cally sought through the aid of our representatives in Congress for the greater deepening and widening of the ship channel to the sea; for the building of stone jetties upon the shifting sands of the Western Bar; for the building of anchorage dolphins for waiting steamers, which can not swing to their anchors in our limited harbor basin; for continuous appropriations to sustain the important works already accomplished, which would deteriorate from erosion or other damage should the special appropriations fail for a term of Congress.

In the year 1851, the foreign exports of Wilmington were $431,095; in 1912 they were $28,705,448.

In 1851 our carrying trade employed small sailing vessels, eighty feet to two hundred feet long, of two hundred to four hundred tons net register. Now it requires steamers three hundred to four hundred feet long, of two thousand to three thousand tons register. In 1851, a vessel cleared from Wilmington was a large carrier if it could take one thousand bales of cotton. Recently the steamer *Holtie* sailed majestically down our river laden with 20,300 bales of cotton.

Bearing in mind these changes, consider the possibilities of our Cape Fear commerce fifty years hence!

Hundreds of great merchantmen will lie at our docks, taking in cargoes for coast trade and foreign commerce; the aeroplane, already useful to man, will have as a companion the hydro-aeroplane, skimming the surface of the waters at fifty miles an hour, transporting passengers and mails to distant ports—a veritable handmaiden of commerce. Indeed, it is the opinion of many experts that the flying-boat will eventually become large enough for commercial purposes, the horsepower of its engines running into thousands; and that it will be used for pleasure, like the steam yacht and motor boat. Elsewhere I have said that the traffic of our blockade running during the War between the States would ever be unique in the history of the world, as the conditions that sustained it can never occur again. Hereafter it will be impossible to maintain an effective blockade because of the new instrumentalities of warfare. In the war in progress in Europe—the greatest war in human history—the practical value of the aeroplane and of the submarine have been thoroughly demonstrated; and within a decade the flying-boat will likewise become available both for commerce and war. Besides, because of the electric searchlight, the tremendous range and accuracy and destructive power of the modern



projectile, and because of the submarine mines, the torpedo boats, and other destructive craft which have revolutionized warfare in the past fifty years, an effective blockade can not be maintained.

During our war with Great Britain in 1812, an attempt was made by a diving vessel of the Americans to destroy the *Ramillies,* a ship of seventy-four guns, commanded by Sir Thomas Hardy, which was blockading the port of New London. That attempt was termed "a most atrocious proceeding," and Sir Thomas adopted a very ingenious plan for preventing any further attack being made on his ship by this diving vessel. He ordered one hundred American prisoners of war to be brought on board his ship, and then notified their Government that in the event of the *Ramillies* being torpedoed those persons would share the fate of himself and his crew. The friends and relatives of the prisoners were so alarmed at the threats of Sir Thomas that public meetings were held, and petitions presented to the American Government to induce its Executive to prohibit the use of the diving vessel and its armament in future naval warfare.

When we recall this incident and compare conditions with those of today, we realize that there is no limit to the changes that time will bring. But we know that whatever comes—whatever progress is made—the enterprising people of the Cape Fear will utilize every new instrumentality to make sure their safety and to secure their prosperity and welfare.