

## The Southport Leader.

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**STEVENS & FARRELL.**  
Editors and Proprietors  
SOUTHPORT, Brunswick Co., N. C.

SOUTHPORT, N. C., MAY 11, 1893.

### ONLY THE PRECURSOR.

The excitement in the Stock Exchange in New York during the past few days, caused by the practical collapse of values in what are known as "Industrial Stocks," while it should not cause anything but a temporary depression in financial circles yet it is a warning which ought not to remain unheeded by those who can effect such legislation as will make an end to all future disturbances in the monetary affairs of this country.

The tumble in prices of the "Industrial Stocks" cannot be said to be wholly unexpected, as the support given them was entirely speculative and they have had no value as collateral at the New York banks for some time, therefore with all artificial means exhausted for their support, once their prices started downward, there could be nothing less than what has occurred—the ruin of those who owned them.

It is fortunate that the country is so well prepared to meet this first financial shock. The gradual payment of debts, lessening of credits and caution in business which has been going on for two years, precludes the possibility of any immediate financial crisis which such a state of affairs as the past week or two in New York might start.

The situation on the Sherman law, which two years ago caused foreigners to call in their loans placed in this country and stop buying American securities, for fear that the Government might be unable to make gold payments, is to-day a menace to this country and makes it not impossible but simply a question of time, unless the purchase of silver is stopped, when the trouble which has begun in purely speculative securities will extend into other quarters and bring ruin to sundry properties.

The criticism upon the action of the New York banks in keeping a fair gold balance on hand instead of emptying their vaults of their gold to be shipped out of the country is hardly worthy of notice, as no intelligent reasoning would justify pursuing a course of that kind. There is nothing in the present situation which would dictate that the banks either East or West ought to let the Government have their gold, unless they were desirous of going out of business.

The process of liquidation already started in the speculative securities most continue. The purchases from abroad of our securities last week prevented any gold shipments. This, while it gives temporary relief in financial circles is not the cure or what is demanded by the country to insure future prosperity.

The Government, compelled by the Sherman Silver Purchase act, is monthly accumulating great quantities of silver, buying it at a loss and storing it away, knowing that it can never sell it again except at a price lower than paid for it.

There can be no feeling of security in financial circles while such a law is in force.

There can be no investments in new enterprises, and the South cannot induce capital, no matter what it may offer, while this infamous act remains in force.

President Cleveland and Secretary Carlisle have the confidence of the people, and their assurances regarding the preserving of the National credit are believed, but this cannot give the certain and assured confidence which the repeal of the Sherman Silver Purchase act is bound to do.

Let an extra session of Congress be called at once and the country given relief from the burden of silver buying which is slowly but certainly destroying business and the prosperity of the country.

The danger is imminent, the remedy is sure and can be applied at once. Repeal the Sherman Silver Purchase act.

### MODERN WARSHIPS.

The present occasion is practically the first on which Americans at home have had the opportunity of seeing for themselves, by an accumulation of examples from many nations, what a modern war ship is like. The types of battle ship, protected cruiser, coast defender, and commerce destroyer are all represented by typical examples. We have got far away, even in the mercantile marine, from the picturesqueness and grace of merchant vessels of a generation ago. It was a generation ago or a little more that there was evolved, in the American clipper ship, by far the most beautiful of all human constructions that have been devised to float and "carry riches and commodities from place to place, and consecrate the most remote regions in participation of their fruits." In hull and in canvass, the clipper was the model of what a sailing ship ought to be, and its model and its rig were alike evolved not from a striving after beauty, but from a consideration of utility, by men who would have made dreadful work if they had imagined themselves to be artists and made aesthetic sacrifice of practical qualities.

Countless generations had been spent in bringing the sailing vessel to this perfection, toward which the rude but highly-picturesque caravels of Columbus, of which the reproductions are now anchored in the North River, marked a comparatively advanced stage. While all these generations had been laboring toward the goal that the American clipper attained, the perfection of the type announced its disappearance, which has virtually been accomplished in a single generation. The only advance upon the clipper ship as a beautiful specimen of naval architecture had been anybody would maintain had been made since has been in the modeling and rigging of sailing yachts. Here there has been an advance, and the advance is highly significant as showing that the sailing ship is becoming but a toy and that the work of the world on the ocean is henceforth to be done by steam. The steamship that has superseded the clipper cannot pretend to rival it in point of beauty.

It is an impressive object from its great length, and there is grace as well as utility in the modeling of its ends. But the enormously long and equal midship section is by no means beautiful, and what picturesqueness the vessel has it owes, in a great measure, to its retention of the spars and canvass of its predecessor, though this retention has already become a mere survival, and the typical merchant vessel of our time is evidently incapable of carrying enough canvass to enable her to take care of herself when her engines are disabled. The masts she has inherited are of little more use than they would be to a modern battle ship, where they have been frankly discarded and their places taken by military masts, which are merely short towers with breastworks at the top.

Much as the type of the ocean greyhound has changed, it has not changed so much as the type of the ocean bulldog. The old, high-sided ship-of-the-line, with three tiers of grinning popguns for her broadside, was an object that a painter might love to depict, as many painters have done, whether looming high above a smooth expanse of water or wallowing in a seaway. The most famous representation of this old man-of-war, perhaps, is Turner's famous picture of "the fighting Temeraire," to which a pathetic interest is given by the fact that she is represented as being towed by a vulgar steam tug to be broken up, and that the painter thus acknowledged that even in his time the day of the old type of man-of-war was done and the romance of sea fighting had departed. But her shapely and stately successors are as obsolete as herself. The Kearsarge and the Hartford are as irrelevant to the new conditions of naval warfare as the Macclesonian and the Chesapeake. The modern ship of war is manifestly and merely a fighting machine, and it is evident that everything about her has been quite ruthlessly sacrificed to her destructiveness. The gunboats and the commerce destroyers still have some relics of nautical grace and shipshapeness, but in general, if a man-of-war looks like a ship, the presumption is that she is obsolete or obsolescent. Such a naval monster as the Blake, though in fact of course, a seagoing ship, does not look much more like it than our own Miantonomoh, of which the deck is constantly awash, even in the Hudson River. There is, however, something majestic as well as formidable in the look of this great war ship. By all odds the most brutal in aspect of all the assembled men-of-war is the Jean Bart, from which fact it would be a fair-inference, in the absence of evidence, that she was the most modern and the most efficient. Nothing could be more revolting than her aspect, which even in the midst of other modern war ships makes the same impression as would the entry of a

scowling ruffian armed to the teeth in a drawing room. Her mission in life is most plainly not to "show the flag," or to afford a stage for international festivities, but to smash, sink, and destroy. It is difficult to look at so manifestly murderous a machine without a shudder, and her construction makes it impossible to give her any of the smart and jaunty appearance which even a modern man-of-war may have. A flotilla of ships like this making the tour of the world would do more than anything short of actual experience to impress the nations with the horrors of war, of which the pomp and circumstance are entirely renounced. In a less degree the same may be said of all the modern war ships and with the more justice the more formidable they are. So that, after all, the modern man of war may be reckoned aesthetically successful, since it is the embodiment of the brutality and savagery of the dreadful trade that men-of-war are built to ply. It is a pity that the battle-ships could not be sent to Chicago as an object lesson for the inland Jingo in the meaning of the art of war.—New York Times.

### EXPOSITION—RAILROADS.

The element of competition will enter much more largely into the passenger business by rail to Chicago during the exposition than it did to Philadelphia in 1876. The Reading and the Pennsylvania were the only two lines that entered Philadelphia, and it was very easy for them to make an arrangement, as there was more than enough for both. But even with that condition the rates were much more liberal than is now promised for the Chicago travel. Of course the railroads have a lesson to learn, but the boast has been made they are indifferent to low rate excursion travel, as the indications are they will have all they can do without the added attraction of cheap rates. That remains to be seen. We take the liberty of doubting it. The exposition will have to depend for its success on drawing the millions, and that means hundreds of thousands every week to whom a few dollars will make the difference of going or not going. Chicago has no such contiguous population to draw on as Philadelphia had in 1876. The Centennial had within a few hours' ride of its gates a city and country population of from seven to eight or even ten millions, from Boston on the north to Washington on the south, and extending westward to the western slope of the Alleghenies. Chicago has no such advantages. The city has a population relatively the same that Philadelphia had in 1876, but aside from that it has no near large cities or densely populated country to depend upon. The great crowds necessary to make the exposition a success must come from a distance. There must be heavy drafts on the eighteen millions of people in the New England and old Middle States. These drafts will not be honored unless the fares go down very low. Why not the same standard that is fixed for national conventions and Grand Army or Knights Templar parades? That is what the people have been looking for.—Pittsburg Post.

### THE HAPPINESS OF HELL.

Prof. St. George Mivart, a distinguished English convert to the Roman catholics, has recently been doing for the laity of his church what Canon Farrar did for the laity of the English church some 15 years ago, by way of correcting a popular notion about what is the authoritative teaching of the church on the doctrine of eternal punishment. If belief in the eternity of future life in hell is not a part of the demand of christianity on the human mind, it is of the utmost consequence that the world should know it, because it is the overwhelming testimony of the clergy that the modern revolt of reason against faith turns more upon this point than any other one.

The modern conscience flatly refuses to be held to a theory of a future which holds a human soul to be a life of torture, without mitigation, continuous, unending, without hope and without the hope of hope. Most persons in the church and all persons in the world think this doctrine substantially as stated to be—an inseparable part of the christian faith. Thinking thus, they turn away and abandon all desire for a salvation which rests upon what they deem to be a fiction of the mind. It is not the newly acquired habit of scientific modes of thought, but the revolt against the "orthodox hell" which has done so much recently for religious skepticism.

### PRESS COMMENTS.

The following item of news from Toronto, Canada, will prove of interest to many newspapers in the South, who have permitted themselves to be deceived and have given space to this kind of journalistic bunko in their papers.

Why newspapers should be continually taken in by "missing word" or "prize picture" frauds and be so eager to accept advertisements from parties who make such apparent fraudulent offers must remain a mystery, equalled only by the readiness of those who are so easily deceived into thinking that they can get something for nothing. Some of the LEADER'S exchanges may recognize a friend (?) in the article.

TORONTO, Ontario, May 4.—Alfred J. Parker of the defunct newspaper *Canadian Queen* was committed for trial to-day on the charge of fraud in connection with a missing-word prize advertisement in his paper.

A witness testified that he had been informed that his guess was correct and that if he sent 75 cents for express charges and three subscriptions he would get a silver tea set. He fulfilled the conditions, but got nothing.

Evidence was given by employees of the paper that many prizes promised were never sent out and subscriptions were received long after the paper had ceased publication.

### REVIEWS.

The contents of the Engineering Magazine for May are: "The Cholera Prospect in 1893," by Dr. D. B. St. John Roosa; "Ethics of Architectural Competitions," by John M. Carrere; "Cotton as a Factor in Progress," by D. A. Tompkins; "The Gravity System of Rapid Transit," by Major Benjamin S. Henning; "Progress in Steam

Engineering," by Prof. Robert H. Thurston; "The Gold Fields of Dutch Guiana," by A. I. Mather; "English and American Railways," by W. M. Acworth; "The Cost of Street Railway Building," by T. William Harris; "Professor Gray's New Telautograph," by William Mavor Jr.; "The Care of Existing Highways," by W. E. McClintock. The Editorial Departments are full of interesting and instructive reading.

The Engineering Magazine, \$3.00 a year, New York.

The New England Magazine for May opens with an interesting account of the relations of Phillips Brooks to Harvard University, both as a student and religious teacher. The frontispiece of the number is a fine engraving of Phillips Brooks, as he appeared as a Harvard student, done by M. Lamont Brown. Celia Thaxter contributes a fine poem, "Maize for the Nation's Emblem," which will interest all who are considering the question of what shall be our National Flower. A very attractive article is "Life and Study at the Naval Academy," by Walter G. Richardson, Ensign U. S. Navy. Lucy P. Higgins gives a description of "Old Ship-Building Days at Duxbury." Mary A. P. Stansbury has a little poem called "His Last Word," based upon the dying words of Phillips Brooks, "I am going home." Caro Atherton Dugan writes about "A Historic Doll." Irene Putnam contributes a delicate poem "Of Love." Mrs. Helen Campbell's serial "John Ballantyne, American," is continued, and the interest sustained. William Howe Downes, the art critic of the Boston Transcript, gives a resume of the exhibit of New England Art at the World's Fair. Franklin H. Head contributes an amusing paper called "Legends of Jekyll Island."

New England Magazine, \$3 a year; Boston, Mass.

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Only so far as the modern views of material things are logically associate with this rebellion of the conscience can science be chargeable with more than a small portion of the church's failure to hold the masses of men. This fact is very clearly brought out by St. George Mivart, who testifies in the last number of the Nineteenth Century Magazine that he has been able to hold certain of his friends to the catholic faith by assuring them that the extreme view of damnation in hell is not a necessary part of that faith. His position has roused the controversial spirit of Fr. Clarke, a Jesuit priest, and the case between the two is quite similar to the controversy provoked in the English church by Canon Farrar's book entitled "Eternal Hope," which provoked a reply from the more austere Dr. Pusey.

The fact seems to be that christianity as an historical faith does not define the punishment of the future, either as to its specific character or its duration. The common notion that it does so define it is based upon the declarations made from time to time by isolated sects and on the strength of individual interpretation of the scriptural language made by theologians and preachers. It is true that these private expressions have been so extreme and copious as to lead to the opinion that they are the expressions of the church itself. But this is a great mistake.

What effect this open confession will have on the moral allegiance of christians, many of the clergy will shake the head in doubt. To remove or to mitigate the one terrible sanction of the moral law would be thought to be equivalent to remanding the world back to the license of paganism. To relax the awful penalty of eternity by the infusion of a single hope would be

the abandonment of the whole position of christianity as the revelation of the divine wrath against sin. It is as certain as anything in human movements is certain that the church will have to make some sort of adjustment of its teaching of future punishment to conditions which its own doctrine of divine love has rendered too sensitive to hold longer to old theories.

It is inconceivable that the consciousness should ever depart from the human heart of the exceeding sinfulness of sin. Must the church shock and wound the universal conscience in order to keep alive the knowledge of what sin is? Must hell be crowded into a moral contradiction in order that the great fact of its existence may be kept in the conscience? Hell is a great fact of human life, just as heaven is. It is the fruit of sin, just as heaven is the fruit of holiness. Both hell and heaven lie in all human lives in varying proportions. Is there not enough in all this common experience with which to illustrate the unutterable bitterness of sin? Must the preacher essay an impossible exaggeration and ask its victims to think of it as an unthinkable thing? No life was ever changed by thinking the doctrine of eternal damnation true, for no mind is capable of thinking it untrue. The notion itself transcends human thought. Fear has its moral uses, and if endless damnation ever affected a life for good it was not because it was taken into thought and assented to as a thing credible, but was vaguely feared as a thing inexplicable. Eternal life is thinkable as a state or condition because it is an attribute of humanity—not in the sense that the mind can project itself forward along the eternal lines, but in the sense that joy and blessedness and the heaven in one's life are forever imperishable. There is no moral power in man to think of sin and wretchedness as imperishable, though they are experiences which may be very persistent. They will persist until they are shaken off.

Why cannot the pulpit say this and stop here? There is truth enough in this to appal the most defiant hearts if properly presented. With the metaphysics of hell, the church has wisely had nothing to do officially. With the great fact of hell the church has had much to do from the day it began its work in the world.—Detroit News.

STATE OF OHIO, CITY OF TOLEDO, Lucas County, ss.  
FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.  
FRANK J. CHENEY.  
Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

A. W. GLEASON,  
Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.  
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This department is in charge of Mr. Davis himself, assisted by our Mr. Platt, both of whom will be pleased to see their old friends, and you will receive the very best treatment at their hands.

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Call and examine his fine stock of Boots and Shoes.

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For the next few weeks we intend to sell at unheard of prices, the biggest stock we ever had is now displayed. Call and see us, we guarantee to please.

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AND CAN'T BE FOUND  
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A new patent leather hat for 50 cents.  
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A nice line of leghorn hats from 50 cents up to \$1.25 each.  
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A large stock of cheap trimmed hats, good shapes, a bunch of flowers and good ribbon, trimmed in good style, for 38 cents each, fully worth 75 cents.  
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We have been able to buy a big stock of these goods far below their actual value and will sell them very cheap.  
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