurring to what we understood of the history of the whole matter, we did not see any conceivable reason for such a reversal of position by the commissioners towards us, and thought it was due alike to the commissioners and to ourselves that we should not mistake the true purport of their communication. Hence the reply we made. Nothing in it was intended, nor, as far as we can now perceive, can anything be found in it disrespectful, either in expression or implication.

We attempted to make a plain statement of facts, as we understood them, without color or exaggeration, and for the reason assigned by us in our reply. We are not conscious of any inaccuracy in that statement, or having done the slightest injustice to any party referred to therein. We did not, in anything we said to the commissioners; make any reference to their motives. We referred to facts only and for the purpose assigned, that our transactions with the commissioners should be in no sense ambiguous or the results inconclusive. While we were thus without motive, disposition or apparent effort to be in any sense discourteous in our reply, we are at a loss to conceive why it should be charged. We respectfully and absolutely disclaim it, and refer to a careful and dispassionate judgement of the document for our vindication.

In reply to your proposition to surrender to Mr. Best and his associates our rights and interests, acquired by assignment from him, we beg to assure you that it would give us great pleasure at any time to gratify your personal desire, but in this matter our situation compels us respectfully to decline your proposed request. When by the final assignment from Mr. Best we became the absolute proprietors of the Western

North Carolina Railroad, the requirements and restrictions in the act of March 29th, 1880, compelled the creation of very large obligations in the necessary organization of the capital adequate to the undertaking, and the better to secure the success of the enterprise we have deemed it expedient, at a large outlay, to acquire other interests, connected with and dependent upon the Western North Carolina Railroad.

In the accomplishment of these arrangements our interests, as derived from the assignment, have become so blended with those of others that we no longer have the sole personal control of this property, and, therefore, cannot properly agree to surrender it without the consent of others, who decline to release their interests.

We are performing all our obligations as we understand them under the contract, and desire and intend to do so if permitted. We, therefore, recognize no just or reasonable ground on which its surrender can be claimed or expected from us.

In declining the request proposed to be made to us, we desire further to say that we do not wish to hinder Mr. Best and his associates in any purpose entertained by them to construct another road to Salisbury. If they do so, it will be our interest and policy to accord to such road impartial access to the Western North Carolina Railroad, and upon terms just and equitable to every portion of the State to be benefitted thereby.

We take this occasion to express the strong interest we have felt in the successful prosecution of this enterprise from the date of our present connection with it, and by some of us long anterior to that date; and to signify our cordial sympathy with the citizens of North Carolina in their desire to see this important work fully completed, and even extended to its original design, until connected with the railroad systems leading to the Mississippi Valley; some of our strongest and most influential associates urging with earnestness the direct extension of the line from Murphy to Chattanooga.

We assure the commissioners that it is our intention and purpose to have the work prosecuted on both lines of the road with diligence and energy until they are completed to Murphy and Paint Rock; and in everything, to cause the contract we have entered into to be faithfully and literally complied with.

We hope to receive from you encouragement and co-operation that nothing which can hasten the work or help its utility shall be left undone, nor anything done which may retard or impair it.

Very respectfully, your obedient servants,

WM. P. CLYDE,
T. M. LOGAN,
A. S. BUFORD.

NEW BERNE AND BEAUFORT CANAL COMPANY.—At a meeting of the persons nominated in the Act of Incorporation of this company, held in the city on yesterday, Hon. Wm. J. Clarke in the chair:—

It appearing to the satisfaction of the meeting that the minimum amount of stock, required by the charter, had been bona fide subscribed for, it was ordered that the same be certified, and that a record of the same be entered on the books of the Register of Crayen county. Thereupon the subscribers to the stock met, Hon. Wm. J. Clarke, was called to the chair, and Marshall Parke, Esq., of Norfolk, Va., was appointed Secretary. A committee on stock and proxies, having been appointed, reported that \$52,600 of stock was represented in person or by proxy; whereupon the meeting proceeded to the election of a President, when Marshall Parke, Esq., was unanimously chosen. The following persons were elected directors of the company for the ensuing year, to-wit:—M. Courtwright, Washington Reed, F. C. Lindsey and George Allen.

It is the intention of the company to take active measures to prosecute this important work to completion as early as possible.