tay, at \$4.00 per

NAL a 16 colm mumbay at \$5.00 per ATIS (DAILY)-One inc .40; six months, \$10.00;

"bead of "City Items"

It be inserted between os er Dearbs, hot to exceed sertel free, All additional of 10 cents per line. sient advertisements must a. Regular advertisements mptiy at the sud of each

containing news or a discus-rs are solicited. No communi-te be published that costains withholds the name at will make more than one

OURNAL. NE, N. C., NOV. 17, 1882.

at the Post office at New Herue, N C.,

, COLQUITT leads in the Senamee in Georgia.

monu is predicted as the Rein leader in the next Senate.

great Erie Canal in New is been made free of tolls by andment to Constitution.

AINCIS no longer a Presidential e. Tidal waves and cy-

un present National House of tives consists of 293 the next House and 147 are red to private life. The Sun his to say of that incident:

om the 1st of December, theremtil the 4th of March, the l of business in the lower h of Congress will be in the

the damage runners. Licians to point to our postal defi-sits for the purpose of comparing them with the Northern surplus, the damage runners. Lick blocks for was a sentinel on post. Blow high or low, hot or them with the Northern surplus, the damage runners. Lick blocks for was a sentinel on post. Blow high or low, hot or them with the Northern surplus, them with the Northern surplus, the damage runners. Lick blocks for was a sentinel on post. Blow high or low, hot or them with the Northern surplus, the damage runners. Lick blocks for was a sentinel on post. Blow high or low, hot or the damage runners. Lick blocks for low, hot or the max remain until relieved by fresh orders. It happened at look of the weather. the was block of the weather. the max runner times for the block der started look of the weather. the inter cooper, which may shad out the sitions as soon as alget fell, but the and out three or four days had not her presence been betrayed. An ex-pedition from the blockader started the inter cooper, which may shad out her presence been betrayed. An ex-pedition from the blockader started look of the weather. point that the North was taxed to south. Whatever force there ever may have been in such an illiberal comparison has been partially, at perils. least, neutralized by the changed condition of the new South. We have not the figures at hand, but ventured to make their appearan we believe our postoffices are gen-erally self-supporting; and if we take the money order and registered letter service into account, we will find they are, taken as a

whole, entirely so. And as the use of the mails is likely to increase instead of diminish in both sections, it is altogether probable that Congress may safely adopt Mr. Howe's practical and wise suggestion to make material reduction in the rates of postage.

FORT AND FLEET.

The Federal Blockaders of the War-Hard Work and Necessary Vigilance-Some Incidents Skipped by Histor-

(Detroit Free Press.) If the business of blockade-runthat of the blockaders was scarcely less exciting. For three long years the blockading fleet was one of the re very depressing in weapon which every historian has bor without sighting a blockader, THE BLOCKADERS.

When President Lincoln issued his blockade proclamation it seemed like an empty threat. There was ablic servants on whom the Those were the days when shipwe already served notice whipped, disappointed; in use desperate men who cases desperate men, who ernment agents bought right and nothing further to lose poli- left: Ships, brigs, barques, schoond everything to gain per- ers, steamers and propellers were post of duty.

to watch. for

least twenty times during the war that the entire fleet off Charleston had to cut sticks and run to see

THE WORK BY PAT.

As the blockade-runners seldomby daylight, the blockaders would either run in and have a brush with the batteries, or dispatch scont-boats up creeks and rivers. Again they would stand out to sea to watch for incoming runners, and with them it was eternal vigilance without much liberty to speak of. There was ever a fear of submarine torpedoes or "devils," and after the Confederate crusers got afloat no one could say at whath our one of themmight appear among the fleet. It was known that the Confederates were building rams and iron-elads, and their appearance might be look-ed for any day.

hours.

A CURIOUS ALARM.

THE WORK BY NIGHT.

look of the weather. No soldier on outpost used his eyes and ears more keenly than the the sea, but was driven back by a

look out on board the blockaders. On a pleasant night the duty was not onerous, but in wild weather, and particularly during the winter months, much suffering was nec-essarily endured. No man aboard could turn in at night with a feeling spot at which the schooner was ot security. He realized that he lying to load. Between the sea was likely to be turned out at any and the inlet was a neck of land a moment, and once out there might be hot work with the guns, a pull in the boats, or a chase lasting for was left on the beach, the men

carried the other across the neck and launched it, and then seven

One night in December, 1863, a men started down the inlet to cap-unner was creeping along down ture the schooner. The Confedethe harbor in hopes to dodge rates did not dream of such a Yan-through the fleet of eight or ten kee trick as this, and apprehended vessels when all at once an alarm danger only from the opposite di-was given in the Federal fleet, rection. The boat's crew of seven quickly followed by the bang! bang! of the great guns. The excitement charged and carried the Confedecontinued for full twenty minutes, rate camp on shore, and in ten drawing some of the Federatis a mile from their first positions, and er and all, without having a man

THE WORK BY NIGHT. With the coming of night the vigilance must be increased, and her it was believed that some craft, about twenty-five, most of them bethe dangers by no means dimin- bound in, had been captured, but ing engaged in the manufacture of ished. Every runner that slipped in or out left a stain on the fleet, but men could have done no more from the water and sail around. were about 150 soldiers, but none ning had its perils and adventures than was done. A Confederate Some of the look-outs took the curi- of these came up to take a hand in. captain told me that he made Wil- ous shapes for what they were, but The salt works and wharf were mington one night in a terrible aboard of one blockader a fog-bank given to the flames, and as it was snow-storm, and the night was so took the shape of a steamer slowly found impossible to get the schoonchief weapons in the hands of the bitterly cold that all his crew were moving over the water, and an er out she was also fired. The ar-Federal Government, but it was a frost-bitten. He got into the har alarm was the natural consequence. tillery was spiked and the carriages

FOOLING THE VANKEES. treated in a manner bordering on contempt. Where one has given eral gunboat at anchor. She could draw the blockaders off the station treated in a manner bordering on but there in the channel was a Fed-draw the blockaders off the station tured a ludicrous incident occurred. contempt. Where one has given eral gunboat at anchor. She could naval operations a single page he not be passed to port, and on the bas devoted thirty to the armies. starboard side the distance from the put-up jobs were successful, his rank, and as all were dressed to port selected the put-up jobs were successful. Of these 146 are re-elect-next House and 147 are re-been said of the navy and its labors, and the extracts would not make a book of 400 pages. Why this is so I know not, but so it is. he edged up at quarter speed to gunboat within twelve feet, and as for a time. It drifted down upon a took them away in his boat, after blockader, being almost aboard be-paroling the others. These three for it was discovered. All hands turned out to be privates. At he passed he saw a look-out with were called up to repel boarders, Savannah I met one of the ten his arms on the rail looking square at him. The Confederate expected an alarm, but it did not come. His a Republicans and Demo-date to blockade one Southern port. Beach, and by and by was out of lieved for many hoars that a "rebel played. The infantry stationed on fault for the sight and safe in harbor. As was Merrimac" had been done for, but the neck, were in fault for the afterwards learned in Wilmington, during the next forenoon a negro misfortune. Although pretending the look-out who seemed to be made his escape to the fleet in a to maintain a potrol, they were all gazing with wide-open eyes was a skiff and not only revealed the true in camp and asleep when the dead man-frozen to death at his character of the "monster," but schooner was attacked.

erience has shown that there ore reckless jobber than the breat was a make-shift nutil where the float was a make shift nutil where the stated that two runners got out It may be a bitter pill for certain

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Call and see how we slanghter Generala de la sur de la contrata de la

Dry Goods,

Boots, Shoes,

anne and the clock."

THE REAL BLOCKADE. THE REAL BLOCKADE. THE REAL BLOCKADE. May be said to have begun in the spring of 1862. By this time the navy was thoroughly organized for work, many new vessels had ap-peared, and considerable valuable merican people; but there are othce, often entailing double ton.

description of corre-minuce, often entailing double
constructed by business men that a rection of the charge for addri-interacted by business men that a rection of the charge for addri-minutes after the first might
be put down to one cent, so is latter weighing an ounce
and many cases had constructed and business, shoals, channels and to bo cate beacons and bearings. The banks, shoals, channels and to bo cate beacons and bearings. The cate beacons and bearings in cate beacons and bearings. The cate beacons and bea

naval officers now laugh at the ridi-Cheap Postage. There will probably be a serious it months of the blockade at Char-leston an average of six runners is runners is a post of the blockade at Char-leston an average of six runners is runners is a post of the blockade at Char-leston an average of six runners is runners is a post of the blockade at Char-leston an average of six runners is runners is a post of the blockade at Char-leston an average of six runners is runners is a post of the blockade at Char-leston an average of six runners is runners is a post of the blockade at Char-leston an average of six runners is runners is runners is a post of the blockade at Char-leston an average of six runners is r upt made at the coming ses- came in and out for every one cap-

ways in which reductions could numerous officers. From that date do besides the one suggested. to the close of the war there were instance, the present rate is cents per half onnce and the for every additional half is or fraction of it. The half or every additional half fifteen. One day Wilmington might be guarded by two or three vessels, and the next by five or six, and it was the same at Smithville, Georgetown, Savannah and Galves henvier description of corre- Georgetown, Savannah and Galves-

make the splinters fly. A wooden take advantage of a change of posunk the largest iron-clad in the ever recognized by the world was navy if striking her right. ever recognized or of more

ners who were thoroughly determ-ined not to be captured, and to fight stringent that nothing could slip

RUN ASHORE.

The first aim of the runners was plunged straight through the fleet to get safely in or out. When it and took the chances. Some were was realized that this was impos- not even hit by the hot fire instantly sible, the object was to prevent opened, while others took from and, in the majority of instances,

Certainly the additional cost and per rate after the first d be more than sufficient to the increased cost on account dight. • believe the time has come that government can well af-the give the people cheaper are. The country is rapidly mp. The population of States, or are very sparse at the time in that more states. The count of the longest ratige were erected in the morthes of hurbors and river, in the longest, The population of States, or are very sparse at the time in the denser. The

or fifteen miles an hour, and P. HOLLAND, JR. Commodores, and pats the com-manders on the back, but it stops

a valuable cargo on board, but much damage was created by ing in New Berne the same day. Will touch barning and destroying. So near at all Landbox along the River going and

barning and destroying. So hear at all landings show of the had the launches approached the schooner when discovered that the men who were below were captured. Those on deck had to move lively, and two or three who lenged into the water in their excitement would have been drowned had not the party and the move hear and the barning, laves form on the been drowned had not the party and peints.

TRUCTION OF THE COOPE

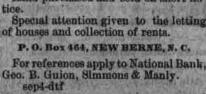
captains. They often made a dash for it when discovered, and several smoke stack. As soon as the raft by men who were making them-Its the certain limit got by the and while it answered very well to keep up an appearance of blockade, for it when discovered, and several smoke-stack. As soon as the raft by men who were making them-times off Charleston they rubbed was sighted the fun began, and selves hoarse by hurrahing for the against blockaders in a way to runners were always on hand to glorious Union and against traitors. M. QUAD.



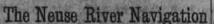
TICHING, ULCERATED ON PROTRIBING PILES, TITUSVILL, Crawford Co, Penn.) December 16th, 1882.) MESSES, HANCOCK EBOOS-While in your cly several years ago, I was suffering very everely from Piles, and i bunkful to say, gave me great relief, and I think has made a complete cure. I can highly recommend it to any one suffering from this disease. Respectfully, BERNARD BOSCH. Sold by all druggists at 30 cents per box-a sample box will be given away to any sufferer from this disease who will apply for it. "Try It." Manufactured and sold by HANCOOK BROS., Bruggists, A.

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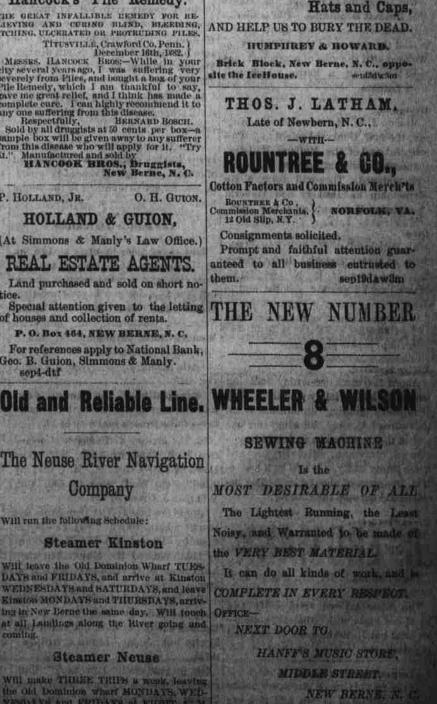
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Will leave the Old Dominion Wharf TUES DAYS and FRIDAYS, and arrive at Einster WEDNESDAYS and SATURDAYS, and leave Einston MONDAYS and THURSDAYS, arriv

Steamer Neuse

the Old Dominion whard MONDAYS, WE NESDAYS and FRIDAYS at ERGIT A Returning, larves Jolly Old Field TUE DAYS, ERESDAYS and SATURDAY



S AGENTS WANTED. Ser

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