THE SEAPORT OF THE SOUTH

Newport News Forging Ahead of Other Atlantic Coast Cities.

GREAT TERMINAL FACILITIES

New York and Philadelphia Jealous of Our Immense Foreign Trade. A Few Facts and Figures.

Newport News, "The Golden Gate of the Atlantic," as it is most appropriately termed, today commands rank among the foremost of America's commercial cities, where fifteen years ago it was practically an unknown quantity. As an export point it is rapidly forging to the front and now gives promise of one day claiming the distinction to which it is rightly entitled by reason of its naturally advantageous situation, its connection with the great producing region of the west, its magnificent water front and harbor capable of floating the very largest vessels at any stage of the tide and its unrivalled facilities for exporting the products of this great American nation—the distinction of being the greatest seaport city on the Atlantic coast of the United States.

It may seem like exaggeration to claim so much for a city of 16,500 inhabitants, with as yet only one railroad and but a half-mile of shipping interests along the water front, but the record of the past and present is the criterion for the success of the future and Newport News will one day assume the important commercial role for which it has been especially fitted by nature.

Already the great export points on the Atlantic coast have felt the effect of the progressive growth of the enterprising Virginia port. New York has discovered that her foreign trade is falling off. At first, Philadelphia and Baltimore flattered themselves that they were eating up part of New York's business, but it was soon evident that even these cities were not receiving their share of the perpetual increase of business which marks the progress of the American nation. The influential trade bodies of these large cities commenced to realize that considerable export business was taking a course heretofore unknown to the commercial map and they commenced to look around for its new destination. It is needless to state that they found it in Newport News. In a short while the newspapers of these cities took up the matter and from them continually come complaints that what is their loss is, to a large extent, the gain of the "Golden Gate of the Atlantic" and the "Liverpool of Virginia."

These assertions would count for naught without the facts and figures necessary to positive assurance. The Daily Press, after carefully searching the records of the port for nearly fifteen years, is in possession of the great mass of facts and figures which speak with conviction and it is with just pride that it presents to the thousands of guests of the city on this memorable day the history of the port of Newport News.

The business of the port can be divided into three classes:

Exports.
Imports.
Coal shipments.

Of these three branches the export trade is the greatest and by far the most important. The pride of Newport News, of course, is its mammoth shipyard, many columns of interesting matter devoted to which are to be found elsewhere. The city also takes almost an equal pride in the prosperous Chesapeake & Ohio railroad, which has its terminal point at this port. The history and business of the road will also be found elsewhere in full. To the Chesapeake & Ohio railroad, however, the port owes its magnificent record in the exportation of American products and manufactures to the shores of the many foreign nations where they bring good prices and are in constant demand.

The first cargo of exports from Newport News was shipped by George M. Donaldson & Co. April 2, 1883, to England on the British steamship Paxo, Captain R. Clasper. When the record of this shipment was made on the custom house books little was it dreamed by those in charge that this cargo was to be the corner stone, so to speak, of an immense commercial structure.

The regular customs business for the tiny port practically commenced with July 1, 1883, which marked the opening of the first fiscal year.

It will be interesting to note the export business for the first year in the port's history, ending with June 30, 1884. It is given below just as it appears on the custom house books:

Month.		Value.
1883,	July	$384,017.91
"	August	187,242.52
"	September	127,771.17
"	October	351,233.64
"	November	431,545.40
"	December	319,593.03
1884,	January	546,460.85
"	February	345,241.64
"	March	131,156.83
"	April	64,582.50
"	May	65,374.47
"	June	809,620.18

Total for twelve months, $3,763,786.79

The remarkable growth of the port cannot be better illustrated than by placing with the above table the gratifying statement of exports for the 12 months of the year 1897.

The figures for the fourteenth year (1897), after a record of prosperity which cannot be eclipsed by any seaport city over whose custom house flies the Stars and Stripes, are given by months as follows:

Month.	Value.
January	$2,409,494
February	2,043,181
March	3,910,977
April	1,338,306
May	2,104,201
June	1,508,647
July	704,012
August	1,801,145
September	1,130,272
October	1,899,260
November	2,516,497
December	3,310,000
Total	$25,674,952

This magnificent total was an increase of more than $7,000,000 over that for the preceding year. And it will not be out of place to add that the export valuation for 1897 was greater by nearly $10,000,000 than the port of Norfolk's total for the same year. Five years ago Newport News was behind Norfolk. Today the tables are reversed and at the present rate there will be other leading ports left behind before Newport News is many years older.

Below will be found a table of export figures which tell the story of the vast amount of foreign business done at the port from 1884 to 1898:

NEWPORT NEWS.

FAR.	EXPORTS.	IMPORTS.	DUTY.
1884	$ 3,679,060	$ 61,683	$ 11,867
1885	3,131,689	151,227	8,785
1886	3,684,355	81,028	8,785
1887	7,452,017	249,162	53,771
1888	8,992,675	450,432	172,374
1889	6,890,254	42,980	6,768
1890	6,958,369	54,180	8,205
1891	10,961,744	69,010	24
1892	14,144,367	190,114	37,668
1893	8,113,714	30,537	10,995
1894	14,340,827	328,394	96,258
1895	13,469,541	1,032,849	235,667
1896	14,850,117	1,131,628	194,115
1897	22,392,217	1,169,315	185,265

In this table, in addition to exports, are also given the figures for imports and those representing duties collected at the custom house for the same period. The import business and the work of the custom house will be dealt with in full hereafter.

Newport News is able to make this splendid export showing by reason of the unequalled facilities offered by the Chesapeake & Ohio railroad for the transportation of all articles in demand on the other side and the enterprise of the several shipping companies which have offices here and operate regular lines of steamers as well as chartered tramp vessels to foreign ports in many parts of the world.

The articles exported are shipped here over the Chesapeake & Ohio railroad and on their arrival are transferred to its immense grain elevators and its eight commodious piers and then aboard the cargo ships in waiting.

Among the principal steamship companies, which do a regular business here and by their immense success are helping to make the history of the port, are the following:

Chesapeake & Ohio Steamship Company.
United States Shipping Company.
Furness, Withy & Co.
Funch, Edye & Co.
Phoenix Line, Virginia service.
Barber & Co.
North American Transportation Company.

All of these lines, together with several smaller ones which are only heard of occasionally, work with the Chesapeake & Ohio with a degree of success which is highly gratifying to all concerned.

The Chesapeake & Ohio Steamship Company has the largest and best equipped line of ships in its Newport News-England service. They are the Kanawha, Rappahannock and Shenandoah, plying to Liverpool and the Greenbrier, Appomattox and Chickahominy plying to London. Furness, Withy & Co., the Phoenix Line and the North American Transportation Company own their own ships, but all of the other companies export their cargoes on chartered vessels.

The total number of vessels loaded at the port during the fiscal year of 1883-'84 was 186.

For the twelve months of 1897, the custom house records show that the several shipping companies operating here cleared 610 steamships. The fact that there were so many ships for the past year and so few companies working here is the best evidence that each of the latter is doing a tremendous business.

With so many ships and such large figures the first question a stranger will ask is, "What do all of those vessels carry to foreign countries?" That is a question easily, but not briefly answered. The articles of export which are sent out from this port across the ocean and the gulf to other lands number nearly a hundred and are as follows:

Flour, corn, wheat, oats, rye, barley, bran, oatmeal, cornmeal, cattle, extract of bark, sausage, castings, drugs, bituminous coal, copper (in several forms), zinc, cotton, fruits, dried apples, grapes, sugar, glassware, glucose, nuts, grease, pig iron, iron and steel manufactures, leather, slate, oil cake, cotton seed, meal, linseed, vegetable oil, paints, colors, canned beef, bacon, tallow, ham, pickled pork, lard, compounds, oleomargarine, oleo, oil, clover seed, timothy seed, soap, starch, leaf tobacco, manufactured tobacco, peas, logs, lumber, staves, manufactures of wood, spelter, agricultural implements, harness, wire, bicycles, hair, paper manufactures, fertilizer, vegetable fibres, paraffine wax, seeds, cotton waste, wearing apparel, carbon black, feathers, machinery, malt, beans, bones and cartridges.

Among the countries with which Newport News trades in this respect are:

England, Scotland, Ireland, Germany, Belgium, Denmark, Spain, Netherlands, Portugal, Puerto Rico, Mexico, British West Indies, Cuba, Venezuela, Norway, Brazil and Honduras.

The following list of exports for February, 1898, is published for the purpose of demonstrating in detail the character of the business, both in values and articles, done at this port for one month:

Exports.	Value.
Corn, 2,114,883 bushels	$ 736,[illegible]
Wheat, 35,963 bushels	38,[illegible]
Flour, 283,735 bushels	13,393,148
Oats, 420,027 bushels	117,603
Bran, 100 tons	1,500
Corn meal, 32,393 bushels	60,808
Oatmeal, 65,000 pounds	2,600
Rye, 33,000 bushels	16,500
Other breadstuffs	35,892
Cattle 1,413 head	141,360
Horses, 40 head	5,000
Agricultural implements	15,000
Bark	19,238
Bones	532
Cycles, parts of	31,000
Bituminous coal, 4,876 tons	11,178
Copper bars 448,281 pounds	49,311
Cotton, 2,122 bales	52,604
Cotton waste, 14,700 pounds	441
Other cotton manufactures	1,383
Fertilizers, 12 tons	4,060
Peanuts	5,007
Glucose and grape sugar, 1,017,400 pounds	17,805
Cartridges	800
Hair	696
Pig iron, 362 tons	3,620
Steel castings	2,490
Iron and steel manufactures	3,722
Malt, 15,861 bushels	10,993
Slate	4,110
Cotton seed oil cake, 676,800 lbs.	6,045
Linseed oil cake 574,900 lbs	5,020
Lubricating oil, 9,000 gals	900
Cotton seed oil, 191,560 lbs	47,890
Carbon	6,308
Paper	3,064
Hams, 141,694 lbs	12,817
Salt pork, 835,865 lbs	50,152
Lard, 1,573,853 lbs	78,693
Clover seed, 32,441 lbs	1,947
Timothy seed, 26,200 lbs	786
Soap, 1,820 lbs	55
Starch, 1,368,800 lbs	34,215
Leaf tobacco, 603,305 lbs	48,265
Logs	61,248
Boards	220,196
Shooks	1,519
Staves, 1,699,334	42,321
Doors	10,596
Furniture	130
Mouldings	1,987
Other wood manufactures	7,454
Zinc	29
Other exports not enumerated	6,456
Total	$3,431,719

In the same month the several countries received exports from Newport News to the following values:

Belgium	$116,532
Denmark	180,663
France	120,408
Germany	503,546
Netherlands	310,127
England	1,827,693
Scotland	237,839
Ireland	123,733
British West Indies	2,778
Cuba	8,400
Total	$3,431,719

Before dismissing the subject of exports, it will be well to note the large increase that is being made with each successive month, and also the prospects for a much larger valuation for 1898 than that of last year.

For February of this year the exports were valued at $3,471,719, as quoted above. This was the largest February record in the history of the port, and in addition to being much heavier than January of this year, was an increase of nearly $1,500,000 over February of 1897.

There is every prospect that the rapid strides being made by the port in the early months of the year will continue throughout and when the bells "ring out the old and ring in the new", those who are interested in the growth of Newport News will doubtless see an export record gratifying in every respect. Some have gone so far as to predict that the valuation for 1898 will reach $40,000,000. This may be a rather ambitious estimate, but it is safe to say that the figures will not fall much below that amount.

IMPORTS.

The port not only enjoys a large export trade, but its import business shows up very conspicuously and nets quite a handsome sum each year to the credit of the United States Custom house. Of course, the figures representing import valuations are not nearly as large as those in the export column. This is to be expected, as nearly all of the companies located here devote their attention only to shipments to foreign ports. The Chesapeake & Ohio steamships and those of the Furness and the Phoenix lines are about the only ones which make a regular business of bringing to Newport News return cargoes from English, German and Swedish ports.

There are two kinds of imports, classified as for "immediate consumption" and for "immediate transportation." The former class is the only one that really enters into the showing of the port, as it is only on articles coming under this head that duties are collected by Collector of Customs Elliott for the United States Government.

The figures given under the import column in the combined table above represent values of articles received here for "immediate consumption," and the amounts in the third column show the relative sums collected each year in the way of duties.

The total value of al the imports for the year 1897 was a trifle over $3,000,000. Of this amount duty was collected on $1,287,719, which was the value of "consumption articles."

The imports of the first class for 1897 follow by months:

Month.	Value.
January	$ 58,525
February	28,234
March	105,525
April	213,067
May	114,862
June	205,057
July	140,979
August	30,085
September	109,181
October	53,578
November	156,605
December	72,281
Total	$1,287,719

During the past year 197 foreign vessels brought cargoes to this country.

The general run of articles imported from foreign countries is about as follows:

Chemicals, bleaching powder, coffee, grain bags, burlaps, fixed oils, paper stock, tea, wood, cement, caustic soda, soda ash, clays, earths, decorated and undecorated earthenware, hemp manufactures, iron ingots, steel blooms, distilled spirits, malt liquors, still wines, oils, meat products, vegetable fibre, salt, fruits, fish musical instruments, needles, glass, glassware, rice, spices, toys, pickles, sauce, liquorice root, goa; hair, books, maps, animals, brushes, jewelry, asphalt, anvils, gunny cloth, rags, im acticles, cheese and dogs.

IMPORT COUNTRIES.

The countries from which imports are received follow:

England, Germany, Belgium, Netherlands, Spain, Scotland, Brazil, Danish West Indies, Colombia, St. Thomas, W. I., France, Sweden, British East Indies, British Africa and Egypt.

The enormity of the import business done through this port can be better conceived when it is known that for the past year the duties and fees, etc., collected at the custom house aggregated $219,626.61.

These collections, including duties, tonnage, dunes, fines, night services of inspectors, collector's fees, emigrant fees and bonded warehouse fees, is given by months as follows:

Month.	Duty.
January	$ 6,348.13
February	18,057.92
March	13,937.79
April	32,362.05
May	25,505.67
June	30,169.34
July	18,057.92
August	11,617.15
September	31,056.38
October	11,645.14
November	14,758.27
December	19,400.00
Total	$219,626.61

COAL.

The largest coal shipping port in the United States is Newport News. Coal is being dumped at the Chesapeake & Ohio piers at present at the rate of over 2,000,000 tons per annum.

This coal is secured by the Chesapeake & Ohio in the Kanawha and New River districts in West Virginia, where the very best steam coal obtainable is mined. The coal is transported to Newport News direct in cars, built especially for this trade, over the tracks of the Chesapeake & Ohio railroad. On arriving here, the cars are pushed up on the high coal piers, as necessity demands, and from these lofty trestles, the fuel is dumped into steamships, schooners and barges.

Newport News is the mid-Atlantic coaling station of the naval vessels of the north Atlantic squadron and from these a large bunker coal patronage is received. A great many tramp steamers, carrying cargoes from southern ports, stop here for coal to last them on their trips. The steam coal is sent north principally, and south occasionally, in schooners and barges, for use on railroads, and for manufacturing purposes.

While the great coal traffic at this port is much larger than that of any other city, it is understood that the business will shortly be increased doubly by fulfilment of the terms of a contract between the Chesapeake & Ohio and the Atlantic Transportation Company for the shipment of 2,000,000 tons of coal annually for five years. This from the local piers is to be dumped into the company's twenty-six barges from time to time and will be shipped to American and neighboring foreign ports.

During the year 1897 the Chesapeake & Ohio Railway Company loaded 501 schooners and 391 barges.

The record of coal shipments from the port for that year were as follows, in tons:

Month.	Quantity.
January	80,262
February	72,216
March	116,471
April	138,056
May	93,943
June	102,839
July	116,643
August	149,526
September	114,012
October	132,288
November	124,698
December	154,384
Total	1,395,338

This total was an increase over 1896 of about 600,000 tons. The increase of 1898 over 1897 will be over 2,000,000 tons, it is estimated, in case there is no hitch in the plans of the Atlantic Transportation Company, and about 800,000 tons in the event the contract is declared void.

In black and white the business of the port of Newport News is given. The facts and figures speak for themselves. Newport News is indeed the "Golden Gate of the Atlantic" and the "Liverpool of Virginia. It is destined to be the "Liverpool of America." Time will tell.

UNCLE SAM'S AGENTS

Large Staff of Naval Officers at the Yard.

SOME BRIEF BIOGRAPHIES

Men Who Represent the Government Here Render Valuable Services.

When a mighty naval giant clad in the panoply of war takes its place among the fleets of the world, few persons stop to consider the various steps necessary to bridge the chasm between ideality and reality—between the Chief Constructor's conception of the vessel and the vessel itself as it stands ready to defend with its brazen throated dogs of war and staunch sides the honor of the nation.

Every vessel that floats upon the bosom of the mighty deep first lived in the mind of some man. Each line of symmetry and strength, every detail from the keel to the pennant flying from the topmast must be reduced to mathematical accuracy before the ideas of the Chief Constructor can even begin to take form.

This work, so far as it applies to the vessels constructed for Uncle Sam's navy at the shipyard here, is performed by what is known as the Government Department.

From a small beginning in 1894, when the shipyard began the construction of

Naval Constructor J. J. Woodward.

the gunboats Nashville and Wilmington, this department has grown in size and importance with the increase of government work at the yard here.

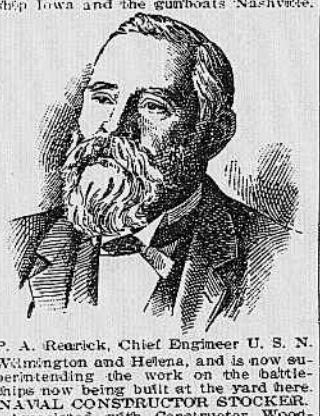
The pioneers in the government department are Naval Constructor J. J. Woodward, now chief inspector of the hull department, and Chief Engineer Main.

The government work is divided into four departments—the hull inspection department, presided over by Constructor Woodward; the engineering department, presided over by Chief Engineer P. A. Rearick; inspection of ordnance, by Captain George W. Pigman and inspection of equipment by Lieutenant Rogers H. Gault.

NAVAL CONSTRUCTOR WOODWARD

Constructor Woodward graduated from the Naval Academy in 1881 and after a two years' cruise in the Mediterranean as a midshipman was detached for special duty in Paris at the French Government School of Naval Architecture. He was appointed assistant naval constructor in July, 1888, and reached his present grade March 3, 1891.

Constructor Woodward was engaged in the construction of the ill-fated battleship Maine, the torpedo boat Cushing, the Cruiser Brooklyn, the battleship Iowa and the gunboats Nashville,



P. A. Rearick, Chief Engineer U. S. N.

Wilmington and Helena, and is now superintending the work on the battleships now being built at the yard here.

NAVAL CONSTRUCTOR STOCKER.

Associated with Constructor Woodward is Naval Constructor Robert Stocker, who entered the United States Naval Academy as a Naval Cadet in 1883, from Minnesota; was graduated from the Naval Academy in 1887 and stationed on the United States steamship Boston for seven months, when this vessel first went into commission. He joined the United States steamship Trenton at New York in January, 1887, then about to leave for the Pacific; made the cruise from New York to Cape de Verde Islands, Montevido, through Straits of Magellan to Callao, Peru, Payta, Panama, Tahite and Apia, Samoa, where the Trenton was wrecked with other vessels in the terrible storm of March, 1889. He returned by steamer to San Francisco via Honolulu and went to the United States Naval Academy for final examination and was commissioned as an ensign in the United States Navy in July, 1889. Several months later he joined the United States steamship Yorktown in New York, then about to leave for Europe as one of the original White Squadron

William Strother Smith, Passed Assistant Engineer, U. S. N.

under Admiral Walker. The squadron left Boston in December, 1889, for Lisbon. In midocean the fleet was separated by a severe gale and the Yorktown broke her steering gear. She made her way to the Azores for temporary repairs and then proceeded to Lisbon, and later took a cruise in the Mediterranean. In April, 1890, the squadron sailed for Brazil. At the Cape de Verde Islands the Yorktown was detached and returned to New York.

In the fall of 1890 Constructor Stocker was detached from the Yorktown and ordered to Paris to take a special course in naval architecture. He returned to the United States in November, 1893, and in December of the same year was ordered to duty in the Navy Department at Washington. In February, 1894, he was ordered to duty at Newport News in connection with the building of war vessels at the Newport News Shipbuilding & Dry Dock Company's works.

ASSISTANT NAVAL CONSTRUCTOR M'DONALD.

Assistant Naval Constructor J. E. McDonald entered the Naval Academy in the fall of 1888 and graduated in June, 1892. Shortly after graduation he joined the Newark, from which he was detached in the fall and ordered to Paris to pursue a special course in naval architecture at the Ecole d' Application du Genie Maritime. His course of instruction at Paris having been completed in the winter of 1895, he returned to America and was shortly afterwards ordered to Newport News as an Assistant Naval Constructor. Since that time he has been on duty here, with the exception of the first six months of the past year, during which period he was attached to the North Atlantic Squadron as Fleet Constructor.

ASSISTANT NAVAL CONSTRUCTOR EVANS.

Assistant Naval Constructor Holden Allen Evans entered the United States Naval Academy from Florida in 1888, and graduated in 1892. He made a two years' cruise on the United States steamships Charleston and Concord on the Pacific, North and South Atlantic oceans. He was in Rio de Janeiro during the rebellion. He was commissioned ensign in 1894; served on the flagship San Francisco on the European station until November, 1895, when he was ordered to the University of Glasgow, Scotland, to take a special course in naval architecture. He was commissioned Assistant Naval Constructor in July, 1896; finished course in naval architecture at Glasgow on May 1, 1897, and was then ordered to Newport News

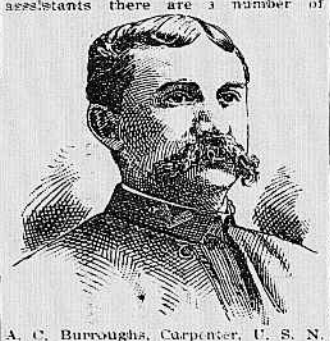
ASSISTANT NAVAL CONSTRUCTOR ROBERT.

Assistant Constructor W. Pierre Robert entered the Naval Academy in May 1890, and graduated from there in June, 1894, after which he served a short while on the United States steamship New York, and then took a three years' course in naval architecture at the Royal Naval College, Greenwich, England. He graduated from this school in the summer of 1897, after which he was ordered to Newport News.

ALONZO C. BURROUGHS.

Alonzo C. Burroughs, carpenter, United States Navy, was appointed to the service March 9, 1878. During his twenty years of service he has served on board the United States steamships Plymouth, Swartara, Enterprise, New Hampshire, Massachusetts, Saratoga, Monongahela and the battleship Indiana. His first shore duty was at Roach's yard in connection with the building of the Concord and Bennington, and he was at Elizabethport in connection with the building of the Bancroft. He spent a term of forty months at the Mare Island navy yard, California, returning East in September, 1894, and reporting for duty at the Newport News Shipbuilding & Dry Dock Company. He was later detached for service on board the battleship Indiana, returning to Newport News last fall.

In addition to the constructors and assistants there are a number of



A. C. Burroughs, Carpenter, U. S. N.

draughtsmen employed in the hull division of the government department. Between twenty and twenty-five men are employed in this division of the government service.

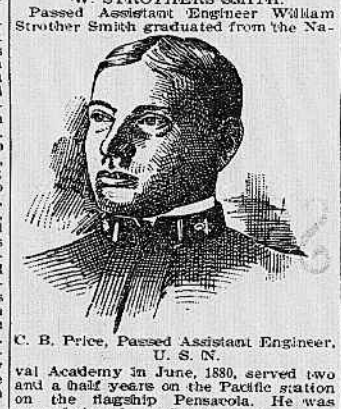
ENGINEERING DIVISION.

The engineering division of the government department is under the supervision of Chief Engineer P. A. Rearick, U. S. N., superintending naval engineer at the Newport News Shipbuilding & Dry Dock Company. Chief Engineer Rearick is a veteran in the service, having served thirty-eight years. He entered the naval service in 1860 and during his twenty-one years of sea service has served on all stations on every squadron. His seventeen years of shore duty have been performed in Norfolk and Newport News. He was ordered to his present position May 5, 1896.

Up to a few days ago Chief Engineer Rearick had two assistants and six civilians under his supervision. His assistants were Passed Assistant Engineer William Strother Smith, who has been ordered to the Columbia, and Passed Assistant Engineer C. B. Price.

PASSED ASSISTANT ENGINEER W. STROTHERS SMITH.

Passed Assistant Engineer William Strother Smith graduated from the Na-



C. B. Price, Passed Assistant Engineer, U. S. N.

val Academy in June, 1880, served two and a half years on the Pacific station on the flagship Pensacola. He was commissioned assistant engineer in June, 1882; served three years and five months on the old Kearsarge on the European station from 1883 to 1886, and three years on the Galena, North Atlantic station, from 1887 to 1890. During that time the Galena was flagship to the expedition to release the American steamer Haitian Republic from the Haitian government. From 1890 to 1893 he was on duty at the navy yard in Portsmouth, Va. From 1893 to 1896 he was on the United States flagship Newark, which vessel was present in the harbor of Rio Janerio during the insurrection. He was ordered to duty as senior assistant inspector of machinery at the Newport News Shipbuilding & Dry Dock Company, and was a member of the Board of Changes in July, 1896.

PASSED ASSISTANT ENGINEER C. B. PRICE.

Passed Assistant Engineer C. B. Price was appointed to the Naval Academy from Mississippi in 1886 and was graduated in 1890, taking the special course in marine engineering during his last year there. He was commissioned as an assistant engineer in July, 1892, and was promoted to his present grade in February, 1897. His sea service of nearly six years includes a cruise on the United States steamship Baltimore, when she carried the remains of the distinguished engineer Ericsson to Sweden, and also during the exciting times of the Chilian trouble in 1891, in Valparaiso. In 1893 he was ordered to the cruiser San Francisco, and was present at Rio during the Brazilian revolution, at Kiel for the opening of the Baltic and North Sea canal; and, later, on the coast of Asia Minor during the Armenian trouble in Turkey. He has been on duty at the Newport News Shipbuilding & Dry Dock Company since December, 1896, as assistant inspector of machinery of the battleships now being built there.

ORDNANCE INSPECTION DIVISION

The ordnance inspection division of the government department is in charge of Captain George W. Pigman, who entered the service September 28, 1861. He was appointed lieutenant-commander October, 1869, and attained his present grade of commander October 7, 1876. He has seen fourteen years and ten months sea service and sixteen years and nine months shore duty. His last sea service was as commander of the United States steamship Bennington, on the Pacific station. He was ordered to Newport News April 29, 1897.

EQUIPMENT INSPECTION DIVISION.

The equipment inspection division of the government department is under the supervision of Lieutenant Rogers H. Gault, who entered the Naval Academy from Virginia June, 1868. He was appointed ensign in July, 1873, junior lieutenant in March, 1883, and attained his present rank in November, 1884. His sea service extends over sixteen years and six months, while he has seen eleven years and nine months shore duty. He was ordered to his present station June 7, 1897.

Under Lieutenant Gault are Ensign Yates Stirling, Jr., and Boatswain Josiah B. Aiken. Ensign Stirling entered the service in September, 1888, from Massachusetts, and attained his present grade July, 1894. Boatswain Aiken entered the service from New York in 1866, and has seen ten years and six months sea service and twenty-one years and two months shore duty.

THE C. & O. ELEVATOR.

The immense Chesapeake & Ohio elevator which stands at the head of piers Nos. 5 and 6 is one of the most capacious and splendidly equipped buildings of the kind in the United States. Work on the structure was commenced in 1882 and the building was ready for occupancy in December, 1883. Mr. Hazeltine was the first president of the company. President M. E. Ingalls, of the Chesapeake & Ohio Railway Com-

W. S. Upshur, Superintendent Chesapeake & Ohio Elevator.

pany, is now at the head of the organization.

The capacity of this immense elevator, which is in plain view of points ten and twelve miles away, is 1,750,000 bushels of grain, while its loading capacity is 300,000 bushels per day.

The business of the elevator company has grown from insignificant proportions until the port of Newport News stands third or fourth in the list of large American ports in the exportation of cereals.

The elevator is so conveniently arranged that there is none of the trouble of loading the grain on lighters and barges and transferring it to the steamers. The largest merchantman afloat can tie up at the piers of the company and have a cargo of grain dumped into its hold direct from the elevator. In fact, since the piers were rebuilt after last year's large fire, two vessels may be loaded with grain at the same time, there now being two carrying belts, one emptying on each side of the pier. This economy of time and handling makes it possible for the elevator here to handle grain as cheaply as any establishment in the United States.

The business of the company is in charge of Mr. W. S. Upshur, a thoroughly capable and experienced gentleman, who is ably assisted by his chief clerk, Mr. J. L. Street.

The elevator is now doing the largest business in its history, handling grain at the rate of about 3,000,000 bushels a month.

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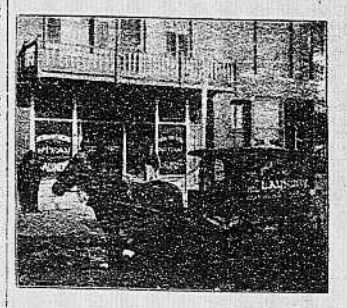

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