

# New Berne

INDEPENDENT IN ALL THINGS.

NEW BERNE, CRAVEN COUNTY, N. C., JANUARY 18, 1883.

VOL. V.

Terms \$2.00 Per Year.

NO. 11.

## NEW BERNE ADVERTISEMENTS.

### JOHN C. WHITTY,

Manufacturers' Agent for

Belton Engines, Saw Mills,

Grist Mills,

Cotton Seed Hullers,

Blow Cotton Presses, Cotton Cleaners,

Cotton Seed Hullers,

Wheat Threshers,

Pumps, Circular Saws, Saw Gommers,

And everything connected with machinery.

Send for Prices and Terms, and remember that no well-regulated family can afford to be without a Gilbert Force Pump.

Machinery furnished at Manufacturer's Prices.

NEW BERNE, N. C.

Next door to Union Exchange.

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## COTTON SEED MEAL AS A FERTILIZER.

The JOURNAL has oftentimes referred to the cotton seed oil mill in New Berne in order to praise and commend the enterprise. The successful prosecution of that and other like manufacturing enterprises will make a new city of New Berne. And we are glad to note that the people here are making a home market for refined cotton seed oil which will make it the easier to introduce machinery to refine and purify the crude oil.

But there is another product from this manufacturing that should command attention—the cake or meal, after the oil is extracted. This product has been generally valued by farmers very highly as a stock food. The farmers of Europe, especially in England, recognize its great value and in 1880 the exportations of oil cake amounted to 453,924,235 pounds, and the average price paid for it at the seaport was 1.4 cents per pound, or \$28 per ton, costing the English farmers about 85c.

But, of late, another very important value of the cotton seed meal is claiming the attention of farmers. The first and great idea concerning cotton seed is the material value arising therefrom. From time immemorial cotton seed has been the Southern farmer's great guano bank, and unless he can get fertilizer in return it will not pay him to sell his cotton seed at any price.

It is claimed now by eminent agriculturists that the meal is worth more as a fertilizer than the whole cake. The oil is worth anything as a manure, and the grinding up of the meal makes it more available. The Southern Cultivator writes that "the meal is easier to handle and more readily absorbed by the soil; it acts more promptly, and, in some aspects of the case, quick returns from manure take to the farmer which quick sales are to the merchant; they escape from the hills rather promptly, and a part of its phosphoric acid and potash may remain increased in the soil for a long time."

All farmers are familiar with the fact that there is always a liability of loss of ammonia in killing the seed, but exactly what loss is sustained, or what is the manner in which ammonia being gassed, escapes from the hills rather promptly, and a part of its phosphoric acid and potash may remain increased in the soil for a long time."

We are, of course, aware of the fact the oil possesses no value as a fertilizer and that consequently its removal detracts nothing from the value of the seed for agricultural purposes.

There is one fact which I am desirous of impressing upon the mind of farmers, viz., that they cannot afford to part with the cotton seed crop unless they receive at least its price, unless their equivalent in material value is returned to the soil in some form.

This may be done in several ways. One is to exchange the seed for an equivalent in value of the cotton seed meal—say 1,000 pounds of the meal delivered at the depot.

Another is to receive an application of ammoniated superphosphate. The farmer cannot afford to sell his cotton seed at less than twenty cents per bushel, since he cannot with the money received a lower price than the equivalent amount of plant food that is removed in the cotton seed. Unless this is annually done, the deterioration of the soil is certain.

The following analysis of cotton seed meal shows the percentages of valuable ingredients in cotton seed meal.

Ammonia is valued at 22 cents per pound; phosphate acid at 12c; potash at 6c.

According to the valuation applied to the constituents of the meal, the commercial value of the ton of seed is \$17.25. There are 66 bushels in a ton which at the rate of twenty-three cents per bushel, can agree upon prices it is plainly to the advantage of both and of the whole country that the oil be not wasted, as it is when the whole seed are used as manure. If it can be of service at any time command me.

Very respectfully yours,  
J. T. HENDERSON,  
Commissioner of Agriculture.

## GIVE THE INTERPRETATION.

In reading letters and public documents of politicians it is sometimes necessary to "read between the lines." That is, while the wording of the letter may apparently convey one idea, yet at the same time there is a hidden, inner meaning that requires a little study to get at.

We have thought that the Governor's Message on the A. & N. C. Railroad must needs be read "between the lines." We can't understand how any reasonable man can say that the stock in the Atlantic road is "worth nothing," and yet expect to get 150 miles of road built by giving this "nothing" away. And yet he must expect to get the road built, or he would not ask the Legislature to pass the bill. And, too, the Governor seems to show by indisputable facts and figures that the road is worth nothing.

It is true that the State has a nominal interest in the stock of the Atlantic road to the amount of \$1,286,000. For this she issued her bonds to that amount, beginning 1st of January, 1866, to run for thirty years, and pledged her stock in the road for their redemption. Some of these bonds have been taken up by the State at forty cents in the dollar, which is still outstanding \$948,000, with fourteen years more interest, which is a lien upon the State's stock. Some of these bonds fall due January 1st, 1883, so that the State, from now, this stock will be sold out and the State's interest in the road lost.

The JOURNAL would not pretend to be able to "read between these lines," and yet it will offer an interpretation that may go until something else is offered.

We will suppose the Legislature has passed the act desired by the Governor—and a bill for that purpose has already been introduced by Mr. Overman, one of its members, and formerly the Governor's Private Secretary;—and then we will assume that the Governor has made the transfer to Mr. Best. Next we will assume that the Legislature will re-enact the Funding Bill of 1880 allowing the holders of the old North Carolina bonds to exchange for new bonds at 40 cents on the dollar—of which there is little or no doubt. Now we are ready to see the result.

There are \$248,000 in bonds which are due to the State's interest in the Atlantic road, or the owners of these bonds may exchange for new State bonds at 40 cents on the dollar. Because a man holds a mortgage on a piece of property, he is not at all obliged to make his money out of the property. He can collect from the obligor direct if he sees fit.

But, it will be said, the owners of these bonds are not likely to do this. They will rather sell them to Mr. Best, the assignee of the State's interest, and we use his name merely to illustrate our idea) would get an agent to buy up all of these bonds, quietly and secretly, at whatever might be their market price—say 50 or 60 cents on the dollar. Then the bonds would be presented to the State Treasurer to be funded at 40 cents.

Mr. Best would then have the Atlantic and North Carolina railroad, and be out of pocket only the difference between the 40 cents New Bonds and the amount paid out, say fifty or sixty thousand dollars.

We suggest to the members of the Legislature to look carefully at this measure before passing it. The explanation given by us may not be the true one—it is only thrown out as a suggestion—but that there is some hidden meaning there can be no doubt. And, too, the Atlantic railroad is not a valueless piece of property as generally represented. It cost two million dollars, and in a few years, with good management, it ought to be worth something like half that amount. The country on the road is prosperous and the business interests of this city are rapidly increasing, and there is no good reason why the railroad traffic should not make a rapid and permanent increase.

If the State can get a fair price for her railroad property—not forgetting to protect the private stockholders in making the sale—then let us sell; but let us not pretend that our property is worth nothing and then allege that there is a chance to fool some shrewd business corporation into giving us about a million of dollars for it.

"Home to Stay."

The following dialogue took place between two country visitors who had obtained entrance to a house at which they had knocked, and a German living next door.

"Where is she?" "She's gone to the cemetery down." "When will she come back?" "Oh, she won't come back already any more; she's gone to stay 'till a det'!"

## LEGISLATIVE PROCEEDINGS.

(Continued from News-Observer.)

SIXTH DAY, SENATE.

Mr. WOODRUFF, of committee, reported adversely on the bill to prohibit justices of the peace from receiving themselves or their relatives to office in Lenoir county; Mr. Battle, adversely on bill relating to the catching of fish in Lumber river; Mr. Cozart, adversely on the bill prohibiting the shipment of lumber from this State to other States.

Mr. Pemberton, a bill repealing the law which compels county commissioners to levy a special tax to keep up public schools for four months when the State tax is insufficient.

Mr. King, of Pitt, a bill to regulate fishing in Pamlico River.

Mr. Clark, a bill to incorporate the Centurion Benevolent Society.

Mr. Ebb, a bill authorizing magistrates to hold juries in their respective townships.

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## WAR REMINISCENCES.

The Elm City Riflemen.

Upon the organization of a new military company which is now being perfected in the city of New Berne, it would not be amiss to give a brief history of one of the old companies which were considered as among the things of the past.

The military parade at the grand celebration in New Berne on the completion of the Atlantic and North Carolina Railroad, inspired the young men of the city with an organization of the kind which culminated in the Elm City Riflemen.

At the breaking out of the "War between the States," the services of the company were immediately tendered to Gov. Ellis; they were accepted and the company ordered to Elm City on the 15th day of April, 1861. Up to this time they had been in the Elm City Riflemen.

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