

CONTENT.

When spring comes laughing with her lap of flowers
In answer to the south wind's loving calls,
Till beauty springs where'er her footsteps fall.
And fragrance fills the newly greening bowers
While whirr of wings with notes of bird are blent.
I am content.

When drowsy hum of bees upon the wing
Fills all the spaces of the afternoon;
When mocking-birds, half weakened by the moon,
Lull the still midnight with the runs they sing;
When summer suns fill noontide's firmament.
I am content.

When summer glory fadeeth from the day,
And hazy mornings filled with dread and fear
Come down the misty pathway of the year;
When mirth and music long have gone their ways;
When blooming buds with blighting winds are spent.
I am content.

Though winter, riding from the Northern pole,
Guide his mad steed 'mid all our joys and woes
And chill them quick within a snowy tomb,
I sorrow not that these from me be stole.
Even from the death of joy new joys are lent.
I am content.

When friends abound or loves prove all untrue,
When winds of fortune blow from every coast,
Or troops of troubles press me, lost on host;
When skies are ashen gray or purest blue,
While tender grace of heaven is yet unspent.
I am content.

—Robert E. Pretlow, in Chicago Tribune.

A GIANT RAFT.

The tremendous Leary raft, which started from St. John, N. D., on June 17th, and by its iron bridle into Hampstead Bay early on Thursday evening last by the tugs B. F. Haviland and J. P. Heiperhausen. A stiff southerly wind, which piled up a pretty nasty sea, led the raft navigators to seek shelter in Hampstead harbor for the night.

The raft is not a handsome marine structure. Its fourteen chain-wrap sections of 500 logs each, hauled lengthwise, are hitched tandem, like the joints of a backbone. Each section is 60 feet long and 36 feet wide and draws 13 feet of water. Only a few feet project above the surface, suggesting the back of an enormous dislocated sea snake. Each section is a rude flat-bottomed ship in itself, and is joined to the others by long chains extending from one end of the raft to the other. To an iron chain bridle from the first section the tow lines are hitched. The ocean tugs Haviland and Heiperhausen which brought the raft here, are commanded respectively by Capt. Reuben Irelan and Walter P. Crosby. They carried it along at a four-knot rate in fair weather. It will be towed down to Flushing Bay this morning. It is proposed to break up the raft into three sections there for the convenience in handling at Mr. Leary's basin up Newtons creek, and the first section will probably come through Hell Gate 2 o'clock P. M. The big raft has made three starts for this port. It was originally constructed in seventeen sections. When off Mechas Island, on the coast of Maine, two of the sections were torn loose, by tempestuous weather and smashed. The raft was towed in shore, repaired, and started again. Just before reaching Portland the raft ran into more bad weather and lost another section. By these mishaps the raft was reduced by about 1,200 sticks of timber, but that did not materially decrease its bulk. It left Portland at 8:30 A. M. on July 27, and passed Highland Light, Mass., at 8:15 A. M. on July 29. It put into Vineyard Haven on July 31 because of heavy weather.

Each of the fourteen remaining sections of the raft contains 500 logs, or 7,000 logs in all. The whole tow was originally 1,400 feet long, or big enough to fill Broadway from curb to curb between Chambers and Vesey street. It weighs about 8,000 tons. The timber in the raft consists of Norway pine, spruce, princess pine, and hackmatack. There are thirty-six square miles of trees (or enough material for 2,000 more rafts) in the tract from which Mr. Leary got the timber of the raft, and he is going to try to bring a lot of them down to New York. A raft of 8,000 logs, constructed precisely like the leviathan in Hampstead Harbor, is now at St. John. Mr. Leary said that if he got this one through he would immediately start the other on its way. The raft that went to pieces at sea about four years ago was almost the same size, but was built in thicker sections than this one. The raft that was towed

into Erie Basin three years ago was only 650 feet long.

The owner of the giant raft, by bringing his lumber here uncut, saves about \$5,000 in customs duties. The total value of the raft will be about \$40,000. The logs, or many of them, will be used by Mr. Leary on contract work of his own. He has a contract for the improvement of half of two miles of river front on the Harlem owned by Mr. Astor. He will receive \$920,000 for the job, which consists of backing and filing with piles.

CITIZENS OF BRUNSWICK ATTENTION.

Do not forget the meeting to be held in Southport, September 8th, to organize a County Fair Association.

Prepare to attend and have something to say which will contribute to the success of a movement most important to all residents of Brunswick County. Each township should come ready to offer inducements in one way or another to make the Fair certain of success.

Departments for the women will be offered, and their assistance is expected. The Fair is for every one, its benefits and pleasures are for the people of the county to have and enjoy. Come one, come all. Make it a success.

FARM AND GARDEN NOTES.

Resolve to make a good corn crop. Feed the potato beetles paris green. What as to corn fodder and ensilage?

"Snow-white" gladiolus is a favorite. In a favorable season a second crop of orchard grass and of clover can be readily secured.

If you stake your trees be sure that the stake stands firmly. A loose post does more harm than good. Hungarian, or millet make a good hay, but they need a good, rich soil, well prepared to secure a good yield.

In transplanting trees more loss is occasioned by exposure of the roots than by their mutilation. Avoid both.

If you grow Japanese buckwheat, do not grow it by the side of the common varieties, if you want it to keep pure.

Good onion seed will sink in water, while that which floats either does not grow at all or produces only scallions. Some object to cutting a car y because the stock will eat so much more of it. This ought to be a good reason for early cutting.

Orchard grass if first to ripe, then clover, followed by timothy and then red top. If properly cured, all make a good quality of hay.

Wheat or oats are grown for the grain or seed, but grass for the straw or hay, and each must be cut at the proper stage to secure the best results.

The Russian Government proposes to hold a national industrial, farming and fine arts exhibition in Moscow in 1893.

When the price of dairy products has fallen low, it will not pay to let our care of the cows fall off. If we do, they will not be ready for business when the price rises.

Do you know of any better use to which you can put your best clover hay than to feed it to the cows? If you don't, store it handy to their stable when you cut it.

Professor Lintner says the potato beetle has twenty-five parasite enemies. Yet notwithstanding these and all the poisons how heroically it stands up and defies annihilation.

Professor Augur, of Connecticut, recommends sprinkling cabbage with brine strong enough to bear an egg as a remedy for the cabbage worm. It is also good for the cabbage.

In an experiment at the Indiana station the application of barnyard manure nearly doubled the crop of potatoes over that of the field not manured, and the tubers were just as sound and smooth.

Senator Davis of Minnesota was one of the first telegraph operators. Recently he narrated with every evidence of pleasure in the recollection his experiences in the office at Waukesha and along the line for a distance of twenty-four miles, which was under his charge. He was, he said, one of the first four men in the country to read telegraphy by sound.

Senator Sherman's large fortune is said to yield him an annual income of 12 per cent.

**SOUTHPORT
LAND
and
IMPROVEMENT
COMPANY.**

AUTHORIZED CAPITAL

\$100,000.

Organized under Special Charter Granted by the State of North Carolina.

\$26,000

Subscribed amount required by law paid in

OFFICE: Cor. Bay and Potts Sts. PAVILION BUILDING.

SOUTHPORT, N. C.

For further particulars apply at the office of the Company.

W. G. CUTTIS, Treasurer.

**THE SOUTHPORT
Land and Improvement
COMPANY.**

OFFERS FOR SALE or LEASE

**HOTEL
BRUNSWICK**

Pleasantly situated on Bay street, overlooking the harbor and in sight of the Atlantic Ocean.

This Hotel is offered as equally well suited for a summer or winter Hotel. Steamers leave Wilmington for Southport twice each day.

For particulars as to terms, apply as above.

**THE SOUTHPORT
LAND & IMPROVEMENT
COMPANY.**

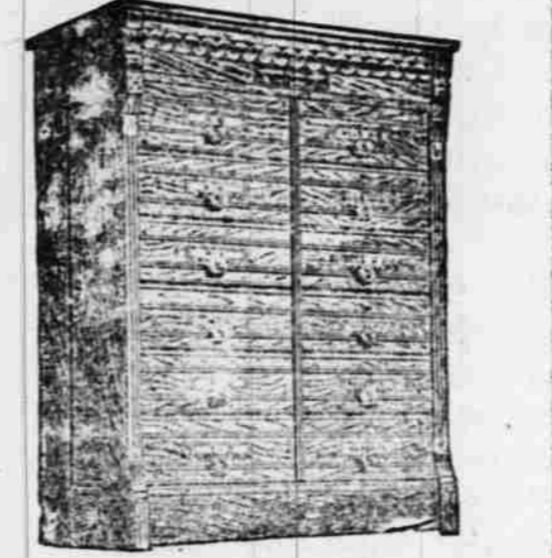
Have for sale desirable Lots in the city at reasonable prices. Also several tracts of land adjoining the city which we can recommend to capitalists as bargains. Non-residents should write for particulars. Property managed for non-residents upon application. Correspondence Solicited

**ATTENTION
STATIONERS!**

Write to me at once for price-list of the Office Specialty Manufacturing Co's goods. No well conducted office can afford to be without them. Their usefulness is indisputable. Everyone Wants them. Everyone needs them. They sell at sight.

Shannon Letter File.
Rapid Roller Copier.

U. S. Document File.
Lang Document File.
Shannon Letter Cabinet.

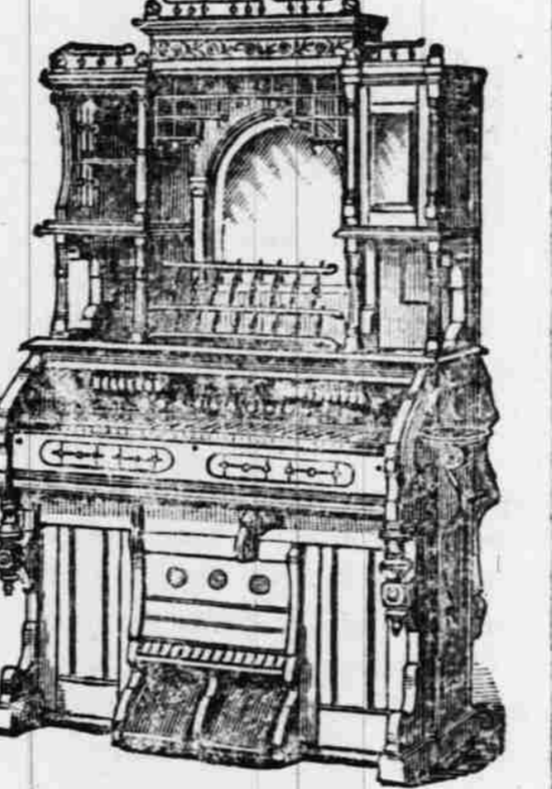


SCHLICHT'S STANDARD INDEXES for rapid reference.

Address: WALTER B. STEVENS, Agt. for the State of North Carolina. SOUTHPORT, N. C.

Liberal Discount to the Trade.

**DREW & DAVIS
MANUFACTURERS AGENTS**



PIANOS, ORGANS, and all kinds of MUSICAL INSTRUMENTS.

THE ATTENTION OF THE Public is called to my store at FAIR OAKS, also my THREE MILE STORE, in Brunswick County.

Where can always be found a full stock of GROCERIES, DRY GOODS and FARMERS SUPPLIES.

WHOLESALE & RETAIL. F. M. MOORE, Proprietor.

PATENTS

Caveats, and Trade-Marks obtained, and all Patent business conducted for Moderate Fees. Our Office is Opposite U. S. Patent Office, and we can secure patent in less time than those remote from Washington. Send model, drawing or photo., with description. We advise, if patentable or not, free of charge. Our fee not due till patent is secured. A Pamphlet, "How to Obtain Patents," with names of actual clients in your State, county, or town, sent free. Address, C. A. SNOW & CO., Opposite Patent Office, Washington, D. C.

SUBSCRIBE FOR THE SOUTHPORT LEADER.

\$1.00 A YEAR.

H. W. ALLEGER.



THE FAST RUNNING STEAMER "BESSIE."

W. A. SNELL, Master.

Leaves Southport, daily except Sunday, at 7:30 a. m., for Wilmington and intermediate ports. Returning leaves Wilmington at 3:00 p. m.

STEAMER, PASSPORT

Will leave her docks at Wilmington and Southport as follows:
Leave Wilmington daily except Sunday at 9:30 a. m.
Leave Southport daily except Sunday at 3:00 p. m.
And in addition to above schedule, Leave Southport Monday's at 6 a. m. Leave Wilmington Saturday's at 6 p. m.

RAILROADS.

JAPE FEAR AND YADKIN VALLEY R. R., Co.

SCHEDULE No. 19. Dated Sunday August 18, 1890.

TRAINS MOVING NORTH.

No. 1	No. 3	No. 15
Lev Wilmington 9:00 a.m.		
Ar Fayetteville 12:25 p.m.		
Lev Fayetteville 12:50 p.m.		
Ar Sanford 2:25 p.m.		
Ar Greensboro 3:00 p.m.		
Ar Greensboro 3:10 p.m.		
Ar Walnut Cove 6:32 p.m.		
Ar Mt. Airy 8:25 p.m.		
Ar Bennettsville 8:20 a.m.		
Ar Maxton 9:35 p.m.		
Ar Maxton 9:45 p.m.		
Ar Fayetteville 11:45 p.m.		
Ar Millboro 6:50 a.m.		
Ar Greensboro 9:25 p.m.		
Ar Greensboro 10:10 p.m.		
Ar Madison 12:30 p.m.		

TRAINS MOVING SOUTH.

No. 2	No. 4	No. 16
Leave Mt. Airy 6:00 a.m.		
Ar Greensboro 9:20 p.m.		
Ar Greensboro 9:50 p.m.		
Ar Sanford 12:19 p.m.		
Ar Fayetteville 1:50 p.m.		
Lev Fayetteville 2:15 p.m.		
Ar Wilmington 5:45 p.m.		
Lev Fayetteville 3:30 p.m.		
Ar Maxton 5:20 p.m.		
Ar Maxton 5:30 p.m.		
Ar Bennettsville 6:45 p.m.		
Lev Madison 1:20 p.m.		
Ar Greensboro 3:30 p.m.		
Ar Greensboro 3:45 p.m.		
Ar Millboro 6:50 p.m.		

Passengers Mail northbound dinner at Fayetteville and supper at Greensboro. Passengers Mail and southbound breakfast at Greensboro dinner at Fayetteville.

All trains run daily except Sunday. J. W. FRY, General Superintendent. W. E. KYLE, Gen'l Passenger Agent.

Seaboard Air Line.

CAROLINA CENTRAL R. R. Co.

CHANGE OF SCHEDULE.

WESTBOUND TRAINS.	No. 41	No. 55
June 29, 1890.	daily except Sunday	daily except Sunday
Lev Wilmington 9:30 a.m.	8:00 p.m.	
Lev Hamlet 1:25 p.m.	2:00 a.m.	
Lev Wadesboro 2:41 p.m.	3:21 a.m.	
Ar Charlotte 4:23 p.m.	6:30 a.m.	
Ar Charlotte 4:33 p.m.		
Lev Lincolnton 5:52 p.m.		
Lev Shelby 6:50 p.m.		
Ar Rutherfordton 8:05 p.m.		

EASTBOUND TRAINS.

No. 36	No. 24
daily except Sunday	daily except Sunday
Lev Rutherfordton 8:45 a.m.	
Lev Shelby 9:50 a.m.	
Lev Lincolnton 11:00 a.m.	
Ar Charlotte 12:17 p.m.	
Lev Charlotte 12:25 p.m.	9:00 p.m.
Lev Wadesboro 2:00 p.m.	12:00 p.m.
Lev Hamlet 3:10 p.m.	2:00 a.m.
Ar Wilmington 7:30 p.m.	7:30 a.m.

Trains No. 43 and 6 make close connection between Charlotte and points north, at Lincolnton for Hickory and Western North Carolina. Nos. 25 and 24 make close connection at Hamlet to and from Raleigh. Through sleeping cars between Wilmington and Charlotte and Wilmington and Raleigh. Local freight daily between Wilmington and Charlotte with passenger coach attached. This train leaves Wilmington at 4:00 a. m. T. W. WHISNANT, Superintendent. F. W. CLARK, General Passenger Agent.

RAILROADS.
ATLANTIC COAST LINE.
Wilmington, Columbia & Augusta Railroad
CONDENSED SCHEDULE.

Dated April 29, 1890.

TRAINS GOING SOUTH.

No. 23	No. 27	No. 13
	P. M.	P. M. A. M.
Lev Wilmington 9:15 p.m.	9:10 p.m.	
Lev Marion 9:30 p.m.	12:40 a.m.	
Ar Florence 10:20 p.m.	1:20 a.m.	
	A. M.	
No. 30	No. 38	No. 32
	A. M.	A. M.
Lev Florence 3:20 p.m.	4:30 p.m.	4:30 p.m.
Ar Sumter 4:35 p.m.	5:35 p.m.	5:35 p.m.
	No. 32	
	A. M.	
Lev Sumter 4:35 p.m.	9:45 p.m.	
Ar Columbia 6:15 p.m.	10:55 p.m.	
	A. M.	

No. 38 runs through from Charleston via Central railroad. Leaving Lanes 8:30 a. m. Manning 9:10 a. m. Train on C. & D. R. R. connects at Florence with No. 38.

TRAINS GOING NORTH.

No. 51	No. 29	No. 58
	P. M.	P. M.
Lev Columbia 10:35 p.m.	9:30 p.m.	9:30 p.m.
Ar Sumter 11:58 p.m.	6:30 p.m.	6:30 p.m.
Ar Sumter 11:58 p.m.	16:37 p.m.	
Ar Elrodce 1:15 p.m.	7:50 p.m.	
	A. M.	
No. 78	No. 66	No. 14
	A. M.	P. M.
Lev Florence 4:35 p.m.	4:35 p.m.	9:15 p.m.
Lev Marion 5:20 p.m.	8:35 p.m.	8:35 p.m.
Ar Wilmington 8:35 p.m.	11:45 p.m.	11:45 p.m.

*Daily. †Daily except Sunday.

No. 58 runs through to Charleston, S. C. via Central R. R. arriving at Manning 7:04 p. m., Lanes 7:42 p. m., Charleston 9:30 p. m. No. 59 connects at Florence with C. & D. train from Cheraw and Wadesboro. Nos. 78 and 14 make close connection at Wilmington with W. & W. R. R. for all points North. Train on Florence, R. R. leaves Pee Dee daily except Sunday 4:40 p. m., arrive at Rowland 7:00 p. m. Returning leave Rowland 6:30 a. m., arrive at Pee Dee 8:50 a. m. Train on Manchester & Augusta Railroad leaves Sumter daily except Sunday, 10:50 a. m., arriving at Richardson 12:01 p. m. Returning leave Richardson 12:15 p. m., arrive at Sumter 1:30 p. m. JOHN F. DIVINE, General Superintendent. J. R. KENLY, Assistant General Manager. T. M. EMERSON, General Passenger Agent.

WILMINGTON & WELDON R. R.

CONDENSED SCHEDULE. Dated June 15, 1890.

TRAINS GOING SOUTH.

No. 23	No. 37	No. 41
daily	fast in	ex Sun
Lev Weldon 12:30 p.m.	5:43 p.m.	6:00 p.m.
Ar Rocky Mt. 1:46 p.m.		7:10 p.m.
Ar Tarboro 9:00 p.m.		
Ar Tarboro 10:20 p.m.		
Ar Wilson 2:20 p.m.	7:00 p.m.	7:43 p.m.

TRAINS GOING NORTH.

No. 14	No. 78	No. 40
daily	daily	ex Sun
Lev Wington 12:01 p.m.	9:00 p.m.	4:00 p.m.
Lev Magnolia 1:21 p.m.	10:34 p.m.	5:35 p.m.
Lev Warsaw 2:28 p.m.	10:48 p.m.	5:53 p.m.
Ar Goldsboro 2:28 p.m.	11:45 p.m.	6:35 p.m.

All trains run daily except Sunday. Ar Selma 11:00 p.m. Ar Wilson 12:10 p.m.

TRAINS GOING SOUTH.

No. 14	No. 78	No. 40
	daily	ex Sun
Lev Weldon 4:30 p.m.	2:45 p.m.	9:30 p.m.

*Daily except Sunday. Train on Scotland Neck Branch Road leaves Halifax 2:30 p. m., arrives Scotland Neck at 3:45 p. m., Riverton 6:10 p. m. Returning leaves Riverton 7:20 a. m. Scotland Neck at 10:20 a. m., daily except Sunday.

Train on Midland N. C. Branch leaves Goldsboro daily except Sunday, 6:00 a. m. arrive at Smithfield 7:30 a. m. Returning leaves Smithfield 8:00 a. m., arrive at Goldsboro 9:30 a. m.

Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday at 6:00 p. m., and 11:10 a. m. Returning leave Clinton at 8:20 p. m., and 8:10 p. m., connecting at Warsaw with Nos. 41, 40, 28 and 78. Southbound train on Wilson & Fayetteville Branch is No. 51. Northbound is No. 50. *Daily except Sunday. Train No. 27 South will stop only at Wilson, Goldsboro and Magnolia. Train 18 makes close connection at Weldon for all points North daily. All rail via 1. chmoupl, and daily except Sunday via Bay Line. Trains make close connection for all points North via Richmond and Washington. All trains run solid between Wilmington and Washington and have Pullman Palace Sleepers attached. JOHN F. DIVINE, General Superintendent. J. R. KENLY, Sup't Transportatio. T. M. EMERSON, General Passen; 7 Agent