

THE DAILY JOURNAL.

VOL. II.

NEW BERNE, N. C., TUESDAY, JULY 17, 1883.

NO. 92

LOCAL NEWS.

Journal Miniature Almanac.
Sun rises, 4:37 | Length of day,
Sun sets, 7:14 | 14 hours, 17 minutes,
Moon sets at 2:36 a. m.

Mrs. A. B. Forrebee, one of the Graded School teachers, is attending the Normal School at Chapel Hill.

A little stir was made yesterday at the Cotton Exchange by the arrival of one bale. It was of low grade and went off at 8c.

The steamer *Shenandoah* will sail to-day (17th inst.) at 2 p. m. instead of 4 p. m. as regularly advertised. Freight received until hour of sailing.

Judge Green returned from Florida Sunday night and reports the weather as hot there as it is in North Carolina. He says the prospects for a good orange crop is very good. They will begin to ripen in August.

Mr. D. S. Koonce, from near Mount Olive, called to see us last night. He is a son of Dr. Phil. Koonce, of Carteret, but has been engaged in teaching near Mount Olive for fifteen months. He reports the condition of farmers in his vicinity as gradually improving.

The *Financial Commercial Chronicle* reports the total receipts of cotton from Sept. 1st, 1882, to July 14th, 1883, as follows: 1882 and 1883, 5,910,986 bales, an excess over 1881 and 1882 of 1,381,405 bales, and 200,896 bales more than they were to the same day of the month in 1881.

The old bank safe, used so long and successfully by Rountree & Webb, was moved down from the old stand of this firm to the Old Dominion wharf yesterday, preparatory to being shipped to Kingston to-day to Mr. S. H. Loftin, who we understand contemplates going into the banking business in that town. While publishing the *JOURNAL* at Kingston we urged upon its motley men the importance of a bank, and we believe a considerable amount was subscribed to the capital stock at one time, but for some cause the enterprise has been allowed to sleep for a while.

Dead.
Mr. Robert Ballance, an aged and highly respected citizen of Nebraska, Hyde county, and the father of our townsman Dr. W. Pell Ballance, died on Saturday last at 6 p. m., aged 70 years.

Holiness Notice.
Rev. Geo. S. Best requests us to announce that he will preach at Capernum church, Onslow county, Tuesday after the fifth Sunday in July; at Piney Grove, Onslow, on Thursday after the fifth Sunday; at Enon on the first Sunday and Saturday before in August, and at Emma's Chapel, on second Sunday and Saturday before in August. He requests the members at Emma's Chapel to note the change for August and that the Union Meeting of the Eastern association will be held at Folkeville on the fifth Sunday, Friday and Saturday before in July.

A Railroad Issue.
We trust our readers will bear with us for devoting so much space to railroad matters in this issue. The next disposition made of the road will likely be a permanent one, and it is important that the stockholders have the matter thoroughly discussed, so that whatever may be done will be for the best interest of this section and for the State at large. "Tide Water" gives an interesting communication, showing the advantages of the Cape Fear and Yadkin Valley connection. "XX" states the facts in regard to a sale to the N. C. R. R., while our own views are given on our editorial page. Any one who takes the trouble to read these three articles and is not afterwards better posted in railroad matters, then much labor has been done in vain.

Struck by a Policeman.
On yesterday morning policeman Hurst in arresting Horace Kinsey for a violation of a city ordinance while driving cows through the city, gave a blow on the head with his billy which has proven to be quite serious if not fatal. This boy Horace, we learn, has been a cripple for a long time, being partially paralyzed on one side. It is his belief, there was certainly no necessity for the officer's using the force he did in making the arrest. No officer has the right to inflict punishment in making an arrest, no matter how abusive his prisoner may be; the infliction of the punishment is for the court. An officer has the right to use all necessary force in making an arrest, and has a right to defend his person, but no further. We think it important that the police of the city, in a mixed community like ours, should be men of training and sound education. Mr. Hurst was arrested and taken before Justice Dendley and required to give bond for the sum of \$100, for his appearance on Tuesday.

A Sale of the Atlantic & N. C. Railroad.

It has been frequently asserted and generally accepted as true, that there is no power in the stockholders to sell this road. Generally speaking this is undoubtedly true; but the Legislature of 1873-74 has made an exception in favor of the North Carolina Railroad Company. By this act authority is conferred upon the latter corporation to purchase the Western N. C. and Atlantic N. C. Railroads and for that purpose to issue its bonds and execute a mortgage upon its property to secure the same.

The reasons which moved the General Assembly in bestowing the special power upon this corporation are apparent to all who are at all acquainted with the history of the railroading in North Carolina.

The hopes which induced the State, more than a generation ago, to lend its aid to the construction of these three lines of railroad, had not been entirely abandoned by those who had the care of the State at the time of this legislation. The crippled condition of the Atlantic and N. C. and the Western N. C. Railroads rendered them helpless as factors in the establishment of the "old North Carolina policy," and the only hope left those who still indulged what is familiarly known as the "dream of Gov. Morehead and the fathers" was to be found in the North Carolina Railroad. Nor was this road at that time in a condition to either dictate the situation or very materially influence it.

Its own stock was selling at 35 cents on the dollar, and unless a remedy was devised, a sale of its entire property to pay the construction bonds was inevitable. No plan to avert this threatened calamity had been matured or even suggested.

There was another impediment in the way of a purchase by this road of either of the two lines of railway mentioned in the act. Its own road extending from Goldsboro to Charlotte was under a lease for 30 years to the Richmond and Danville Railroad and that time had just begun to run. But this was not an insurmountable object. If the influence which the lessors could bring to bear upon their lessees could not secure the co-operation of the Richmond and Danville Company in working out their objects and wishes, time at least would remove this difficulty and in the life of a railroad time is not what it is in the life of an individual.

These are the difficulties which 10 years ago stood in the way of the North Carolina Railroad Co. as a purchaser of the Atlantic Railroad. Time has removed many, if not all, of them.

At length its stock having found bottom at 55 cents, took an upward turn, and had reached in the last sales reported 87 and is now firmly held at 90 cents. And it is not unreasonable to predict if the company continues to declare dividends of six per cent., as of late it has, it may soon stand at its par value, if it does not command a premium in the market. Thus much for the stock, its present value and future probabilities.

The company has been equally fortunate in averting the danger which threatened its corporate existence. By wise and prudent management the bondholders had been induced to consent to have the construction debt funded and to accept bonds in lieu thereof running 40 years. It would be unjust while on this subject, not to give the authorities of this road due praise for this most creditable showing. We dislike to bring the mismanagement of our own road in contrast with such splendid results. But it must be admitted that the business qualifications of the persons proposing to buy or lease our road is an important consideration. And we believe the management of the affairs of this company fully establishes the high qualifications of those in control. This, we believe and hope is a fair statement of the condition, past and present, of the corporation; which now proposes, in earnest, to buy the Atlantic & N. C. Railroad.

With its stock worth 90 cents; with an annual dividend of 6 per cent; with construction bonds funded for 40 years; and owning a property estimated at \$4,000,000 the ability of the company to buy must be conceded, and any proposition it may make should be treated with respect.

What terms it may be able to make with the Richmond and Danville Railroad company should it buy; whether to operate our road, in the interest of this section, as a part of the whole line of road from Charlotte down, or to give it the control from Raleigh only, of course, we are unable to say. But it is easy to see that the old company, the operating no road of its own, is in a condition to influence its lessee in favor of any scheme it may project in this behalf. This is its concern, and whatever it may be able to do in this direction we presume will be disclosed in the offer to buy.

At any rate it looks like there is something in the "old Mullet Road," after all, since so many are anxious to call it their own. It is too plain, in view of this struggle for it, that there is no occasion, as some assert, to lease or sell merely to be rid of it.

For DYSPEPSIA, INDIGESTION, Depression of Spirits and General Debility, in their various forms; also as a preventive against Fever and Ague, and other Intermittent Fevers, the "FERRO-PROPRIETARY ELIXIR OF CALLESA," made by Caswell, Hazard & Co., New York, and sold by all Druggists, is the best tonic; and for patients recovering from Fever or other sickness, it has no equal. tw1

The glory of a man is his strength. If you are weakened down through excessive study, or by early indiscretions, Allen's Brain Food will permanently restore all lost vigor, and strengthen all the muscles of Brain and Body. \$1.00 for 25.-At druggists. dw2

Mr. Isham Bridgford, Warrington, N. C., says: "I had the dropsy and was benefited by using Brown's Iron Bitters."

A GREAT STATE SYSTEM.

Cape Fear and Yadkin Valley, and Atlantic and North Carolina Railroads.

Proposed Connection of North Carolina Coast Counties with the Interior and Trans-montane Sections.

EDITOR JOURNAL:—The Cape Fear and Yadkin Valley Railroad is in operation from Fayetteville, the prospering head of navigation on Cape Fear River; to the Gulf in Chatham county, a distance of 47 miles—passing through Cumberland, Harnett and Moore into Chatham. Its further route is graded and bridged from the Gulf through Chatham and Randolph, to Greensboro, 58 miles; and is graded from Greensboro to Walnut Cove, Stokes county, 30 miles beyond. The Cape Fear and Yadkin Valley Road also owns the graded route of the Fayetteville and Florence Road from Fayetteville to the South Carolina line, 48 miles. The whole route will be rapidly completed, and when finished will extend from Shoe Heel on the Carolina Central Railroad through the counties of Robeson, Cumberland, Harnett, Moore, Chatham, Randolph, Guilford, Forsyth, Stokes, Surry, Yadkin, Wilkes, Caldwell and Mitchell, where, at Cranberry Iron Mines, it connects with the Cranberry Road of 43 miles leading to the Virginia and Tennessee System at Johnson City, and penetrating the section composed of Alleghany, Ashe and Watauga and affording facilities to Yancey county.

THE COMPANY AND ITS PROGRESS.
The Cape Fear and Yadkin Valley Railroad has recently passed into the hands of a reorganized company of strong capitalists, who have given the State substantial and satisfactory guarantees of its early completion. Sufficient rail has been purchased and delivered to lay the track from Fayetteville to Shoe Heel; and from the old Gulf terminus to Greensboro. Track-laying gangs are at work between Shoe Heel and Fayetteville, and the Gulf and Greensboro, and we have the assurance of President Gray that the cars will be running through from Shoe Heel to Greensboro by January, 1884, and that the work thence to its mountain terminus will be pushed with like promptness and vigor. We are thus assured of more than 150 miles of operating railway of the Cape Fear and Yadkin Valley Road at a very early day, and a corresponding promptness in the completion of the whole line.

PROPOSITION TO EXTEND THE SYSTEM.
The Cape Fear and Yadkin Valley Company proposes to lease the Atlantic and North Carolina Railroad, and build a connecting link between Fayetteville and Goldsboro, thus affording it an outlet through the ports of New Berne and Beaufort, and so furnishing the long desired connection by rail of the North Carolina coast and trans montane counties. The Cape Fear and Yadkin Valley scheme developed into the possibility of affording our North Carolina seaports access to the interior of the State, the West and great Northwest, just as we of the pent up East had realized that the North Carolina and the Western North Carolina Railroads, constituting the old "North Carolina System" had hopelessly passed into hostile hands and under Virginia control.

OUR PRESENT SITUATION.
The situation of Eastern Carolina—the ports of Beaufort, New Berne and Wilmington—with reference to Western North Carolina, Tennessee and the interior sections of our State is best illustrated by this extract from the columns of the New Berne *JOURNAL* of July 13th, 1883:
"One of our merchants gives us the following items of information:
"It costs to bring two bags seed, weighing 57 lbs., by regular freight from Tennessee to New Berne, \$6.24. Time required, 23 days.
"It costs to carry a cultivator weighing 53 lbs., from New Berne to Rockingham, Richmond county, \$2.45. A number of the implements were wanted, but as it costs about five times as much for freight as it would cost from New York, of course the first order was the last. Comment is unnecessary."

WHAT OUR ISOLATION PRESENTS.
It is, therefore, perfectly clear to any one who is at all acquainted with matter of transportation that the railway facilities of New Berne, Beaufort, Kingston and the A. & N. C. Railroad points practically terminates at Goldsboro, and that without a corporate cohesiveness of our road with some through line we are commercially restricted to the local facilities of our own narrow limits. It matters not into whose hands, or under what management the A. & N. C. Railroad passes, so long as it remains the isolated fragment of a system it cannot promote the commercial interests, except locally, of the section of the State it was designed to assist, benefit and build up.

WHAT IS OFFERED TO RELIEVE US.
The proposition of the Cape Fear and Yadkin Valley people is to make the A. & N. C. Railroad a part of their through system, giving to Beaufort, New Berne and other points of Eastern Carolina that communication with our interior counties, connection with our outlet through Northwestern North Carolina, East Tennessee and Southwest Virginia which the North Carolina and Western North Carolina Roads were intended to give us through Tennessee and Georgia; and by its extension South, the C. F. & Y. V. Road will also penetrate and open up to us rich cotton growing sections of South Carolina.

WHAT THE C. F. & Y. V. SYSTEM COMPREHENDS.
This proposed system of the C. F. & Y. V. Railway beyond the borders of Wayne county comprehends 17 counties of the State, whose aggregate popula-

tion is 294,302, comprising more than one-fifth the population of North Carolina; and 10,490 square miles; more than one-fifth the land area of the State; 1,325,309 acres being improved, and 5,989,691 acres of unimproved lands. Include Wayne, Lenoir, Jones, Craven and Carteret, and we have 371,981 population; more than one-fourth that of the State; 13,280 square miles; more than one-fourth the land area; 1,940,116 acres being improved, and 4,721,573 acres of unimproved lands, as lying in the counties of the proposed Atlantic, Cape Fear and Yadkin Valley System. The counties of this system, from the North-western limits of the State to Beaufort Harbor are Alleghany, Ashe, Watauga, Mitchell, Caldwell, Wilkes, Yadkin, Surry, Stokes, Forsyth, Guilford, Randolph, Chatham, Moore, Harnett, Cumberland, Robeson, Sampson, Wayne, Lenoir, Jones, Craven and Carteret.

OF THE GREATEST ADVANTAGE—HIGHEST CONSIDERATION OF STATE POLICY.

Can anything of greater advantage to Goldsboro, Kinston, New Berne and Beaufort be suggested than a Railroad System which shall bring together these 23 counties—this territory and population—comprising one-fourth of North Carolina, one-fourth of her population; one-fourth of the territory; one-fourth of her products, resources and industries? Can any more beneficial public policy be devised than this? The present Executive of our State has the proud satisfaction of knowing that his administration stands out pre-eminently as the most successful and progressive, respecting the development of Internal Improvements, of any of the illustrious administrations of the State. Has any public policy of a higher consideration at any time ever occupied the Executive mind of North Carolina than this which proposes to give one-fourth of the population of the State, their territory, products, industries and resources the benefits of access to and outlet through Beaufort Harbor? Is there, or can there be a higher or more beneficial policy of the State than that of fostering her commerce, the handmaid of Agriculture, by building up her seaports of Beaufort and Wilmington?

WOULD REVIVE THE COMMERCE OF BEAUFORT HARBOR, EASTERN AND WESTERN CAROLINA.
By reason of the coal product which awaits the developing hand of the C. F. & Y. V. system, Beaufort harbor would become one of the important South Atlantic coaling stations for trans-Atlantic and coastwise steamships; at once a convenience to international and domestic commerce and a source of wealth to our impoverished and languishing State; attracting the attention of the world to our products and the capacities of our seaport. The immense beds of iron, copper and other valuable ores and minerals which lie along the line of the C. F. & Y. V. Road from Moore and Chatham to Alleghany and Ashe counties, the full development of which this system of transportation will bring out, would in great part find an outlet to the Northern furnaces and foundries through the ports of New Berne and Beaufort. The bulk of supplies imported for the section of country lying between Wayne and Ashe counties along and contiguous to this line would find their way in through the ports of New Berne and Beaufort, and in addition to increased lines of inland navigation from New Berne, outside lines of steamships would be established and maintained in the commerce with Beaufort harbor. While New Berne, instead of finding her customers within a radius of thirty or forty miles, would extend her trade-relations beyond the confines of the State. Products of our cotton fields would be carried to the factories in Caldwell, Chatham, Cumberland, Forsyth, Guilford, Randolph, Surry and the hundreds of others that are to spring up on the magnificent water-power of those hill and mountain sections which the C. F. & Y. V. system penetrates and in exchange the fine beef, cattle, horses and mules and other products of the Western slope brought to our doors. That exchange of commodities would thus again go on between our Eastern and Western people as in the days before the advent of transverse railroads interrupted and finally shut off the natural currents of trade, dividing one portion of the State from the other. Can no one see in all this a reason for uniting the A. & N. C. Railroad with the great through system of the Cape Fear and Yadkin Valley Railway, which, when extended to the shores of the Atlantic ocean, becomes a great State system of transportation and development? TIDE-WATER.

New Berne, N. C. July 16, 1883.

Sons of the Soil.
The Wilmington *Star* has this to say of the address delivered by our townsman, John S. Long, before Pantego Institute, on the 15th of June:
"Mr. Long is one of the gifted men of North Carolina with the pen. There is in this address, as in all of his published productions that have come under our eye, an exceeding copulence of rhetoric, but rhetoric, beautiful, scholarly, glowing and often richly freighted. He sails in no dilapidated schooner or battered and bruis'd brig, but in an argosy grandly bedecked, richly stored, with alken sails thrown to the winds, with streamers fluttering in the breeze, and onward it sails to music that floats softly over the dark blue sea." There is a classical elegance of diction and of illustration in this speech. There are indeed but few Carolinians who combine so much of passionate thought with such exquisite powers of expression. The finest of all Tenth of May addresses we have read was the one he delivered in New Berne some ten or twelve years ago."

Mrs. Margaret M. Pope, Rich Square, N. C., says: "Brown's Iron Bitters has restored my strength and given me a hearty appetite." dw

Why suffer with MALARIA? EMORY'S STANDARD CURE PILLS are infallible, never fail to cure the most obstinate cases; purely vegetable.—25 cents. dw2

COMMERCIAL.

NEW BERNE MARKET.

COTTON—Middling, 9 1-4; strict low middling 9; low middling 8 3-4.
CORN—In sacks, 68c.; in bulk 64c.
WHEAT—Dip, \$2.25; hard \$1.25.
TAR—Firm at \$1.50 and \$1.75.
BEEFWAX—25c. per lb.
HONEY—60c. per gallon.
BEEF—On foot, 5c. to 6c.
MUTTON—\$1.50a2 per head.
HAMS—Country, 13c. per pound.
LARD—Country, 13c. per lb.
FRESH PORK—7a9c. per pound.
EGGS—13c. per dozen.
PEANUTS—\$1.50 per bushel.
FOODER—\$1.50 per hundred.
ONIONS—4c. per bunch.
APPLES—40a60c. per bushel.
PEAS—\$1.00 per bushel.
HIDES—Dry, 9c. to 11c.; green 5c.
TALLOW—6c. per lb.
CHICKENS—Grown, 60a70c. per pair.
MEAL—Bolted, 75c. per bushel.
POTATOES—Bahamas, 50c.; yams 60c. per bushel.
TURNIPS—3c. per bunch.
WOOL—12a30c. per pound.
SHINGLES—West India, dull and nominal; not wanted. Building 5 inch, hearts, \$3.50; saps, \$2.50 per M.

WHOLESALE PRICES.
NEW MESS PORK—\$20; long clear 10c.; shoulders, dry salt, 3c.
MOLASSES AND SYRUPS—25a40c.
SALT—95c. per sack.
FLOUR—\$4.00a7.50 per barrel.

GRAND Excursion and Picnic.

STEAMER ELM CITY
Will be off to the
GRAY LEE BEACH, ADAMS' CREEK
TUESDAY,
JULY 17th, 1883.

Leaving her Dock at NINE o'clock, A.M. Returning will leave Adams' Creek at FIVE o'clock, P.M., arriving at New Berne at EIGHT o'clock, P.M.
Fare for Single Ticket, FIFTY CENTS.
Parties of five or ten will be furnished at club rates. Five Tickets for \$2.00. Ten Tickets for \$3.50.
The New Berne Silver Cornet Band will furnish music on the trip and there will be Cream, Soda Water and Refreshments of all kinds furnished by Potter.
Tickets can be purchased at office, foot of Craven st., or from any member of the Band.
S. H. GRAY,
General Manager.

50 Tons Prime Timothy

For sale by the TON, VERY LOW.
Parties in want of hay will save money by calling on
July 15-16
W. P. BURRUS & CO.

Wanted

To know where there is a Woolen Factory that makes a specialty of manufacturing wool into blankets. Address
P. M.
Comfort,
Jones County, N. C.

NOTICE.

STATE OF NORTH CAROLINA,
CHAVEN COUNTY.
The subscriber having qualified as Administrator of the estate of John D. Howard, deceased, on the 10th day of July, A. D. 1883, before the Probate Court of Craven county, hereby notifies all persons having claims against said estate to present them for payment on or before the 15th day of July, 1883, or this notice will be pleaded in bar of their recovery.
All persons indebted to said estate will make immediate payment.
Done this 10th day of July, 1883.
JAS. M. HOWARD,
Administrator.

ST. MARY'S SCHOOL,

RALEIGH, N. C.
The ADVENT TERM of the 85th Semi-Annual Session of this School begins THURSDAY SEPT. 13th, 1883.
For Catalogue address the Rector,
REV. BENNET SMEDES, A. M.
July 16th 1883

Brick! Brick! Brick!

For sale in quantity and quality to suit purchasers. Contracts solicited. Sales yard on Market Block.
Address all communications to
J. F. CLARK,
New Berne, N. C.

NOTICE.

LAND SALE.
Under judgment of Craven Superior Court, rendered at January Term, A. D. 1879, and an amended order thereof rendered at Spring Term, A. D. 1883, in action wherein Lydia A. Gaskin and others are plaintiffs, and "The New Berne Co-operative Land and Building Association" and another are defendants, the undersigned will sell for CASH, at Court House door of Craven county, on
First Monday in August, 1883,
at ELEVEN o'clock, A. M., a parcel of land in New Berne, beginning at stake on German street and running with said street 30 feet to back line; then with said back line 61 feet; then parallel with Jones street 30 feet; then a straight line to the beginning—being part of lot No. 559, being half of land conveyed to Rebecca D. Milton by W. B. and Sophia Byrd.
July 9th, 1883.
RICHARD W. NIXON,
Commissioner.

C. E. FOY & CO.,

Wholesale Grocers
And Dealers in
Guano and Genuine German
Kainit,
Brick Block, Middle street,
Newbern, N. C.

CITY ITEMS.

This column, next to local news, is to be used for local advertising. Rates, 10 cents a line for first insertion, and 5 cents a line for each subsequent insertion.

School Notice.
Miss R. C. BROOKFIELD will be at her room in the Academy between 9 and 12 a. m. for the next five or six weeks, where she will be pleased to instruct pupils of any grade in any studies desired. Pupils charged only for the days they are in actual attendance, at the rate of 50 cents per week. July 13-2.

A First Class
Sewing machine—brand new—can be bought cheap at the *JOURNAL* office.

The Cheapest Oranges
And Lemons in the city can be found at
K. R. JONES'.

For a Nice Drink
Of Pippin Cider on ice, call at
K. R. JONES'.

A. H. Potter in making soda water does not use pump water but pure city water.

For Sale.

Will sell cheap, for CASH, TWO OLD LOCOMOTIVE ENGINES and ONE OLD LOCOMOTIVE BOILER.
For further information apply to
BASIL MAXLEY, M. M.
July 10-12
A. & S. C. R. R.

Well, What of It?

Nothing in particular, only during this heated term, and dull, rainy weather, you can find at W. L. PALMER'S, on Middle street, Good Cool Soda Water, Genuine Deep Rock Water, and excellent Ginger Ale, good and refreshing drinks. Also, the choicest brands of Cigars, Tobacco, and Candles, Cakes, Lemons, Oranges, etc., anything in my line, freely exchanged for Cash. Trade Dollars taken at their Bullion Value; all other currency at its current value.
W. L. PALMER,
Second door north east side, corner of South Front and Middle streets,
July 11-14
NEW BERNE, N. C.

Notice to Firemen.

ORDERED, That all persons who were active Firemen on the 1st day of June, A. D. 1883, be and the same are exempt from Poll Tax for the year 1883.
ORDERED, That the above exemption shall not take place until the proper officer of the several Fire Companies furnish the list taken with a correct list of the active members of their company on said 1st day of June.
ORDERED, That the Clerk of the Board publish the above order for ten days.
JOS. NELSON,
July 10-11
Clerk Board of Commissioners.

Just Received :

Fine Sugar Cured Hams,
Breakfast Bacon,
Sugar Cured Shoulders,
Choice Butter and Cheese,
Best Quality of Lard.

HEADQUARTERS FOR FINE FLOUR.

Catawba, Scuppernon, Sherry and Port Wines, and a Complete Line of the Best Grades of Liquors for family use.

d&w
CHAS. H. BLANK.

GEO. W. J. HARVEY,

236 RICHMOND ST.,
PHILADELPHIA.
ESTABLISHED 1836.
Maker of Gentlemen's Fine Custom Boots & Shoes of the Latest Styles and BEST GRADES.
Would refer to Messrs. B. K. Bryan, Geo. Henderson, Geo. H. Roberts, Geo. A. Oliver and others, all of New Berne.
Orders by Mail solicited.
July 8th 1883
GEO. W. J. HARVEY.

FRESH BUTTER

received every week.

A NEW stock of TEA for the summer trade just received.

Toilet and Laundry SOAP in great variety.

Sparkling CIDER, a cool and refreshing drink.

Finest Grades of FLOUR.

Pure APPLE VINEGAR.

English Island MOLASSES.

HAMS and Breakfast Bacon.

Flavoring Extracts (all fresh).

Special bargains offered to cash customers.

C. E. SLOVER,

July 11-13

Ice Cream! Ice Cream!

Having moved back to his Old Stand, near Depot, has opened TWO ICE CREAM PARLORS, one for white and one for colored people, where they may enjoy a plate of very fine Ice Cream. He also furnishes Ice Cream by the pint, quart or gallon at very reasonable rates. Soda Water, Bottled Ginger Ale, which is always kept ICE COLD. Lemonades made at reduced rates. Special attention is called to his Luscious Saus; he only keeps one kind, and that is genuine Luscious, High Toast Scotch Saus. He has blades from 3 on up. He has very fine Cigars, Tobacco, Candy, etc.

Call and see him at once and get your "Come Again."

L. J. TAYLOR

June 21-22
Near Depot, New Berne, N. C.