

# DAILY NEWS.

BY THE  
**Commercial Printing Co.,**  
NEW BERNE, N. C.

WM. A. HEARNE, EDITOR

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TUESDAY, NOVEMBER 8, 1881.

There is a rumor afloat in Richmond to the effect that Col. M. V. Bailey, Superintendent of the Railway Mail Service for the Third Division, comprising Maryland (excluding the Eastern shore), Virginia, North Carolina, and the District of Columbia, had been removed from office. Whether this rumor is correct we will know in a short while.

Blaine positively states that he will resign his Secretaryship in January and will retire from politics. On the footsteps of this disclosure come the inimitable Charley Foster, of Ohio, with the information that Blaine will be nominated for President and elected in 1884, and it is also innocently intimated that the aforesaid Charley F. might be persuaded to allow his name used in connection with a second place upon such a ticket.

Mr. Frank Hatton, the recently appointed Assistant Postmaster General, learned the trade of printer in his father's office, that of the Cadiz (Ohio) Republican. At the age of seventeen he entered the army, and before he had attained his twentieth year he had been made a lieutenant. After the war he assisted his father on the Journal at Mount Pleasant, Iowa, and in 1874 he purchased a half interest in the Burlington Hawkeye, of which paper he is now sole proprietor and editor.

## The Virginia Election.

To-day will decide one of the most severe and bitter contests in the political history of Virginia. From the very first of the campaign the papers have been full of accounts of duels, free fights and the hurling of the most caustic vituperation. Indeed, the politics of no country or section has ever witnessed such bitterness, and it is somewhat to be feared that this feeling will assert itself in pugilistic form around the voting places, during the election.

## The Colored Fair.

We take it that the Industrial Exposition of the colored people, which closed at Raleigh last Friday, should be a source of much pride to every one of that race in this State, and, indeed, no little gratification to every true hearted North Carolinian regardless of color. As near as we are aware the colored race of this State have been the first to inaugurate such exhibitions of workmanship and artizanship among that people, and this mere fact should be a lasting rebuke to those Northern editors who have asserted that the negro was treated with injustice and cruelty by the white population.

## President Arthur.

[New York Herald]

The real purpose of all this kind of fly-dirt criticism of Mr. Arthur is to get the public to believe that he is not his own man but some one else's. There is no reason to believe anything of this kind—no facts to show that Mr. Arthur, call-

ed unexpectedly to the office of President, is not entirely capable of administering that office and as determined to do so as any of his predecessors have been. That he will prefer for his subordinates in the labors of administration those whom he knows best, and in whom he has the most confidence, is natural. It is what every President does. If those whom he appoints are honest and capable that is all the public cares about. If they shall prove the reverse Mr. Arthur will hear from the public. But until he actually commits faults all attempts of ambitious or disappointed politicians to bring his undeclared purposes into suspicion are improper.

## The National Debt.

[News and Observer.]

The treasury statement of the public debt, just published, shows that the entire debt of the government of every kind is \$2,026,495,438—say two billions of dollars. There is in the treasury \$240,960,971 in available funds. The interest on the debt is \$60,962,245, and it is likely that this interest will be still further reduced during the coming year. The reduction on the principal of the debt last year was \$101,000,000, and is estimated that for the present year it will be \$125,000,000, as that will be the surplus revenues for the year. It is this situation of affairs which renders this an auspicious time to abolish the internal revenue taxation and do away with the deputy marshals, spies, informers, inspectors, collectors, &c., who form a horde of officers, irritating our people and keeping portions of our State in a continual uproar. The expenses of the government can be very considerably reduced, and the tariff can be made largely more productive by a careful revision. So that with these two strings to our bow no fear need be felt that the government would be embarrassed by repealing the internal revenue laws.

The receipts from all sources last year were \$363,000,000; the receipts from internal revenue were about \$125,000,000; from customs about \$200,000,000; from miscellaneous sources about \$38,000,000. As we had a surplus last year of \$100,000,000 and there has been such a considerable reduction of interest since, it is clear that without any further curtailment of expenses our receipts, independent of the internal revenue, will suffice to run the government. But it is right and proper that there should be a further curtailment of expenses, and such will be the Democratic policy.

But more than that, the tariff should be revised. It is now protective tariff, and under its exacting clauses and high duties the importation of certain foreign articles of prime necessity is well nigh prohibited. The Democratic platform is a tariff for revenue, and we shall insist that such changes shall be made in the tariff as will alter its character from a protective tariff to a tariff for revenue only. By this means the tariff can be made to yield us much greater income than we now derive from it. Let us take the item of rails for railroads as one. There are in round numbers 100,000 miles of railroads in operation in the United States, of which 7,000 were built last year and 7,000 this year.

The amount of revenue now derived from importations of iron and steel rails is only \$2,300,000, because the tariff of fourteen dollars per ton on the iron, and twenty-five per ton on the steel rails is almost prohibitory. There was less than 120,000 tons of iron and steel rails imported last year. Under a tariff for revenue only five times as much would be brought in, for the country consumes annually about one million tons. Steel rails, whose value was \$1,643,700, paid a tax of \$1,478,658, or nearly as much as they were worth. Iron rails, whose value was \$1,635,980, paid a tax of \$824,747, or more than half what they were worth.

**WINDLEY BROS.,**  
Wholesale Liquor Dealers,  
NEW BERNE, N. C.

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BONDED AUCTIONEERS,

AND

**Life and Fire**

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NEW BERNE, N. C.

**WATERTOWN,**

**FIRE AND LIGHTNING**

**Insurance Company,**

OF WATERTOWN, N. J.

Thirtieth Annual Statement.

Capital, - \$200,000.00  
Assets, - \$778,304.70  
Surplus, - \$540,654.70

Losses Paid Since Organization

\$1,501,539.75.

\$10,000 in United States Bonds Deposited with the State Treasurer of North Carolina.

WATSON & STREET, Agents,

NEW BERNE.

**THE LONDON**

**ASSURANCE CORPORATION**

OF LONDON.

Established by Royal Charter

1720.

**FIRE.**

STATEMENT.

Gross Assets, - \$16,021,010  
Assets in U. S. including 1,030,000  
Cash Capital, - \$2,241,375  
United States Bonds, - \$1,231,913

WATSON & STREET, Agents

NEW BERNE.

**The Western Assurance Company**

OF TORONTO, CANADA.

Incorporated by Act of Parliament in 1851.

WATSON & STREET Agents,

NEW BERNE, N. C.

aug 11-11

**C. B. HART & CO.**

Would inform their friends and the public generally, that they have opened an entire

**NEW STOCK OF GOODS**

in the store on Middle Street, adjoining L. Weinstein

comprising

**HARDWARE, STOVES,**

And

**House Furnishing Articles,**

Kerosene Oils, Lamps in Great Variety. Also manufacturers of TIN AND SHEET IRON WARE.

Special attention given to repairing. Goods sold low for Cash.

aug 13-3m

**DA BROS.,**

**WHOLESALE GROCERS,**

**AND COMMISSION MERCHANTS.**

NEW BERNE, N. C.

aug 12 3m

**JACKSON HOUSE.**

So. Front, bet Middle and Hancock Sts.

**SAM'L JACKSON, Prop'r.**

Furnishes First Class Hotel accommodations for colored people traveling.

**RESTAURANT.**

In connection with the Hotel we have a Restaurant, where Meals are served at any hour, day or night.

We have a good line of white custom served from our Restaurant, and we are prepared to serve Meals anywhere in the city wherever any patrons desire their meals furnished, at their rooms or their residences.

We refer to the people of New Berne generally.  
SAM'L JACKSON.

## WHOLESALE AND RETAIL.

BRICK BROAD MIDDLE STREET, NEW BERNE, N. C.

A FULL AND FRESH SUPPLY JUST RECEIVED.

**PORK, BACON AND LONG CLEAR SIDES,**

SUGAR, COFFEE, FLOUR AND MOLASSES.

OFFER TO THE TRADE

**C. E. FOY AND CO.**

Wholesale Grocer and Provision Dealer,

**T. A. GREEN,**

MIDDLE STREET.

10,000 RICE AND CORN SACKS,

One Thousand Sacks Ground Alum Salt,

Twenty-Five Boxes Long Clears, for sale very low

**WANTED.**

**IMMEDIATELY—A HOUSE CON-**  
taining at least three rooms (four preferred). Must be within eight minutes walk of postoffice. Apply at once at oct 27 THIS OFFICE.

**SALE.**

**ONE 30 H. P. PORTABLE ENGINE**  
and Boiler, in good order.

One set Saw Mill Irons, with saws and trucks.

One 4-ply 10-inch Rubber Belt, fifty feet long, new.

Above will be sold for \$750 cash or \$850 negotiable note, six and twelve months' time, 8 per cent. interest. Address B. H. TYSON, Box 45, Wilson, N. C.

## STEAM LINES.

**THE NORTH CAROLINA FREIGHT LINE**  
**FOR NEW YORK**

**BOSTON, PROVIDENCE,**  
and all points  
**NORTH & WEST.**

**Semi-Weekly Steamers.**

Between New Berne and Baltimore.

The steamers of this Line will leave Baltimore for New Berne every WEDNESDAY and SATURDAY at 6 P. M. Leaving New York every Thursday at 3 P. M. from pier No. 34 East River. Leaving New Berne for Baltimore every TUESDAY and FRIDAY at 12 M.

Agents are as follows:

REUBEN FOSTER, Gen'l Manager.

90 Light St., Baltimore, Md.

JAS. W. McCARRICK, Ag't, Norfolk, Va.

W. P. Clyde & Co., Philadelphia, 17 South Wharves.

W. P. Clyde & Co., New York, Pier No. 12 N. R., and 35 Broadway.

H. L. Chapman, Solicitor.

E. Sampson, Boston, 53 Central Wharf.

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D. C. Mink, Fall River, Derrick Wharf.

Ships Leave—Boston, TUESDAYS and SATURDAYS.

“ “ New York, every day, Sunday excepted.

“ “ Baltimore, Wednesdays and Saturdays.

“ “ Fall River, Mondays, Wednesdays and Fridays.

“ “ Providence, Saturdays.

Through bills lading given, and rates guaranteed to all points, at the different offices of the companies.

Avoid breakage of bulk and ship via N. C. Line.

S. H. GRAY, AGENT,  
New Berne, N. C.

**OLD DOMINION STEAMSHIP COMPANY,**

FOR NEW YORK, BALTIMORE, NOR-

FOLK, BOSTON, ELIZABETH CITY,

PHILADELPHIA, PROVIDENCE

AND OTHER CITIES.

**THE STEAMER NEW BERNE**

Will leave, upon arrival of train on Norfolk and Elizabeth City Railroad at Elizabeth City, every Monday and Thursday, for New Berne direct. Returning, leaves New Berne for Elizabeth City direct, every Tuesday and Friday, at 2 P. M., making close connection with Norfolk and Elizabeth City Railroad for northern cities. Close connection made at Washington with company's steamers for Greenville and all landings on the Tar River, and at New Berne with steamers Nense and Contentnea for Kinston, Pollocksville, Trenton and all landings on Neuse and Trent rivers.

Freight received daily until 6 P. M., forwarded promptly and lowest rates guaranteed to destination.

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CULPEPER & TURNER,

Ag'ts. Norfolk, Va.

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New York City.

**SEMI-WEEKLY LINE FOR**

WASHINGTON, MAKELEYSVILLE, SOUTH CREEK, N. C. and points on TAR RIVER. The steam-

PAMLICO, Captain W. T. Pritchett, will leave Elizabeth City, N. C., every Monday and Thursday on arrival of the 9 a. m. train from Norfolk for Washington, Make-

leysville and South Creek, N. C., connecting at Washington with steamers on Tar river. Monday's steamer will touch at Makeleysville, and Thursday's steamer at South Creek, N. C. Returning, will leave Washington every Tuesday and Friday, making close connection every WEDNESDAY and SATURDAY at Elizabeth City, N. C., with the E. C. & N. R. R., for Norfolk and all points North and East.

STEAMSHIPS to and from NEW-YORK

OLD DOMINION, RICHMOND,

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**FROM NORFOLK—PASSENGER**

Steamer leaves Norfolk at 6 p. m. every

MONDAY, WEDNESDAY and SATURDAY.

**FROM NEW YORK.**—At 3 p. m. every

TUESDAY, THURSDAY and SATURDAY.

**FARE**—First Class.....\$ 8 50

“ Round Trip.....14 00

“ Second Class.....5 00

**FOR RICHMOND.**—Steamers leave

Norfolk every SUNDAY, WEDNESDAY and

FRIDAY NIGHT, arriving at Richmond

next morning.

CULPEPER & TURNER,

AGENTS, Norfolk, Va.

**Trent River Transportation Company.**

C. E. FOY, President.

E. H. BARNUM, Sec'y & Treas.

C. E. Foy,

W. T. TAYLOR, } Directors.

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Running a tri-weekly line up and down

Neuse and Trent rivers. Trips regular.

Freight rates low.

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Chas. H. Foy & Co., Trenton, N. C.

Chancey Gray, Kinston, N. C.; C. M. A

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