

The Southport Leader.

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STEVENS & FARRELL

Editors and Proprietors.

SOUTHPORT, Brunswick Co., N. C.

SOUTHPORT, N. C., MAY 14, 1891.

A FAVORED CITY.

While reports from all parts of the country, North and South, for several months past have constantly recorded the number of cases of the grippe, almost epidemic at some points, Southport, may have been considered free from it. A few cases, in the latter winter months were reported, of a mild type and which the sunshine soon dispelled after the damp weather of February.

At present, the doctors report only the usual spring indispositions, with no sickness of consequence, and no grippe. Even the storm of last week, which was severely felt at other points in North Carolina, doing damage to property and crops, did not reach Southport, the lower range of temperature with a good rain, being the only changes here, instead of the severe storm visitation at other points. At that most disagreeable period of the year, the last of winter and the first of spring, which is neither winter nor spring, but a compound of the worst weather of each, at that season most Southport is visited to be more fully appreciated by those who would escape the weather elsewhere. Let the season be summer, Southport will support her claim as an unequalled city, where health and comfort can be found in the glorious ocean breeze, a life-giving tonic in every breath taken. As a winter city, Southport can present a record unsurpassed, and during that most disagreeable season mentioned above, when in resignation, nature can only sustain itself with the thought of better days to follow, Southport again offers a refuge to the sufferer racked by climatic changes, where nature may find peace and relief, and enjoy a comfort not known or found elsewhere.

PARTISAN LEGISLATION VS. PUBLIC BENEFIT.

The time between now and the meeting of the Fifty-second Congress, should be improved by politicians of all parties in gaining a more certain knowledge of what the people want, instead of being blinded by partisan zeal, regardless of consequences. The rebuke of high tariff, as embodied in the McKinley bill, at the polls last year would seem to be lost sight of, if the high tariff republican meetings at present being held in the North are indicative of that party's position. The verdict rendered by the people last autumn on the tariff, ought to satisfy the classes benefitted by this legislation, and be a warning to them of how the question is settled in the minds of the American people. While the tariff is the root of much, it is not the root of all evil, nor is either condition necessary that the Fifty second Congress should be a Billion Congress or the present protective system be uprooted, as advocated in some democratic quarters. Speculation as to what either of the two political parties will do in the next Congress, is of interest only as it must effect their

chances for getting the Presidency in 1892, and any imitation of the reckless waste and expenditure of the Billion Congress on the part of the Fifty-second Congress will meet with no less a rebuke at the hands of the people. The mechanic and laborer, not less than the farmer, demand legislation which will benefit them, as well as the classes already favored. The demands on the part of the Farmers' Alliance for special legislation appear extravagant not so much from what the Alliance asks, but in contrast to the former absence of all legislation in favor of the farmer. The cry from each class or interest represented in the country, for protection, as it finds itself ignored while others are favored by legislation, can only result in a parental government, and in the loss of that industrial independence which has been the pride of every American.

Less political economy from the stump and more strictly honest economy in the public administration of affairs is the need of the times, and it is of less consequence at whose hands this honest economy it dispensed than that the public obtain it. No matter what party may be in power, that party alone is responsible, if it fails to meet the demands of the people. Anti election promises must be carried out that the party confidence may not be destroyed. Betrayal of his trust by the candidate, after election, may seem lost sight of and forgotten, but the candidate will find it otherwise, perhaps to his sorrow. Condemnation alone of the Billion Congress will not profit the people, unless it is followed by wise and economical management in the next Congress. Instead of following the precedent established, of reckless, wasteful methods, the Fifty-second Congress must practice stern and severe economy, and legislate with the thought of the public good, the need of all the people, and the careful avoidance of class favoritism.

TORPEDOES VS. IRONCLADS.

The recent naval engagement in Caldera Bay, in which the Chilean insurgents lost two of their strongest war vessels by torpedo explosions, is likely to attract as much interest in naval circles and perhaps incite as radical a change in naval affairs as did the fight between the Monitor and the Merrimac in Hampton Roads more than a quarter of a century ago. Already the fight is being discussed with great eagerness at Washington among our own naval officers and experts, and Commodore Bradford, who is chairman of the Government Torpedo Board, declares it "an event of the highest significance in the annals of naval warfare."

The two vessels sunk by the Chilean Government's torpedo cruiser, the Almirante Cochrane, were the monitor Huascar, which was captured from Peru in 1879, and the flagship Blanco Encalada. The Huascar was a single turreted monitor, 2,000 tons displacement, 4 1/2 inch armor at the water-line, 5 1/2 and 8 inch on the turret, and was armed with two twelve-ton Armstrong guns and two forty-pounders. The Blanco Encalada was an ironclad 3,500 tons displacement, 9-inch armor at water-line, with four eighteen-ton and two seven-and-a-half ton guns carried in a central battery, with a speed of thirteen knots. Both vessels were built in England in 1875 and were considered still as formidable fighters, and though not as heavy as some of the mammoth monsters of the English or Italian navies yet were sunk with comparative ease by one of the twenty knot torpedo cruisers, of only 750 tons, recently delivered to President Balmaceda. It is understood that the two of the five torpedoes which were fired and did the deadly work were of the Whitehead pattern, which has been adopted by our own government. The outcome is sufficient to show that they are swift, sure, and destructive enough to seriously injure, if not to sink, any vessel afloat. As our own swift cruisers are provided with tubes for the discharge of these torpedoes there is good reason to believe that no mistake has been made in their armament and that they will prove an effective reinforcement to the dynamite guns of the Vesuvius.

The result in Caldera Bay is also important as showing the success with which heavy shore batteries can beat off heavily armored vessels. It completely shatters the laborious arguments of the late Admiral Porter and others in favor of heavily armored battleships, and points the way to the

only safe policy for the government to pursue—namely: the construction of swift cruisers and torpedo-boats, armed with pneumatic dynamite guns and provided with torpedo tubes, and the same general line of defense for our shore batteries. The day of the huge and unwieldy battleship is past.—Chicago Tribune.

REVIEWS.

A seasonable article on Table Talk for May, is on "Berries—How to Prepare, Keep and Use Them," by E. H. B., with a delicious recipe for strawberry short cake. Marjorie Muchmore gives us "A Chapter on Co-operative Housekeeping," a much discussed subject, and one we are destined to hear more of in the future. The third part of "A Woman's Trip South-Atlantic-ward" is fascinating reading these chilly days of "la grippe." "Housekeepers' Inquiries" answered by Mrs. S. T. Rorer, offer the usual amount of satisfactory information. The dainty illustrations in Table Talk are a pretty feature of this magazine.

Table Talk \$1.00 a year. Table Talk Publishing Co., Philadelphia, Pa.

Belford's Magazine for May opens with an attractive paper on "The Thirteen Superstitions Among the Fair Sex." This consists of answers to a circular, sent out by Mr. Abarbanell, in which many prominent women give expression to their ideas on this subject. Mrs. Henry M. Stanley is one of the number. The complete novel for this month is "Captain Poison," by Pedro Antonio de Alarcon, a Spanish novelist, translated by Rollo Ogden.

Belford's Magazine \$3.50 a year. Belford's Magazine Co., New York.

OUR WILMINGTON LETTER.

The storm of last week was a most severe one in this locality, and I could easily imagine the pleasure there must be in getting into a "cyclone cellar," such as one reads about in Kansas. Considering everything, there was practically no damage done here, the tearing up of the tin covering on several roofs, showed that repairs were needed, although I hope no further demonstration on the part of the storming will be necessary as an admonition to repair our buildings.

"Bishops' Week" might not be an inappropriate term for the past week. The meeting of the College of Bishops in this city was the cause of the large gathering of these distinguished men of the M. E. Church, South. Most of our city pastors kindly permitted the use of their pulpits, so that Wilmington pulpits on last Sunday were mostly occupied by Bishops of the Methodist Church. While it may have had no connection with the advent of these eminent dignitaries, yet on one day during the week, there was not a single arrest reported in the city. Undoubtedly the moral effect has been a good one on our community, for the churches were crowded Sunday, and all the meetings were largely attended.

The Sound gave the first performance of the season on last Saturday, Paul Boynton with his various feats in the water being the attraction. Quite a good crowd went to see the sight. The boys are making the 'run' to the Sound now on their 'cycles and enjoy the sport. The 'Safety' is the favorite here, and the number of riders is increasing each week. I hope to see the road from here to the Sound kept in such condition that the sport may receive encouragement, and the ladies may join the 'silent' steed cavalcade on fine evenings. The ladies ride in all the cities in the North, and why not here?

Decoration Day was observed on last Sunday and its observance provoked a great deal of talk, as to what ceremonies were consistent with the day. Surely all thought and action in association with Decoration Day and the memory it revives are of a religious nature, therefore, why should it cause any difference whether it be Sunday or Monday, when the ceremonies take place? Of course there is always a noise associated with a military turnout, but with the real observers of the Day, and they predominate, the military, music, parade, flowers and ceremony at the cemetery are all sacred.

The Day was quietly observed at Oakdale Cemetery, the attendance was large and deep interest manifested. The retail clothing trade seems to

have recovered somewhat from the recent cold snap, and straw hats are meeting with increased favor.

Small driving parties into Brunswick county in waggonettes, and several excursions on boats down the river have been greatly enjoyed by those participating. LAURANSE.

Table of Distances.

Through the courtesy of Capt. W. H. Bixby, the LEADER is enabled to give the following table of distances in Cape Fear River—Market street Wilmington, via dredged channel:

To opposite	Miles.
Kidder's Mill.....	0.97
Dram Tree.....	2.22
State Light No. 16.....	3.11
Upper Jetty (S. L. 15).....	4.49
Lower Jetty (S. L. 12).....	6.85
Old Wharf on Big Island.....	8.68
Key Island.....	9.89
Lilliput angle of channel (S. L. 10).....	11.38
Orton Point (Old Light House).....	12.88
Old Brunswick.....	14.06
Midnight Shoal Angle (S. L. 7).....	16.05
Ferriss' Wharf.....	17.98
Head Snow's Marsh (S. L. 5).....	19.37
Federal Point via five fathom hole.....	19.80
Island Wharf via.....	21.40
Price's Creek L. H. and S. L. 4.....	22.94
Deep Water Point.....	23.69
Southport.....	24.32
Fort Caswell.....	25.93
Baldhead Point.....	27.39
Bar via Woodbury Channel.....	29.43
Bar via Old Ship Channel.....	29.53
Bar to lightship Frying Pan Shoals.....	23.75

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