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Advertisements under head of "Business Items" will be charged 5 cents per line for every subsequent insertion.

Advertisements will be inserted between 10 and 12 o'clock.

Notices of Marriages or Deaths, not to exceed ten lines will be inserted free. All additional lines will be charged 5 cents per line.

For matters for insertion, advertisements must be made in advance. Regular advertisements will be collected promptly at the end of each month.

Communications containing news or a discussion of local matters are solicited. No communication must be expected to be published that contains objectionable personal attacks, or that will excite more than our ordinary feelings.

Any person feeling aggrieved at any anonymous communication can obtain the name of the author by application at this office and receiving therein the proceeds of the article.

THE JOURNAL

W. W. FURK, Editor. W. W. FURK, Business Manager. NEW BERNE, N. C., JUNE 27, 1886.

THE FITZ JOHN PORTER bill was taken up in the Senate on Thursday last. Mr. Sewell, led off in favor of the bill, stating that it was the same as passed before and nothing could be said now that would throw any new light on the subject.

But notwithstanding this statement he could not resist the temptation to fight the second Manassas over again. Logan secured the floor and will reply to Sewell, and then the battle will be fairly open.

A correspondent of the Charlotte Observer says a vote of the North Carolina editors who attended the recent meeting of the Press Association was taken on the train coming from Morehead, Saturday, on the candidates for Supreme Court Judges, with the following result: For the present incumbents, eleven; for new candidates, twenty-one; doubtful, nine. Twenty-eight editors were for Prohibition and thirteen for License. Twenty-four favored the Civil Service humbug and twenty-three opposed it.

There are probably one hundred and fifty members of the editorial profession in North Carolina; and while nearly all of them, no doubt, favor reform in the civil service, we will wager a horse-cape that ninety-nine of them feel that Democraticism, when of equal merit with Republicanism, should be given the preference every time when the offices are distributed.—W. Star.

Taking a vote on the train is becoming a nuisance unless it could be confined to the purpose for which it is intended. It is done, we believe, merely as past-time, yet a vote on such occasions is eagerly grabbed by some newspapers and the result held up as reflecting public sentiment. It is a well known fact that many newspapers send a representative to the meetings of the Press Association who have no right to vote the sentiments of the paper on the above questions. Civil Service is a humbug, no matter how many of the brethren favor it.

PRESIDENT'S REPORT.

To the Stockholders of the Atlantic and North Carolina Railroad Co.: GENTLEMEN:—We herewith submit to your consideration the Thirty-Second Annual Report of the President and Directors of this Company. We assumed charge of its affairs June 27th last, nearly a month after the beginning of the fiscal year, finding \$113,911 in the treasury. Three days afterwards, July 1st, including pay rolls, accrued taxes, interest, and coupons, general expenses, conducting transportation, maintenance of roadway, maintenance of cars and motive power, its indebtedness was \$26,517.02, plus several small amounts for which we take this time no claimants have been found.

We were somewhat embarrassed at finding this drain upon our earnings almost at the start, but by the most rigid economy in all departments we have been enabled to pay in full, and still have on hand a balance slightly larger than that at the close of the preceding year. We have sustained a severe loss in the purchase of the Midland Railway by the W. & W. E. R. Co., which has absorbed its traffic, and added to this, the past year has been one of great commercial and financial depression, but notwithstanding these drawbacks, our earnings on the main line business of the

previous year, show a small increase.

We have continued our operating expenses, which have been less than those of the preceding year. Notwithstanding the constant use of the construction train, a saving of 2,310 miles in engine mileage between Goldsboro and Morehead, as compared with mileage between same points last year, has been effected at a total cost of \$1.46 per mile less, and that much wear and tear on the track saved.

Notwithstanding our strained circumstances, we have been the pioneers in the general change of gauge, which has recently taken place throughout the South. In making this change no additional labor was employed, except in the shops. To do this the total cost has been \$9,244.80. The benefits to be derived from being of the same gauge as other roads will be large, and are already beginning to be felt. It will be gratifying to you to know that in this change no passenger train lost a connection, a record which we believe no other of the changed roads has.

We have indeed a fertilizer firm located on the company's property at New Bern a large and commodious iron warehouse for the storage of guano. The erection of this building, which we hope will be followed by others, assures us of additional fertilizer receipts. At Morehead we have afforded to an extensive dealer in ice, fish, etc., room for the location of a packing house, and at Goldsboro we have given space for a large oil concern for a storage warehouse. By offering such facilities these parties have been able to extend their business, and we have profited by the increased freight earnings derived therefrom.

We have safely transported all passengers during the past year, but one connection has been missed, owing to a vessel in a severe gale having been blown into Trent river bridge. Obstructions have been placed on the track once. The guilty person was at once ferreted out, and is now serving a long term in the penitentiary. On three occasions missiles have been thrown at passing trains. In two of these cases the offenders have been arrested, one of them sent to the penitentiary, and the other is awaiting trial.

Two new side tracks have been put in, two are now being built, and material for the fifth has been ordered. By thus developing the local business of the road we are satisfied that its revenues can be best increased.

The road master reports all bridges absolutely safe. The old bridge over Bear creek has been torn down and a new and improved structure erected in its stead. The rebuilding of Newport river bridge, which we found partially finished, has been completed, and several smaller bridges and culverts have been replaced by new ones. Extensive repairs have been made at Neuse and Trent river bridges, but they will require before winter additional work, for which material has in part been secured. The piling of the approach to the Morehead warehouse will probably have to be renewed before next summer, the ravages of the Terezo, making it unsafe for it to remain longer. Piles driven there only a few years ago are now almost entirely taken away between low and high water-marks. It is proposed hereafter to use only crooked piling at this point, for which arrangements have already been made. Its first cost is greater, but it is not subject to the attacks of the Terezo.

The warehouses are in good order. A station house at Core creek is needed badly and one will be built as soon as our finances will admit. The old box car used as a warehouse at Newport should be pulled down and a neat little station erected in its place. Small warehouses are also needed at several points along the line.

Of the improved condition of the roadbed there is no necessity to speak. A gravel train has been kept at work upon it, almost constantly, for the past year hauling ballast and pitching, but it will still take a great deal of work to put it in proper order.

About 37,000 cross-ties have been placed in the track. We need 50,000 more to make the track perfectly sound, as there are still many rotten ties to be taken out.

There are about nine miles of steel rail on the road, the remainder of the track is laid with iron rails, in many places badly worn and lumpy.

We need at once 800 tons of 50 pound steel rails, and they should be placed in the track before the coming summer. Negotiations for the purchase of this amount of steel are in progress, and the first installment of it is expected to arrive in September.

Among other improvements are to be planned a new water tank at New Port, and a comparatively new feature on roads in this State, "Dumps" for automatically and instantaneously loading locomotive tenders with firewood. By this apparatus much time is saved at wood

stations and the passenger schedule is consequently shortened.

Fixing a section some nine miles in length and deeming it so long to be properly cared for by one section master, we created a new section, making eight sections instead of seven as heretofore.

In conjunction with the citizens of the neighborhood we have been cutting a new road from near Dover Station to the Lower Trent road, about two and one-half miles distant.

This road will serve as a feeder to the railroad and give access to a portion of country which, although very near, has heretofore been almost entirely cut off from transportation facilities.

For further and more detailed information, you are respectfully referred to the reports of the road master, section master, auditor, and treasurer, hereto appended. This has been a trying year to the management. Various complications have arisen but have each in turn been overcome. The wet season has given the river steamers an opportunity to carry a large portion of the freight, and the presence of "Ocean Tramps" at Wilmington, leading directly for European and other ports, has made roads into our cotton receipts at Goldsboro, and to no small extent at other points.

It will take patient and hard work to build up the Atlantic road to the level of the first class roads of this State. It can be done, however, and we believe is being done with measurable rapidity. In order for this progress to continue, the management must remain as untrammelled as it has been the past year, and must be kept freed from political pressure of every kind. This road must be operated as other roads which pay—simply and purely for the money that is in it, and its officers selected for their individual capacity and ability, and not for the political influence of themselves and friends, local or otherwise. Being largely owned by the commonwealth, and several counties holding its stock, it is apt to become a political machine. Should this happen, its doom is sealed, and ere long it will share a fate similar to that of other corporations, politically controlled. Manage the Atlantic road as private corporations are managed, and it will soon take its place beside them. Give it a fair showing of a living chance, and sustain its officers, and then make them responsible for its improvement, and before many seasons shall have rolled by, it will occupy a position different from the one it holds today.

We have every reason to believe that the Executive intends that no backward step shall be taken with this property, and the stockholders are to be congratulated that the Governor takes independently of all other considerations to do what he deems best for the interest of this Company, and the best evidence of his confidence of capital in his judgment is the increased value of the stock and its rapid consolidation into very few hands.

Respectfully submitted, WASHINGTON BRYAN, President.

A CASE. To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, etc., I will send a recipe that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. J. W. LITTLE, Station D, New York City.

ROYAL BAKING POWDER Absolutely Pure.

For Sale or To Let. My entire stock, the most responsible to be had, is for sale. The whole stock is located at the corner of Third and Third Streets, New York City.



Mowers and Reapers.

I sell the Celebrated BUCKEYE MOWER & REAPER, and invite your attention to the same, and shall be pleased to furnish descriptive circulars upon request.

J. C. WHITTY, Agent, Eastern, N. C. New Bern, N. C. Also, Cultivators, Cotton Grows, Plow, and a full line of Agricultural Machinery at BUCKEYE PRICES.

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New Bern, Virginia, New Bern, Virginia, New Bern, Virginia.

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To meet the great scarcity of money, offers his ENTIRE STOCK (excepting the A. A. Batties \$2.50 Shoes)

Comprising Fine and Cheap Clothing, Men's and Ladies' Shoes, Fur and Straw Hats, Dry Goods, Cloths and Cambrics for Pants, Notions, Summer Underwear, Suspenders, Collars and Cuffs, Neckwear, etc., etc.

At Greatly Reduced Prices. The fourth lot of the Choicest and Handsomest Scarfs, Ties, Windsor Scarfs, Four in hand Ties in the newest patterns and latest designs, white and figured Lawn Ties and Figue Scarfs just received. Come early and secure one or more; they are selling like hot cakes.

I AM Sole Agent for A. A. BATTIES MEN'S AND BOYS' CALF SKIN SHOES. The only shoes sold in this city that are WARRANTEED by the Manufacturer. Every pair is WARRANTEED; should any of them in any way within any reasonable time give out, I will upon receipt of damaged pair and return of the original pair, REFUND THE MONEY OR GIVE ANOTHER NEW PAIR IN EXCHANGE. It is the best, finest and cheapest shoe in the world for the money.

MAX SCHWERIN, Middle Street, Corner Union Alley, directly opposite Baptist Church, SIGN OF FLAG.

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You can save money by calling and examining our IMMENSE STOCK of Clothing, Dry Goods, Boots, Shoes, Hats, Caps, Etc.

An all wool Suit of Clothes, only \$1.50. Gentle White shirts, laundered and unlaundred, only 50c. Gent's Underwear, only 25c. Gent's Drawers, only 25c. A large stock of Dry Goods at the Lowest Price. Boots and shoes, Hats and Caps, at Rock Bottom Figures. Thanking the public for their patronage in the past, and inviting them to call upon in the future before buying elsewhere. I am, very respectfully,

M. COHEN, Middle St., between Duffy's drug store and Suter's furniture store.

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