

E. E. HILLIARD, Editor and Proprietor.

"EXCELSIOR" IS OUR MOTTO.

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MID SUMMER NIGHT'S DREAM.

[The following is the poem read by Mr. Jerome Dowd at the session of the N. C. Press Association in New Bern two weeks ago.]

Some poets are born and its suspected, Others "get there" by being elected.

I will write a little poem, Full of syllabus and foam,

I had thought of Washington The greatest the sun shone on.

I thought of all the Georgia Hams, Of Dink Batts, Dismuke and Stanhope Sams.

I raked the past and all the annals, Thought of Foke Smith and Joe Daniels.

I thought of Caldwell and grow quite rash, But couldn't do justice to his red mouse tache.

I thought of Scott and his lonesome nights, No one to sew buttons on his shytes.

I thought of pyramids and the Eiffel tower, Dreamed of the bank account of Roscowe er;

I thought of Wilkesboro where orator Deal gave us the stuff that made as reel.

I turned to Latham with his chivalric dash, Looking around to make a mash.

I named over all the Knights of the quills, But none of them would fill the bill.

I thought of Peller's gigantic mind, But feared it grew on a pumpkin vine.

I thought of Mrs. Lease and the political wrongs, But she reminded me of an old pair tongs,

I contrasted the women who marry for rocks, With the Maud Muller kind that darn the socks.

I thought of Baby McKee and little Ruth, I imagined I sat under the silvery moon

I thought of a very good place for eagles to go, Thought editors more at home below.

I began to get weary of my fruitless search, But couldn't afford to be left in the lurch.

I dreamed I was a poet, But folks didn't know it.

My ideas got big; I thought I'd blow up, But I took a little Winslow's strychnine strop.

It was a rich, rare and interesting tale, But alas, alas, 'twas swallowed by a whale.

The whale said I was too tough to chew And refused to grant me an interview.

And I hardly knew "where I was at," I knocked him down and went back to bed,

I heard cats fighting on the back shed, I put my clothes on and sat down to write,

It is sad to relate At this late date, The draughts I've drank From the poetic tank,

Now my poem's about to close, I'm getting tired under the nose.

The best of rhymes must end, you know, And I'm coming nigh the end of my row.

How foolish to call out the military bands To oust the "poor niggers" on the Bryan lands.

If the Governor would order me to read them my verse, You bet all of them would quickly disperse.

Don't elect me poet again I pray, I'm going out of the business to stay.

Now I've had my little say, I've ended my poetic fray.

When I muse again 'twill be a rainy day, Tra-ra-ra-Boom-de-ay.

JEROME DOWD.

NEW BERNE AND VICINITY. Its Principal Industries and Immense Resources.

TRUCK SHIPMENTS IN THE YEAR 1892. New Bern Journal.

The following are the statistics of truck raised in this vicinity of New Bern, and sent abroad via railroad and steamers:

Upon enquiry at the office of the A. & N. C. Road I find that the amount of truck sent by road was 98,000 packages of peas, beans, cabbages, tomatoes, strawberries, etc., etc.

The Old Dominion line shipped per steamers 50,000 packages of truck of the kind specified as above.

The Eastern Dispatch line shipped per steamers 10,142 boxes of peas, 18,095 boxes and barrels of cabbages, 25,370 boxes of beans and cucumbers, 32,894 barrels of potatoes and canteloupes, total 86,783.

Total amount sent abroad was 234,783 packages. Of this amount it can be safely asserted that the quantity of potatoes in the above estimate would approximate 80,000 barrels.

When we stop to consider that the cultivation of truck as a specialty in this vicinity is comparatively speaking a new business, that from very small beginnings a few years back it has now assumed its present huge proportions, one is almost lost in wonder and astonishment at its rapid growth.

This wonderful change can be easily accounted for—it is owing to the situation of this section. The cold winds and the great heats are seldom of long continuance, being both modified by its proximity to the ocean; the soil is generally a light sandy loam, easily cultivated; the climate is mild, changeable it is true, but the crops are less liable to be cut off by either frosts or heats, than in South Carolina, Georgia or Florida, the positive certainty of raising three crops per year; the facilities for shipment and rapid transit are great and constantly improving; the A. & N. C. railroad are now making special efforts to increase their facilities to the extent of four trains per day during the busy season if necessary; both of the steamer lines will be well prepared for a larger development of business. With all these advantages no one can doubt that the Neuse section of North Carolina is the trucker's paradise, and it can scarcely be wondered at that our lands should so rapidly appreciate in value, and that an impulse should be given to the establishment of barrel and box factories and the manufacture of fertilizers, and these are all worked to their full capacity.

Lands in the vicinity of New Bern that twenty years since were deemed of but little value, now have been cleared, drained, ditched and fertilized until they are of wonderful richness and bear huge crops, and bring, when sold, high prices; and there are thousands upon thousands of acres of good trucking lands yet in primeval forest, untouched by the woodman's axe, waiting for extended facilities for transportation to be brought into cultivation.

Give this section an outlet west and north-west for her productions, of which outlet she has been deprived by bad and vicious railroad legislation, and no one can estimate her future greatness as an agricultural region. While the great West is wrapped in snow and ice, this highly favored land is groaning in the abundance of fast ripening crops.

Trucking on a large scale is undoubtedly a hazardous business, though at times, an exceedingly profitable one.

There is, in the vicinity of New Bern, abundant testimony of the correctness of both assertions, those who have followed the business with persistency and untiring industry

and taken the good with the bad, have in the long run, achieved success with good prices, the profits are at times enormous. The writer knows of an instance of 125 bbls. of potatoes from one acre of ground for which the owner received \$450, and there are many instances of like kind well known to our truckers.

Trucking is a powerful factor in the development of rail roading though short sighted Legislators sometimes are unable to see it, as was evidenced in the last Legislature, which refused to grant a charter to a road running parallel with the A. & N. C. railroad, such a road is now and has always been necessary since the advent of railroads in the State. In all trucking regions rail roading is profitable, one acre in truck will load one freight car, while it requires from 30 to 40 acres in cotton to make a car load.

FISH INTEREST OF NORTH CAROLINA. This industry has assumed such large proportions as to almost surpass belief.

There were during the year 1892, sent from New Bern and Morehead City 62,000 packages including barrels and boxes, of fresh fish packed in ice.

No other point of the known world can show as great a variety of edible fish as our waters, there being over seventy varieties.

This quantity of fish requires immense quantities of ice, consequently an ice factory has been established in New Bern which is worked to its full capacity, 20 tons per day, besides, there are 2,000 to 2,500 tons imported to this city and Morehead during the year, to say nothing of the large quantities taken from the creeks and rivers in cold weather, by far the greater part of this ice is used in packing fish.

The number of persons in this industry in New Bern and Morehead will not fall short of two thousand. The quantity of lumber used in making packing boxes will during a year approximate one third of a million of feet.

This service requires at least of boats of all descriptions, from a small canoe to the large decked sharpie capable of withstanding the rough weather of the wide waters of Pamlico Sound over one thousand.

The above statement does not include the Menhaden Fish Industry, carried on at Beaufort; this industry has upwards of a hundred thousand dollars of capital invested and necessitates the employment of a large number of persons two steamers of considerable capacity, and also a large number of sailing vessels from 15 to 25 tons each.

The fish business has grown in a few years to its present huge proportions though the parties engaged in it have been encompassed on every side by almost insurmountable difficulties; want of appliances, want of ice, bad legislation and almost prohibitory freight rates from its unpopularity higher than from any sea port in the United States. Notwithstanding all these difficulties, the business has been pursued with so much intelligence and energy, that New Bern and Morehead, are now known as the great fish markets of the South, and the business will, in the near future, quadruple itself, unless some unfortunate difficulty should arise in a fair and proper adjustment of freight rates that would place us upon an equality with new competing.

THE LUMBER INDUSTRY. This industry in the past few years has been greatly increased.

Vast tracts of timber land have been secured, and are now penetrated in every direction by light iron tramways. New mills of huge capacity have been erected with all of the late improvements in machinery, drying kilns and planing machinery, to every mill. The lumber dressed is sent as far North as Chicago and as far east as Portland, Maine; the demand is great and increasing, and all of the mills are marked to their full capacity.

But a few years ago the only kind of pine for which there was any demand was the long leaf or tar-pentine pine. Now for all kinds, there is a fine market, to say nothing of other varieties of wood.

The kinds of pine known as swamp, rosemary and old field pines are now in great demand for the in-

terial decorative of buildings, owing to the soft and smooth texture of the wood; these varieties have taken the place of the white pine of the North, owing to the exhaustion of the Northern pine forests. We have also in this section large and valuable forests of gum and cypress, woods that have until recently not been properly appreciated. Of other kinds of woods Craven county has 125 known varieties.

These mills are known as the Congdon Lumber Co., Trent Lumber Co., Biase Lumber Co., Clark & Biase Lumber Co., Z. F. Prettyman Lumber Co., Stinson Lumber Co., Hamilton Lumber Co., Moody & Roberts Lumber Co., Warren Ellis Lumber Co., A. Lee & Co. Lumber Co., S. E. Sullivan & Co. Lumber Co.

Beside these in New Bern, there are quite a number of mills in this section, some of them of huge capacity whose turnout of lumber will exceed 50 million of feet per year.

This vast industry requires very many operatives, also many mills of iron tramways, and a fleet of tugs to tow the rafts of timber on the water courses and employs thousands of tons of shipping, to transport their dressed lumber, say nothing of the immense quantity sent by A. & N. C. R. R., yet notwithstanding the great increase of operating mills, and the vast quantity of lumber required to furnish them, there seems to be no diminution in quantity, the supply equals the demand.

OTHER INDUSTRIES. There is also a large and successful fertilizer factory in New Bern, which supplies every description of crops throughout this country, and saves our farmers a great deal of money in transportation and other directions; also establishments for furnishing boxes to the truckers, and a knitting factory, which although recently started upon a small scale, is doing well and promises great success at an early day. We have also a number of factories for the making of buggies and carriages, whose strong and elegant work is being done continuously, which find ready sale at home and abroad.

See the World for Fifteen Cents. Upon receipt of your address and fifteen cent in postage stamps, we will mail you prepaid our Souvenir Portfolio of the Worlds Columbian Exposition the regular price is fifty cents, but as we want you to have one, we make the price nominal. You will find it a work of art and a blog to be prized. It contains full page views of the great buildings, with descriptions of same, and is executed in highest style of art. If not satisfied with it, after you get it, after you get it we will refund the stamps and let you keep the book. Address, H. E. BUCKLEN & CO., Chicago, Ill.

Wrinkles. Wrinkled foreheads in children betoken consumption, rickets or biliousness. Vertical wrinkles of the brow come early to men who do much brain work. Arched and crossing wrinkles about the lower middle of the forehead betoken physical or mental suffering. Fine, close-meshed wrinkles which cover the face, signs of age and decrepitude, are caused by loss of contractile nervous force, and are prevented by not bathing, friction and electricity.

"I desire a hypocrite." So do I." "Now take Johnson, for example; he is the biggest hypocrite on earth I desire that man." "But you appear to be his friend." "O yes; I try to appear friendly toward him; it pays better in the end."

STATE OF OHIO CITY OF TOLEDO, ss. LUCAS COUNTY. FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the City of Toledo, County and State of aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of CATARRH that cannot be cured by the use of HALL'S CATHARTIC CURE. FRANK J. CHENEY. Sworn to before me and subscribed to my presence this 6th day of December, A. D. 1886. A. W. GLEASON Notary Public. (Seal) A. W. GLEASON Notary Public and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free. F. J. CHENEY & Co Toledo, O. Sold by Druggists, 75c.

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Norfolk & Carolina R. R. CONDENSED SCHEDULE Dated Jan. 29, 1893.

Table with columns: Daily ex. Sun. South Bound Trains, Daily ex. Sun. North Bound Trains, STATIONS, No. 103 No. 23, No. 73 No. 102, P. M., A. M., P. M., A. M.

No 23 carries Pullman parlor car Norfolk to Rocky Mount and connects with A. O. L. Train 23 for all points south. No 103 connects at Hobgood for all eastern Carolina points, also at Rocky Mount with A. O. L. train 27 for all points south.

No 78 carries Pullman parlor car Rocky Mount to Norfolk and connects for all points north. For all information schedules call on or address G. M. SERPELL, J. R. KELLY, Gen'l Manager, Supt. Trains, T. M. EMERSON, Gen'l Passenger Agent.

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