

The Southport Leader.

Entered according to postal regulations at the postoffice at Southport, N. C., as second class matter.

TERMS OF SUBSCRIPTION.

THREE MONTHS.....35 Cents.
SIX MONTHS.....60 Cents.
ONE YEAR.....\$1.00
Sent by Mail. Payable in advance.

Give postoffice address in full, including county and State.
Remit by draft, postoffice order, or registered letter, at our risk.

Advertising rates furnished on application.

No communication will be printed in the LEADER without the name of the writer being known to the editors.

THE LEADER cannot return rejected manuscripts, no matter what their character may be. To this rule no exception will be made with regard to either letters or inclosures. Nor will the editor enter into any correspondence respecting rejected communications. All matter not inserted is destroyed.

STEVENS & FARRELL,

Editors and Proprietors.

SOUTHPORT, Brunswick Co., N. C.

SOUTHPORT, N. C. SEPTEMBER 11, 1890.

A MATTER OF EDUCATION.

The editorials in the Wilmington Messenger and the Raleigh News-Observer, deploring the inactivity in our literature, particularly in North Carolina, must distress all those who are interested in our literature, present and future.

The remarks of Brothers Kingsbury and Ashe need not be confined to this State alone, they are applicable to the whole South.

But while lamenting over the fact, that no writer can, by writing for publication, gain enough for a living, our friends suggest no remedy. Is it so much a spirit of indifference towards those writers who have enlarged and enriched our literature, as a matter of education? Lack of education, a genuine thirst after knowledge, which must be promoted in early youth, has stood in our way. Habits of youth cling to us in after years, and where the boy has had to work in the field or at manual labor of any kind, his education must be confined within narrow limits, and reading of good literature is neglected. The vast amount of trashy stories printed and read by the people, are injurious to historical and pure literature, writers. Such stories create unhealthy and false ideas, lowering the sentiment of the reading public for sound literature, because the latter seems to lack in "flash" and "stir".

The South is handicapped also in her manufactured articles. And can we not trace the same deficiency in our attempted manufactures when brought into comparison and competition with the same class of goods manufactured elsewhere, lack of education? We are entering upon a new epoch in our history. The arrival of many people from other parts of this country and the world, to live among us, the investment of millions of home and foreign capital causes a broader view to be taken in our manufactures and literature. We are ceasing to be local, and becoming national, therefore, the rush is to our midst of experienced writers and skilled artisans who are perfectly familiar with the business and show us our failings. A proper knowledge of our deficiencies, a keener desire to remedy the same, will in time put us on an equal footing with all competition.

The South must have industrial schools. A broader and better public school system. We are gaining rapidly in wealth—it is needed, but let all that is possible be spared for educational purposes. Our youth must be trained and drilled in the public school, in the university and in the industrial schools, with such practical teachings only, can we ever enter in or hope to compete with the North in literature or manufactures.

We have the brain, and the raw article to be manufactured. Educate the head, and the result is easily attained, for the field is broadened and we do not see "through a glass, darkly," but stand equal for any competition in manufactured goods, art or literature. Until our children are better educated, no writer of fiction or history, however excellent may be its composition can find a market for his or her

writings. Neither a Schenck or a Waddell will find readers for their interesting and valuable additions to the history of their State, nor will the world's literature be the companion of our youth until we produce students. Can any sacrifice of time or money be too great to forward our public school and college system?

Let it not be longer said of the South that indifference and ignorance handicap its progress. Educate our children and they will occupy the "higher seats" which their fathers cannot fill.

Too much cannot be said for this higher educational life which is so necessary for the South's future success. Is not the present hour the time for the beginning of such a movement?

RECIPROCAL RESULTS.

In no way can the results of reciprocity and the benefits arising from reciprocal trade, be better understood than from a few examples. France, under liberal government encouragement, and the establishing of regular steamship lines, increased her exports to the Argentine Republic, alone, in eight years, over fourteen and a-half million dollars.

Germany during the same period increased her export trade ten million dollars, with the same country. In our vast foreign trade the balance went against this country last year, not in commerce with distant countries, for our trade with the Continent, Europe, Asia, Africa and Australia, also Canada and Hawaii amounted to \$129,000,000 in our favor, yet our total balance when accounts were closed, showed a balance against us of thirteen million dollars, which had to be paid in gold. In this adverse trade balance, that our losses are in countries south of us, is brought prominently to notice by Secretary Blaine, in a recent speech. What does it benefit us by gaining gold from the Old World, if we waste it in an adverse trade system with Brazil or Cuba? Mr. Blaine's definition for reciprocity, "A policy of circumstance to be determined favorably or averse, according as its operation may make or lose for us," does away with the cry of "free trade" outcome of those fearful of such results. Therefore the United States may reciprocate with Cuba, exchanging flour and agricultural machinery for sugar, lessening if not saving the now adverse trade balance of forty-one million dollars. With Brazil let us exchange cotton and flour for coffee, helping the now adverse balance loss of fifty-one million dollars.

Reciprocity with Latin-America does not oblige us to reciprocate with France or Germany. Probably the most striking example of the result of reciprocal trade, is found in that of the Hawaiian Islands. Before the treaty went into force the United States furnished forty-two per cent of the tonnage engaged in their commerce.

Great Britain led and other European nations were crowding this country out of the trade. In two years, our tonnage doubled. Great Britain's decreased one-third. In nine years, a commerce formerly monopolized by Great Britain, was but one-fifth. In 1880, this country carried in its vessels fifty-four per cent of the commerce of the Hawaiian Islands. What great results would follow reciprocity with Latin America cannot be told. We know that at present the balance of trade is largely against us, and with countries which are in need of our manufactures and food products. Duties on articles which might have been used to obtain concessions, are thrown away. Future favors shown in this direction should be considered with an eye to returns of the same kind. Latin-American trade made reciprocal will not interfere with present interests, but give markets for our surplus products and make the balance sheets show in our favor, where now it is otherwise.

The few examples of reciprocal trade indicate the wisdom of increasing a policy which results so favorably to those practicing it.

WHAT WILL WILMINGTON GET?

The establishment of the daily train, "The Washington and Southwestern Vestibule Limited" to run between Washington and Atlanta, Ga., by the Richmond & Danville railroad marks an important event in next winter's Southern travel. Undoubtedly, the Atlantic Coast line will make some counter attraction, but will this road still give Wilmington the cold shoulder running their trains in late and out

early, as they did last year? The city of Wilmington has always been most liberal towards railroads, in granting bonds, etc., and some return is surely due. The Coast Line should run a day train from Washington, which will give travelers a chance to stop overnight at Wilmington, and leave the next morning, but at seasonable hours.

Many tourists desire to make the trip South by day travel, stopping over at night and resuming the journey next morning. Wilmington should be made such a night stop. Good hotel accommodations for all travelers wishing to enjoy a rest in their journey are at Wilmington, probably none as good on the line. It is right for Wilmington to insist on some recognition in return for past favors, and the Atlantic Coast Line should this fall and winter arrange its schedule so that Wilmington may receive some benefits from Southern travel. Give the Northern tourist a chance, to see the South by day light and enjoy our fine hotel accommodations at night, and all parties will be benefitted. Will the Coast Line consider the City of Wilmington this year?

REVIEWS.

"The Old Homestead," published at Savannah, Ga., is a monthly magazine devoted to science, art, literature, music, the home and farm. The September number contains a large number of short stories and poems. The contributors are mainly Southern writers. An interesting article is "The Fairy Land of Science," by Arabella B. Buckley, in which the common objects of every day life are made to unfold uncommon beauties. "The Old Homestead," Savannah, Ga., \$1 a year.

PERSONAL AND IMPERSONAL.

Olive Logan, the pioneer of newspaper women, has the honor of being elected a member of the Incorporated Society of Authors, of which Lord Tennyson is president and Walter Besant the secretary.

The Austrian Archduke, Francis Ferdinand, is an exceedingly wealthy but far from handsome man. He has a short body, with long limbs, a small head perched on a long neck, and a prodigious nose.

Rudyard Kipling, whose poems and stories have been much read and discussed of late, is a young Indian civilian about 25 years of age. He was educated in England, returned to India and has lived in the hills.

Mrs. Ira L. Likes, of Hayes City, Neb., has the reputation of being one of the smartest lawyers in the state. She is only 29 years old, but she has been an enthusiastic law student ever since she was 17 years of age.

Lori Lonsdale, who last year made a reputation by trying to reach the north pole by means of dog sleds through Canada, is about to start on an exploring expedition into the Olympian Mountains of Washington.

The only American woman who is known to be the president of a steam railroad is Mrs. Chas. D. Haines, who is chief officer of the Haines Medina Valley Road, in Texas. She is 29 years old and worth \$2,000,000.

Miss Lillian Blanche Fearing, the only lady in this year's graduating class at the Union College of law, Chicago, is entirely blind. During the course her mother was her constant companion and read from the books to her.

Senator Sherman has decided to retire to private life at the expiration of his present term—March 3, 1893. He is now 64 years of age, has been in public life continuously for more than forty years, and thinks he has earned a rest.

The Nizam of Hyderabad paid \$65,000 for the Goddon-Orr diamond to wear in his head-dress. Before cutting, the stone weighed 67½ carats, and after cutting 24½ carats. It is said to be the best, purest and most brilliant stone known.

In a few days I will mail to all the County Superintendents of Public Instruction questions for the examination of teachers in September. I trust all the Superintendents will use them, preserve secrecy, following the directions and suggestions printed at the head of the list of questions; and that the teachers, as many as possible, will apply for examination. This set of questions is intended to have some effect in uniforming the grading of certificates, first second, and third grades, throughout the State.
S. M. FINGER, Supt.

COMMUNICATIONS.

September 5, 1890.
The British steamship "Carn Brae" has just arrived at this port and has proceeded up the river, for a cargo of cotton.

She brought a cargo of coal to Bermuda, thence to Newport News for coal and thence to Wilmington, N. C. This circuitous voyage might be likened to going round by way of your elbow to get to your thumb—and so far as the profits of the voyage are concerned, it was like unto taking in by the spigot and letting out by the bung hole. This was not the fault of the ship, for her owners could not help themselves. They had to coal up at the nearest port which had the enterprise to supply these wants. This was in the State of Virginia. Now Southport is nearer to coal mines than Newport News in the State of Virginia, and a railroad ought to be built to Southport. Southport is also nearer to the track of ocean steamships than any other port on the South Atlantic Coast, therefore coal ought to be supplied at that point in abundance, and at cheap rates.

Why is not this business developed? Let some wise man answer! for a fool cannot solve the correspondence.

And while you are scratching your wise head for a reply, will you please also say, how you expect to compete with other cotton ports, when by your lack of enterprise you compel ships to go a thousand miles out of their track to coal up for the voyage you ask them to make?
SEA DOG.

Improving the Breech-loader.

Lucien F. Bruce of this city has just received a patent on a breech-loading magazine rifle that promises to revolutionize the manufacture of such arms. The great advantages of the invention are the ease and rapidity with which the rifle can be operated, both in loading and firing. The ammunition magazine is not detachable, as in the Lee rifle made at Lion, but swings on a pivot, thus preventing all chance of loss or hindrance in the confusion attendant to rapid discharge. The cartridges, instead of being placed in the magazine one by one, can be loaded in the receptacle half a dozen at a time by a dexterous twist from the post-board ammunition box—the handle on the bolt has but two motions—a forward and backward, whereas the Lee rifle has four, a cumbersome up and down movement being added. Not only are the movements reduced half, but the two remaining motions are of such a simple character that they can be worked with lightning speed. Another distinct advantage is a compound leverage that can be brought into play whenever a cartridge sticks, moving all obstacles. In other rifles main strength or a wrenching movement was necessary whenever an obstruction had to be dislodged. Some of these improvements have been partly realized on different rifles, but with no such degree of effectiveness as Mr. Bruce has obtained. He is constantly at work simplifying his device, which is even now of much value.—Springfield Republican.

LACONICISMS.

Excess of wealth is cause of covetousness.—Christopher Marlowe.

They are never alone that are accompanied with noble thoughts.—Sir Philip Sydney.

Truth is truth to the end of reckoning.—Shakespeare.

For words are wise men's counters, they do but reckon by them; but they are the money of fools.—Hobbes.

No man can lose what he never had.—Izaak Walton.

Books like proverbs receive their chief value from the stamp and esteem of ages through which they have passed.—Temple.

Advertising For Claims.

Every executor, administrator and collector, within twenty days after the granting of letters, shall notify all persons having claims against the decedent, to exhibit the same to such executor, administrator or collector, at or before a day to be named in such notice; which day must be twelve months from the day of the first publication of such notice. The notice shall be published once a week for six weeks in a newspaper (if any there be) published in the county.—Sec. 1421 of the Code.

Keep plenty of chloride of lime around the house during a humid spell. It will keep the air dry and pure.

THE NORTH CAROLINA STEEL AND IRON COMPANY, GREENSBORO, NORTH CAROLINA.

OFFICERS:

JAMES A. ODELL, President. CHAS. D. BENBOW, Secretary.
JULIAN S. CARR, Vice-President. S. H. WILEY, Treasurer.
J. J. NEWMAN, Gen'l Manager. THEO. F. KLUTTZ, Attorney.

Executive Committee:

JAMES A. ODELL, D. W. C. BENBOW, JULIUS A. GRAY,
Financial Agent, ROBERT T. GRAY.

Directors:

A. B. ANDREWS, Second Vice-President R. & D. R. Co., Raleigh.
JAMES A. ODELL, President Odell Hardware Co., Greensboro, N. C.
JULIUS A. GRAY, President C. F. & Y. V. R. R. Co., Greensboro, N. C.
THEO. F. KLUTTZ, Attorney at Law, and President Yadkin Railroad Co., Salisbury, N. C.
JULIAN S. CARR, President Blackwell's Durham Tobacco Co., Durham.
D. W. C. BENBOW, Greensboro, N. C.
ROBERT T. GRAY, Attorney at Law, Raleigh N. C.

THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.00.

The Company will Build at once Two 75-Ton Furnaces, one to make Bessemer Iron, and the other Mill and Foundry Iron.

TOWN SITE PROPERTY.

Before announcing its purpose the Company, through its agents, secured options on about 2,500 acres of very desirable property adjacent to Greensboro, some of it being within the corporate limits, and the whole of it being in an almost solid body. About 1,500 acres have already been purchased, and the remainder is being taken up as the options expire. The whole of it has been secured at an average price of \$35.00 an acre. This is no more than has been paid for the town site lands on which most of the industrial towns of the South have been built up, and in comparison with which this has the immeasurable advantages of extensive railroad connections and facilities unexcelled by any of them, an attractive progressive town of 7,000 people to start with. Water works, gas works, electric light works, paved streets, churches and schools, elegant houses, and established society, and all the attractions that pertain to an old community.

THE SURVEY OF TOWN LOTS

is now progressing, and it is expected that the Company will have a sale of lots shortly. Extra inducements will be offered by the Company to any kind of industry that will locate on the Company's lands, and manufacturing sites will be donated. Greensboro is destined to equal any of the Southern towns in push, energy and success. It is confidently expected that within five years Greensboro will have at least twenty-five thousand inhabitants.

LAND SALES. SUCCESS.

Judging from the experience of other enterprises, it would seem to be within a reasonable and conservative limit to expect within two years to realize from sales of lots, covering a comparatively small part of the total area of land purchased, an aggregate sum equal to the capital stock of the Company. This when added to the expected profit from the Company's furnaces and other works, makes the opening for the investment of capital one of the most inviting that has been presented to the public since the beginning of the present industrial era in the South.

This is purely a North Carolina industry and there is no reason why the State cannot become one of the great iron producers of the country. People of North Carolina! Look at what your sister States are doing. You can do as well, if not better, if you will only have confidence in what you have got. Subscribe liberally to the stock and trust the men who are at the head of the Company. The names alone is a sufficient guarantee as to the reliability and successful management; this, also, backed by the fostering interests of the C. F. & Y. V., and R. & D., Railroads.

LARGE SUBSCRIPTIONS HAVE ALREADY BEEN RECEIVED AT PAR.

The proceeds will go into the treasury to be used for development purposes with a view to making valuable the Company's lands. It is probable that when one half the stock (\$500,000) has been subscribed for, the books will be closed until after the first land sale.

For particulars as to time of payment, &c.,

ADDRESS,

The North Carolina Steel and Iron Co., GREENSBORO, N. C.