

# COMMERCIAL NEWS

VOL. 1--NO 95.

NEW BERNE, N. C., FRIDAY, DECEMBER 9, 1881

TWO CENTS

## CITY NOTICES

**Gentlemen's Underwear.**—Gents Undershirts in all wool and merino in best styles, at A. M. Baker's.

**Cloaks and Ulsters.**—Fine Cloaks of latest style. A beautiful line of beaver and fur cloth for Cloaks and Ulsters, at A. M. Baker's.

**The Agency for Wanamaker & Brown's Clothing,** now established at J. F. Ives'. An examination of samples invited. A sure fit guaranteed.

**Dress Goods Lower.**—Dress Goods are lower this season than for many years. Black Cashmere, all wool, from 40c to \$1.00. A beautiful line of Versales cloth or mourning, at A. M. Baker's.

**J. F. Ives has now on exhibition** samples of Cloths from the Popular Clothiers, Wanamaker & Brown. The public are invited to examine. A sure fit guaranteed.

**Jewelry.**—A beautiful and elegant assortment of Jewelry just purchased in 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.

**Ladies' Furnishing and Dress Goods.**—A beautiful line of Children's Hosiery in oil colors. Madam Foy's and Thompson's Corsets. A full line of flannels, and an elegant line of Dress Goods, and Ladies and Children's Undervests, at A. M. Baker's.

**Oyster Saloon.**—David Speight, Market Dock, next to the Farmer's Home, desires to inform the public that he has opened his Oyster Saloon, and is now prepared to serve the very best and freshest oysters at all hours and in every style. Attentive, polite and skilled waiters. General meals at all hours.

**Trimings.**—Plaids and Stripes in Silk and Worsted for Trimings, also beautiful Fringe in Silk and Chenille beaded in Steel, Jet and Irredesent. A large assortment of Tassels and Cord. Brass, Steel and Metal Buttons of latest styles, at A. M. Baker's.

## SPECIAL NOTICES

**TRY Our Butter,** it can't be beat. Alex. Miller.

**BEST Brands Family Flour,** at Alex. Miller's.

**GROCERIES,** High in quality but low in prices, at Alex. Miller's

**CHOICE Groceries and Farmer's Supplies.** We warrant all goods as represented. Alex. Miller

**EXAMINE New Crockery, China, Glass ware, Wood and Willow Ware.** Goods shown with pleasure. Alex. Miller.

## C. E. SLOVER'S

### Christmas Advertisement!

**THE FOLLOWING NAMED GOODS** just received and all fresh:

#### MINCED MEAT,

Beef Tongues, Dried Beef, Spiced Pig's Feet, Lamb's Tongues (boiled and Sourced), Corned Beef, Breakfast Bacon, Sugar cured Shoulders, Small Hams,

Raisins, Currants, Citron

PRUNES, JELLIES, CANDIES,

Pickles, Oatmeal, Macaroni, Cheese,

BUCKWHEAT, RICE, WHITE BEANS, GRITS, COD FISH,

Irish Potatoes, Smoked Herring,

#### BUTTER,

Cooked Corned Beef, Yeast Powders,

ENGLISH WALNUTS, BRAZIL NUTS, ALMONDS.

Canned Corn, Tomatoes, Peaches, Pine Apple, Lobster, Salmon, Peas.

Sardines, Potted Ham, Olive Oil,

LEA & PERRINS' SAUCE,

Essence Lemon, Ess. Vanilla,

CATSUP, CHOCOLATE,

FR. MUSTARD, SPICES,

Essence Coffee,

ROASTED COFFEE.

Yeast Cakes, Fine Tea, Cond. Milk,

Fine Syrup, Molasses, Crackers.

Powdered Sugar, Granulated Sugar,

Crushed Sugar, White Ex. Sugar,

Yellow C Sugar.

TOBACCO, CIGARS,

FIRE CRACKERS!

Powder, Shot and Caps,

CLOCKERY, GLASS WARE,

JAVA COFFEE

## Tournament at Stonewall.

[Letter to the News.]

Enclosed, I send you a complimentary ticket to the tournament and ball, which takes place on December 20th. Hon. W. T. Cahio has been selected as the oastor, and will deliver the address to the knights. Knights from a distance are invited. Knights entrance fee \$3.00, which will entitle the knight and one lady to the ball. Single tickets to the ball \$1.50. Lances to be 7½ feet in length and pointed if desired. Please make mention of this tournament in your paper, and come, or send a representative and we will take care of the News. S. W. F.

## General News.

Minister Kilpatrick died at Santiago on Sunday last.

Wm. Selator was murdered by a negro at Newport News, Va.

Secretary Folger's report is very highly complimented by Congressmen.

The President's Message was received with favorable comments on all sides.

Capt. Howgate's counsel will move to dissolve the attachment on his property.

Ex-President Davis is a passenger on an European steamer overdue at New York.

The reading of the President's message in Congress occupied two hours and a half.

Oldham cotton manufacturers are moving for the encouragement of the growth of cotton in India.

The Utah Delegate question came up in the House, and a lively debate followed. The matter went over without final action.

The French Minister of Commerce declares his readiness to withdraw his decree against American pork if America would institute a trustworthy system of inspection.

Senator David Davis voted with the republicans on the question of continuing the committees as they were constituted last session. He made a long speech in explanation.

The evidence for Guiteau's defence is all in, except as to that of President Arthur. Much time was devoted to readings by the prisoner from his book on theology. Congressman Farwell, whom he asked to lend him \$200,000 to start a newspaper, thought him insane, but believed he knew right from wrong.

**POLTRY** and game are high.

**DUCKS** and wild geese are making their appearance in market places.

**EGGS** are eggs, and twenty-five cents per dozen, also.

**CUTBERT'S** new machine shop is nearing completion.

**STREET** vendors and patent medicine men are driving thriving trade in the city.

**SUBURBAN** farmers are preparing their trucking lands for planting peas and early vegetables.

**MANWELL & Crabtree** were yesterday giving the finishing touches to the machinery of the new Steamer Trent.

**JUDGE GREEN** is having his office in front of the Gaston House repaired, the floor lowered and generally remodeled.

**THE SHIP JOINER** work on the new steamer Trent is progressing quite rapidly, and is a credit to the workmen employed upon it.

**LARGE** quantities of oysters are being shipped North by steamer lines. One firm shipped twenty barrels by the last Baltimore steamer.

**POLICY PAID.**—The Order of Chosen Friends, holding a policy on the life of the late S. M. Carpenter, for three thousand dollars, has promptly paid the same at maturity.

**Mr. W. E. Clarke** goes down to the Harlowe Creek Canal work this morning.

## OUR RIVER AND HARBOR IMPROVEMENTS.

### EXTRAORDINARY FACILITIES OF OUR INLAND WATER WAYS.

#### TRENT RIVER TRANSPORTATION COMPANY AND OTHER STEAMER LINES.

As we shall be urging before the present session of Congress increased appropriations for more extended improvements in our rivers and harbors and inland water ways, it is not too early to begin upon a statement of some of the reasons why this portion of Eastern Carolina deserves, to a superior degree, the fostering aid of the general government in what we may term the marine branch of internal improvements. And we may enter upon our work by illustrating, first, the

#### TRENT RIVER TRANSPORTATION COMPANY.

In the fall of 1876, Capt. W. T. Taylor and Mr. Chauncey Gray, of Kinston, conceived the purpose of placing a steam flat, moved by a screw propeller, on the Contentnea creek and Neuse river. They made their contracts for lumber, but not being supplied in time, they were induced to examine an old flat, belonging to Mr. Cicero M. A. Griffin, of Bell's Ferry, up for rebottoming and repairs generally, which they finally concluded to take, and Mr. Griffin joining them, the partnership entered upon the work of fitting up a steam flat for our river navigation. Capt. Taylor, a practical machinist and engineer, manufactured and got together the machinery at Kinston, and placing it in the flat, towed her to New Berne, where Mr. Edwards had prepared the boiler. Here the "Contentnea" was fitted up and completed, and in March, 1877, as a steam flat entered upon her traffic in our waters. She cost some two thousand dollars, and was regarded by many as a wild experiment. But she was a success from the start, and soon began to attract the attention of those of our people interested in the steam navigation of our smaller waters.

In December, 1878, Messrs. Gates, Foy & Co., acquired a fourth interest in the "Contentnea" and the following year her owners built a house and upper works upon her as at present, transforming the steam flat into a steamboat, with saloon and passenger accommodations. At this juncture the Trent River Transportation Company was formed, dating from November 4th, 1879. The Company consisted of C. M. A. Griffin, of Bell's Ferry; Chauncey Gray of Kinston; J. C. Whitty, of Pollockville; W. T. Taylor, C. E. Foy, Thos. Gates and F. M. Simmons, of New Berne. Capital stock \$3,000.

The success of the steamer continued the most gratifying, and it was last spring determined to increase the capital stock of the Company, and with the earnings of the Contentnea, supplemented by the additional paid up capital, build a new and a better boat. The stock was increased to one hundred and forty shares, of \$50.00 par value, being \$7,000, and the Company in the new organization was limited to \$25,000 capital stock. The new or additional shareholders were, Simmons and Manly, S. H. Gray, and D. Styron, of New Berne; Franklin Foy, and Samuel Hudson, of Pollockville; Bynum and Jenkins, of Jones, and J. B. Banks, of Trenton.

Work began on the new steamer in September, and on November 16, she was launched, and christened the Trent.

The Trent is a screw steamer of the sharpie model, one hundred feet long, seventeen feet breadth of beam, with five feet depth of hold. She is being housed as a river freight and passenger steamer, and will have ample first class passenger accommodations. Her draught of water will be from two and a half to three feet, loaded, and her freighting capacity equivalent to three hundred bales of cotton. The machinery was built in Baltimore, is first class, and of ample

power to give the steamer quick speed. For light draught, speed and capacity combined, it is believed that the Trent has not been equalled by anything in our waters. She is the first steamer ever built at New Berne, will cost \$7,000 and estimate to be worth ten thousand.

Thus we see what has been accomplished from the most insignificant beginning, by one partnership or company, in the matter of establishing steam navigation on our local waters. In the Trent, New Berne owns a fine river steamer of both beautiful and useful model as a pattern for further steamboat building. The Contentnea has not near run her race, and will doubtless live to build another and still better boat, while affording the public those transportation facilities so essential to their progress and prosperity.

The example here noted must stimulate enterprise and the investment of capital in steamboat building, until our rivers and sounds are alive with local steamers concentrating their trade at New Berne.

How far the Trent River Transportation Company has contributed to the increase of business here, we do not pretend to estimate. We only know that when it began to navigate the Trent, the receipts of cotton from that direction were two hundred bales per month, or about eight hundred for the season. Now the cotton receipts by the Trent navigation are more than eight hundred bales per month and about four thousand for the season.

By putting Trent River to the use of steam navigation, the general government readily consented to improve it, and in 1879 appropriated \$7,000, in 1880 \$10,000 and in 1881 \$5,000. A further appropriation of \$20,000 is necessary to complete good navigation to Trenton, and we must all see that the money is obtained of the present Congress. The wisdom of the past appropriations is demonstrated by the increase of traffic, which is the unmistakable indication that increased and cheap water transportation facilities have multiplied productions in the Trent River country. The very marked prosperity of the people of that section would supply any evidence wanting.

#### OTHER TRANSPORTATION.

Nor is the Trent River Transportation Company alone in this line of New Berne enterprise. We have steamer the Neuse of the Neuse River Line, plying between New Berne and Kinston, whose owners, for pluck and energy are not out whit behind the others, and during good stages of water has served the public with cheap and efficient transportation, and contributed its full share to the business and prosperity of this port. The General government is also engaged in improving the navigation of the Neuse, and public interest must not relax the effort of still further improvement.

The Contentnea Creek is undergoing improvement, and can be made a valuable contribution to commerce; and when opened will afford water for steamers of the class of the Contentnea.

Swift Creek, having a general depth of water greater than any of the streams above referred to, with a little effort on the part of the General Government would be open to navigation by larger boats than the class we have been dealing with, and upon the bosom of that stream could be succored a valuable commerce; and through transportation facilities that should be afforded, a naturally rich and productive agricultural section be brought under tribute.

Below we have the Bay and the Sound, constituting present outlets to our commerce over-taxing the capacity of five large steamers per week, and concerning which Mr. Best, President of the Midland Railway, has recently informed his Boston Directory that he has kept from one to two thousand bales of inland cotton lying at his New Berne pier for the want of outward water transportation, and had it been adequate for the guarantee of prompt removal, he could have about

doubled the large business of his railway line.

In such respect, therefore, we invite the view of Congress to the port of New Berne; and its tributary waterways and we put our enterprise and the result of recent efforts forward as the plea and justification for the aid and assistance we shall ask at the hands of the General Government.

#### Personal.

Dr. C. J. Mattocks, of Pollockville, was in the city.

Mr. W. N. Dennis, leading merchant of Swansboro, was in town.

Mr. J. N. Foscoe, a prominent farmer of Jones, was in town yesterday.

Mr. Samuel Hudson, a leading merchant of Pollockville, was in town yesterday.

Mr. Geo. W. Smith, merchant of Webb's Creek, Onslow county, was in the city on business.

Rev. Dr. Burkhead, new pastor of Neuse Street Methodist Church, arrived in the city yesterday, and is the guest of Rev. Mr. Wood.

Rev. F. H. Wood, retiring pastor of the Methodist church, who goes to the Wilmington station, returned from a visit to the Atlanta Exposition yesterday. Mr. Wood does not know at what time precisely, he will leave for the new field of his labors.

Judge Gilmer adjourned court and left for home yesterday morning. He has ended his Fall circuit and now has a rest until the first Monday in January, when the quarterly term of Wake Superior Court begins. It is the expression of some of our members of the bar that Judge Gilmer is one of the best judicial officers in the State.

#### GRAND TOURNAMENT AT STONEWALL.

A grand tournament, coronation and ball, comes off at Stonewall on Tuesday the 20th instant, Fr. Geo. S. Atmore, Chief Marshal. The Assistant Marshals are J. F. Sawyer, H. H. Bowdy and O. D. Lewis; Judges, C. M. Babbitt, W. H. Sawyer and J. W. Brabble; Honorary Managers, C. H. Fowler, W. T. Cahio, B. F. Mayhew, L. Miller and J. B. Quick; Managers, S. W. Ferebee, Frank McCotter, J. T. Cooper and A. S. Hudson; Floor Managers and Committee on Entertainment, J. B. Ferebee, E. L. Dawson, A. J. Flowers, W. W. Hooker and C. H. Brinson.

#### SUNDAY MAIL ARRANGEMENTS PERFECTED.

General Manager Yates, of the Midland Road, received a dispatch from the Post Office Department at Washington, yesterday, stating that every necessary arrangement for the Sunday mails over the road had been perfected, and that hereafter the mails would be received and delivered at all post offices on the line on Sundays the same as other days.

Col. Yates states that this arrangement is entirely due to the efforts and attention of Hon. Orlando Hubbs, our member of Congress, who already gives an earnest, in the most signal manner, of becoming a most useful and efficient representative of the people of this portion of the State.

We are very thankful for the perfection of the Sunday mail arrangement. At best we are twenty-four hours behind Goldsboro, and from thirty six to forty-eight hours from the National Capital and New York, and the intervening loss of a Sunday mail would throw New Berne, and all this portion of Eastern Carolina, about seventy-two hours—three days and often more—behind the balance of the world.

We trust that our Congressman will now look after the matter of the double daily mail which we placed in his hands from the New Berne Board of Trade, and also the restoration of the daily mail service between this point and Washington, our next door neighbor, and business rival.

[See Fourth Page for other Local Matters.]