

## The Southport Leader.

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### STEVENS & FARRELL

Editors and Proprietors.

SOUTHPORT, Brunswick Co., N. C.

SOUTHPORT, N. C., MAY 7, 1891.

#### LOOKS MORE LIKE BUSINESS.

Probably no railroad in either North or South Carolina, during the past year has received one-half the newspaper notice as that given to the Cape Fear & Cincinnati railroad, nor has any other road caused so much hope and fear in as many towns in the two States, as its prospects grew bright or darkened.

Southport has eagerly watched the movements of this railroad, for its construction to or from this point meant great things in the building up and developing of this port. Several failures in this part of North Carolina to meet certain obligations on the part of the Company, together with no visible sign of constructing the road, after many promises to do so, has disgusted many persons, and created the impression that the Cape Fear & Cincinnati railroad was only a "paper railroad."

Naturally, these temporary failures have made many people both disappointed over the road ever being built, and caused some hard expressions towards the Company which asked for favors, and then failed to fulfill its share of the compact.

The LEADER knows of no action on the part of the Cape Fear & Cincinnati railroad or its officials, which should actually condemn the Company or belittle its present or future movements. Non-fulfillment of its past contracts has surely injured the Company more than its has others interested in the same, and a little thought will convince the reader that misfortune rather than design has caused past failures on the part of the Cape Fear & Cincinnati railroad in carrying out its proposed plans.

The placing on record in Southport last week, of a nine million dollar mortgage by this Company, as published in the LEADER, indicates something like action, and would seem to be the precursor of the construction of the road. The building of this railroad will do great work not only for Southport and the two Carolinas, but for the whole Southeastern portion of the South. The next few months must determine and show what this railroad will do, and if the promises given by its officers materialize, past failures will be forgotten and forgiven, and every town and city along its line will assist in its success and prosperity.

#### VON MOLTKE, THE SILENT.

In the death of Field Marshal Count Hellmuth Von Moltke, of Germany, the world has lost the greatest military strategist and tactician of the present century. Of the three great men, to be ever famous in the history of the uniting of Germany, Emperor William I., Bismarck, and Von Moltke, Bismarck alone remains. Born and bred in the military profession, Von Moltke's early life was one of privations, and the iron discipline with the frugality of these early days, no doubt laid the foundation for his future character. Probably

no man has spent as many years of probation, waiting the day when the opportunity should come, and his splendid genius would burst forth. And yet these very years of privation, hard study and travel, developed the man whose genius should aid in the formation of the great Empire. Of the Prussian war with Denmark, although the details of the campaign were Von Moltke's, there was no glory in conquering with such odds as were in Prussia's favor, so that he was in his sixty-sixth year before the opportunity came for him to display the powers which he must have always felt conscious of possessing. In the Austrian campaign of 1866, were Von Moltke's superb military tactics displayed, and in a war lasting but seven weeks the Prussians were victorious in every battle, and the distinguished genius of Count Von Moltke was recognized and rewarded by honors and a substantial national donation in gold. The Franco-German war in 1870 was the most complete and successful military undertaking in history, and its result seemed never to have been in doubt by Von Moltke, who predicted with terrible exactness the movements of that struggle, ending in the fall of Paris, and the unification of the German States into the German Empire.

In the military genius of Von Moltke there was nothing to arouse the enthusiasm. The dash, the spirit of a Napoleon was not displayed. It was formal, cold, terrible in its certainty of detail and finish. Unanswerable in its success, yet lacking the fire which has distinguished the great captains of history. The disciplined army which he could command, combined with the highest development of a master of war, made his power irresistible. Nothing was left to chance. He did not lead, he directed armies.

Famous as a strategist, Von Moltke was eminent also as an author, painter, musician and linguist, and had he not devoted his life to war, might have been celebrated for his literary attainments. He read and spoke fluently in eleven languages, and had a fair acquaintance with several others. As the unequalled strategist, the great tactician, Count Von Moltke, must ever claim the highest honors in future history. To the German, the name of Von Moltke, must ever be associated with the glory of the victory over France, and the union of the German States into the great German Empire.

#### THE PERMANENT IN THE DEMAND FOR REFORM.

We notice quite a disposition on the part of a section of the partisan press to assume that with returning good times there will be a cessation in the demands of the farmers for reform measures which they have been agitating for years past with great persistence, and that there will no longer be any "disturbance of the repose." The idea seems to prevail with these gentlemen that with good crops and good prices, which all predict, the farmer will cease to trouble and the politician will be at rest. In so far as the present agitation may have been without sufficient cause, or in so far as the farmers may find out that they were "mistaken" as to the real causes of the present depression, this may be true. Whatever part of the present unrest may have arisen from mere discontent, for which there has been no sufficient cause, will naturally be quieted by the removal of the occasion for discontent. It may be admitted further that when the farmer is doing well it is much more difficult for the professional agitator to get his ear than when he is suffering, and, so far as he can see, from no fault of his own.

But, while all this may and should be freely conceded, it must never be forgotten that the reforms the farmer is agitating have a merely incidental connection with the question as to whether he himself is making money or losing it. His arguments may be illustrated by his own losses, but they are based on justice between man and man and not on the measure of injustice from which he incidentally may suffer. True reforms are never conducted for the purpose of putting money into the pockets of one man or one class of men, but for the purpose of giving every man an equal opportunity to receive proper reward for his labor. To illustrate: the opponents to railway reform in Iowa have endeavored to weaken the cause by the allegation that the chief beneficiaries of the Iowa law have been, not the farmers, but the merchants and manufacturers, and that therefore the farmers should wink at a

quiet restoration of the old regime. While the allegation is not true that the merchants have been largely benefited as well as the farmers, even if it were true, it would be no argument for the repeal of the law.

The strength of the support of the Iowa law and the strength of law itself lies in the absolute justice of its requirements. These principles of justice remain without the least regard as to who is benefited financially or who is injured thereby. It is just so with the question of taxation. What is wanted is equal and just taxation, and the question whether the farmer has large crops and high prices or poor crops and low prices has nothing to do with it. The fellow who would not stand up for right law until he is put under the rack of hard times and made to feel its effects, is not far removed from the other fellow who will not advocate a genuine reform because he is the beneficiary of the abuses which he is asked to aid in removing. Both lack a proper sense of justice; the first will not do right until he is forced to do so by his necessities, and the second will not do right because he profits by wrong doing. The men who advocate a just cause because it is just constitute the real strength of all reform movements, and these men will not allow the good cause to languish because for the next two years they may be making money. In fact, we expect to see all genuine reforms prosecuted with more energy than ever, and that for two reasons; first, returning prosperity will clear away a good deal of the dust that has been thrown around many reform measures by the mere demagogue, and enable the public to see more clearly what needs reforming; and second, the farmer will not have his nose to the grindstone and will have more of both time and means to devote to study and discussion of public questions.

We wish to give timely notice to all those interested in trusts, combinations or the continuance of any standing and hoary abuse that they must not lay the "flattering unction" to their soul that when the farmer has a good crop or a dozen of them he will be quiet and allow them to enjoy undisturbed the wages of unrighteousness. The way to quiet the unrest is to remove the evils that cause the unrest, and there is no other way.—Homestead. (la.)

#### PRESS COMMENTS.

What the Wilmington Star says editorially on "Southern Harbors" is all right as far as it goes, but the LEADER wishes that it had shown some favorable point in the Port of Wilmington, location and depth of water. As the Star says, Brunswick, Ga., has fifteen feet of water in the shoals opposite that city, where formerly there was only nine feet. As to the importance of the port of Wilmington, not only to North Carolina, but also the South, while its commerce has not increased phenomenally, its possibilities as a great commercial port are greater than ever before, and through the Cape Fear can the products of North Carolina be handled with greater dispatch than by sending them to build up other ports. Can any other Southern port make as good a water record as this port, which sent a vessel a few days ago thirty miles down its great water way, the Cape Fear River, to sea, drawing eighteen feet three inches?

#### OUR WILMINGTON LETTER.

In the LEADER of last week, I noticed a statement to the effect, that your Canning Company had put up the first terrapin ever canned south of Baltimore. This truly was news to me, although it may not be to others, anyway I feel proud that this section of the Old North State has been the first to accomplish such a thing, and hope that Southport may yet accomplish many "first things" for us. Brunswick county has furnished us with smoke for several days while the wind blew from that direction, I judge it was from the forest fires I see mentioned in our papers.

I was hastily called to the street the other day by a so-called band playing and found myself with many others, a witness to a fat cattle parade. The beasts seemed to be conscious of the attention they attracted, and behaved first rate, wholly unmindful that they were marching to their death.

Business here is as you strike the man. It seems dull at times during the week but somehow I see accounts which show larger sales than for the same time last year, and some merchants claim too many orders, so put off

the newspaper advertising solicitor with that story. That is what a snapper man told me, but it has a smack of the black fish grounds, "fishy."

I see some of your people have started the "excursion" business by coming to Wilmington, and with the temperature of last week continuing, there will be many anxious to hear what the "wild waves are saying."

Minstrels again last week, and some one in my hearing was unkind enough to say that the performance was "rotten" which certainly can not be said of our local minstrel shows. By the way, it is rumored here that a prominent performer among our local talent, who has sat on the "end," is gathering the press notices on his several performances, which are to be bound in book form.

Some of our streets were treated to what was called "sprinkling" last week, but which was a regular deluge from a fire hose. As the country near me said, "Why don't you get some of them cisterns on wheels with the squirting fixins behind," and that's what I say, why can't Wilmington sprinkle her business streets in the regular city way, and not make it necessary for people to either chew dust or be drowned by the fire hose.

Prof. Miller. I think it was, suggested a good thing the other day, to have the Germania and Second Regiment Bands give a grand musical entertainment. There is plenty of ability in these organizations and no one would question the success of such an entertainment, to say nothing of the enjoyment it would give the friends of these bands to hear them in a grand concert.

#### WILMINGTON ADVERTISEMENTS.

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DESIRING TO LIGHTEN THEIR WINTER Flannels are advised that we have opened our summer weight all-wool Hygienic Shirts and Drawers. We are also showing a good line of Underwear in real Balbriggan, Lisle Thread, and Cotton garments at prices to suit.

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Ladies' and Children's Hosiery in Fast Black and Balbriggan. A large stock at low prices.

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In Black only. Plain and Striped. First-class goods.

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A pretty lot of Spring Suitings and Pantaloon Stuff, suitable for Men and Boys, made to order at a saving of 25 per cent. from ordinary prices.

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