New Berne Weekly Journal.

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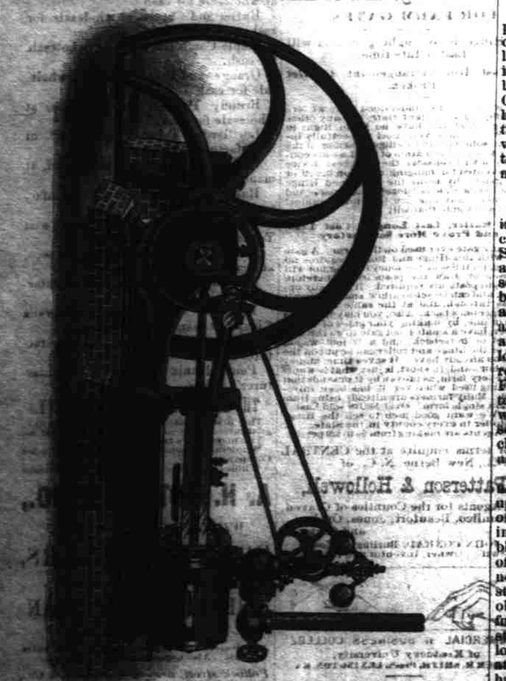
NEW BERNE ADVERTISEMENTS.

JOHN C. WHITTY,



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FORT AND FLEET.

The Luck and Pluck of the Montauk—How a Privateer Came to Her End—The Reward of Months of Vigilance.

(Detroit Free Press.)

One of the quickest, neatest jobs performed by a Federal gun-boat outside the destruction of the Atlantic, was accomplished by the iron-clad Montauk in 1863, and, as by the capture of the Atlantic the Confederacy lost a privateer which had cost nearly $1,000,000 in gold to fit out, so also it lost an equally valuable craft in the destruction of the Nashville, brought about in a most singular manner.

THE PRIVATEER.

In the summer of 1862 an English iron-built steamer whose name I cannot trace ran the blockade into Savannah, carrying a cargo valued at over $1,200,000. She had scarcely entered port when the blockade was strengthened by the arrival of two or three more vessels, and the steamer found it quite another thing to get out. She loaded with cotton, turpentine and rosin and ran down the Ogechee to Fort McAllister, but there she came to anchor. The blockaders were waiting for her in the river and sound, and there was not one chance in a hundred of her being able to dodge them.

For two or three weeks the runner remained in the river, steam up and hoping to tire the vigilance of the Federals and find some opening, but none came. One of the blockaders anchored in the middle of a channel not fifty feet wide, and no sort of weather could help the steamer to squeeze past such an obstruction. After waiting until further delay seemed useless the steamer returned to the city, unloaded her cargo, and the Confederate Government at once took her in hand and began the work of converting her into a privateer.

THE NASHVILLE.

This was the name given to the new craft, and owing to her strong build and speed the work of remembering her was not a difficult task. Being intended for a privateer only, she was not as heavily armed as the Alabama, Atlanta and others, nor was it expected that she could be made invulnerable. Her engines, pilot house and other localities were securely protected from the projectiles of ordinary gun-boat ordnance, but a dozen places were left where a nine-inch gun would send a shot clean through her.

Men who had worked on fitting out the privateer deserted at different times and carried the news to the Federals, and long enough before she [illegible] it was known in Washington what was going on at Savannah. Orders were issued to the blockading fleet to catch the Nashville at all risks when she came out, and for months some of the fleet did not move a hundred feet from where the anchor first went down.

To prevent any expedition from the fleet ascending the river and descending the river and destroying the vessel, the Confederates arranged various obstructions and planted several torpedoes, and a water patrol was maintained day and night from the shipyard. This was not labor lost. Three different expeditions were planned and prevented, and two Federal scouts who were blown sky-high by a torpedo. A Confederate patrol-boat was within 200 feet when the explosion took place. One of the men, who seemed to be the center-piece of a water-spout, fell within ten feet of the boat, which was at the same moment nearly swamped with the water descended. The man was so badly hurt that he died within two or three days. The other man seemed to ascend perpendicularly, and to a great hight, for he did not come down for several seconds after the first. His body was found floating on the surface along with the fragments of the skiff, and those who overhauled it found legs and arms and almost every bone broken. It was said at the time that Dupont received a hint from Washington That if the Nashville escaped to sea through the negligence of any of his commanders some one would lis official head. For more than five months constant watch was kept for the privateer, and it was to a day when she would be ready to move.

BOXED UP.

After the Nashville was afloat and her guns and crew aboard she discovered that she had no more show to get out as a privateer than she had as a blockade runner. She ran down to the fort and reconnoitered and remained there several days, and then returned to her old berth. This programme of running up and down was followed until everybody became tired, and Confederates began to hint that the Nashville needed a new commander. The greatest dare-devil in the Confederate Navy would not have taken the risks confronting the privateer. She had in front of her at least five Federal vessels, all of them better armed and each one with heavier mail than she carried. To run out of the river was to give the Nashville to the enemy. To remain was galling.

WHISTLING TO A FOX.

Then the Confederates tried another dodge. Just after a bad spell of weather the Nashville hid herself in a bend of the river above the fort, threw out pickets ashore to prevent Federal scouts from coming near, and it was given out among the garrison at McAllister that the privateer had escaped through the fleet and gone to sea. Then a chance was given two or three men to desert, and they carried the news to the Federal fleet. The Savannah papers gave an account of her dodging out, with a statement that she had been seen off Charleston.

But Dupont was not the sort of fox to stop for a whistle. The sharp eyes aboard his vessel had kept too good watch to believe these stories, and after it was seen that the trick had failed, the Nashville once more came down to the fort.

HARD AGROUND.

On the 27th of February, as the Nashville was making her usual run in the river, she struck a newly formed bar a mile or so above the fort. As she had full steam on when she struck, it was at once discovered that no little trouble would be experienced in getting her off. The tide also began to fall just then, and after working away for thirty minutes it became plain that she could not be got afloat before next high tide. Every preparation was made to aid the tide in floating her next day, and but for an unlooked for interference she would doubtless have been pulled off all right.

FEDERAL PLANS.

It soon became known to the blockaders that the Nashville was aground, and a reconnoitering vessel secured all obtainable particulars. Before midnight a deserter from the privateer had reached the fleet and given the exact state of affairs. A boating expedition had almost been decided upon, but when the deserter stated that there were no hopes of getting the craft a float before 10 o'clock next day she was considered as good as destroyed.

OPENING FIRE.

At break of day the Montauk left the fleet and advanced to within less than 1,000 yards of the fort. By way of the river around to where the Nashville was aground was a distance of nearly two miles, but across the peninsula it was no more than 800 yards. If the Montauk could stand the fire of the fort she could hold the privateer under short range. Setting herself down in her berth with the shot from the fort flying around her, the Montauk soon trained her guns on the Nashville.

Such a proceeding had not been anticipated aboard the Nashville and the greatest excitement at once prevailed. She had no ordance to compare with that of the Federal, and it was realized that she must be abandoned. Orders were issued to this effect, and in fifteen minutes from the appearance of the Montauk the Nashville was abandoned. Officers and crew saved most of their personal property and the retreat was made in good order.

COOL PRACTICE.

The Montauk now had it all her own way. The fort opened on her from every gun which would bear, but paying no attention to these missiles she felt for the range of the privateer. At the third shot splinters were sent flying, and the fourth, fifth and sixth went plump into her. The Nashville presented a fair broadside, and when the monster fifteen-inch shell struck her the the crash of iron and wood could plainly be heard for a mile. An opening would be made large enough for a man to crawl into, and the river was soon covered with splintered wood. Inside of twenty-five minutes after the first shot was fired the Nashville was on fire, but the Montauk kept pounding until the craft was in flames in three different localities.

WHAT A FIREMAN SAW.

One of the colored firemen had a bottle of whisky, and between 4 o'clock in the morning and the Montauk's first shot he drank enough to make him helpless. In this condition he stowed himself away and went to sleep, and the next thing he knew the eleven and fifteen such shells were terring their way through the privateer and the crew had departed. I met the man in Atlanta in 1882, and as he gave a straight list of all the officers of the Nashville, with all the particulars of her running on the shoal, his story seemed entitled to full credit. As soon as he discovered what had occurred and what was then occurring he was perfectly sober. His only chance was to go overboard, and while looking for something to float him the vessel was hit twice, and each missile made her rock from stem to stern. She was on fire in two places when the negro left her, and not only did he go overboard with a plank to sustain him, but he floated past the fort and was picked up after he had drifted down among the blockaders.

IN FLAMES.

After the fourth or fifth discharge the practice on board the Montauk was perfect. At this fair range she could plant a shell wherever directed and each one seemed to start a fire in the hold. When the flames had taken a fair hold the Federal ceased firing and remained a quiet spectator of the destruction of a craft over which Uncle Sam had worried and grown thin for long months. About 6 o'clock she blew up with a loud report, and up to 1880 portions of the wreck were yet visible near the spot.

TAKING A POUNDING.

The Nashville had depended upon the fort to drive the Montauk off, and the fort had tried its best to do so. The Federal was under a steady fire from five or six guns for over an hour, but not the slightest attention was paid to the fort. Shot after shot crashed against the armor of the Montauk, but only to leave a slight dent and drop into the river. The mission was to destroy the privateer, and even after that was accomplished Commander Worden remained at anchor to watch the progress of the flames, while the fort was dropping an iron missile on his desks every thirty or forty seconds. One may search the whole record of naval affairs during the war and not find such another case where pluck and luck were combined in so happy a manner. It was only after the destruction of the Nashville that the Confederates who had been sneering at her commander for not pushing his way past the blockaders realized what would have happened had she tried the experiment.

The fifteen-inch shell of the Montauk would have penetrated the Nashville at 2,000 yards, though the firing would have been wild. At the range she had, it was almost trifle practice. One shell went clean through both sides of the ship and across the river before exploding, and years afterwards a piece of the shell weighing over two pounds was dug from a tree at a point eight feet above the ground.

Hundreds of thousands of dollars had been spent on the Nashville, and the Confederate Government had built high hopes on her success, and yet a bit of ill-luck for which no one could be held responsible led to her destruction before her crew had ever beat to quarters or one of her guns been stained by powder. M. QUAD.

North Carolina Agricultural Experiment Station.

BULLETIN 1., 1883.

Phosphates have been much cheaper the last few months than they have ever been before in our State. The materials supplying ammonia are cheaper than they were last year also, although not as cheap as they have been. The figures used in estimating the relative commercial values have been modified to agree with this state of things. The following figures are a fair approximation to the cost of these ingredients in our inland towns at the present time:

Phosphoric acid, 10 cents per lb., was 12½ cents last year.

Ammonia, 22½ cents per lb., was 25 cents last year.

Potash, 6 cents per lb., was 6 last year.

Please bear this change in mind in connection with the analyses to be reported. The standard is the same on the average. The lower valutations do not indicate that the articles are inferior to what they were last year. It only means that the ingredients are cheaper. As an illustration; an ammoniated superphosphate of such a composition as to have given a valutation of $40.00 by last year's figures would receive a valutation this year about $35.00. Just so, an acid phosphate valued last year at $30.00 would be valued at $24,00 by these figures.

The analyses are given in the accidental order in which they have been entered upon our books and completed. They are all made on samples of new goods, drawn by our inspector since Jan. 1st 1883.

Analysis No, 1870 Stono Acid Phosphate, Stono Phosphate Co., Charleston, S. C., sampled at Raleigh, contains available phos. acid 11.10, potash 1.60 per cent.; rel. com. value $24.12.

No. 1872 Pine Island ammoniated phosphate, Quinnisiac Fert. Co., New London, Conn., Royster & Co., Gen'l Ag'ts, Norfolk, Va., contains available phos. acid 9.56, ammonia 2.87, potash 2.04 per cent., on sample drawn at Wilmington; rel. com. value $34.48.

No. 1874 Star Brand Complete Manure, Allison & Addison, Richmond, Va., sampled at Wilmington, contains available phos. acid 9.72, ammonia 2.67, potash 1.29 per cent.; rel. com. value $33.00.

No. 1876 Sea Fowl Guano, Bradly Fert. Co., Boston, Mass., S. F. Lubrick, Ag't., 108,5 Chas. St., Baltimore, Md., sampled at Wilmington, contains available phos. acid 8.98, ammonia 2.66, potash 1.57 per cent.; rel. com. value $31.82.

No. 1877 Bradley's Patent Superphosphate of Lime (Manufacturer and Ag't same as last) sampled at Wilmington, N. C., contains available phos. acid 8.96, ammonia 2.68, potash 1.77 per cent.; rel. com. value $32.10.

No. 1880 Genuine Peruvian Guano, Chas. E. Smith & Co., sampled at Wilmington, contains available phos. acid 12.30, ammonia 10.74, potash 3.71; valuation, using same figures as for manipulated fertilizers, $77.28. Ammonia is cheaper in Peruvian Guano, however, than in any other forms.

No. 1881 Cotton Brand High Grade Acid Phosphate, Chas. E. Smith & Co., sampled at Wilmington, N. C., also address of the manufacturer, contains available phos. acid 12.77 per cent.; rel. com. value $25.54.

No. 1885 Hyman's & Dancy's Premium Guano, H. & D., Norfolk, Va., sampled at Wilmington, contains available phos. acid 10.77, ammonia 2.32 per cent.; rel. com. value $30.78.

No. 1889 Farmers' Friend Fert., Read & Co., New York, sampled at Wilmington, contains available phos. acid 9.21, ammonia 2.62, potash 2.40 per cent.: rel. com. value $33.09.

A Soft Thing on Jem Mace.

The arrival of Jem Mace, the English pugilist, from Australia, has revived the old story about the joke that Zach Chandler played on Senator Conkling. Chandler and Conkling were both pretty fair amateur boxers, and they enjoyed the sports very much, though Roscoe was a little too much for Zach. Chandler wanted to play a joke on Conkling, so he hired Mace to help him. He got Mace to visit his house, and go with him to a boxing school where he was sure to meet Conkling Chandler and Conkling sparred a round, when Chandler said he didn,t feel very well, and he took off the gloves. Mace picked up one of the gloves and looked at it in an innocent sort of way, and Chandler introduced Mace as his friend, Mr. James, postmaster at Pentwater, Mich. Conkling asked Mr. James if he ever boxed, and he said he used to when he was a boy, and after a little coaxing he put on the gloves. Chandler had told Mace to play off for a while, and then everlastingly pelt the nose of Conkling. Before they commenced Chandler asked Conkling, as a favor, that he wouldn't hurt his little friend, and Conkling said he would be careful Conkling led off and took Mace on the forehead, and on the ear, and all around, and Mace didn't seem to be able to get a blow in anywhere. Conkling was pleased with the soft thing he had struck, and after resting a little they squared off again, and after Conkling had given Mace one in the eye, Mace woke up and gave Conkling one with each hand, a dozen times, before he could wink, and kept it up, sending him clear across the room, and wound up by knocking him down; and he rolled half a dozen times, and fell all over himself. When Conkling got up and got himself collected together, Chandler introduce him to "Jem Mace, champion pugilist of the world." and Conkling fainted away. He was never very friendly to Chandler after that.

LEGISLATIVE PROCEEDINGS.

(Condensed from News-Observer.)

THIRTY-FIFTH DAY.

SENATE.

Mr. Caho, petition from Lightwood Canal Company, of Hyde county, asking an extension of their charter; also a petition from citizens of Stonewall, asking for an amendment of their town charter.

Mr. Whitford, bill to prevent the running at large of live stock in certain parts of Craven county.

Mr. Jones, with consent called up his resolution to the Western North Carolina Railroad Company.

Mr. Alexander said he simply rose to ask why this information could not be had from the Governor as the chairman of the commission, as in that way it could be gotten without expense to the State.

Mr. Jones said because there were matters inquired of by that resolution that were not in the knowledge of that commission.

Mr. Alexander replied that they ought first to call on the Governor for that information; as the commission had been appointed to that end. He submitted it was not treating them with the proper courtesy and respect now to go outside of them to inquire into the transactions of the road.

Mr. King, of Cherokee, insisted on the resolution. He thought it but a matter of justice to the people to know whether the money from the mortgage bonds of that road had been expended for the road or for foreign corporations before they were called upon to legislate.

Mr. Jones insisted on his resolution, and that no discourtesy was meant to the commission.

Mr. Loftin thought the resolution a proper one, whether it reflected on Governor Jarvis, Governor Vance, or Governor anybody. He thought it should be adopted.

Mr. Jones amended his resolution; "Provided that the committee be first required to inquire of the Governor as chairman of the commission." The resolution was adopted.

Mr. Scott, of New Hanover, asked for the ayes and nays. Ordered; ayes 19, nays 14, so bill passed its second reading. The bill adds to each township and has passed the House.

Mr. Scott, of New Hanover, offered an amendment on the third reading, that the increase be elected by the vote of the people of the townships. He spoke to this amendment; he wanted to see the people smile one time in thinking one time they had been restored to the full rights of suffrage.

Mr Whitford hoped the bill would pass.

Mr. Scott, of New Hanover, asked for the ayes and nays on his amendment.

The vote was ayes 12, nays 20, so the amendment was adoped.

The main question was put and the bill passed its third reading.

Bill to elect eight additional trustees to the University.

Mr. Hill and Mr. Loftin explained the bill. It passed its third reading.

Bill passed third reading—yeas 26, nays 3.

HOUSE.

CALENDAR.

An act for the better protection of landlords, passed its third reading.

To prohibit fishing on Sunday. Reierred to the Judiciary.

To provide for the election of tax collectors in the various counties. Tabled.

THIRTY-SIXTH DAY.

SENATE.

Bill to regulate the fees of justices of the peace and for other purposes. Mr. Evans' bill. A majority of the committee on saharies and fees reported adversely.

Mr. Womack moved to table the bill. Tabled.

The chair at 11 a. m. annouced that the hour for the special order had arrived, it being a bill to create a railroad commission. Two bills. One submitted by Mr. Payne with amendments, known as "the Boykin bill," for the majority of the committee, and the other submitted by Mr. Clarke, for the minitory.

Mr. Boykin asked that the report of the committe be read.

It was read, stating that the undersigned, representing a majority of the committee, recommitted that the above bill do pass.

Mr. Pinnix then called for the reading of the minority report of the committee.

Mr. Payne suggested that sections 11 and 12 be read, as the only difference among the committee was as to regulating the matter of freights. The sections were read.

Bill to prohibit the use of drift nets in certain waters of the State. Mr. Clarke for the committe, stated the amendmet to the bill, confining it merely to the county of Dare—which was adopted—and the bill passed its third reading.

Bill to quiet titles to real estate, to take effect the 1st day of July, 1883. Mr. Clarke amended, to make it the 1st of January 1884, which was adopted, and the bill passed its third reading.

HOUSE.

BILLS.

were introduced, passed their first reading and were referred as follows:

Mr. Wood, to give to Kinston College power to confer marks of honor and distinction upon students. Committee on Education.

THE CALENDAR

was taken up, and the following bill was disposed of as follows:

Substitute for an act for the protection of farmers. Tabled.

SPECIAL ORDER

for this hour was then taken up, it being an act relating to the sale of the State's stock in the Atlantic and North Carolina Railroad Company.

Mr. Overman explained the object of the bill, and stated that he had no private purpose to serve in introducing this bill; that it grew out of the Governor's message, and all he wanted was to see a railroad running through that part of the State. He read a portion of the Governor's message in support of his argument in favor of the bill. He spoke of the great benefit it would be to the people of the section through which it ran. He hoped it would pass.

Mr. Page said that of course this road would open up a great country; that a railroad built in any part of the State would open up a great country. That it would run nearly parallel with the North Carolina railroad—the only road in the State which declared a dividend on its bonds or helped to pay the interest on the State debt. That to run a road along the side of this road would be to bring the State's interest into competition with that of this new road. And he was opposed to it, because the private stock was not protected.

Mr. Tate moved to refer to the committee on Internal Improvements.

Mr. Overman said that he was opposed to referring; that the road did not run parallel with the Western North Carolina railroad, for that road run almost in a circle, and that a straight line would not run parallel with a circle.

The motion to prefer prevailed.

CALENDAR [resumed.]

To incorporate the insane asylums of the State.

Mr. Wilcox moved to amend so as to allow paying patients only when there was room, without excluding indigent patients.

Mr. Springfield moved to amend so as to prevent any person from entering these institutions, or any other State institution, who owns five dollars worth of property, except the penitentiary.

Mr. McCotter moved to amend so as to provide that when the asylums were full and an application was received from an indignant person, that paying patients be discharged so as to make sufficient room for the indigent.

The bill was discussed by Messrs. Stanford, Bunn, Wilcox, Holt and others.

The amendments were voted down.

The bill then passed its third reading.

To amend an act to provide for levying of taxes, Ordered to be printed.

THIRTY-EIGHT DAY.

SENATE.

BILLS

On motion the unfinished business of yesterday went to the calendar and the special order came up, being the bill for creating a railroad commission.

Mr. Pinnix asked attention that the minority bill would come up first.

Mr. Dortch thought differently, the first thing was to perfect the original bill. There was a scattering discussion as to which bill should have the preference. Mr. Pinnix and Mr. Clarke, referring to Barclay's Digest and contending that by all parliamentary practice the minority should be first considered. Mr. Pinnix said it was so in the House and had been the practice in the Senate.

Mr. Dortch denied that it ever was the practice in the Senate, and passed his decision on the general principles of parliamentary law.

The chair held that the bill recommended by the minority of the committee should have been presented as a substitute for the bill of the majority, this not having been done, he was of opinion that the question was first as to pending amendments to the majority bill; this latter point, however, was true in law, even if the substitute was pending.

The majority bill was taken up, and Mr. Dortch spoke to amendments, the first being to provide an expert for the commissioners for inspection purposes, and for the railroads to carry them free when on official business he was for making the clerk's salary eighteen hundred instead of twelve hundred dollars, so as to secure an expert in the freight business; he was for striking out section 16, which provides that the commissioners may prescribe a time schedule for passenger trains on all railroads in this State.

After further discussion—

Mr. Ramsay moved to postpone the question and further discussion to next Tuesday and make it special order for 11 o'clock that day. The motion prevailed.

Bill to amend the charter of the city of New Berne, passed its second reading—yeas 24, nays 9.

HOUSE.

PETITIONS

were introduced of as follows:

Mr. Hardy from Carteret county, concerning Dutch nets,

Mr. Thompson, from the town of Richland, asking that the charter be amended.

BILLS

were introduced, passed their first reading, and referred as follows:

Mr. Tate, to establish a new county by the name of Lee. Propositions and grievances.

Mr. Hardy, to establish a graded school in Beaufort. Education.

Mr. Johnson, of Craven to incorporate the NewBerne Star Band. Corporations.

Mr. Thompson, to amend chapter 8, laws of 1880. Corporations.

Mr. McCotter, to amend chapter 354, laws 1881. Judiciary.

Mr. Forbis, to allow the qualified voters of Guilford county to choose their own form of county government. Judiciary.

CALENDAR.

To establish graded schools in Kinston, N. C. Second reading.

NIGHT SESSION.

CALENDAR

was taken up and a bill to regulate the hunting of wild fowl passed third reading.

New Berne Advertisements.

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