

NOTES OF SHIPPING.

The iron ore product of the Lake Superior region, which will be for the current year not less than 17,000,000 tons, is largely shipped by the lake route to the furnaces dependent upon this source of supply. The most important and productive mines are practically owned by a single individual, whose enormous profits in the petroleum monopoly have been largely employed for some years past in the essential task of securing a substantial monopoly of the chief sources of iron supply. Iron is the very foundation and essential element of American industrial development, and to control its output and supply is to exercise despotic sway over all the productive resources of the country.

In pursuance of the policy of absolute control, the great freight steamers on the lakes have been brought up by the mine-owning interest until it has secured about all the tonnage available for carrying iron ore over the long lake haul, averaging about 850 miles from the western end of the lakes to eastern points of distribution. Ownership of these vessels carries with it the power to dictate, within certain limits, the price of iron ore—and, by consequence, of iron and steel in their multifarious adaptations to the needs of civilization. Under such conditions the decision of the furnace owners in the great Pittsburgh district to build and sail their own ore-carrying vessels on the lakes is not without interest, since it discloses the true refuge of industry when oppressed by monopoly. While the lakes shall float steamers it will be impossible to maintain a permanent corner in freights over those great waterways.—Philadelphia Record.

A writer in a French paper has just been dealing with the question of shipping boundaries in France, and endeavoring to show the folly of the French government in encouraging the construction and running of sailing ships, when that class of vessel is rapidly disappearing from the fleets of other commercial nations and being replaced by steamships. Particulars are given showing that whereas since 1892 in England the number and tonnage of sailing ships built in each year have been reduced, while steam tonnage has increased, in France, owing to the fact that the builders make it more advantageous to construct and navigate sailers than steamships, the reverse has been the case, and since 1892 more sailing than steam tonnage has been put into the water.

Carmichael, McLean & Co., shipbuilders, Greenock, who began business four years ago, have signed a trust deed in favor of Patrick Rattray, accountant, Glasgow, with an advisory committee of the firm's principal creditors. Rattray Brothers & Co., Glasgow, state in a circular addressed to the creditors that they were requested by some of the creditors to ascertain the position of the firm. The eventual outcome is dependent almost wholly on the completion of contracts entered into by the firm, and some arrangement as to substituting may shortly be entered into.

A new scheme for saving wharves from the teredo and other destructive sea worms is to sheathe the piles with palmetto sheathing. The process has been patented. Its success is said to be unparalleled. To make the sheathing the palmetto logs are first sawn into strips and passed through pressure rolls which render them pliant and capable of conforming to the contour of the piles. After this treatment they are immersed in a bath of teredo proof paint. On the outside of this sheathing are placed bevel edge strips of one inch in thickness composed of the outside of the palmetto log. All sheathing is held in place by broad headed yellow metal nails. Sea worms don't like palmetto wood.

To be turned over to the War Department in a few days is the troopship Thomas, which has been undergoing changes at the Cramp yard, Philadelphia, since July 12 necessary to making her the finest troopship in the world. She is practically a new vessel, and one veteran, who was brought from Santiago by the Thomas, failed to recognize the steamer in her improved condition. The Thomas contains every conceivable comfort and convenience for the soldiers and she is scheduled to leave for Manila this month. She has accommodations for 1,670 enlisted men, 75 commissioned and 29 non-commissioned officers, besides a crew of about 150 men. The Thomas was built five years ago at Belfast as the Hamburg-American liner Persia.

So inhuman are the atrocities connected with the South American cattle trade, that The Syren and Shipping—two a professedly humanitarian journal—lately said: "It is time that the South American cattle trade, as at present conducted, was done away with, for its barbarities are a reproach to the national humanity. How long will the good sense of the British nation sanction such horrible scenes of slaughter and suffering? In the name of humanity, in the name of poor dumb animal creatures who minister to man's wants, let these fearful barbarities be terminated."

As showing the increased price of sailing ships, and therefore, it is stated, the necessity for bounties, a French paper states that whereas a sloop of 2,529 tons displacement cost \$85,000 in 1893 and 1894, the cost is now \$120,000. The steel bark Martha Roux, of 2,040 tons gross, recently launched at Nantes, cost \$110,000 to construct, but the builders have refused to contract for a similar vessel for less than \$120,000.

The German-American Petroleum Co. has chartered eight large British tank steamships to convey petroleum from New York to Hamburg. Its own ships are at present fully employed on the voyages between New York and Antwerp or Baltic ports.

Shipping arrivals at New York during September numbered 377 from foreign ports and 871 coastwise. Of the foreign arrivals 53 were American, 217 British, 109 German, 293 of the total being from the British Isles.

THE JOYS OF MOTHERHOOD ARE TWO-FOLD IF MOTHER AND BABY ARE HEALTHY



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MAKES BOTH MOTHER AND BABY HEALTHY AND STRONG.

A Purely Vegetable and Perfectly Harmless, Non-Alcoholic and Non-Narcotic Preparation.

Ships Coming and Going.

The following steamships are scheduled to sail from this port with cargoes:

- Oriel, United States Shipping Company, Amsterdam, October 18.
- Albano, United States Shipping Company, Hamburg, October 21.
- Greenbrier, Furness, Withy & Co., (Ltd.) London, October 21.
- Lord Lansdowne, United States Shipping Company, Dublin and Belfast, October 22.
- Shenandoah, Furness, Withy & Co., (Ltd.) London, October 27.
- Keenun, United States Shipping Company, Glasgow, October 30.
- Raplan, Furness, Withy & Co., (Ltd.) Liverpool, November 2.
- St. Enoch, United States Shipping Company, Antwerp, November 3.
- Albany, United States Shipping Company, Hamburg, November 4.
- Chickahominy, Furness, Withy & Co., (Ltd.) London, November 4.
- Lord Lansdowne, United States Shipping Company, Dublin, November 5.
- Rappahannock, Furness, Withy & Co., (Ltd.) London, November 9.
- Storford, United States Shipping Company, Amsterdam, November 10.
- Knight Errant, Furness, Withy & Co., (Ltd.) Liverpool, November 11.
- Lord Antrim, United States Shipping Company, Belfast, November 12.
- Appomattox, Furness, Withy & Co., (Ltd.) London, November 15.
- Samoa, Furness, Withy & Co., (Ltd.) London, November 17.
- Barcelona, United States Shipping Company, Hamburg, November 18.
- Almira, United States Shipping Company, Glasgow, November 20.
- Kanawha, Furness, Withy & Co., (Ltd.) London, November 23.
- Sorrento, United States Shipping Company, Hamburg, December 2.

Wreck of the Caravan.
In the latest hydrographic bulletin is the statement from the New York Herald that a pilot has searched the Middle Ground near Cape Henry for the sunken barge Caravan and was unable to find the obstruction.

The Caravan was sunk June 12th about two and one-half miles north-easterly from Cape Henry lighthouse and has since been a decided menace to navigation and was for a time marked with a gas buoy described in list of beacons, buoys and day-marks of Fifth Lighthouse District as a red and black horizontally striped conical buoy, surmounted by pyramidal lattice-work supporting lantern, showing fixed white light, moored off stern of wreck.

This buoy has gone adrift, presumably in the great storm of August 16th-19th, this year. If the wreck has sunk out of danger line mariners will feel easier. But from the chart markings it seems the wreck lay on the 41-4-foot shoal, about half way between the Middle Ground shoal and the Tail of the Horseshoe, and not on the Middle Ground, or in the direction reported as having been searched. A thorough search at the right spot would make ship captains feel easier.

Police Court.
Willie Gee, disorderly: \$3 and costs.
E. C. Shield, disorderly: dismissed.
W. H. Coleman, larceny: three months in jail.
John Jones, larceny: six months in jail.

The Bargain Column.
Six-room house, bath and range—neat and new—well rented, in good location. Price \$1,700. Terms easy.

Nine-room house on Forty-fifth street near Lafayette avenue. Newly papered, Southern exposure. Our leader today at \$1,800—\$600 cash and the balance on two and a half years' time at 6 per cent interest. This is dirt cheap. It

Real Estate Wanted.
Expecting some buyers soon, we want more real estate, both improved and unimproved.

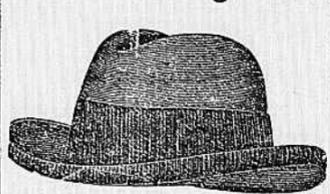
Need not list it with us, unless you will sell cheap. Our success has been the result of our looking out for our buyers.

Coming.
World renowned Palmist and life reader, Professor Santo. Watch this paper for further announcement.

Buy a \$5,000 Insurance Accident Ticket before you start on your trip. Costs only 20 cents per day.

To comfort via our shirt line. Fare \$1.00.
10-19-11 WOODWARD & WOMBLE.

Fall Styles



Men's Hats.

The hats for fall wear are here—the styles are as interesting as the prices we name.

The shades are new and the shapes are more becoming to the average man than has been known for many a season.

We are showing our new line at six popular prices:

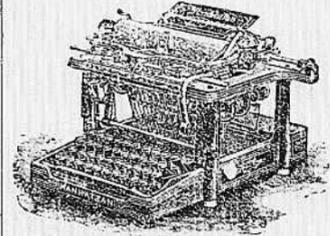
- 75c, \$1.00, \$1.50, \$2.00, \$2.50, \$3.00.

There are no better hats made than our \$3.00 ones, and there are poorer hats sold for a dollar than our 75c ones.

Come ahead with your head and be fitted.

HIRSHBERG,
The Banner Clothier,
2606 Washington Ave.,
Opp. Opera House.

The Manhattan
Is the best value offered in the TYPE-WRITER market.



The following letter shows how it does the work:
Indianapolis, Ind., April 26, 1899.
Lily & Stalnaker, State Agent, City.
Gentlemen:—Referring to the Manhattan Typewriter we have used for the past few months, we take pleasure in stating that it has met our every requirement in a highly satisfactory manner.

Our telegraphers like the machine on account of its noiseless action and speed capacity, and we are sure our work, that of copying the abbreviated "Morse," is as heavy as any done in the building.
Wishing you a continuation of the business your writer merits.
Very truly yours,
C. H. JOHNSON & CO.
H. A. SHEPHERD & CO.,
Gen. Agents for Va. and N. C.,
903 East Main Street,
Richmond, Va.
W. L. COOKE, Local Agent.

Great Stores

Don't Count

Unless you have the proper goods. Mine is not a million dollar stock, but all I have is the best. If you want any sort of jewelry, call on

D. STEIN,
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Washington Ave

We Lead,

Others Follow.

Our supreme bargain power may be imitated, but never equalled. Here you always find the most reliable shoes, Hats and Furnishings of the best makes, united with under prices so far below others that it is always a complete eclipse of all rivalry. When will you find offerings to parallel these:

- 75c Children's Genuine Dongola, Solid leather Patent tips, spring heel, lace and button shoes. Sizes 5 to 12. Former price \$1.00.
- 98c Youths' and Misses' Patent Leather Button Shoes in the latest English toe. Former Price \$1.75.
- 98c 57 pair Ladies' Hand Welled and Hand Turned Button Shoes. Small sizes only. Former Price \$1.50 and \$2.00. Doublesoles. Regular Price \$2.00.
- 1.69 Men's Genuine Box Calf, Heavy Sole Golf Cut Lace Shoes. Former Price \$2.75.
- 2.19 Men's Box Calf, Heavy Sole, English Back Stay, White Boos, select stock, also in Tan. In all toes in lace and Congress. Regular value \$3.00.
- 1.25
- 1.98 Ladies' hand-turned and hand-welled silk-litted Vici kid lace or button in Kid or Patent Tip, in all the latest toes. Former Price, 2.75.

SOMMERS,
2906 Washington Avenue.

Broadway Store
Have Just Received a Full and Complete Stock of
New Fall Goods.

A tremendous job lot of Men's and Children's Underwear.
A lot of Children's Heavy Fleece lined New line of Hats and Caps and all Underwear at 19c, would be cheap at kinds of Furnishing goods.
A lot of Men's Heavy Fleece Lined An elegant stock of SHOES. Underwear at 37½c. Sold everywhere in every department.

If You Want to Save Money Always Come to BROADWAY STORE,
2809 Washington Avenue.

C. A. NASH & SON,

Electric, Gas and Combination Fixtures.
Hardwood Cabinet Mantels, Tilings of All Kinds, Sash, Doors and Blinds.
Hardware, Grates, Roofing and Sheathing Paper.

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OUR \$25 SUITS.

For the fall of '99 are the perfection of art in colors and design. No firm ever made garments as we are making these. They are full of dash and grace—the touch of the custom bench stands out in their every line and each suit we make is making us customers of men who never wore tailor made clothes before.

After you have examined our stock you will sustain us in our claim that it is the best we have ever shown—and we show the best in Newport News.

MICHAELSON BROTHERS,
2607 Washington Avenue. Citizens' Phone, 223.
10-5-3m.

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When you want repairing done, you want the BEST. Patronize those who are prepared to do the BEST. All kinds of repairing on MARINE, LAND and REFRIGERATING MACHINERY. Expert Boiler-makers and Copper-smiths.
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FOR RICHMOND, WASHINGTON, VIRGINIA, HOT SPRINGS, CINCINNATI, LOUISVILLE, CHICAGO, ST. LOUIS, & C.

Schedule in effect October 1, 1899.

WESTBOUND.	1 & 5	No. 1	No. 3
Lv. Newport News...	8 00a	4 35p	
Ar. Richmond	10 10a	6 50p	
Lv. Richmond	12 00n	7 40p	
Ar. Washington	3 20p	11 20p	
Lv. Richmond	10 20a	2 15p	10 30p
Ar. Charlottesville ..	1 45p	5 44p	2 43a
Ar. Staunton	3 38p	7 08p	4 22a
Ar. Clifton Forge	5 45p	9 57p	6 28a
Ar. Va. Hot Springs ..		9 50p	7 25a
Ar. White Sulphur		9 25p	7 06a
Ar. Cincinnati		7 55a	5 15p
Ar. Louisville		11 00a	8 00p
Ar. Chicago		5 30p	7 15a
Ar. St. Louis		6 56p	7 30a

*Daily except Sunday. Other time daily.
No. 1 and No. 5 daily to Richmond. Except Sunday Richmond to Clifton Forge.
For car, Old Point to Clifton Forge. Connects at Richmond with James River Division train for Lynchburg, &c. Connects at Gordonsville for Calverton and Manassas.
No. 1, Cincinnati express daily. Connects at Gordonsville for Orange and principal stations on Southern Railway north of Orange.
Pullmans Richmond to Cincinnati, Louisville and St. Louis.
No. 3 with Pullman daily Old Point to Hinton, Cincinnati and Louisville.
Meals served on dining cars on Nos. 1 and 3 west of Gordonsville.

FOR NORFOLK (No. 4, No. 6) (daily daily)
Lv. Newport News... 11 15a 5 05p
Ar. Norfolk

Steamer Louise leaves Portsmouth daily 6:30 a. m. and 3:30 p. m. Leaves Newport News, m., and 3:30 p. m. for Norfolk News.
For tickets and other information apply to E. W. ROBINSON, Ticket Agent, Newport News.

JOHN D. POTTS,
Asst. Gen. Pas. Agt.,
Richmond, Va.

OLD DOMINION STEAMSHIP COMPANY.

Daily service between New York and Virginia Points.
The elegant steamships Hamilton, Jefferson, Guyardotte, Princess Anne, and Old Dominion leave New York every day, except Sunday, at 3 P. M., for Norfolk and Newport News, touching at Port Monroe on the south bound trip. Ships leave Norfolk for New York direct daily at 6:00 P. M.
A short, delightful and invigorating sea voyage.

FARE.
First class, straight, including meals and berth..... \$ 8.00
Round trip, first-class, including meals and berth..... 13.00
Steerage without subsistence..... 4.50
STEAMER LURAY, arrives from Smithfield and leaves for Norfolk daily, except Sunday at 8 A. M. Returning, leaves Norfolk for Bay Line wharf, every day at 3 P. M.

All business between New York and Newport News transacted at Pier 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier A, foot Twenty-fifth street.
M. B. CROWELL, Gen. Agent.

MERCHANTS & MINERS TRANSPORTATION CO'S STEAMSHIP LINES FOR BOSTON, PROVIDENCE AND BALTIMORE.

Leave Newport News via Norfolk for Boston every Monday, Wednesday and Friday. Leaves for Providence every Tuesday, Thursday and Saturday sailing from Norfolk at 6 P. M.
Leave Newport News for Baltimore daily, Tuesdays except, at 5 P. M., connecting for Washington, Philadelphia and New York.
Fare to Baltimore, one way, \$3; round trip, \$5, including stateroom berth. Accommodations and cuisine unequalled. Freight and passengers taken for all points north and south.
For further information apply to L. C. SAUNDERS, Agent, Newport News, Va.,
W. P. TURNER, G. P. A.,
J. C. WHITNEY, T. M.
General Office, Baltimore, Md.

THE NORFOLK AND WASHINGTON STEAMBOAT COMPANY.

The new and Powerful Iron Palace Steamers Newport News, Washington and Norfolk will leave daily as follows:
NORTH BOUND.
Leave Portsmouth, foot of North street..... 5.00 p. m.
Leave Norfolk foot of Water street..... 5.45 p. m.
Arrive Old Point Comfort 6.45 p. m.
Arrive in Philadelphia, Penn. 7.00 a. m.
R. R. *10.50 a. m.
Arrive in Philadelphia, B. & O. R. R. *11.10 a. m.
Arrive in New York, Penn. R. R. *1.13 p. m.
Arrive in New York, B. & O. R. R. *1.25 p. m.

SOUTH BOUND.
Leave New York, Penn. R. R. *12.00 p. m.
Leave New York, B. & O. R. R. *1.00 p. m.
Leave Philadelphia, Penn. R. R. *3.12 p. m.
Leave Philadelphia, B. & O. R. R. *3.07 p. m.
Arrive in Washington, Penn. R. R. *6.10 p. m.
Arrive in Washington B. & O. R. R. *6.00 p. m.
Leave Washington *6.30 p. m.
Arrive Old Point Comfort... 7.00 a. m.
Arrive Norfolk

8.00 a. m.
Arrive Portsmouth

*Daily, **Daily except Sunday.
The trip down the historic Potomac river and Chesapeake Bay on the elegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891, and are fitted up in the most luxurious manner with electric lights, call bell and steam heat in each room. The tables are supplied with every delicacy of the season from the market of Washington and Norfolk. For tickets, reservation of state rooms and further information apply to IRWIN TUCKER, Ticket Agent, Twenty-eighth street and Washington avenue, Newport News, or to D. J. CALLAHAN, Agent, Norfolk, Va.

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