

THE DAILY JOURNAL.

VOL. IV.

NEW BERNE, N. C., THURSDAY, SEPTEMBER 3, 1885.

NO. 133.

LOCAL NEWS.

Journal Statistics Almanac.
New Berne, latitude, 35° 8' North.
Longitude, 77° 8' West.
Sun rises, 6:22. Length of day,
Sun sets, 6:25. 12 hours, 51 minutes.
Moon rises at 11:31 p. m.

BUSINESS LOCALS.

Job work executed at this office at prices to suit the times.

FALL SAMPLES at N. M. GASKILL'S.
If you are in need of any printed stationery, call at the JOURNAL office and have it done before the busy season arrives.

Old papers for sale at this office.
SUITS made to order and guaranteed to fit at N. M. GASKILL'S.
Carriers are not allowed to sell papers.

Mr. D. Stimson is enlarging his pound lot logs.
Beautiful balmy weather, Indian summer.

The steamer Trent will make two trips per week to Trenton after Sept. 8th.

Notice change of schedule in Neuse and Trent River Steamboat Co.'s advertisement.

The many friends of Miss Ella E. Ives will regret to learn of a long and severe illness from which she suffers.

The carpenter informs us that the lumber for the new express mail and baggage car was prepared at Congdon's mill instead of Stimson's as we were informed a few days ago.

A tall, stout, short man called to see you a little while ago," said a clerk to a merchant yesterday. The merchant is still looking for the man, but can't find one to meet the description.

Miss Mary C. Roberts will reopen her Kindergarten school next Monday. Miss Roberts teaches because she loves the work, and this is more than half the battle in the making up of a successful teacher.

The schooner Nellie Wardsworth, Capt. Smith, arrived yesterday from Philadelphia with a cargo of coal for Geo. Allen & Co. The Captain reports having been out sixteen days and a rough passage.

Messrs. C. E. Foy and J. J. Wolfenden the committee on the part of the Cotton Exchange and Clyde lines in regard to equalizing freights, left for Baltimore and New York on that business yesterday.

A comparison of New Berne's trade with other towns in this short crop section for the past two years will show that New Berne has a larger per cent of proportion to her sisters, the opinion of "Trent" to the contrary notwithstanding. The truth of the matter is, business has been depressed everywhere, and it is always well depressed when there is a general failure of crops as has been in the South for two years.

The personal effects of Mr. Joseph Plummer, who died some time ago at Paris, France, were received by his heirs here on Saturday and were of a valuable character such as a gentleman of leisure and a resident of Paris and traveler upon the Continent would accumulate. Knick-knacks, articles of vertu, bric-a-brac, including the grotesque and beautiful from China and Japan, Egyptian carved ornaments, etc., the whole constituting an interesting collection.

Mr. G. W. Smith, of Pocomo fame, was in the city yesterday, and brought with him the skin of a large bear. He reports crops in his vicinity only fair, owing to the excessive rains in the spring, but his peaches are first-class. We think that inasmuch as Mr. Smith has been so successful in exploring the great peccosin and opening up so many high-paying territories that it would be but justice to him in future to give him the title of "Colonel." The Colonel says he expects to get married after the first big freeze.

A larger number of students have been enrolled at Trinity College this year than at the beginning of any fall term for ten years. Thirty-seven new students were in attendance at the beginning of the school week, and eighty-five in all, more than were enrolled the whole of last Fall term. Nearly every day brings new accessions. Prof. Williams has returned from Germany, and every member of the Faculty is now in his place and doing excellent work. The friends of the college rejoice to know that it is steadily advancing on every line of improvement and in popular favor.

Personal.
Mr. W. F. Routhree and family have returned from Asheville.
Mr. J. D. Roberts, has returned from Providence, Rhode Island, where he has been taking practical lessons in astronomy. He will take charge of the observatory department of the wood pulp company at Greenville.

Mr. D. D. Pugh of La Grange was in the city yesterday.

The students of the office of O. E. Duff, of this city, the editor tells us, are making good headway and will soon be ready to stand for his laurels.

Trade and Transportation.

We publish a rather long communication today on the subject of trade and transportation and freight discriminations. There is probably something in the points presented and discussed by "Trent," but if the trade and business of New Berne is languishing, as he seems to think, it is on account of the same disease that has afflicted every other town in Eastern North Carolina for the last two years. Neither equalization of freights nor discriminations in freight charges will make cotton and corn grow, nor will these things prevent a tumble in the market when an over crop of peas, beans and Irish potatoes is made.

Of the sixty or seventy thousand bales of cotton that pass through New Berne annually, about twenty to twenty-two thousand bales, up to 1883-'84, were marketed here. In 1883-'84 and 1884-'85 about thirteen thousand bales were sold here, because the section of country from which New Berne usually draws her cotton hardly made two-thirds of a crop during those years. A short crop for two years in succession will depress any community, and we think New Berne has stood the ordeal of the last two years about as well as any other community.

"Trent" rather complains of the present management of the A. & N. C. R. R. for not opening its traffic to "all comers," and for refusing to open connections with a line that will guarantee New York and New Berne time freight in 36 hours and general traffic in 48 hours. But suppose the road was open to "all comers," would not the very thing which "Trent" starts out in his communication to war against be encouraged? Open it to "all comers" and the effect will be to give points beyond New Berne a still further reduction in freights by the increased competition while rates will be maintained at New Berne, and thus "every interior point is to be placed on a footing of equal advantages." We hardly think the present management of the road is prepared to engage in doubtful experiments.

That Kinston Cotton.
KINSTON, Sept. 3d, '85.
MR. EDITOR:—It seems that Mr. R. cannot be satisfied about the Kinston cotton. The buyers of this place offered as a premium for the first two bales of new cotton 12 cents per pound, and the price was paid for the two bales and 9 cents per pound for one bale and paid in cash, for we paid the money for the three bales of cotton. Now if Mr. R. wishes to bet against these figures, he can find a partner in the office of Dawson & Mewborn.
Yours truly,
DAWSON & MEWBORN.

NEWS BY MAIL.

THE STRIKE GENERAL.
BALTIMORE, Sept. 1.—The strike of the tin can makers became general today and there is an entire suspension of that industry.

THE CHOLERA.
MADRID, September 1.—There were 3,669 new cases of cholera and 1,130 deaths from the disease reported yesterday throughout Spain.

LONDON, Sept. 1.—The Spanish steamer Marzo, from Spanish ports, which arrived at Leith, Scotland, today was found to have on board several cases of illness resembling cholera and was placed in quarantine.

TOULON, France, Sept. 1.—Eight persons died here from cholera yesterday. There is no apparent increase in the daily average of new cases. The temperature has fallen and the weather is much more favorable.

RESUMING WORK.
BALTIMORE, Sept. 1.—Today the cotton mills at Woodberry, four in number, giving employment to upward of 3,000 operatives, are making arrangements to go to work on full time. The Meadow mill, which has been idle for a year, will start today with a full force of 600, and on full time. The Woodberry Clipper and Park mills, and the Druid mill will be run on full time on Monday next, as will also the Mt. Vernon mill.

ANTI-POLYGAMY TEST OATH.
SALT LAKE CITY, Sept. 1.—In Boise county, Idaho, last Saturday, chief Justice Hayes affirmed the constitutionality of the territorial election law prescribing the anti-polygamy test oath. This will largely reduce the Mormon vote.

RIOT AT GALWAY.
DUBLIN, Sept. 1.—During a torchlight procession at Galway last night in honor of Timothy O'Connor, a number of professional strikers in detachment of Yorkshire soldiers on garrison duty there. The noise of the disturbance attracted the attention of the latter's comrades, and they leaped from their barracks in force and joined the mob. For four hours the fight waged fiercely, clubs and stones being freely used by both sides. A large number of windows were smashed and many persons injured. Finally the police, who had in the mean time been reinforced, with the aid of the military not engaged in the riot quelled the disturbance.

THE SMALL POX.
FALL RIVER, MASS., Sept. 1.—Jan. Anthony, a member of the board of health, predicts that there will be 2,000 cases here, as the place where the cases were discovered is the worst pest spot in the city.

City Council Proceedings.

A regular meeting of the Board of City Council was held Sept. 1st, 1885; the Mayor and all the members present. The Mayor submitted the following report, which was received and adopted:
NEW BERNE, N. C., Sept. 1, 1885.
To the Board of Councilmen of the City of New Berne, N. C.:
GENTLEMEN—I respectfully submit that there was made during the month of August forty arrests; fines and costs as follows:
Fines.....\$18.00
Costs.....71.30
\$89.30

E. H. MEADOWS, Mayor.
The Marshal's report for the month was also received and adopted.

NEW BERNE, N. C., Sept. 1, 1885.
The honorable, the Mayor and Board of Councilmen:
GENTLEMEN—I respectfully submit the following report for the month of August:
Number of arrests made, 40.
Number discharged, 9.
Amount collected for fines, \$18.00
" " costs, 71.30
" " from rents, 10.50
\$89.70

Having deducted one-half the costs, I have paid the remainder to the City Treasurer.
Very respectfully,
JNO. M. HARGET.

The Committee on Fire Department reported that the roof of the jumper house of New Berne Engine Company had been covered with tin at a cost of \$19; and also that a well for the purpose of extinguishing fires was necessary at the corner of Pollock and Middlestreets.

On motion, the well was ordered to be bored.

The Sanitary Committee reported a dock near Stimson's mill in bad order; some logs and an old boiler at the foot of King street which needed attention, and the Marshal was directed to take action in the matter.

The Committee on Streets and Pumps reported a large number of pumps on the street to be in a worn out condition and requiring a considerable amount of repairs, which was now going on.

A committee from the New Berne Cotton and Grain Exchange asked to lease the foot of Craven street for the purpose of erecting a pier at that point to be a free wharf for the landing of cotton and other produce brought to this market for sale.

On motion, the matter was referred to the Mayor and two Councilmen with power to act.

The Mayor named Councilman Moore, of the Committee on Streets and Pumps, and Councilman Ellis, of the Committee on Wharves and Docks, the members to act with him.

Councilman Moore offered the following ordinance, which was passed:
BE IT ORDAINED, That on and after September 6th no cattle of any kind that may be brought to the city for sale, shall be allowed to be driven through any street of same without having one rope on fore foot and one on head, and end of said ropes to be carried by some person no less than 21 years old. Any one guilty of above offense shall be fined, upon conviction, not less than five dollars for each and every offense.

The Mayor brought to the attention of the Board a habit of persons, of throwing boards with nails in them and other trash in the street endangering both persons and animals, which there appeared to be no Ordinance to reach, and recommended the passage of an Ordinance covering the same.

On motion, the Committee on Ordinances and Licenses were directed to prepare an Ordinance on the subject.

The Cemetery Committee reported both cemeteries in good order.

The Committee on Fire District reported favorably on the petition of Col. J. V. Jordan for permission to extend his frame building, on the corner of Pollock and Craven streets, back twelve feet. Also on the petition of Messrs. Thompson, Cawman & Co. to extend their mill twenty-five feet on Trent river, both of which were granted.

Councilman Smallwood was excused by the Mayor.

Councilman Crawford moved that the city be lighted with gas, and a vote being taken, resulted as follows: Yes, Councilmen Ellis, Hancock, Crawford and Styrton. Nays, Councilmen Moore, Miller and Heckburn. The motion was declared not carried.

The Committee appointed as a previous meeting to confer with Maj. Davidson in reference to laying water pipes in the streets reported progress and was continued.

An inquiry as to the occupancy of a portion of the dock at the foot of Pollock street, by a store house, was referred to the Committee on Wharves and Docks for investigation.

The usual monthly bills were allowed, the minutes read and approved and the Board adjourned.

R. D. HANCOCK, City Clerk.

The English language is coming into use by the natives of India; and, owing to their sources of learning, they leave out and put in like Englishmen.

TRADE AND TRANSPORTATION.

Facilities that Stimulate, Discriminations that Paralyze Trade.

With a fertility of soil-unexampled in the State, a climate of unsurpassable advantages, in the midst of a region of compact immunity from the extremes of heat and cold, and where the natural humidity of the atmosphere is a guarantee against drouth; where all the conditions of perfect health present themselves, abundant and cheap labor abounding, natural transportation offering, and the cheapest living afforded; as an enterprise the most advantageously located of any port in North Carolina, the wonder has been often expressed why the city of New Berne is not the foremost commercial centre of the State, and the section of which it is the centre the most prosperous.

The revolutions wrought by steam, the light-draught models of improved commerce, the establishment of railway connections with Beaufort harbor, one of the best and most eligible of the South Atlantic ports; and the opening of the inland line of water communication between the Pamlico Sound and Chesapeake Bay, presented to New Berne the opportunity of becoming a chief coast city of the South Atlantic tier.

Circumstances plainly conspired to defeat what nature and improved conditions have so plainly indicated.

The trade of New Berne languishes. Prosperity is not present. A large tributary section suffers.

In recent years the most active agents for the promotion of the business of New Berne have been the Board of Trade and the Cotton Exchange. With out these the trade of the city would have dried up. Through their agency business has been kept alive, a market for cotton and general produce has been maintained, and the local credit preserved.

Organization is always to be commended when it exists without combination against the public good. The New Berne Board of Trade and the Cotton Exchange have proven the salvation of the trade of New Berne, and the conservators of the interests of the people of those sections whose trade was naturally tributary thereto.

On all proper occasions these organizations have exerted active and corrective influences for the promotion of the commercial interests of the city, and for the protection of the industrial interests of the producing classes throughout the surrounding country.

For a long time there have been complaints of improper discriminations against New Berne in the matter of freight rates, as well by the steamship lines as by the railroad combinations.

Such disadvantages have existed for a longer period than was noted.

But the attention of the Cotton Exchange has been finally called to the abuse, and steps actively taken for its correction.

A committee has been authorized of the Cotton Exchange, to visit the headquarters office of the Old Dominion Steamship Company, of New York, and the Clyde Line, of Philadelphia, to re-monstrate and protest against the discriminations in cotton rates between New Berne and Washington, as through points, and of other localities, against the port of New Berne as a main shipping point.

The practice of the through connecting lines in taking fragmentary freights from points beyond New Berne at greatly reduced rates below those afforded the bulk of a steady volume of business from the docks of New Berne, has arrested serious attention; and when the port of Washington, equidistant with New Berne from Norfolk and the Northern ports, is placed on a basis of 33 per cent more favorable than the New Berne tariff, it is high time for protest.

The Cotton Exchange does well to promptly and with decision in a matter so vitally affecting the interests of the producers of a section it is in honor bound to protect and defend; but where is the Board of Trade?

Why have we no voice of protest from this tribune of trade, and the exponent of great commercial interests?

In the presence of most injurious discriminations, can the Board of Trade remain silent?

What becomes of New Berne and all her commercial interests, if every interior point is to be placed on a footing of equal advantages?

What is New Berne, if Morehead City and Kinston, 36 miles by rail, 40 and 60 by water, can receive their merchandise from New York, Philadelphia, Baltimore and other northern points at precisely the same rates as New Berne. The Baltimore and New Berne rate on a barrel of flour is 30 cents; from Baltimore to Morehead is 80 cents; from New Berne (local) to Morehead is 80 cents. How much flour business can New Berne do with Morehead at 80 cents a barrel against 30 cents in favor of Baltimore?

So far as the Atlantic and North Carolina Railroad is concerned it has never proven a factor in the progress or prosperity of New Berne. Indeed, with the exception of the town of Goldsboro, a point of persistent and absolute hostility to the Road, no place on the line of the Atlantic Coast has ever benefited by its existence, if, perhaps, a may include La Grange in the exception.

With the advent of a new administration in June last, the public was encouraged to look for changes, modifications and improvements in the direction of affairs which should conduce to an increase of trade and the better and more equal accommodation of traffic generally along the line.

New Berne has never assumed to own the road, as contemplated to have it run in her exclusive interest. But she has felt that she was the chief terminus—the home of the Road, and that in all its operations, and those of its connecting lines of steamers, New Berne interests should not be discriminated against.

This city is the Southern terminal point of the Old Dominion and Clyde Steamship Lines, of New York, Philadelphia, Baltimore etc., and the main terminal of the Atlantic and North Carolina Railroad. Thoughtful persons have reasoned that all these would naturally seek to build up this terminal point, but actual experience shows that they sharply discriminate against it; and to correct which the Cotton Exchange has taken a step that ought to be followed by the Board of Trade.

The spirit of the times is against exclusive privileges and monopoly. The practice of the A. & N. C. R. R. for years has been to encourage and perpetuate a monopoly.

The present management was asked if it would open its traffic to "all comers," and the reply was it would not.

It was asked to open its connection to a line that would guarantee New York and New Berne time freight in 36 hours, and general traffic in 48 hours, and it declined.

Merchants from one end of the road to the other complain of the slowness of the railroad's connections, and Goldsboro expresses the desire to receive its merchandise via New Berne, but the tedium of more than a hundred hours is so trying that, rather than suffer the inconvenience of the long delay by present connections of the A. & N. C. R. R., they pay the higher rates by the Atlantic Coast Line.

As a matter of fact the rate to and from New Berne by the water lines are low enough, and the Cotton Exchange and Board of Trade can ask for nothing more than an equalization of local rates with other points equally favored, and a readjustment of the through rates whereby New Berne shall stand on a footing of equal advantage with all other points. And it should be the business of the Cotton Exchange and Board of Trade to exact of the railroad such facilities and connections as shall place this part and its tributary territory within the quickest possible and available dispatch for all Northern markets.

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COMMERCIAL.

JOURNAL OFFICE, Sept. 2, 6 P. M.

COTTON.
NEW YORK, September 1.—Futures closed quiet and steady.
September, 9.73 December, 9.53
October, 9.56 January, 9.63
November, 9.56 February, 9.73

Spots easy. Middling 10-14; Low Middling 9-12; Ordinary 9-14.
New Berne market quiet.
Middling 9-16; Low Middling 8-8-8; Ordinary 8-16.

DOMESTIC MARKET.

COTTON SEED—\$10.00.
BARRELS—Kerosene, 49 gals., 85c.
TURPENTINE—Hard, \$1.00; dip, \$1.55.
TAR—75c. a \$1.25.
CORN—60-70c.
BEEHIVE—20c. per lb.<