

PUBLISHERS' ANNOUNCEMENT.

THE DAILY JOURNAL is a 24 column paper, published daily, except Monday, at \$5.00 per year, \$1.50 for six months, delivered to city subscribers at 50 cents per month.

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ADVERTISING RATES (DAILY).—One inch one day \$1.00; 5c. for each subsequent insertion.

Advertisements under head of "Business Column" 10 cents per line for first, and 5 cents for every subsequent insertion.

No advertisements will be inserted between two lines at any price.

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

Payment for transient advertisements must be made in advance. Regularly advertised notices collected promptly at the end of each month.

Continuing notices, containing news or a discussion of local matters are solicited. No compensation, but is expected to be published that contains objectionable personalities, withholds the name of the author, or that will make more than one column of this paper.

Any person calling on, or writing to any anonymous communication can obtain the name of the author by application at this office and showing wherein the grievance exists.

THE JOURNAL.

Editor, W. S. HURN.
Business Manager, M. HANFORD.

NEW BERNE, N. C., NOV. 14 1886.

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THE RAILROAD SCHEME.

Our esteemed contemporary, the Raleigh News and Observer, says that the board of directors of the N. C. R. R. is considering the question of extending the lease of their road to the Richmond & Danville Railroad. This is only a part of the scheme that we have suspected was on foot, the other part having in view the sale of the State's stock in the A. & N. C. R. R. or to be taken in the lease with the N. C. R. R. The people of this section would not object to any measure looking to such a disposition of the A. & N. C. R. R. that would aid in sustaining the steamer lines at New Berne and putting on others at Morehead City, and that would insure such rates on corn and other produce as to encourage our farmers in the eastern counties to ship in this direction instead of via Richmond; but there were circumstances connected with the opposition to Hon. C. O. CLARK in the recent campaign that led many people in this county to believe that it was instigated and encouraged by parties outside the county who were directly interested in this railroad scheme, and who knew that he would use his influence, if elected to the General Assembly, against any legislation looking to the consummation of such a scheme if it did not protect the interest of Craven county and this section. It was even suspected that the Governor was indirectly encouraging opposition to Mr. CLARK, but this must have been unjust to the Governor. We believe he has the interest of the whole people at heart, and if he errs, it is an error of the head and not of the heart.

The News and Observer, in a well considered article, which we reproduce, gives strong reasons why the lease should not be extended. The JOURNAL wishes to add as another reason that the A. & N. C. R. R. and the N. C. R. R. should be consolidated and become one road. No extension of the lease of the latter road should be made unless the former is included. The interest of the State at large and the interest of this community in particular demands this. It has been the policy of the R. & D. to force our eastern corn and oats over their line, via Richmond. This will remain their policy so long as they control the N. C. R. R. and have no control of the A. & N. C. R. R.

We agree heartily with the Observer that North Carolina can manage her railroads with advantage to her people if she will. Every town on the railroad from Morehead City to Charlotte, should ship its products and receive its goods, coal, fertilizers, etc., by way of Morehead City and New Berne. They would furnish sufficient traffic to maintain a line of steamers at both points, and freights could be so regulated as to build up our manufacturing towns, and encourage an interchange of products between the eastern and western sections whose people are now almost strangers to each other. Here are the objections urged by

the News and Observer to an extension of the lease. We hope they will be well considered by the board of directors before the proposition is acted upon:

First, this is not the time to consider it. The lease has run but fifteen years and has fifteen years yet to run. The road has been opened for traffic hardly more than fifteen years before it was leased for thirty years, and now while fifteen years have still to elapse before the directory can legitimately take counsel concerning the future of the property, it is proposed to lease for another long term.

Again, the circumstances of today are not the circumstances that will exist fifteen years hence, and it would be a leap in the dark to renew the lease at a time so long in advance of its termination. North Carolina in fifteen years, will contain fifty per cent more of population and we hope a hundred per cent more of manufactures and of wealth, and the situation will be vastly different from that of today.

But secondly, the road was chartered and was built chiefly by the State in order to promote the convenience and prosperity of North Carolina.

It was intended to be a local road. It was laid out for a State highway. The prime object of its construction was the development of North Carolina, and it was not built with any view to facilitate inter-State travel or traffic. The purpose of the lease is to promote inter-State commerce, and the local business of the road is with the lessees entirely a secondary consideration.

Its use as a North Carolina highway is subordinated to other uses not at all interesting to our State or people. Under the lease the whole character of the work has been changed. We should not, therefore, be so much in love with the lease as to wish its continuance.

Nor is there any financial necessity requiring a lease. The money received under the present lease will about pay off the bonds issued for the construction of the road, and when the lease expires the State will own its stock without having paid anything considerable for it. A great highway running 232 miles through the centre of the State will always be more or less valuable and come what may, it will more than pay expenses. Under these circumstances, the road having no debt, and the State having its stock without cost, there will be no financial pressure to make it pay large dividends. The lease need not be extended on that account.

Thirdly, has the lease been so beneficial in its influences on North Carolina as to make it expedient for it to be renewed? Now that is not the question; but rather this, has the lease been so beneficial that it should be renewed now, fifteen years before its termination? Let us talk about this thing plainly. Why should a lease have been made at all? A Richmond company wanted the road—yes, and they had a right to want it. But that was not the reason of the lease. Public opinion was invoked to sustain the lease, on the ground that North Carolinians could not manage the property. Now, we utterly repudiate and condemn any such suggestion. Col. Fisher managed it before the war. Today Mr. Bridgers, Col. Holt, Col. Andrews, Maj. Winder and a hundred other North Carolinians can take that road and manage it successfully. It is an unwarranted aspersion on the excellence of North Carolina talent to affirm that although our people can build a great public work like the Central road, they cannot manage it.

And we think the present lease is a great evil to the State, not merely in its material influences, but because this great North Carolina highway is managed outside of North Carolina and by strangers to our people. It is a great object lesson, teaching the untruth to our young men that North Carolina has not the native talent to administer the affairs of this important public work.

But apart from that, the lease operates disastrously upon North Carolina interests.

Here is a highway laid down by the State and some of her patriotic citizens for the convenience of our people and the development of our local interests, and it is hardly put in operation before it is leased to Richmond and operated for the advantage of Richmond instead of for the promotion of our local interests. Instead of being managed by North Carolinians, in this State, for the benefit of our people, it is managed abroad by strangers who owe no patriotic or other duty whatsoever to our State. And such has been the fate of the State work, which owes no debt!

There never was a more flagrant perversion of a great public work to uses not contemplated at the time of its building—so unnecessary, so unjustifiable and so inexcusable.

original lease was a renewal of it now, fifteen years in advance of its expiration, would be still more so.

We are not to be understood as making war on the management of this road by its lessees. It is their property. They have bought the use of it for fifteen years to come. We recognize their right under their contract to run it, in the absence of any legislation, as their interests may dictate or their fancy suggest. We have no gratuitous suggestions to make. If we have thought at times that they have charged too much freight, it was not a matter that we could help. They had bought the right; they had paid for it. The State had abdicated her right. The State had entire control and sold it to them. It does not lie in our mouths to say a word about it. A manufacturer at Lexington makes goods in competition with a firm in Cincinnati, which are sold in Wilmington, N. C. The Cincinnati competitor lays his goods down at Wilmington at about half what the Lexington man has to pay. He has to sell cheaper than his Cincinnati competitor, who, notwithstanding the long haul, has an advantage of nearly 100 per cent in freight. To be sure the North Carolina manufacturer is crippled in his business. But the State of North Carolina has sold to the Richmond Railroad the right to cripple him. Why whine and snarl about it? The industries, the course of trade, the prosperity of the towns along the line of our central highway are under the dominion of an unknown, mysterious, mystical, unapproachable general freight agent at Richmond; the power to affect the fortunes, the prosperity, the happiness of so many persons has never been exercised by all the Governors combined who ever sat in our executive chair and signed their names to the receipts for their salaries; but the State of North Carolina has sold it to him and has got the purchase money; and we shall not whine about it. The schedule from Raleigh has usually been very bitter to us—putting the Richmond papers all along the line and brag at Raleigh, hours before the Raleigh papers leave for the west—but never once has any allusion to the fact been made in our columns by way of complaint. They have bought the right from the State to manage the North Carolina highway for thirty years, and if it were for a hundred, we would never complain about the full and free and perfect exercise of that right. But we do not propose, if our voice can help it, that there shall be now, fifteen years in advance of any conceivable occasion, a further sale of the right to dominate the industries, the prosperity, the trade, of the people whose lines are cast along the great central highway of the State,—extending over the period of thirty or forty years to come.

... (Continuation of the article text) ...

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Absolutely Pure.



This powder never varies. A harvest of purity, strength, and whiteness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short-weight, adulterated imitations. Sold only in cans. ROYAL BAKING POWDER CO., 28 Wall-st., N. Y.

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The United States Mutual Accident Ass'n. of New York, N. Y. pays \$100,000,000 in case of loss of limb or limb, pays only \$100,000 when any of their risks become claims, they share equally all risks in that community, as decided by the majority of representatives of their classes or standing.

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Has just returned from the Northern States, where he purchased a **VERY LARGE STOCK** of **Dry Goods, Clothing, Boots, Shoes, Hats, Caps,** and everything usually kept in a First-Class Dry Goods Store, and he is determined to **Sell Them Lower Than Ever.** He will give High Prices the Worst Shaking they ever had.

Look at some of our leaders:

- A Good Boston Shoe..... \$1.00
- Ladies and Misses' Jerseys..... .50
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- A Good White Shirt..... .40
- Men's and Boys' Hats at..... .25
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Also a nice assortment of Children's Woolen Hoods and Socks—very low; Carpets and Oil Cloth; Trunks and Valises; a nice assortment of Shawls and Blankets and Buggy Robes.

All we ask is to call and examine our stock before purchasing elsewhere and we will save you money.

Don't forget the place,
Bishop Building, Opposite Baptist Church.

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OPIUM
and Whiskey Habits cured at home without cost. Book of testimonials sent FREE. R. M. WOOLLEY, M. D., 615, Whitehall Street.

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Every pair warranted to give satisfaction.

Country merchants and the people generally are requested to call and examine our large stock before purchasing. We will give you low figures. We job Leitch & Sawil.

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Heavy All Wool Satinet and Cashmere Suits from \$3.00 to \$5.75.
Our All Wool Fancy Suits, from \$5.50 to \$13.50, are so nicely made up that they beat any custom-made Suits.
If you want to see the nicest line of PANTS ever brought to this city, look over our stock, and you will acknowledge that you never saw more tasteful styles, from \$1.00 up to \$5.00.
Single Coats and Vests sell under Manufacturer's Prices.
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Shoe Department.
Before the autumn rain examine your SHOES; provide against damp feet. We charge reasonably and tell the exact truth about our goods, even when the loss of a sale is involved. Stick to us; don't be beguiled away by the apparent advantage of a low price. That's a queer way of buying shoes, but we aim to build up a large Shoe trade, not by disparaging other reputable dealers, but by affording customers a place of purchase where absolute fairness is assured.
Our \$1.00 Plow and Brogan is solid leather. Also our better class of Shoes, Ladies, Boys and Children's Shoes proportionately cheap. Now something about our

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Calicos, 4c. yard; Poplin, 5c.; one yd. wide Homespun, 5c.; 3/4 yd. wide Homespun, 4c.; Plaids, Ginghams and Checked Homespun from 5c. up.
A well assorted line of WORSTED DRESS GOODS at all prices.
SHAWLS, BALMORALS, BLANKETS, COMFORTS, FLANNELS, LADIES' JERSEYS, WALKING JACKETS and CROAKS at LOW PRICES.
Our stock in Hats and Gents' and Ladies' Underwear cannot be excelled in price and quality.

Bargains! Bargains! Bargains! in Ladies and Gents' Hose at 5c. pair. Also in HANDKERCHIEFS and all kinds of NOTIONS.
If you want to make your own clothes, come and examine our

STOCK OF PANTS CLOTH.
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Our Stock of Trunks and Valises is completely new, and we sell them with a very limited profit in order to make room for daily arriving goods.

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MAX SCHWERIN,
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Says that without fear of contradiction he has the **BEST AND MOST COMPLETE STOCK OF CLOTHING** brought here in many a day. I am prepared to show the finest Overcoats, as well as all wool Casimir and other Suits in square and round cut Suits, also in Cutaway Walking Coats, ranging from \$2.00 a Suit up to \$25.00. Pants from 75 cts. a pair up to \$6.00.

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The choicest and latest Styles of Neckwear, Hosiery, Suspenders, Underwear, and other Gents' Furnishing Goods a specialty.

A Full and Complete Line of Dry Goods, viz., Cashmeres, Worsteds and Poplins in all shades and colors. Calicoes from 4 cts. a yd. up. Best N. C. Checked Homespun, 4 cts. a yd. A yd. wide unbleached Homespun, only 4 cts. a yd. Casimirs, Kentucky Jeans, and other Goods for Pants and Suits. Ladies' Walking Jackets, Shawls, Blankets and Bed Quilts cheap.

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A. A. BATTLES' MEN'S GOLF SEWED \$2.50 SHOES



The only Shoes sold in this city that are WAREMENTED by the Manufacturer TO ME and BY ME TO YOU. Every pair is Warranted, should any of them in any way within any reasonable time give out, I will upon return of damaged pair and statement as to length of wear, return the money of the City of New York. It is the best, finest and cheapest Shoe in the world for the money. They come in Button, Plain and Sharp Toe Congress and Lace Tip Shoes.
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DEALERS IN General Hardware

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UNTIL FURTHER NOTICE
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