

ANNOUNCEMENT.
 THE DAILY JOURNAL, a 24 column paper, published daily except on Monday, at \$1.00 per month; for six months, \$5.00; for a year, \$10.00. Delivered to subscribers at 50 cents per month.
 THE NEW BERNE JOURNAL, a 24 column paper, is published every Thursday at \$2.00 per month.
ADVERTISING RATES (DAILY).—One inch square for the first insertion, 25 cents; for each subsequent insertion, 15 cents. For three months, \$1.00; six months, \$1.50; for a year, \$2.50.
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 Notices of Marriages or Deaths, not to exceed three lines, will be inserted free. All additional lines will be charged double per line.
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 Communications containing news of a discussion of local matters are solicited. No communication must expect to be published that contains objectionable personalities; withhold the name of the author of that will make more than one issue of this paper.

THE JOURNAL.
 NEW BERNE, N. C., JAN. 31, 1883.
 Published at the Post office at New Berne, N. C., as second-class matter.

It is with an overmastering emotion that we announce the death of **JAMES W. HARPER**, late editor-in-chief of this paper. He died at Raleigh, N. C., of malignant malarial fever, at half past eleven o'clock, on the night of January 29th, 1883. Scarcely more than a week ago he left New Berne on a trip to Raleigh for a little recreation and perhaps to look after legislation important to this place and section. He was taken sick soon after his arrival there and confined to his bed until his death.

JAMES WARREN HARPER was born in Lenoir county, North Carolina, January 18th, 1848, and was the third son of James M. and C. E. Harper, both of whom have preceded him. In his youth he received all the benefits of a good and judicious home training, with such advantages as the country schools then offered. He entered the University at Chapel Hill in 1861, and graduated therefrom with marked distinction in 1865, and immediately commenced the study of the law under the late William H. Battle. He soon thereafter obtained his license and entered on the practice of his profession at Kinston.

In 1870 he formed a law partnership with H. F. Goring, Esq., and during that year led the forlorn hope of the Democratic party of that county as a candidate for the Legislature. Though possessing a fine legal mind and getting a lucrative practice, yet he was not fond of the law, so in the year 1873 he abandoned the practice and engaged in steamboating on Neuse river as Captain of the steamer *Carroll*. During the year 1873 he was married to Miss Claudia W. Moore of Lenoir county who, with five interesting children, survives him.

Soon after his marriage he formed a partnership with L. Harvey Esq. of Kinston and embarked into mercantile life which proving disastrous, he engaged in agricultural pursuits near Kinston. In 1875, having bought land in Jones county he moved to it and continued farming until January 1877 when he returned to Kinston and resumed the practice of his profession wherein he met with a good measure of success.

In December, 1878, he started the *Kinston Journal* and conducted it with marked ability and success until April, 1881, when his health becoming impaired he sold out the *Kinston Journal* to H. S. Nunn, and again engaged in the mercantile business, forming a partnership with Mr. John F. Mewborne. During the summer of this year he was elected County Superintendent of Public Instruction by the Board of Magistrates of Lenoir county, and by his indomitable spirit, energy and talent, soon infused new life into the public schools of the county where his influence is now working and beneficially felt.

But his desire for usefulness in his day and generation did not stop here. In March, 1882, he bought the outfit of the *Commercial News Publishing Company* in this city, and forming a partnership with the owners of the *Kinston Journal*, moved to New Berne and commenced the publication of

the *Daily and Weekly Journal*, both of which by his unflagging industry and eminent ability he has placed on a basis of ultimate success.

JAMES W. HARPER was an honest man. He was a ripe scholar, an able, fearless and independent editor; a sound, just and conscientious lawyer. He was a safe counsellor, though not a brilliant advocate, never advising a client to go to law unless he was certain to be in the right. We think we have heard it from his lips that he had never advised a client to bring suit but what he won. At the Spring Term of the Superior Court of Jones County, in 1879, he submitted a brief upon which he was complimented by the ablest members of the New Berne bar.

In all the grand and noble qualities which make the kind husband, the loving parent, the useful citizen, the devoted friend and the genuine Christian, **JAMES W. HARPER** was "the complete man." To us, who have known him intimately for ten years, a partner in both the *Kinston* and *New Berne Journal*, his death seems untimely; we feel that we have lost a true and tried friend. His bereaved family have our warmest sympathy.

As a token of the high regard in which he was held in this city, immediately upon hearing the news of his death steps were taken to secure a special train to Kinston in order that many who desired to do so could attend the funeral services which were held at Kinston yesterday evening. The delegation which went up consisted of Mayor Howard and the City Councilmen, representatives of the Board of Trade, Cotton Exchange, Knights of Honor—of which he was a member—Fire Department, Southern Express Company, Post office department and the editor of the *Newbernian*.

In the city the Cotton Exchange was closed at the hour of the burial services and appropriately draped, and the flags of steamers in port were at half mast during the day. The funeral services were conducted at the Disciples' house of worship by the pastor, Elder E. E. Orvis, attended by a large concourse of people.

The Oyster Industry of North Carolina.
 MR. EDITOR:—There is probably no one industry which interests the majority of the eastern counties of this State more than this, or furnishes a means of livelihood to so many during the winter months. And while the law-makers of our State are in session, it would be well to call their attention to the fact that there is a law now standing on the statute books of this State which does much to retard and cripple this industry.

I refer to the law prohibiting the taking of oysters with dredges. Whether this law was passed through ignorance of this business or by the influence of some "dog in the manger" spirits who would do nothing themselves and did not intend that others should, I do not know.

It is a fact, however, which cannot be controverted that there are thousands of bushels of the finest oysters which cannot be taken by any other means except by dredges, and the catching of which would bring many thousands of dollars to the people of this section who are in need of this money. A small quantity of oysters were sold in this market last week for one dollar per bushel, which would compare favorably with the best which can be found in the markets of Norfolk and Baltimore. These oysters were taken in the deepest waters of Core Sound, but by the present and only way of catching, viz., by tonging, these fine oysters can only be taken in very small quantities and only in calm, moderate days, where the water is perfectly quiet and the oystermen can see or feel for them on the bottom. If dredging was allowed, the oystermen could easily take large quantities of these oysters from the deep waters of Core and Pamlico Sounds, and in weather when tonging would be impossible. As many of your readers may not be familiar with the mode of dredging oysters a description of it may be interesting. Dredges are bags made of iron rings, from the

four corners of which project four iron bars converging to a point at a distance of a few feet from the windlass. Projecting downward from the bar, attached to the lower edge of the mouth, are iron teeth which, as the dredge is drawn over the bottom, scrape up the oysters and guide them into the bag. Every vessel should be supplied with two dredges and two windlasses, the latter being made stationary about midway of the deck on each side of the vessel, at the point where the windlass is screwed into the deck, a portion of the rail, three or four feet long, is secured, where fastened to the side of the vessel, is an iron bar, over which the chain and rope run where the dredge is being worked, saving wear and tear. If dredges are not too heavy, two men can easily work one dredge. When the boat reaches the dredging ground the captain takes the helm and the men prepare for their task. The dredges are thrown overboard, the vessel continues on her course until it is supposed that the dredge, which usually holds two or three bushels, is full, and then it is hauled up and its contents emptied on deck. If the vessel has passed across the bar, or oyster rock, she lacks and recrosses the ground, and the oystermen again throw over the dredges for another haul.

The effect of dredging has been thoroughly studied both in this country and in Europe, and the conclusion almost invariably reached is that it is beneficial to the beds when properly conducted as to time and manner. An oyster bed or rock, when kept undisturbed for a number of years, has a tendency to solidify into an almost impenetrable rock or mass of oysters until they become dead and worthless. Dredging prevents this, and by scattering the oysters for a wide area, and breaking them apart, the bed becomes greatly extended in size and the oysters have a chance to grow and increase. As the catching of oysters is now conducted in this State, instead of increasing and improving the natural beds, the oystermen are rapidly and surely preventing their growth. When the weather is suitable for them to work, the fleet of boats anchor on the beds and commence tonging up the oyster stock, which is suitable for market, and throw back the shells and young oysters—keeping up this same work day after day on the same grounds, until the oysters left are completely smothered up with shells and no chance for them to grow. If after tonging they would drop their boats off the beds to cull their stock they would spread the beds and improve them, but their greed is so great that they will not do this, although they know that they are "killing the goose which lays their golden egg." Some ten or twelve years ago the oystermen of Connecticut were obliged to bring the great share of their oysters from Virginia for planting in the spring on their private grounds and for their trade during the winter, the supply of native oysters being nearly exhausted, but since dredging has been extensively carried on in the deep waters of Long Island Sound, they are able to supply themselves almost entirely and are selling yearly thousands of bushels of seed oysters to the oystermen of New York and Rhode Island, besides exporting large quantities every season to Europe. In addition to the large number of sail dredge boats now in use by the oystermen of Connecticut they have seven powerful steam dredge boats constantly engaged in taking oysters in Long Island Sound, each of these boats catching from 1,000 to 1,500 bushels daily. The business there has become so extensive that nearly all of the suitable ground in this Sound has been taken by the oystermen for the purpose of planting and cultivating oysters, and the States of Connecticut and New York have derived a large revenue from the sale and lease of this ground under water. Some of the best ground in the vicinity of New Haven, Conn., has become so valuable that it is valued as \$100 to \$150 per acre, and in some instances as high as \$500 per acre has been paid.

It seems strange that with all the large area of inland sounds and natural resources of our State suitable for the taking of oysters that there should not be supply sufficient for the local demand and for the supply of the markets of our own State, but such is the fact, and probably one-half of all the oysters sold in North Carolina are shipped from Norfolk, Suffolk and Richmond, Va. This is certainly a bad showing for North Carolina when we have thousands and thousands of bushels of as fine oysters in the sounds of this State which could be used for this supply and for the supply of still more distant markets but for this foolish law prohibiting dredging. As the business is now conducted the dealers in this State cannot depend upon a regular supply, for if the weather is at all bad or not suitable for the oystermen to catch oysters by tonging, no oysters can be had, and the very weather when the dealers have the greatest demand is the time when there is no supply to be obtained, and the customers in the country, although willing and desirous to "patronize home institutions," become tired of continued disappointments and send their orders to Virginia markets, where the dealers can get a more regular supply. In Maryland the number of boats engaged in the dredging of oysters is over 1,200, and nearly 2,000 in tonging, and it was estimated that upwards of ten millions of bushels were caught in the waters of that State in the season of 1879-80. The value of oysters shipped from Baltimore alone was over three and one-half million dollars. Contrast this immense business with that of North Carolina for the same season: Number of vessels engaged in oyster business, 90; value of oysters sold in all the markets of the State, ninety thousand dollars. In the last census reports Mr. Ernest Ingersoll, in his very exhaustive report to Prof. Spencer F. Baird, U. S. Commissioner of Fish and Fisheries, says of the oyster industry of North Carolina:

"It is believed by those best informed upon this subject that the State law which prohibits dredging is an injury rather than a blessing to the oyster beds. They are probably right. Under proper restrictions which shall save the privilege from abuse—something hardly to be apprehended in this case, owing to the geographical conditions—dredging would aid both in the extension of the oyster-bearing areas, and in the better production of good single oysters on the ground where they now grow but in a coarse, bunchy way. The permission of dredging might bring some evils, as in the Chesapeake, but the benefits following to North Carolina would probably overbalance any harm."

Hoping that this important subject will receive some attention from our Legislature during its present session,

I am, yours respectfully,
 GEO. N. IVES.

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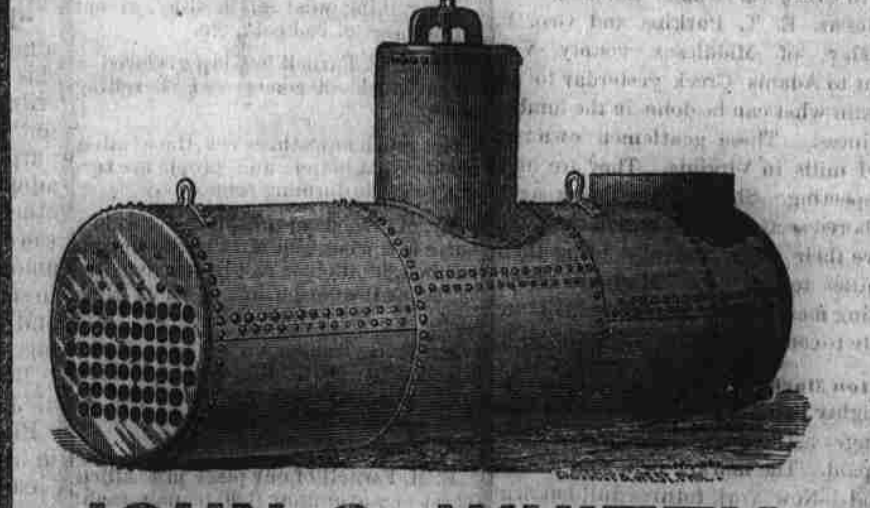
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