

ANNOUNCEMENT.
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Advertisements will be inserted between 10 and 12 o'clock.
Advertisements containing news or a denunciation of any person are solicited. No communications are published that contain abusive personalities, or that will make more than one use of the paper.

THE JOURNAL.

NEW BERNE, N. C., NOV. 17, 1862.
Published at the Post office at New Berne, N. C., as second-class matter.

Gov. COLQUITT leads in the Senate race in Georgia.

Warren is predicted as the Republican leader in the next Senate.

The great Erie Canal in New York has been made free of tolls by recent amendment to Constitution.

Blaine is no longer a Presidential candidate. Tidal waves and cyclones are very depressing in politics.

The present National House of Representatives consists of 293 members. Of these 146 are re-elected to the next House and 147 are returned to private life. The Sun has this to say of that incident:

"From the 1st of December, therefore, until the 4th of March, the control of business in the lower branch of Congress will be in the hands of a majority made up of defeated Republicans and Democrats, public servants on whom the people have already served notice to quit—whipped, disappointed; in some cases desperate men, who have nothing further to lose politically and everything to gain personally."

Experience has shown that there is no more reckless jobber than the Congressman whose successor is elected, and whose public career awaits the certain limit got by the Almanac and the clock."

Cheap Postage.

There will probably be a serious attempt made at the coming session of Congress to reduce the postage on letters to two cents per rate of half an ounce. The fact that the postal revenues under the present law exceed the expenditures for the service will be urged as the principal reason for making the reduction. There is no doubt that the lowest rates compatible with making the department self-sustaining would meet with the favor of the American people but there are other ways in which reductions could be made besides the one suggested. For instance, the present rate is three cents per half ounce and the same for every additional half ounce or fraction of it. The half ounce is rather a low maximum for the heavier description of correspondence, often entailing double postage upon a letter that barely turns the scale. We have heard it suggested by business men that a reduction of the charge for additional rates after the first might easily be put down to one cent, so that a letter weighing an ounce could be sent for four cents, instead of six; an ounce and a half, five cents, instead of nine, and so on. If costs the government but very little, if anything more, to send a two-rate or three-rate letter than it does to dispatch one of a single rate. Certainly the additional cost of a cent per rate after the first would be more than sufficient to pay the increased cost on account of weight.

We believe the time has come when the government can well afford to give the people cheaper postage. The country is rapidly getting up. The population of States, which were very sparse at the time of the late war, has increased, and the business of the country is becoming more and more active. The population of States, which were very sparse at the time of the late war, has increased, and the business of the country is becoming more and more active.

did thirty years ago. Then it was customary for the abolitionist politicians to point to our postal deficits for the purpose of comparing them with the Northern surplus, thus making the inconsequential point that the North was taxed to maintain the mail service of the South. Whatever force there ever may have been in such an illiberal comparison has been partially, at least, neutralized by the changed condition of the new South. We have not the figures at hand, but we believe our postoffice are generally 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 Historians.

(Detroit Free Press.)
If the business of blockade-running had its perils and adventures that of the blockaders was scarcely less exciting. For three long years the blockading fleet was one of the chief weapons in the hands of the Federal Government, but it was a weapon which every historian has treated in a manner bordering on contempt. Where one has given naval operations a single page he has devoted thirty to the armies. Take all the Federal histories yet written, select from each what has 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.

THE BLOCKADERS.

When President Lincoln issued his blockade proclamation it seemed like an empty threat. There was not naval power enough at that date to blockade one Southern port. Those were the days when ship-owners reaped a harvest. The proclamation must be enforced, vessels must be had at any price, and government agents bought right and left. Ships, brigs, barques, schooners, steamers and propellers were purchased at any price, fitted up in almost any way, and when the time fixed by the proclamation had arrived the blockade went into effect. The fleet was a make-shift until other craft could be built and armed, and while it answered very well to keep up an appearance of blockade, naval officers now laugh at the ridiculous situation. During the first six months of the blockade at Charleston an average of six runners came in and out for every one captured, and it was about the same at other ports. Army operations for the first few months seemed like boys' play, and no great deeds could be expected of a navy so suddenly created and given such a line of coast to watch.

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 appeared, and considerable valuable experience had been gained by numerous officers. From that date to the close of the war there were never less than six Federal blockaders off Charleston bar, and sometimes the number was increased to 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 Galveston.

ON THE STATION.

When a blockader arrived on the station, her first care was to discover what forts or batteries defended the harbor, and the range of their guns. The next was to survey the coast and map out the banks, shoals, channels and to locate beacons and bearings. The Confederates had of course removed all buoys, abandoned all light houses and in many cases had cut down trees which had been familiar landmarks for years. Where it was possible to secure a negro who knew anything of the coast he was paid well and kept aboard.

When a blockader had done all this her real work had only begun. Plenty of pilots who knew all about Charleston bar in 1860 could tell nothing about it in 1862. New channels had been cut, old ones filled up, and the sea was making changes every month. The Confederates were not to be shut up without exhausting every effort to prevent such a calamity. Forts and batteries mounting guns of the longest range were erected at the mouths of harbors and rivers, and the blockaders were forced as far off the coast as a cannon-ball would reach. During the day they

creep in and close up to watch for the daring runners.

Each blockader was a sentinel on post. Blow high or low, hot or cold, she must remain until relieved by fresh orders. It happened at least twenty times during the war that the entire fleet off Charleston had to cut sticks and run to sea to ride out the terrible gales. There were few days without adventure, and few nights without perils.

THE WORK BY DAY.

As the blockade-runners seldom ventured to make their appearance by daylight, the blockaders would either run in and have a brush with the batteries, or dispatch scout-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 cruisers got afloat no one could say at what one of them might appear among the fleet. It was known that the Confederates were building rams and iron-clads, and their appearance might be looked for any day.

THE WORK BY NIGHT.

With the coming of night the vigilance must be increased, and the dangers by no means diminished. Every runner that slipped in or out left a stain on the fleet, but men could have done no more than was done. A Confederate captain told me that he made Wilmington one night in a terrible snow-storm, and the night was so bitterly cold that all his crew were frost-bitten. He got into the harbor without sighting a blockader, but there in the channel was a Federal gunboat at anchor. She could not be passed to port, and on the starboard side the distance from her rail to the beach was scarcely a hundred feet. The Confederate had a light-draught steamer, and heged up at quarter speed to squeeze through. He passed the gunboat within twelve feet, and as he passed he saw a look-out with his arms on the rail looking square at him. The Confederate expected an alarm, but it did not come. His craft crept forward like a snail, one of her paddle-wheels almost on the beach, and by and by was out of sight and safe in harbor. As was afterwards learned in Wilmington, the look-out who seemed to be gazing with wide-open eyes was a dead man—frozen to death at his post of duty.

While the blockade runners trusted to speed and dodging instead of fighting, there was danger to be apprehended from the desperate daring of nine-tenths of the captains. They often made a dash for it when discovered, and several times off Charleston they rubbed against blockaders in a way to make the splinters fly. A wooden steamer buzzing along at the rate of twelve miles an hour would have sunk the largest iron-clad in the navy if striking her right.

There were some blockade runners who were thoroughly determined not to be captured, and to fight if cornered. One captain had a spar and a torpedo attached to the bow of his craft, and both were in position whenever he ran in or out of Charleston. His intention was, in case a blockader barred his path, to push straight at her and give her the benefits of the torpedoes. Curiously enough, he made seven or eight trips without even being hailed by a blockader.

RUN ASHORE.

The first aim of the runners was to get safely in or out. When it was realized that this was impossible, the object was to prevent vessel or cargo from being of any benefit to the Federals. The runner would be headed for the beach, three or four fires kindled on board, and in the majority of instances, the crews escaped, and vessel and cargo were consumed. When the war closed, the bones of at least thirty runners could be counted within ten miles of the mouth of Charleston Harbor.

When a runner headed for the shore, it was out boats and pull for her. Now and then one was overhauled and the flames subdued, but in many cases the boats' crews were driven off by the infantry sent to the spot from the nearest fort.

ON THE WATCH.

There was never a single moment in the twenty-four hours that a watch was not maintained. One man, provided with the best of glasses, was sufficient by day, but at night from two to four were on duty, according to the weather. During the first year the runners selected dark or stormy nights for their trips, but later on they could be looked on any sort of night. Every runner going out halted off Fort Sumpter to get the report of the look-out who was maintained there. Every evening before dark this look-out, having the best telescope gold could buy in Europe, noted the position of every blockader. He saw whether they had steam up, whether they had signal, and how many runners were in the

five him the cue. Sometimes the blockaders would change their stations as soon as night fell, but the look-out could often tell what positions they would take, being guided by the tides, currents and look of the weather.

No soldier on outpost used his eyes and ears more keenly than the 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 necessarily endured. No man aboard could turn in at night with a feeling of security. He realized that he was likely to be turned out at any moment, and once out there might be hot work with the guns, a pull in the boats, or a chase lasting for hours.

A CURIOUS ALARM.

One night in December, 1863, a runner was creeping along down the harbor in hopes to dodge through the fleet of eight or ten vessels when all at once an alarm was given in the Federal fleet, quickly followed by the bang! bang! of the great guns. The excitement continued for full twenty minutes, drawing some of the Federals a mile from their first positions, and the runner took advantage of the furor to escape to sea. Aboard of her it was believed that some craft, bound in, had been captured, but such was not the case. About 11 o'clock strange fogs began to rise from the water and sail around. Some of the look-outs took the curious shapes for what they were, but aboard of one blockader a fog-bank took the shape of a steamer slowly moving over the water, and an alarm was the natural consequence.

FOOLING THE YANKEES.

All sorts of ideas were worked to draw the blockaders off the station or give them a scare, and many of the put-up jobs were successful. One night the hull of a vessel was drifted down with the tide and produced the greatest consternation for a time. It drifted down upon a blockader, being almost aboard before it was discovered. All hands were called up to repel boarders, the guns turned loose, and as the "dreaded monster" drifted away the whole fleet took a hand in and finally sent her to the bottom "with every soul on board." It was believed for many hours that a "rebel Merrimac" had been done for, but during the next forenoon a negro made his escape to the fleet in a skiff and not only revealed the true character of the "monster," but stated that two runners got out during the excitement.

Another plan was to drift a raft down after having set up a couple of sticks for masts; and in one case at least it was so arranged that smoke and sparks issued from a smoke-stack. As soon as the raft was sighted the fun began, and runners were always on hand to take advantage of a change of position by the fleet.

It is doubtful if any blockade ever recognized by the world was more strictly enforced or of more damage to the blockaded. No one expected that it could be made so stringent that nothing could slip through. That was the aim, of course, but the Federals labored under many burdens. In the first place the Confederates purchased the very fastest craft afloat. In the next, bad weather was an advantage to them. Again, they would take such desperate chances as dumfounded brave men. In a dozen instances they came down the harbor at a speed of fourteen or fifteen miles an hour, and plunged straight through the fleet and took the chances. Some were not even hit by the hot fire instantly opened, while others took from three to six cannon-balls into Nasas as relics. Federal history fawns upon the Admirals, puffs the Commodores, and pats the commanders on the back, but it stops there. There is never a word of praise for the thousands who endured the hardships and braved the dangers of the blockading stations. Indeed, but for an occasional magazine article or a newspaper sketch, the country would have forgotten that we had anything afloat except a few iron-clads.

CUTTING OUT—THE FASHION.

News having reached the fleet off the mouth of the Chattahoochee River that a schooner up the stream had loaded with cotton and was waiting a favorable opportunity to run the blockade, a fleet of eight or nine launches was made up and sent up the river, and not only was the valuable schooner captured with a valuable cargo on board, but much damage was created by burning and destroying. So near 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 leaped into the water in their excitement would have been drowned had not the boats picked them up.

DISTRIBUTION OF THE COOPER.

In August, 1863, a negro paddled off to the Blockader Blockade, and was captured by the Federal fleet. He was taken to the Federal fleet, and was put in the hands of the Federal fleet. He was put in the hands of the Federal fleet, and was put in the hands of the Federal fleet.

out that this was the blockade runner Cooper, which had slipped in and out three or four times, and would have got to sea again within three or four days had not her presence been betrayed. An expedition from the blockader started out to advance up the inlet from the sea, but was driven back by a battery, the presence of which was entirely unsuspected.

After taking a few days to survey the situation the commander of the blockader one night ran up the coast to a point beyond the spot at which the schooner was lying to load. Between the sea and the inlet was a neck of land a mile wide. Two boats' crews were sent ashore, and while one boat was left on the beach, the men carried the other across the neck and launched it, and then seven men started down the inlet to capture the schooner. The Confederates did not dream of such a Yankee trick as this, and apprehended danger only from the opposite direction. The boat's crew of seven approached without discovery, charged and carried the Confederate camp on shore, and in ten minutes had possession of schooner and all, without having a man wounded.

The number of Confederates was about twenty-five, most of them being engaged in the manufacture of salt. There was an infantry camp about two miles away, in which were about 150 soldiers, but none of these came up to take a hand in. The salt works and wharf were given to the flames, and as it was found impossible to get the schooner out she was also fired. The artillery was spiked and the carriages destroyed, and when it came to disposing of the ten prisoners captured a ludicrous incident occurred. Not one of the prisoners would give his rank, and as all were dressed alike the Federal officer selected three of the best looking, whom he thought must be officers, and took them away in his boat, after paroling the others. These three turned out to be privates. At Savannah I met one of the ten men captured there, and he said that after the boat had departed the paroled men sat down among the smoking ruins and had a good laugh over the trick they had played. The infantry stationed on the neck were in fault for the misfortune. Although pretending to maintain a patrol, they were all in camp and asleep when the schooner was attacked.

It may be a bitter pill for certain people to swallow, but it is nevertheless a solemn fact, that this same schooner ran at least three cargoes direct from New York and Philadelphia into blockaded ports, each time being furnished a cargo by men who were making themselves hoarse by hurraing for the glorious Union and against traitors.

M. QUAD.

NEW ADVERTISEMENTS.

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Respectfully,
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Sold by all druggists at 50 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
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sep4-dtf

Old and Reliable Line.
The Neuse River Navigation Company
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Will leave the Old Dominion Wharf TUESDAY and FRIDAYS, and arrive at Kinston WEDNESDAY and SATURDAY, and leave Kinston MONDAY and THURSDAY, arriving in New Berne the same days. Will touch at all landings along the River going and coming.

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Will make THREE TRIPS a week, leaving the Old Dominion wharf MONDAY, WEDNESDAY and FRIDAY at EIGHT A. M. Returning leaves Jolly on FIDELITY DAY, THURSDAY and SATURDAY, touching at all points.

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sep19-dawtfm

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8

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