

PUBLISHERS' ANNOUNCEMENT.

THE DAILY JOURNAL, a 24 column paper, published daily except on Monday, at \$4.50 per year, \$2.00 for six months. Delivered to city subscribers at 10 cents per month.

THE NEW BERNIE JOURNAL, a 24 column paper, is published every Thursday at \$2.00 per annum.

ADVERTISING RATES (DAILY)—One inch one day 50 cents; one week \$2.00; one month \$6.00; three months \$18.00; six months \$31.00; twelve months \$55.00.

Advertisements under head of "City Items" 10 cents per line for each insertion.

No advertisements will be inserted between local matters at any price.

Orders of Marriage or Deaths, not to exceed ten lines, will be inserted free. All additional matter will be charged 10 cents per line.

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Communications containing news or a discussion of local matters are solicited. No communication must expect to be published that contains objectionable personalities, withholds the name of the author, or that will make more than one column of this paper.

THE JOURNAL.
NEW BERNIE, N. C., APRIL 26, 1889.

Subsidies.

With the active management of ex Secretary Robeson in the House of Representatives, and with his ardent zeal for a national navy, there is danger that the government will be led into reckless extravagance, either by building a large and costly navy or by granting subsidies to powerful corporations with the same end in view.

The word subsidy means strictly the aid given by one government to another, chiefly for carrying on a war. As the practice of giving such help has almost ceased the use of that word has given place to another. In modern speech, a subsidy is aid of some kind furnished by a government to a private enterprise, and usually it is bestowed in establishing either railroads or steamship lines of transportation.

The most extensive subsidy ever granted by our government was that to the Pacific railroads. The United States gave them millions of acres of land, and, in addition, agreed to pay interest to a certain amount on their bonds. For fifteen years the United States Treasury paid over \$25,000,000 interest on these bonds.

It is usual to grant subsidies to steamship lines by paying them excessive prices for carrying mails. Thus the British government for a long time paid the Cunard line \$350,000, and the Inman line \$175,000 a year, for bringing the mails from Liverpool to the United States.

Several years ago it was estimated that the Cunard line was paid \$6,400 a ton for all the letters it carried. If each letter weighed half an ounce, that would be just twenty cents apiece.

The contracts with these companies ended at the close of 1876, and the British government having obtained control of the carrying trade of the world, no longer finds it necessary to grant subsidies.

There are advantages in the subsidy system, one of which is that it helps to build up the foreign trade of a country. There are also great objections to it. It is apt to beget a feeling of dependence upon government, and with us it leads those seeking for help to urge improper means in attempting to influence Congress to grant their requests. It is also very hard to draw a line and say this enterprise deserves help and that does not.

There is the further objection that a subsidy is a grant of money that is derived from taxes upon all the people, to be used for the benefit of a few. This is not a conclusive objection, because, though the chief profit of a subsidy may be given to a private company, the country at large may be greatly benefitted by the enterprise, and thus amply repaid for the outlay.

It is the general opinion that subsidies, and subsidy granting, have an unfavorable effect upon the public morals and the public treasury. It is well, therefore, that the practice has been abandoned, and only a great public necessity should cause a return to the system.

Disappointment all Around.

Several classes of men have evidently been very much shocked and astounded by the vigorous style in which the Star route robbers are being pushed to the wall. Messrs. Dossy and Brady and their accomplices are doubtless no little amazed to find that the President has not consented himself to carry out the

promise of immunity which Gen. Garfield is said to have extended out of a full and grateful heart to the bold "robbers" whom the chiefs of the Republican party united to glorify for having carried Indiana.

It is, we admit, a very singular spectacle, this, of a Republican Administration employing distinguished legal talent to execute public justice upon a set of men who stand high in the organization of the party, and who are known to have contributed freely to the campaign funds, which secured the votes of two pivotal States, and what is still more important, are known to possess secrets of vital concern to the party managers. But the country nevertheless enjoys that spectacle. Does anybody suppose this would have been the case had the BLAINE Administration continued? Weakness, cowardice, and vacillation characterized its conduct in this matter from first to last. Dossy went off on a clear understanding that he was not to be hurt. Now the indictments are sustained; bail forfeited; bench warrants issued; and a strong probability of substantial justice takes the place of doubts and sneers on the one hand, and bold defiance on the other.

Mr. MacVean went out avowedly because he would not trust ARTHUR in this "reform" business of GARFIELD. What has he to say in the present aspect of the cases? What would he have to say should BREWSTER, BLISS, MERRICK, and KER land the alleged robbers inside the penitentiary.—N. Y. Sun.

The Robbersonian Plan.

Mr. Hewitt's resolution of Jan. 17, calling upon the Secretary of the Navy for information in regard to the cost of repairs on vessels in the United States Navy, is drawing out figures which SECOR ROBESON, JOHN ROACH, and other advocates of a reconstructed navy would be glad to see suppressed.

The history of the third rate iron-clad Miantonomoh affords a typical example of what can be done in the way of reconstruction upon the Robbersonian plan. This ship is now laid up at League Island undergoing repairs. She has been undergoing repairs ever since SECOR ROBESON first fixed his eyes upon her. Take the item of engines, boilers, etc., coming under the supervision of the Bureau of Steam Engineering. The Miantonomoh's machinery was originally built by contract, and, at war prices, cost \$240,522. At the time of ROBESON'S accession to office the repairs to machinery had cost exactly \$16,572. Then SECOR ROBESON tried his hand at repairing. In his time the Miantonomoh's machinery cost \$366,851, or every fifty per cent. more than its original cost. And since SECOR ROBESON went out of office honest Secretaries have been obliged to spend \$114,417 upon the Miantonomoh's machinery in order to get it into condition to work.

On the engines and boilers of the Tennessee, originally costing \$664,515 at the high prices of the years immediately following the war, SECOR ROBESON spent \$482,741 in eight years; and when he went out of office it cost DICK THOMPSON'S administration \$142,632 to tinker them up to even the Thompsonian standard of efficiency.

And so it appears by the statistics forced from Chief Engineer SHOCK, SECOR ROBESON'S old pal and subordinate, that the repairs up to date on the engines and boilers alone of these ten ships, namely, the Minnesota, Colorado, Pensacola, Alaska, Juniata, Swatara, Galena, Iroquois, Nipsic, and Lancaster, have cost the people \$3,372,429.

These are specimen cases. It will be impossible to compute the total amount stolen on account of the several vessels until we have the figures from the Bureau of Construction and Repair. The system of book-keeping in the Navy Department is so arranged as to shelter to the utmost limit of possibility the iniquities of the Robbersonian plan. The facts will come slowly, but come they must. If Congress engages in a new series of Robbersonian reconstructions without full information as to the history and expense of the old series, it will probably not be the fault of Messrs. HEWITT, RANDALL, and WHITTHORNE.—N. Y. Sun.

"REMEMBER"

THAT HANCOCK'S CHILL PILLS

are not recommended for every disease, but are warranted to cure every kind of chills. Our motto is, No cure, no pay. Try them. Price 50 cents per box. Manufactured and sold by

HANCOCK BROS., Druggists, New Bernie, N. C.

HEARD BROTHERS & CO.,

WHOLESALE

Produce Commission Merchants,

No. 81 Bay Street, New York, Shipping No. 14.

Represented at New Bernie, N. C., by

John Dunn, Esq.,

Who respectfully solicits a share of the patronage of his friends and the shippers generally. Marking plates furnished upon application. apr 19-1m

K. R. JONES,
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Merchant.

Consignments of Grain,
Cotton, and other
PRODUCE
SOLICITED.

PROMPT ATTENTION GUARANTEED

WHOLESALE AND RETAIL

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General Merchandise.

Dry Goods, Notions,
HATS,
BOOTS AND SHOES.

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OF ALL KINDS

Pork, Bacon, Flour Sugar,
Coffee, Salt, Syrup and
MOLASSES.

SNUFF and TOBACCO.

HARDWARE

—SUCH AS—
Spades, Shovels, Hoes, Axes,
Nails Plow Traces Hames,
&c. &c.

Farmer's Supplies

GENERALLY

—ALSO—
MOTT'S SWEET CIDER,

THE BEST MADE,
CONSTANTLY IN STOCK

Prices low for cash.
Satisfaction guaranteed.

Highest cash prices paid for
country Produce.

Call and see me.

North West corner
SOUTH FRONT &
MIDDLE Streets,
NEW BERNIE, N. C.

Mar. 30, 1 y w

Furniture

F. BESSER

has been in the business for the last
29 YEARS.

FULL STOCK

ALWAYS ON HAND
Give him a Trial

Corner of Broad
and Middle Streets,
NEW BERNIE, N. C.

Mar. 30, 6m w

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Weinstein Building,

A FULL STOCK OF SPRING AND
SUMMER GOODS CONSISTING OF

Ladies' Fancy Goods,
Mens' and Boys' Clothing,
Boots and Shoes,

Hats of the Latest Styles,
Notions, Trunks and Satchels,
Carpets, Rugs and Mattings,

Ladies' Ulsters and Shawls.

A COMPLETE STOCK OF
GENT'S FURNISHING GOODS.

WHICH WILL BE SOLD CHEAP AT
WM. SULTAN & CO.'S.

April 1-4m w.

ROBERTS & BROS

Keep on hand a full line of
Boots, Shoes Dry
Goods, Crockery
NOTIONS

AND A CHOICE ASSORTMENT OF
FAMILY GROCERIES.

Call on us before making your purchases, at
South Front St. near Gayles House. Mar. 23, 1 y

SMALL PROFITS AND QUICK SALES.
HACKBURN BROTHERS,
WHOLESALE & RETAIL.

GROCERS

Corner Broad and Queen Streets,
NEW BERNIE, N. C.

—JOBBERS OF—
LORILLARD'S SNUFFS AND TOBACCOS

Mar. 30, 1 y w

WILLIAM LORCH

DEALER IN
GENERAL MERCHANDISE

CART HOUSE ACCOMMODATIONS.
Broad St. New Bernie, N. C.

Mar. 30, 1 y

D. W. HURTT,
MERCHANT TAILOR.

ZANG'S

old
STAND,

MIDDLE STREET,
New Bernie, N. C.

Mar. 30, 6m

EASTERN NORTH CAROLINA

MARBLE WORKS

NEW BERNIE, N. C.

MONUMENTS, TOMBS,

ALL KINDS GRAVE AND BUILD-
ING WORK IN

ITALIAN & AMERICAN MARBLE

Orders will receive prompt attention
and satisfaction guaranteed.

JOE K. WILLIS,
Proprietor,

(Successor to George W. Claypoole)
Cor. BROAD & CRAVEN Sts.

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LARGEST AND OLDEST
WHOLESALE

HOUSE

IN THE CITY

Keeps always in Stock in Large
Quantities

PORK, LONG CLEARS,
FLOUR, SUGAR, COFFEE,
SYRUP, MOLASSES, SALT etc

Lorillard and Gail & Ax Snuff,
also

A LARGE STOCK OF
TOBACCO,

DRY GOODS, BOOTS, &
SHOES

Arbuckle's Arisosa Roasted
COFFEE,

CRACKERS AND CAKES
in great variety.

A large Stock of
NOTIONS and HOSIERY

Wholesale buyers will find a large
STOCK and the Lowest prices.

Don't fail to see me before you buy

MIDDLE St. New Bernie, N. C.

Mar. 23, 1 y

Geo. Allen & Co

MANUFACTURERS OF
Steam refined Confectionery,
CANDIES,
FRESH & CANNED FRUITS,
Crackers and Cakes,
CIGARS,

And all Kinds of Children's TOYS
WAGONS &c. &c.
POLLOCK St.
Apr 13, 1 y w New Bernie, N. C.

S. H. SCOTT,
NEW BERNIE N. C.

WHOLESALE AND RETAIL DEALER
—IN—
GENERAL MERCHANDISE.

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THE BONITZ HOTEL

Goldsboro, N. C.
MEALS AND ROOMS 50c. EACH.

First class fare and the best accommo-
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travellers.

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LABOR SAVING
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Sweeps, Harrows
&
CULTIVATORS.

THE ALLEN
Cotton, Corn, and Rice
Cultivator

will enable a Man with one
mule to cultivate eight acres
per day

Prices very low for
cash or approved
NOTES.

GEO. ALLEN & co.

Mar. 30, 1 y daw

JAMES REDMOND,

WHOLESALE
LIQUOR

DEALER
BERGENER and 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,
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MARKET WHARF, NEW BERNIE, N. C.
Also keeps on hand full line of

ROPES AND TWINES,
SPIKES, NAILS, CANNASS,
AND ALL KINDS
SHIP CHANDELRY,
PAINTS, OILS and BRUSHES.

Apr. 1-1m

JOHN DUNN,

MANUFACTURER OF
And Wholesale and Retail Dealer in
Steam refined Confectionery,
CANDIES,
FRESH & CANNED FRUITS,
Crackers and Cakes,
CIGARS,

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SHIP CHANDELRY,
PAINTS, OILS and BRUSHES.

Apr. 1-1m

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Having secured an assistant, I am prepared to
do all fashionable work required of a Barber
Office Over Pollock's Drug Store.

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HORNER SCHOOL,
OXFORD N. C.

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particulars, apply to the principals,
J. H. & J. C. HORNER,
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