

# The Southport Leader.

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## STEVENS & FARRELL

Editors and Proprietors.  
SOUTHPORT, BRUNSWICK CO., N. C.

SOUTHPORT, N. C., NOVEMBER 5, 1891.

## UNANSWERABLE EVIDENCE

The claims which the LEADER has persistently made for Southport, that it possessed the GREATEST NATURAL HARBOR on the South Atlantic Coast, have been not only recognized, but tested and proven as true, and by disinterested parties. From the first issue of this paper until the present time, the LEADER has not failed to call public attention, at intervals, to this harbor's unsurpassed NATURAL ADVANTAGES, which had not been known to the world, or appreciated by North Carolinians. No visitor to Southport has ever failed to note what it might become as a commercial port, or hesitated to exclaim upon the matchless view, where rolls the broad Cape Fear, as it broadens and deepens, forming the magnificent harbor of Southport, ere it loses itself in the great Atlantic. The fact that this harbor's advantages have been tried on two different occasions, and by steamships of a draught which would severely test the best water depths of any South Atlantic Coast harbor, has been mentioned in these columns.

The mere mention of the arrival and departure of such steamships, would possess an importance itself in the history of this place, coming as they did, one on fire, seeking aid, the other seeking coal and rest after a four days fight to round Cape Hatteras. But the surprise of both captains in finding such a harbor, before unknown to them, and their unhesitating testimony as to its location and importance, are unanswerable. Capt. R. B. Quick, of the Morgan steamship, "El Monte," spoke not only most favorably and emphatically while here of Southport's harbor, but is on record in the New York *Marine Journal*, over his own signature, where he states that this harbor is "the best on the Coast between Chesapeake Bay and Key West." The "El Monte" drew twenty-one feet six inches, and crossed the bar easily at neap tide. Capt. Whatley, of the English steamship "Chollerton," was equally positive in regard to this harbor's advantages, especially so as a coaling station for the South Atlantic. After the "Chollerton" had finished coaling here, and before leaving the dock, Capt. Whatley in an interview said, "There is no harbor on the South Atlantic Coast except Southport, that I would have attempted to enter with my cargo of 3,800 tons." He also added that Southport can supply steamships with coal at prices charged at Norfolk, no steamships loaded at ports on the Gulf of Mexico or on the Coast south of here, will ever go to Norfolk for coal but will always come here, thereby shunning the dangers of Hatteras." Statements like these, coming from men wholly disinterested, and of unquestioned character, must impress every one. How can such a harbor remain unused and neglected, is the natural thought of every one. But it needs no prediction to guess the results which will follow these facts becoming known. How many town lots would have been sold at any other place with such testimony as this, if one half as much, even, could be said of its future possibilities?

Southport with the greatest of natural advantages, is possible of a development which will make her not only the first city in North Carolina, but an active competitor among the seacoast cities for the ocean trade, for few ports will be able to rival her deep water, wide and long harbor, healthy location and most favorable position on account of the Gulf Stream and Trade Winds.

## FORTIFIED HARBORS.

General Howard, in his annual report as commander of the military department of the East, calls attention to the fact that, since the commencement of the construction of our new

navy, Great Britain has strengthened her fleet on our side of the Atlantic by the substitution of vessels of greater power than those which were formerly on this station. In this action he perceives a purpose on the part of that power to maintain its predominance in these waters. He points to Halifax, Bermuda, Kingston and St. Lucia, as well fortified and garrisoned harbors, connected by telegraphic cables and furnished with navy yards admirably adapted to serve as coaling and repairing stations for a fleet operating in the North Atlantic.

By way of contrast he shows that, while we are building naval vessels of the best type, and have already afloat a fleet that is held in good estimation, we have provided for them along our whole coast no harbor of shelter to which they could betake themselves in absolute security from the pursuit of an enemy. He urges, therefore, that the harbors of Boston, New York and Hampton Roads should be thoroughly fortified, not only for the protection of the neighboring cities, but in order that the ships of our Navy, doing duty on the North Atlantic, may have convenient harbors which they may seek with safety for the purpose of coaling or repairs.

The importance of a general system of coast fortification has been long acknowledged, and in 1885 a plan was adopted for the fortification of New York, San Francisco, Boston and Hampton Roads combined with the defense of Washington. It was intended that the fortification of Philadelphia, Baltimore, Portland and the ports of Rhode Island should follow. On the Gulf of Mexico the harbors to be provided are New Orleans, Galveston and Tampa Bay. In the South Atlantic a safe harbor could be constructed at Savannah. The point of Gen. Howard's urgent recommendation is that these fortifications are not only required for the protection of our seacoast cities, but that they are wanted as impregnable harbors for the reception at need of the cruisers of our Navy.

The fortifications will be mainly earthworks and will be provided with mortar batteries and other enormous guns. The character of the work may be judged from that which is now in progress in New York harbor, between Coney Island and Rockaway Beach. Two immense quadrangular mounds of earth are constructed, with four pits in the center of each, at the bottom of which, twenty-five feet below the top, will be four twelve-inch howitzers. The projectiles used in these guns are of solid steel and weigh 825 pounds each. With a charge of eighty pounds of powder they can be fired eight miles. It is believed that one of these descending upon the deck of the iron-clad afloat would pierce the entire ship, and that a dynamite shell so fired would shatter her into ten thousand fragments. The ability to make ordnance of such tremendous caliber makes the solution of the problem of coast defense comparatively simple and its neglect proportionately inexcusable.—*Washington Post*.

[As regards a safe harbor and coaling station for Government vessels, Southport could be made far superior to Savannah or any other port on the South Atlantic. The Government now owns Oak Island, lying at the mouth of the Cape Fear river, upon which it built Fort Caswell some fifty years ago, a fortress, once impregnable, now in ruins, but which could again be made capable of resisting any attack by its superior position. The expense of making this port a Government station for the South Atlantic, would practically amount to but little, and its advantages as a station are unsurpassed.—*Editor.*]

## TWO MORE TRIUMPHS.

The ever inventive Edison is reported to have achieved two more triumphs. The one includes the practical application of electricity as a motor to great railroad lines, and the other its use for the propulsion of street cars without overhead wires. The first obviates the difficulty hitherto experienced from the interference of steam, which limits the rapidity of the piston stroke, as at each movement a charge of steam has to be got rid of from one side of the piston head to make room for the fresh injection at the other end of the cylinder. This difficulty vanishes in the new motor, which will permit a speed of 100 miles as easily as the 50 or 60 miles per hour now attainable. In fact, it is said the limit of speed is only that of the endurance of the machinery and the strength of the tracks.

By the second invention the electric current will be transmitted along the rails which form the tracks, and pass through a motor under the car from one rail to another, thus completing the circuit, the terminals of which are at the central station. The much dreaded and hitherto unavoidable dissipation of the current when attempted to be passed along the rails is prevented by having the current one of low voltage. That is, it will have a sufficient amount of power, but working at a low pressure, it having been found that the higher the voltage the greater must

be the insulation to prevent the current from being lost by flying off from the conductor en route. The voltage of the current to be employed will be hardly one-fifth that of the overhead trolley system, which as technically stated is over 500. The most remarkable feature in the invention is what is known as the "pick-up," by which the current is to be taken from one line of rails. It is said the mechanism is so ingeniously arranged that it will work with perfect certainty through six inches of mud or water.

If all this be true, and it can hardly be otherwise when announced by Edison, the grip, the cable and the horse, will soon be banished from service on street cars in the cities, and the steam locomotive with all its noise and dirt will be relegated to incidental uses such as switching trains from one track to another, both in city and country. The power machines which now travel along the tracks, drawing the loads after them, will be replaced by big stationary engines, which on the railroads will be distributed at intervals of some twenty miles, and from them the power will be distributed along the intermediate lines. Whether by picking up a supply, as is now done at the water tank, or by taking up the current from one rail and passing it over to the other, the transportation service of the country will be performed without smoke or steam to foul the atmosphere, ashes to blind the passerby, or sparks to start a conflagration such as has not seldom wiped out thousands of dollars' worth of property as an incident of modern methods. In addition to this new service will be marked by a great increase of speed where that is safe, and a freedom from many things that now tend to render progress uncertain. It will be an era of improvement making life more endurable in the cities, more pleasant in the suburbs, and more attractive in the remote rural districts by placing the latter within nearer hailing distance from the great aggregations of humanity. This double invention may prove to be not the least of the benefits which have been conferred on the world in the last fifty years by the array of inventive genius in which Edison holds the front rank.—*Chicago Tribune*.

—The farmer has raised great crops this year, but his work will not be done until he has "raised" a great many mortgages.—*Asheville Citizen*.

—Strike while the iron is hot. The spirit of improvement is abroad in the land. Press to the front and make for yourself, your town, your county, and your State an honorable name.—*New Bern Journal*.

—But we must have newspapers and newspaper men and they cannot become better until we get over our hurry and material strife. Newspapers will be just what the people are.—*Charlotte Chronicle*.

—Mr. E. C. Beddingfield, like the honest and candid man that he is, told the committee that there will be a Third party ticket in the field in this State next year and that this fact had just as well be looked squarely in the face.—*Landmark*.

—The citizens of Rocky Mount did the graceful and proper thing the other day. In a mass meeting they unani-mously passed a resolution of thanks to the editors of the Argonaut for the good work that paper has been doing for the town.—*Kings Mountain News*.

—Honest, open, fair and manly discussion will do a vast deal of good in North Carolina just now. The boycott of a newspaper by an Alliance because its course is not approved is not right. No one need take a paper whose utterances he does not approve, but an organized boycott is not fair nor just and makes enemies.—*Ronoke News*.

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## PRESS COMMENTS.

The mere announcement of this or that newspaper's independence, or non-partisanship, is usually far from actual standing of the majority of the papers making such announcement. It is a relief and satisfaction, to find newspapers practicing what they preach, to find an agreement in all the columns. The *Post of Washington*, D. C., is not only up to the times in news matter, but preserves an admirable evenness and fairness in its editorial expressions. It both claims to be and always is Independent and Clean in every way.

The proverbial Almanac, supposed to be hanging by every fire-side, can be, in North Carolina, none other but Turner's. Aside from the many interesting features found in its pages, its astronomical calculations for this State, with its proven reliability as an Almanac make it a book necessary for every household, especially so in the farm house. 1892, being its Fifty-fifth year of publication, indicates a successful career. Price ten cents, postpaid. Publisher, J. H. Ennis, Raleigh, N. C.

## POLITICALLY CONSIDERED.

There is no tariff on campaign lies, and hence they are not monopolized by either party.—*Cleveland Sun and Voice*.

If taking the tariff off sugar gave the sugar trust a black eye and left \$60,000,000 in the pockets of the people, why not go further and take the tariff off wool, tin, steel, iron, glass and a hundred other articles?—*Chicago Globe*.

If the Prohibitionists desire to make an aggressive national campaign they will nominate John P. St. John again for President next year. He is the one man of their party who has steadily and sanely kept his head in view nationally for ten years.—*Troy Press*.

It is decidedly unfair to hold President Harrison responsible for the utterances of his son. Plenty of the very men who thus try to fasten Russell Harrison's views upon the President would be made ridiculous if held responsible for the talkativeness of their own offspring.—*Muskegon Chronicle*.

As a rule the men who make their business to buy from farmers and sell to them do not make more than a fair profit, and the farmer who thinks he can have the service of collecting and distributing performed for nothing may find himself the victim of a confidence game.—*Chicago Tribune*.

Mrs. Rhoades, State Superintendent of young women's work in the Woman's Christian Temperance Union of Pennsylvania, made this statement in a speech at the Bradford convention last week:

"We have given up the idea of ever gaining anything by politics, and are now confining ourselves to individual work. We expect nothing, or very little, from legislation. It has been shown that the law cannot make a sober man out of a drunkard."—*Indianapolis Journal*.

That petticoated politician Mrs. Lease of Kansas, who has been hurling anathemas at millionaire corporations and railroad kings, travels on passes whenever she may and invariably rides free as she goes about her own State. It is clear enough that Mrs. Lease makes agitating her business because it pays. It is also clear that the railroad managers look upon her and her kind as persons not likely to do them much harm; perhaps they would rather have violent abuse from the Lease kind than not.—*N. Y. Times*.

## REVIEWS.

It is worth everybody's while to buy the November *Wide Awake*, for three notable features: "The Boyhood of Hawthorne," by his relative, Mrs. Richard Manning of Salem, Mass., which is full of family anecdote and gives a photograph of the first portrait painted of Hawthorne; the closing chapters of Margaret Sidney's famous Peppers serial; and "Nolan," a ballad by Mrs. Laura E. Richards, giving the tragic story of the bearer of Raglan's dispatch to Lucan's "Light Brigade," when they made the famous "charge" at Balaklava.

Wide Awake is \$2.40 a year. D. Lothrop Company, Boston.

The consciousness of having a remedy at hand for croup, pneumonia, sore throat, and sudden colds, is very consoling to a parent. With a bottle of Ayer's Cherry Pectoral in the house, one feels, in such cases, a sense of security nothing else can give.

## ALL IN A HALF CENTURY.

The unification of Italy.  
The annexation of Texas.  
The French revolution of 1848.  
The discovery of photography.  
The laying of the ocean cables.  
The discovery of the telephone.  
The emancipation of the Russian serfs.  
The discovery of the electric telegraph.  
The establishment of ocean steam navigation.  
The overthrow of the Pope's temporal power.  
The extension of Russian power into Central Asia.  
The great Franco-German war and the unification of Germany.  
The great civil war and abolition of slavery in the United States.  
The rise and fall of Napoleon III., and the establishment of the French republic.  
The discovery of the source of the Nile and the Niger and the exploration of interior Africa.  
The war with Mexico, and the acquisition of California, with the discoveries of gold that followed.

THE SOUTHPORT LEADER \$1 a year.

## CITY GROWTH.

A tendency in modern life which can only be regarded as a deplorable one is revealed anew by the social statistics of cities prepared in connection with the Eleventh Census of the United States. These statistics show the surprising growth of the cities and large towns of the country—a growth which seems to be out of all proper proportion to the increase of the general population.

While the rural and village population in the older States, and also in parts of some of the newer States, shows a tendency to decrease, the city population is everywhere on the increase.

And with this increase the ill-health evil and unhappiness which almost invariably attend the massing of great numbers of people upon a small area show a marked development.

In the United States in 1890, there were three hundred and forty-five cities which had ten thousand inhabitants and upward. In 1880 there were but two hundred and nineteen such cities.

The increase of the population living in cities containing ten thousand or more inhabitants, in the ten years from 1880 to 1890, was more than six and a half million, or a little more than sixty per cent.

During the same time the population of the whole country had increased a little less than twenty-five per cent.

More than half of the increase of the whole population of the country was made within these three hundred and forty-five cities. Leaving them out of the account, the population of the country would have increased less than six millions between 1880 and 1890.

The importance of these cities has increased to such an extent that they now include more than seventeen millions of our population, or a little less than twenty-eight per cent of all the people in the country.

The town-dwelling population has gained very rapidly upon the country-dwelling population in the ten years between the last two censuses. In 1880, only a little more than twenty-one per cent of the population lived in cities of ten thousand and more inhabitants; in 1890 nearly twenty-eight per cent of the people lived in such cities.

It does not appear that the people have been driven from the country to the cities by the unfruitfulness of the land or the unduly hard conditions of life there. Some of the most fertile, most prosperous, and in every way most highly favored commonwealths in the Union have suffered such a loss in many of their best agricultural counties.

The social statistics of cities gathered by the census bureau tell their own story of the conditions of life for which the people who flock to the cities are exchanging the comparative physical and moral health of the country.

These statistics bear out the correctness, as a general statement, of the rule that the death-rate increases with the density of the population; that is to say, the more thickly people are congregated, the greater proportion die each year.

To illustrate, in certain wards of the city of Boston people are packed together at the rate of one hundred and sixty-six persons to the acre; and here the deaths are thirty per thousand each year. In certain other wards of the same city there are only four people to the acre, and here there are but nineteen deaths per thousand.

Moral ill-health also increases in proportion to the density of population. It would seem reasonable that where a great many people are gathered together in a little space, a fewer number of policemen, in proportion to the number of people, must be needed to keep them in order.

The exact opposite is the case. As a general rule, the greater the population of a city, the greater is the per cent of police force needed to each head of the population.

The city of New York has not only more policemen than any other city in the country, but it also has a greater proportion of them to the number of people. It requires twenty-three policemen to every ten thousand of its people whereas the city of Rockford, Illinois,—the smallest of the cities from which figures relating to the police force are given by the census bureau,—requires but twelve policemen for its population of more than twenty-three thousand.

The existence of the tendency of people to flock from the farms to cities and from better to worse conditions of life, is one of the most serious social problems of the time.—*Youth's Companion*.

"One touch of Nature makes the whole world kin." Diseases common to the race compel to search for a common remedy. It is found in Ayer's Sarsaparilla, the reputation of which is world-wide, having largely superseded every other blood medicine in use.

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