

# The Southport Leader.

DEVOTED TO THE INTERESTS OF SOUTHPORT AND BRUNSWICK COUNTY.

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## THE OLD CITY BY THE SEA.

### A BRIEF SKETCH OF SOUTHPORT AND BRUNSWICK COUNTY

Prepared especially for the benefit of the excursionists of the Cape Fear and Yadin Valley Railroad—the Lower Cape Fear Section and the Part She Bore in Our Early Days.

If any or all of our friends, the excursionists from along the line of the Cape Fear & Yadin Valley Railroad, should visit the lower Cape Fear, they will find much to interest them, for it is all historic ground.

And the history of this section from the earliest Colonial times to the present day seems like a romance of the deepest interest.

At Old Town—Old Brunswick, Fort Johnson, were enacted scenes, and there lived many of those noble patriots whose names and deeds give character to early American history.

Into and upon the waters of the Cape Fear came the royal ships which expected to have a liberty loving people. But they found a race of men who had determined to be free, who lived like gentlemen upon their estates practicing those rites of hospitality for which the Cape Fear country has ever been famous, ever ready for the chase for which the noble forests afforded unlimited opportunity, or for convivial gatherings when tales of adventure in this new land were recounted, but equally ready to discuss the good principles of human freedom, or to take up arms in their defense.

No, North Carolina ought never to forget the names of her citizens who were concerned in gaining for them the government under which they lived so happily for three quarters of a century, and in traveling down into this Cape Fear country it is well for them to remember the names of Ashe and Harnett, of William Hooper and Robert Hoar, and to call back to memory the public acts and the brave deeds which were enacted upon these shores.

After Independence had been established and tranquility reigned throughout the new world, the homes of these people and their descendants have been homes of hospitality. Their reputation for culture and refinement have attracted a population of the better sort, and Wilmington has been able to boast of the birthplace of her professional men, the integrity of her merchants and the good and law-abiding character of all her population, while the surrounding country has produced many planters and others of singular capacity for both public and private affairs.

But since the time heretofore spoken of, events have taken place, which, considering the vast numbers involved, seem to cause our revolutionary conflicts to sink into insignificance. Not so, however, if we consider the great principles which were settled by the results of those conflicts. No event in the world's history is of more importance than the establishment of a free government on the North American continent. The late civil war was but a gigantic episode in the life of the Republic. It settled forever the question of human slavery, and now the united nation is marching on to fulfill its glorious destiny, undisturbed, except by the machinations of designing politicians.

The lower Cape Fear, from Wilmington to the sea is covered with the evidences of war. Not an inch of its territory but has been traversed by hostile armies, and not the land only for the bottom of the river has been paved so to speak with torpedoes and dotted here and there with sunken ships. Blockade runners, steamboats and iron-clad war ships have found their graves in these waters. One of the greatest battles of modern times was fought upon its banks. The battle of Fort Fisher was one of the fiercest bombardments the world has ever seen, and the siege and final capture of that fortress, illustrate the valor of the American soldier. Its defense was heroic and the ground was contested inch by inch. At any point on the river where defense was possible, batteries and forts were erected. The confederate flag floated over Bald Head, Fort Caswell, Fort Johnson, Fort Anderson and a score of minor fortifications all along the shores.

The blockading fleets were in full view from most of these fortifications, and grim visaged war frowned and its heavy artillery thundered continually. These forts are all deserted ruins, their brave defenders are engaged in the arts of peace, and scattered everywhere. Some of them may be among the excursionists of the Cape Fear & Yadin Valley Railroad, and may read these lines. Many of them have gone to that home from which no traveler returns. But their deeds are written in history, and although the cause for

which they battled was lost, their valor and patriotism remain unstained. The Union and Confederate soldier walk together, and peacefully discourse upon the way and means best adapted to repair the waste of war, and rebuild the nation on broad and enduring foundations.

Turn we now to the arts of peace which it must be acknowledged are more congenial to the tastes of the news-writer, though on a pinch, he can make himself tolerably happy among flying bullets, and would crawl gaily into the cannon's mouth if any news could be got there.

Commerce now engages our attention, and we are building railroads and new cities, and manufactories all over the land. Our fertile lands are being cultivated and the farmer is asserting himself in his true character, as the builder of the foundation of State prosperity. Our mines are being opened and the treasures which lie hidden beneath the earth brought to the light of day. The commercial and financial world, always on the alert for new business and new and safe investments have noted the wonderful resources of North Carolina and are opening the way for their development. The excursionist when he gets down below the site of Fort Fisher will notice one of the greatest engineering triumphs of modern times. This is a dam about four miles in length built of solid rock, the object of which is to keep the ocean within its proper bounds and from encroaching upon and filling up the channel of the river. This great work, finished a few years ago, has now been fully tested by storms and by the waves of the Atlantic, and has withstood all the forces which have been brought to bear against it. The result sought for has been accomplished. The waters of the great river being confined within narrow channels, sweep with great force toward the ocean and have cut away all the sand bars at the entrance, so that large ships drawing twenty feet of water can enter the harbor of Southport with safety. The harbor itself is safe and affords anchorage for hundreds of vessels. If no more work was done North Carolina would possess one of the finest harbors on the South Atlantic coast, and her merchants and business men could build a city there, which might rival and compete with any of the cities in adjoining states.

In a business point of view, this advantage seems worthy of the attention of all the citizens of the State. To one who looks forward to the not distant future, the prospect is plain that North Carolina will rapidly increase in wealth and population. That large manufacturing towns will spring up within her borders. That railroads will penetrate every county and that business necessities will require an outlet where they can compete with the most favored cities.

To do this, shipments must be made to the nearest seaport. Competition will be sharp and the advantage of the lowest port charges must be offered to transportation lines.

As business increases and new capital flows in, the advantages of Southport will become apparent, and a city will be a natural result. This city of the future will stand upon a harbor which has no shoals and which in the nature of things will never have any, for the great volume of water coming down the river and the strong tidal current will sweep the bottom as with a broom as long as time shall last. Few engineering works have accomplished so important results. It has rendered it possible to dredge out the river above, with fair prospects that the channel will stand, thereby making a good harbor at Wilmington.

It has raised the Cape Fear inlet into national importance, since ships of war of considerable size could now enter and lay waste the country, if unhappily we should have a foreign war. It has made it imperative that the United States Government should place works of defense at this important position. Without undervaluing the attractions and advantages of any other place in this fair State, we call the attention of her citizens to Southport and the lower Cape Fear. It has always been known as a most desirable place for summer residence. With its pure ocean breezes, its freedom from malarial diseases, the absence of mosquitoes and other insect annoyances, it has been found most desirable to live there.

It is equally desirable in winter. All that is needed is a railroad to connect it with the interior. If happily for North Carolina the mania for building all railroads in north and South lines, to be feeders for Northern and Southern cities should cease.

Southport with its commodious harbor will help in the work of developing the interests of her citizens, and we shall extend the right hand of welcome to all who visit our shores.

## THE TIDE OF PROGRESS.

### THE OLD NORTH STATE AWAKES FROM HER LONG SLEEP

By the Voice of Various Manufacturing Enterprises Which are Springing Up As If by Magic—The Following Are a Few of the More Recent Investments Made in the State.

Southport—The Southport Brick & Tile Co., are actively engaged in work; machinery arriving; capacity 20,000; capital stock \$20,000. The Southport Land & Improvement Co., has organized with a capital stock of \$100,000; with over \$30,000 paid in. The Southport Dock & Coaling Co., capital stock \$100,000; the stock is being rapidly subscribed and paid for and operations for work are being planned.

Asheville—There is a boom in real estate in this city. Prices are better than they ever have been and bona fide sales for immediate improvements are continually taking place. The projected improvements in Asheville reach upward of \$3,000,000.

Bee Bluff—The Enterprise Land & Lumber Co., of Richardson, is erecting a saw and shingle mill.

Chatham—The Ore Hill iron mine in this county has been sold to the Greensboro Bessemer Steel Company, for \$260,000.

Charlotte—During the last three months thirty-six new buildings were erected, and there is a larger number of buildings in the course of erection than there has been in a long time.

Enochville—Calvin Deal and W. A. Lutz have purchased the flour mill of the Stewart estate, and will organize a company to operate the same.

Estate—Litchfield & McKay are erecting a dry kiln at their woodworking factory.

Greensboro—The machinery has all been received for the Crown Cotton Mills and is being put in place. The main building of this new enterprise is 90x75 feet, and it will contain 6,000 spindles. It has a daily capacity of 3,000 pounds.

High Point—Ingram & Weeden have started a brick yard. R. J. Lindsay and others have organized a company to erect and operate a chair factory; they have purchased a site, and will, it is stated build at once.

Hickory—Mr. J. F. Stevens, of New York, has returned and will immediately erect a large carriage manufactory here. He hopes to have it in operation by the 15th of May.

Madison—The Cambria Mill & Lumber Co., is erecting a saw mill.

Manchester—The Star Lumber Co., has erected a dry kiln and will put in moulding machinery and box machinery.

Raleigh—At last the great engine of the Raleigh Cotton Mills has arrived, it will be put in position immediately. The company has also received three car loads of mules, which cost them \$12,000.

Rockingham—A Stewart has ordered the machinery for his canning factory.

Salisbury—A. B. Lauderbaugh, of Mercesburg, Pa., N. B. McCausland, W. H. Reinsner and J. S. McCubbins, Jr. organized the Stone Mountain Granite Company, to develop granite quarries. A roller four mill 50x100 feet is being erected by J. B. Lanier.

Southern Pines—The Tarbell Lumber Company was incorporated in the office of the Clerk of the Superior Court of Moore county, this week, with an authorized capital of \$50,000; 75 per cent. of which has been paid up.

Tunis—The Tunis-Eccles Co., is erecting four dry kilns at its lumber mill.

Wilmington—The Carolina Oil & Cresote Co., will, it is stated enlarge its works. The Wilmington Cotton Mills Co., are putting in 2,500 new spindles. The Industrial Manufacturing Co., has decided to increase its capital stock to \$30,000.

Washington—A large canning factory is going up, two large saw mills nearing completion, six large dry kilns to be ready for use in a few days, a large brick store in course of erection, a railroad coming and many other improvements.

If the Lumber men would unite with the Atlantic & North Western Railroad and build a line from Rowland via Fair Bluff to Southport they would have an outlet such as they desire, one citizen on the line says he will guarantee right-of-way from Rowland to Fair Bluff and grade the road across his land—a few more such men is all our county needs.—Columbus News.

## THE NATIONAL GUARD.

A Necessity in the State—Where Shall the Annual Encampment Be Held.

Mr. Editor: The military branch of the State Government represented by the State Guard, is of great interest to all citizens, who desire peace. The functions of the Guard are to preserve the peace by force when the civil process fails, and it generally has to deal with mobs of riotous persons armed or unarmed. Hence it should be kept well in hand and under the highest discipline possible of military organization.

North Carolina is an orderly and peace loving State, but there are elements which may easily be made lawless by the evil counsel of designing men, and a State Guard is a necessity. Thousands of defenseless people in North Carolina go to their beds every night with a feeling of security, because they know little can be done before the Guard would be on the ground to suppress lawlessness.

The dissatisfied elements know very well that they have no chance of success in defying the law, and hence they are slow in inaugurating works of lawlessness. Let the State be liberal to the Guard, and make such appropriations as are necessary for high efficiency, the people do not want a penny wise and pound foolish policy, and will not blame their legislators for making but rather for not making them.

With regard to an annual Encampment and the place to have it, should be held either by regiments or otherwise, as the Governor and his military counsel may decide.

In the selection of a site, military fitness, should govern and the opinion of the soldier should receive respectful consideration. There are thousands of private citizens as well as cities and corporations in North Carolina, who would gladly donate land for an Encampment, for the sake of the profits which might follow the erection of side shows in its vicinity, but this is a matter of no consequence.

It is not the business of the State Guard to build up enterprises of any kind; these will follow anyway as a necessary consequence. The difficulty attending the selection of a site which will be satisfactory to everybody must be recognized. It is next to an impossibility to do this. We think that time should be given to an investigation of this important matter, and that it should be made by a board of competent officers from different parts of the State. There is no hurry and there should be no mistake.

The Guard is a public necessity and will be more and more so, as time rolls on. The South is rapidly increasing in wealth and population. Railroads are being built, manufacturing towns springing up like magic all over its vast territory. The tide of emigration will soon set this way, and countless numbers comprising among them the turbulent elements of society will come in to occupy the vacant lands.

The race question which is of little danger, if left to the Southern people to work out by those peaceful measures and just laws, which are suited to the social conditions which they alone understand, and which become of grave consequence only when interfered with by political demagogues for base purposes, will give place to the dangers which already threaten the great cities of the North and West, and which the military alone have been competent to deal with. We must look forward to all these dangers and be prepared for them.

We think it would be wise policy, for the present year, to order the Guard into Encampment by regiments and leave the selection of places to the regimental officers themselves, so far as is consistent with military discipline. After this experience they would be much better prepared to say what place is best fitted for a general and permanent Encampment, and their opinions would greatly assist the next Legislature in passing suitable laws and making needful appropriations.

If opportunity was offered, Southport would present advantages she possesses, to the proper authorities, for examination. No opportunity has yet been offered, but when we consider in time of war, Southport has been a military position of the first importance, that North Carolina troops have been organized and drilled there who became veterans in the armies of Lee and Jackson, that her bar and harbor afford easy entrance for ships of war, and that the occupation of this harbor by an enemy's ship, would mean the command of some of the most important railway lines in the country; it would seem as though a soldier would deem Southport worthy of attention.

We ask the Guard to ponder upon these ideas. Yours very truly,

HOWITZER.

## WEEKLY NEWS SUMMARY.

### HAPPENINGS IN THIS COUNTRY AND IN EUROPE.

Death of Congressman Randall, The Samoan Treaty Ratified, A Railroad Strike at St. Louis, Quay's Battle in Pennsylvania, Henry M. Stanley's Great Reception in Rome.

Death of Congressman Samuel J. Randall at his home in Washington.

The Samoan treaty finally ratified, the representatives of the United States, England and Germany signing the protocol at Berlin.

The grain and provision markets at Chicago excited and higher under manipulation of cliques.

The torpedo boat Cushing built by Herreshoff, accepted by the Government.

Strike of the conductors and brakemen of the Mobile & Ohio railroad at St. Louis. No disturbance created.

Some agitation in France over the McKinley administration tariff bill.

Dunn's Weekly Statement of Trade reports conditions very favorable for all sections.

Great floods, loss of life and damage to property reported in New South Wales and Queensland.

Quay's battle in Pennsylvania politics to be a hard one. The Union League using their influence against him.

Henry M. Stanley, the African explorer, met with great enthusiasm at Rome and presented with the freedom of the city and a gold medal.

Hon. James Russell Lowell, slowly recovering, but unable to pursue his literary labors.

Destruction of the Gilbert Starch Works, at Des Moines, Iowa. Three employees burned to death and loss to works \$100,000.

Bold daylight assassination of Edward N. Butler, near Clinton, N. C. Shot by the roadside at noon-day by an assassin in ambush. The villain escapes.

The United States Supreme Court decides in favor of Nagle, who killed Judge Terry, in order to defend Judge Field, at Lathrop, Cal., last August.

Carpenters in Austria strike for an increase in wages and reduction in working hours.

S. H. Phelan & Co., of Atlanta, Ga., dealers in cotton and produce, fail for \$50,000; no assets.

Severe wind, hail and rain storm in Central Illinois, much damage done to property and farm work hindered.

Destructive forest fires near Pleasantville, N. J., endangering that place and destroying \$25,000 worth of fine timber.

An overturned lamp causes a loss to the Hotel Plankinton at Detroit, Mich., of over \$100,000.

Reported great gold discovery in the Grand Canyon of Colorado.

Stockmen shipping cattle into the Cherokee strip, Indian Territory, in defiance of the President's order.

The schooner Ethel, Jacksonville, Fla. to Nassau, was wrecked near Cape Canaveral. The crew of five persons probably lost.

The event of the week in North Carolina is the Cape Fear & Yadin Valley Railroad excursion to Wilmington. That city decorated with bunting and everything in order to give the excursionists a hearty welcome and enjoyable time.

Weather in this region changes to cooler, with a much needed rainfall.

City election in Providence, R. I., results in Democratic victory.

Belgian block pavers of Baltimore strike for an advance in pay from \$3.50 to \$4.00 per day.

Strike in the building trades union at Indianapolis. Eight hundred men quit work.

Large spot business in cotton at Liverpool. Speculative markets on this side buoyant in consequence.

Recent news from Panama reports the severest earthquake shock since 1882.

Two Ku-Klux in Missouri, attempting to whip an old man are killed by his fourteen year old son.

The recent election at Butte, Mont., under the Australian law was a success.

The German Socialists move for a labor demonstration on May 1st, and urge the enactment of the eight hour law.

State Treasurer Archer of Maryland, has been admitted to \$25,000 bail.

## SOUTHPORT

Its Location and Advantages Generally, and What Railroads Will Do for It.

Nature indicated the location for a great city at the mouth of that great affluent, the Cape Fear River within sight of the Atlantic Ocean, surrounded on three sides by water, the shores rising boldly from the water edge giving a pleasing impression to every new comer and one that satisfies every requirement for safety against floods, storms or tidal waves. In regard to health, its natural drainage is perfect; no fresh water marshes to breed malaria and mosquitoes. The prevailing winds are from the ocean and the trade winds blowing land ward during the summer months gives comfort and health to all, hence fifty years ago it was the favorite resort for the planters and cultivated people from many sections of this State and South Carolina.

We only need the invigorating influence of the Yadin Valley Railroad and the South Atlantic and North Western Railroad to start such activity commercially as was never seen in this State. There is no location so favorable and no other can ever take its place. We are not advancing a private opinion in this matter. It is the conviction of those who have come here during the last two years. This deep water harbor of easy access offers inducements for great enterprises not possible to any other port on the South Atlantic Coast. Will the capitalists and enterprising merchants of North Carolina take hold of this matter and push these railroad schemes to the coast, also towards the great and rich cities of the Northwest.

If the present projectors of the South Atlantic and North Western Railroad for any cause are unable to build their line as proposed, let them stand aside and allow others to take their places. The people of Brunswick county want a railroad from Southport to Cumberland Gap via Hockingham, Salisbury, Wilkesboro and Elizabethtown, Tenn., they have voted aid for such a railroad, now let us take steps to have it built. We throw out the suggestion for our leading citizens to consider and act.

There is no reasonable doubt but the location and terminus at Southport of the two lines of railroads named, that within five years we should have a population of 25,000 and soon stand commercially along side of Charleston, Savannah and Brunswick. There is no time to be lost.

## PHOENIX HEARD FROM.

Messrs. Editors: On my recent visit to Southport, I was deeply impressed by two things—first, the County Commissioners statement that the remaining debt of Brunswick county, some \$1200, had been paid, and the second, by the Grand Jury's report on condition of County Court House, Jail and Poor House.

We have no county debt but we have great need to take notice of the Grand Jury's report, which to my mind more than counterbalances the no-debt statement. Brunswick county has a fair Court House building, but it needs several things very badly, a general renovation inside and out, including painting and a new roof, and most of all a fire proof vault in which to store all county records. At present time we could easily lose all these records and who can tell the trouble, annoyance and loss, financially, Brunswick county and its people would sustain if our Court House should burn down. The outward appearance of our County Jail is enough to prevent crime of any kind, if only the too criminal might first gaze upon his prospective abode. We have spent some money on the interior upon cribs which can be removed to other quarters, but no amount of money can make our present county Jail habitable for even criminals.

The Grand Jury's report on the County Poor House is significant, and I judge that distance alone saves it from being condemned, by its being unseen. Now, Mr. Editor, why cannot we issue bonds, with our non-indebtedness, this would seem very easy and at a low rate of interest. Make the Court House as it should be, build a new Jail, entire, for even a criminal has the right to demand a decent place for his confinement, and build a good poor house within five miles at least of Southport, which can and will be visited by the proper parties and be kept in first class order.

The improvements going on elsewhere should cause us to at once attend to these matters but the present condition of these county buildings of itself demand an instant remedy.

Commence without delay, Messrs. Editors, on this matter and I can assure not but every resident of Brunswick county, will approve of this great needed improvement.

Yours very truly, F. M. M.