

New Bern Times

M. S. HENRI, Proprietor.

VOL. VI.

INDEPENDENT IN ALL THINGS.

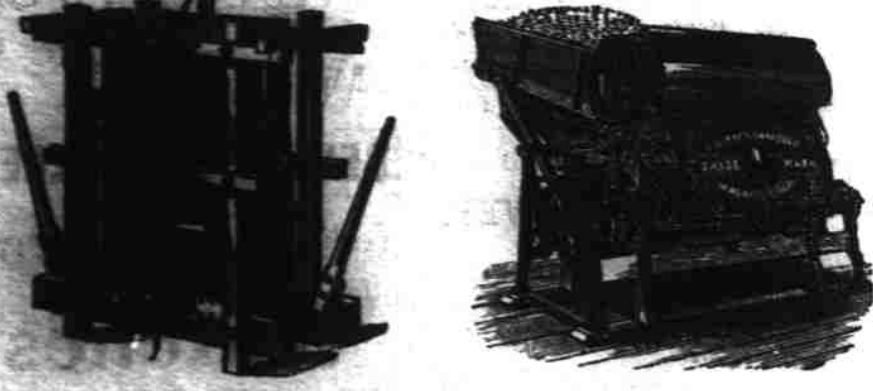
NEW BERNE, CRAVEN COUNTY, N. C., AUGUST 16, 1883.

Terms \$2.00 Per Year.

NO. 20.

NEW BERNE ADVERTISEMENTS.

MACHINERY.



(From the New Orleans Times-Democrat.)

The Gullett Magnolia Cotton Gin.

In our paper to-day will be found the advertisement of that justly celebrated cotton gin—the "Gullett Magnolia." We have traversed with it in the past six months the entire cotton belt from Texas to Virginia, and throughout the States combined in that district the reputation of this noted gin is beyond cavil or question. It stands first and foremost with all in mechanism, durability and perfection. And, indeed, no enterprise could fail of success, conducted as is the business of this company. Originally under the control of Benjamin D. Gullett, a man familiar throughout the South, at his death its management devolved upon one whose name is in itself a tower of strength—Albert Baldwin, Esq. To his side this gentleman has called, as general manager, Mr. Geo. A. Peete, than whom, in executive ability, none abler can be found. Truly in this establishment is a home institution, everything used being made at their own factory, while the majestic magnolia and long leaf yellow pine, of which their gins are manufactured, grow thick on the soil immediately adjacent lands. In fine, the "Gullett Magnolia," as a gin, cannot be excelled, and all who use it sound its praises ever afterward.

For sale by

J. C. WHITTY.

I carry a full line of the following goods, and solicit a share of your patronage.

Send in your orders for Engines, Cotton Gins, Presses, Rice Treshers, &c., as early as possible, and thereby avoid delays and disappointments.

"Kentucky" Cast Mills, "Cook's" Refrigerators, "Washington" Cold Mills, "Maryland" Corn Shellers, Backways and Champion Grain Fans, Steam Engines, all sizes, "Rice and Wheat" Threshers and Separators, Currier Cotton Gins, Currier Condensers, Currier Cotton Cleaners, Gullett's "Magnolia" Gin, Hydraulic Cotton Press, Power Cotton Press, "Household" Corn Mills, "Shook's" Pat. Shingle Machine, &c., &c., &c.

Write for terms and prices, and remember that no well regulated family can afford to be without a Gilbert Force Pump.

Respectfully yours,

JOHN C. WHITTY,

GRAVEN STREET, NEXT DOOR TO COTTON EXCHANGE, NEWBERN, N. C.

James Redmond,

WHOLESALE LIQUOR DEALER.

BERNER & ENGEL'S

CELEBRATED BOTTLED LAGER BEER

FOR SALE BY THE CRATE.

Also on hand a full stock of Groceries, Provisions, Cigars and TOBACCO.

Open Front Brick Store, MIDDLE STREET, April 1st, NEW BERNE, N. C.

GEO. ALLEN & CO.,

Pollok Street, New Bern, N. C.,

DEALER IN

General Hardware,

Agricultural Implements, Steam Engines, Cotton Presses, Horse Powers, Threshers, Farm Machinery, Grain Fans, Straw Cutters, Corn Shellers, Cider Mills, Belting, Packing, Pipe, Fittings, Paint, Oil, Glass, Lime, Cement, Plaster, Fertilizers, Brick, &c.

PRICES VERY LOW FOR CASH.

HOWARD & JONES

HAVE A FULL STOCK OF

GENTS' FURNISHING GOODS.

Gauze, Lisle Thread and Net Undershirts, all prices. Full Stock of English and Elm City Shirts, guaranteed to fit, only \$1.00. Nobby Suits, Alpaca, Dress & Suits and Sicilian Coats for warm weather. Large assortment of Hosiery. See our list of goods. Collars, Cuffs, White Ties and White Vests. Straw Hats in great variety, from 5 cents up. Nobby Pearl Colored Stuffs Hats. Alpaca and Silk Sun Umbrellas. We have a few dozen Misses' Gossamer, Rubber Coats, which will close out at \$1.25. Large line of Valises and Trunks. If you need a Straw Matting call on us before you buy. We are constantly receiving and selling it. We have a nice line of Low Shoes, Stacy Adams & Co.'s Patent Pumps and Gents' Slippers. Gents' Colored Half Hose, full line.

Try Us First, when you need Anything in our Line

HOWARD & JONES,

Opposite Episcopal Church.

FIELD, FORT AND FLEET.

Grant's Siege and Capture of Vicksburg—Long Days of Anxiety and Long Nights of Danger—Mule Steaks and Root Stumps Good Eating.

After the failure of the second assault on Vicksburg, Grant made up his mind to a siege which he knew would be dragged through many weeks. It was neither the lack of good gunnery nor desperate fighting that had beaten the Federals back. Vicksburg was impregnable. Pemberton could hold his lines against infantry. Porter might hurt shot and shell all day long at the bluffs without doing enough damage to pay for the powder.

When the real investment began, a cat could not have crept out of Vicksburg without being discovered. Every yard of river and foot of land was watched and guarded, and the horrors of a siege were felt alike in the streets of the city and the trenches at the front.

"GIVE THEM NO REST."

Grant learned here what he afterwards put in practice at Petersburg. If he could not hurt Pemberton from his works, he would watch the bombardment with deep interest until a shell came too close. Then there would be a scattering, generally accompanied by a rifle shot, and in a short time the bombardment would be resumed. The Federals were not to rest. The caves were resorted to at first upon the firing of a single gun, but during the last two weeks of the siege, when the fire was hottest, many families remained in their houses and trusted to good luck to escape.

THE FOOD SUPPLY.

In June the rations of the soldiers were again decreased, and citizens were brought face to face with the fact that nothing could be done. There was little or nothing for sale. The city was entirely cut off by river and land, and the woman who could invent some new dish from the crumbs of a banquet against long. It was not until the last week that mule meat was resorted to, and it was still later on that rats came to be looked upon as good eating. A negro woman and man, who she killed and ate a dog, and never tasted better meat, and another made soup of a piece of rawhide and found it very palatable. The people were passable though eating thought and stringy, and soldiers ate it in preference to some of the pork and bacon issued with their rations.

Although the troops in Vicksburg were cut down to the lowest possible point in issuing rations, it was not so much from lack of supplies as from seeking to carry out Pemberton's ideas. His first was to take the garrison out in case Johnston came to his relief by an attack. The second was to protract the siege to the last hour. If he got out with his garrison his army would have no food. Johnston would get out, every day that he held Vicksburg held Grant's army there, and was an advantage to the Confederacy. In his official report he says he had in the city of Vicksburg, 40,000 pounds of rice, 50,000 pounds of salt, 5,000 bushels of peas, 2,000 pounds of sugar, 400,000 pounds of salt, and various other commissary stores. Johnston came to the city, and the son turned to rats and roots while their store-houses at their backs contained plenty of good rations.

SAP AND MINE.

Grant was impatient at delay, and when neither assault nor bombardment was bringing victory, he began to approach the Confederates works at various points by sap and mine. The most important mines were driven under Fort Hill, and late in June the Confederates exploded them which nearly shook the fort to pieces. With each explosion there was a rush of Federals to get in, and a rally of the Confederates. The Confederates had no material advantage was gained. The first explosion caught about a dozen Confederates in a counter mine outside. Four of the men were blown so high that they fell into the water. The Confederates were almost lost sight of, and those who saw them were taken for Confederates. They were simply blackened balls of fire.

THE PENINSULA.

One who looks over the battlefields of Vicksburg will wonder that the peninsula (now an island) opposite the city was not captured long before the event took place. Porter's mortars were so far up stream that they were of little service, and whenever he came down with his gun boats to run past or engage the batteries the distance he had to make was so great that the Confederates had warning and were fully prepared for his coming. The Confederates were weak in numbers, and could have been routed weeks before it was. When the Federals finally took possession of the ground, the Confederates were brought down within rifle range of the city. The wooded peninsula hid them from sight and served as a protection, while they had but to elevate their guns to clear the tree tops and their missiles would carry to the Vicksburg banks. After the siege began, and after Porter secured the new position, the Confederates could never look forward to an hour of rest.

ALONG THE BLUFFS.

Porter's fire against the batteries along the bluffs was steady and annoying, but attended with far less loss of life than the bombardment. It was indeed a rare thing when a man was killed in one of the forts. The missiles from the iron clads and the gun boats buried themselves in the earth from twelve to twenty feet thick, and the descending bombs were not particularly dangerous generally falling beyond the works. A Confederate battery was captured on the 22d of July, no Confederate left of his musket, and no man slept for an hour at a time. Every foot of the lines was under fire, and every inch of the earth was being mined. In the city it was still worse. Porter had opened with a vengeance, ammunition was giving out in the batteries, and men who had been in the trenches for many days and nights were at last wearying out.

THE SURRENDER.

Grant never exhibited better generalship and greater pluck. Porter never showed his fleet to better advantage than right there. Then let history, no matter by whom written, add that the Confederates had done all that brave men could do. On the 3d of July, having given up all hopes of outside aid, and feeling that further defense was but

the damage was never serious. The Cincinnati, in advancing to a position within pistol-shot of a battery located in the water's edge, was fired at over forty times without being hit. She was then sunk by a single shot and about twenty of her crew were either killed or drowned.

SEEKING THE SIGHTS.

It was not until near the close of the siege that the Federals knew of the existence of the caves in Vicksburg. During the day, when a lively bombardment was in progress, the hillsides would be covered with women and children. Of a sudden they would disappear, but in five minutes they were back again. Women learned to distinguish one missile from another by sound; and to anticipate the points against which the heaviest Federal fire would be directed. Seated on the hillsides, with umbrellas held up to shade them, they would watch the bombardment with deep interest until a shell came too close. Then there would be a scattering, generally accompanied by a rifle shot, and in a short time the bombardment would be resumed.

RAILROAD MATTERS.

POSSUM QUARTER, Aug. 6, 1883.

ED. NEW BERNE JOURNAL.—In writing up the last meeting of the A. & N. C. Railroad Company held up to the public, I observed that Col. T. M. Holt, and strike a line of the action of the stockholders of the N. C. Railroad Company for refusing to consolidate with the W. & W. Railroad Company. I observe that Col. Holt's speech has been copied in several papers of pretty much upon the order of patent medicine, but I suppose the papers get better paid for Mr. Holt's advertisement.

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useless slaughter, Pemberton raised the white flag of surrender, and next day Vicksburg was in possession of those who had fought so long and well to win it. It has been charged that Pemberton was a man of great personal vanity. If so, he was also a good fighter. He has been charged that he disobeyed the orders of Johnston to evacuate Vicksburg. If so, where are the charges and the court-martial? It has been written that he defended Vicksburg by the positive order of President Davis. If true, the President had the right to make the order, and he must have felt that Pemberton made the best possible fight under the circumstances.

M. QUAD.

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can the R. & D. Railroad Company pay more for the lease than any other road? And if it does not, why not the N. C. Railroad? Why could not the N. C. Railroad make as much as now for its stockholders by consolidating with the A. & N. C. Railroad. I will tell you why. The R. & D. Railroad Company owns the Air Line Railroad from Charlotte to Atlanta, Georgia. It owns the Columbia and Augusta Railroad from Charlotte to Augusta, Georgia. It owns the South Carolina Railroad from Charleston to Columbia, South Carolina. It owns the Georgia Railroad from Savannah to Atlanta, Georgia. It owns the Florida Railroad from Jacksonville to Tallahassee, Florida. It owns the Alabama Railroad from Mobile to Montgomery, Alabama. It owns the Mississippi Railroad from New Orleans to Memphis, Tennessee. It owns the Tennessee Railroad from Nashville to Knoxville, Tennessee. It owns the Kentucky Railroad from Louisville to Cincinnati, Ohio. It owns the Ohio Railroad from Cleveland to Columbus, Ohio. 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