

GRAPHIC DESCRIPTION OF THE JAMES AND MANY HISTORIC HOMES ON IT. Relics of Early Settlements, the Beautiful Colonial Homes and Rare Old Paintings of Early Virginia Families—Where the First North American Legislature Assembled.

"Down the James River" is the title of an interesting and well-written article published in the Boston Evening Transcript as a special contribution from Old Point on August 10th. The article is republished in the Times today for the benefit of those who feel an interest in the many historic relics, colonial homes and rare old paintings found along the James from Richmond to the sea.

To a person who is at all interested in American history or even in American historical novels—and that latter class seems to embrace the whole reading public—there is no trip more replete with interest than that down the James river from Richmond to the sea. The distance is less than 150 miles, but the trip occupies one entire day, for the boat touches at scores of little wharves, as well as at the places of historic interest. It was at the mouth of this river that the English race gained its first foothold in the New World. It was along its banks that the planters, rejoicing in great grants of land, built their stately houses and lived lives of almost regal magnificence and ease. These houses are standing to-day, monuments to the men who built them, and are filled with art treasures. It was here that Benedict Arnold thrice landed British troops during the Revolution and was thrice driven off. It was here, during the civil war, that the last battles before Richmond were fought, and along the bluffs which line the river, the remains of the old Confederate intrenchments may be seen.

Early in the morning the boat casts anchor at the Richmond wharf and floats out into the stream. It is probably not until this moment that the visitor to Richmond begins to appreciate the beauty of the city. To the stranger within her gates she is a city of hills, where one man's second-story windows looks into his neighbor's basement. He has, perhaps, scrambled up into the Capitol yard, feeling much as though he were climbing up the side of a house, and inspected the multifarious statues with which it is ornamented, has scrambled down again and wisely returned to his hotel to wait for train time. But now all that has changed. One sees the buildings rising tier on tier, from the water's edge to the Capitol, which crowns the highest eminence. Fortunately, its most imposing facade is toward the river, and across the scene with a satisfying beauty. But as the boat gathers speed the buildings fade and fade, until they are only a bank against the western sky.

THE RIVER A DEEP RED. The river itself is the first thing to attract attention. It is a deep red, almost an orange, and gives a note of color to the landscape which American landscapes do not usually possess. It rained heavily last night, and the Virginia has poured down the hills of Albemarle. It reminds one of paintings of the earth—the holy land—almost of Turner's palpitating canvases of Venice. The course of the river is straight as a string past Drevry's and Chaffin's Bluffs, where the Confederates had heavy batteries mounted to prevent bringing gunboats up the James. A few miles down the river came to one of the great benefactions the war marked for Virginia. Here the river forms a horseshoe over seven miles in length, the neck of land at the narrowest part of the neck being only a few yards in width. Yet the people of Virginia never thought of cutting a canal across the neck, but continued to sail around the seven-mile bend, and probably would be the same to-day if it hadn't been for the war.

When Ben Butler was endeavoring to get the Union gunboats up the James he found the water in this bend too shallow to get them down. He was told of the fact that the Confederates had erected two or three batteries along the bend in order to give him a warm reception. So he went ahead and cut a canal across the neck and suddenly, instead of being thirteen miles from Richmond, he was only six. Since that time the canal has been used, and the government now considers it the channel of the river and keeps it in shape. The plantations along the land were thus saved from the ravages of the water, and have naturally fallen into decay. The place is called Dutch Gap, because at this spot, in early colonial days, a Dutchman worked a very smooth game upon the unsuspecting Indian. The Dutchman wagered the Indian that he could beat him at a game of chance on the bend. The Indian took him up on the instant and gave him a mile the start. They started just above the bend; and when the Dutchman reached the neck he jumped on shore, grabbed his canoe and paddled down the river to the other side with it, dropped it into the water again and calmly awaited the arrival of the astonished Indian, who had paddled frantically around the bend in the endeavor to catch up with him. What the wager was is not recorded, but the Dutchman doubtless got possession of 200,000 or 300,000 acres of land as a result of the trick.

ON HISTORIC GROUND. The point of land which the bend incloses is historic ground, for here in 1632 came Sir Thomas Dale and founded the city of Henricus, which he fondly imagined was to become one of the great cities of the Western Hemisphere. He even built a university here, and laid out the town on a most elaborate plan. To-day not a trace of it remains, and since the digging of the canal the place has been named Farrer's Island.

And here before us is colonial Virginia, for all the world just as it was three hundred years ago, except for the fact that most of the fields are growing rank where once the dark-green tobacco trees grew away as far as the eye could reach. The boat touches at old Bermuda Hundred, and there, right across the river, is Shirley, the famous family seat of the Carters. It is a typical colonial mansion—a great, square brick house, two stories and a half in height, with steep roofs, from which project innumerable dormer windows. It is built of bricks alternately glazed and dull, and a wide portico, with the great white pillars, characteristic of all these houses, shades the main entrance, and the great hallway. Lucky you, the boat has to stop here for half an hour to

load or unload cargo, for the house is well worth a visit. The house is built on a foundation of four feet thick, and the outer walls of the house itself from eighteen inches to two feet, and is as strong as steel and well-preserved as it was the day it came from the builders' hands. You have only to ask to see the art gallery, and you are cordially welcomed within. The ceiling, the walls, and the wainscoted to the ceiling, and the stairway is very graceful, and everywhere, looking down upon you, are the family portraits of the Carters, the Byrds, the Randolphs, the Washingtons, the Wickhams and other families with whom the Carters have intermarried. Here is Peale's full-length portrait of Washington, showing him standing amid the smoke of battle. Here, also, is a portrait of the founder of the house. He sleeps under a great tomb in the graveyard nearby, and the inscription upon it describes him as "Edward Byrd, Colonel, commander in chief of the colony of Charles City and Surrey." He "died the 30th day of Nov. in the 53d yr. of his age, Anno Dom. 1700." His grand-daughter, the wife of the famous Byrd, and they have retained the place. Has he ever seen hatchments before? It is exceedingly improbable. Look over the doorways and you will see them no more.

A STORY FILLED WITH PATHOS. Almost before Shirley is out of sight, you are at Westover, the home of Colonel Byrd, author of the famous Westover papers, "a Virginia of Virginians and the perfect flower of his day," as a contemporary said of him; and the house, which is a masterpiece of architecture, whose pathetic story is known to every maiden in Virginia. The house stands only about a hundred yards from the river, with a lawn smooth as velvet and a garden of the most exquisite. It was built by one Theodorick Bland about 1665. Bland is buried here, under a great stone, which bears his coat of arms. After his death, the Byrds bought the place, and it was they who made it famous. It is a stately, square red brick, with an avenue of magnificent tulip trees running the entire length of the grounds and closing at either end by an elaborate gate of hammered iron, with the arms of the Byrd family above them. It was also built to stand, and a shell from a Union gunboat, which struck the corner of the house during the war, did no more than pierce a little hole in it.

Of course, the house has its ghostly all of these old houses doubling up on one, at least. This one is said to be the ghost of the fair Evelyn, whose body lies buried in the family graveyard. She is supposed to make her exits and her entrances through an old drain, whose mouth half choked with drift wood, may still be seen opening into the water. It is nearly six feet high and leads to two little chambers at the bottom of a deep shaft. A quaint staircase, cut into the wall, leads to the top of this, and you are in one of the small rooms of Westover. A secret passage, it is said, leads to it, although no one knows for what it is used. Evelyn Byrd was the Colonel's daughter and one of the most famous of the Virginia belles. Her father took her with him to England, while she was still a mere girl and presented her to the court of George I. All the men were at her feet in a trice, and she fell in love with the Earl of Petersham. His wife was in love with her, but her father would not permit her to marry him because of his religion, and brought his daughter back home to Virginia with him. Tradition says that she died of a broken heart, and she she certainly did a short time after her return.

PORTRAIT OF SIR GODFREY. What is said to be the most beautiful portrait in all Virginia is one of her painted by Sir Godfrey Kneller, and one of his masterpieces. It hangs in the hallway at Brandon, across the river. She is dressed as a shepherdess—a Watteau shepherdess—in a gown of pale-blue satin, opened at the throat, her crook across her left arm, and a bunch of roses in her hand. Her dark eyes gaze right out of the canvas and the glow of the setting sun is on her face and in her hair. It is a wonderful picture. Here also are preserved several of her gowns and the fan of lace and ivory which she carried when she was presented at court.

Just within sight from the Westover gardens upon the river bank stands Berkeley, the residence of Benjamin Harrison, one of the signers of the Declaration of Independence, and of his son, William Henry Harrison, ninth President of the United States. It is a brick residence, with gambrel roof, and stands in the midst of a grove of graceful Lombardy poplars. Berkeley was one of the great social centers of the State in its day, and still remains in the Harrison family, though not as beautiful as either Shirley or Westover. It was at Westover, by the way, that Benedict Arnold attempted to land the British troops. Colonel Byrd was a distinguished cousin, and for a time was suspected of being in collusion with him. His papers were confiscated and examined by the Continental Congress, but no proof of her guilt was found among them.

The Harrisons are also represented by two historic mansions on the southern bank of the river—Brandon and Upper Brandon. Both are still magnificent residences, though they were both greatly damaged during the civil war, their woodwork scarred and torn by shells and bullets, and many panels of the fine interior woodwork carried off by the soldiers. Neither has fully recovered from the ravages of war, even yet, but Brandon shows least trace of it. It is a typical English country house, a rambling two-story building, flanked by broad wings connected with the main building by wide corridors. Ivy runs riot of the place, and one of the wings is almost buried in it. Broad lawns surround it, shaded by stately old trees. It is an ideal home, and has been in the Harrison family for nearly two hundred years.

ART TREASURES AT BRANDON. At both Brandon and Upper Brandon there are art treasures innumerable. Kneller's portrait of Evelyn Byrd has already been referred to, and he has a number of others here scarcely less beautiful. There is one of Colonel Byrd himself, a stately figure, with a face befitting as a woman's. Here is also a portrait of Martha Blount, who led Pope such a dance. It is a three-quarter length portrait, and shows the poet's sweetheart seated beside a harpsichord, with a roll of music in her

hand. She wears a gown of yellow satin, cut low at the bosom—Kneller delighted to paint beautiful throats and shoulders—and as one looks into that wistful, voluptuous face, one does not wonder that Pope fell a victim to its charm. Another exquisite portrait from Kneller's brush is one of Daniel Parke, whose daughter married the son of Washington, over the Potomac (?) and so became the progenitor of Martha Washington's first husband and of Mrs. Robert E. Lee. Parke came to an untimely end, for he was appointed Governor of Virginia, and oppressed the unhappy residents of that island that they finally stirred up an insurrection and murdered him. Another of his paintings is that of Colonel Byrd, and she it was who was arrested by the Virginia Whigs. Colonel Byrd, while he was in England, gathered together a great number of portraits of famous men and beautiful women, and most of them are hanging here.

Just around the turn of the river from Brandon, is Weyanoke, which the reader of Miss Kneller's "To Have and to Hold," will look at with more than passing interest. Sherwood Forest, the home of President John Tyler is farther down, a rambling two-story house in the midst of a grove of stately trees. It is peculiarly built, for though it is eight rooms in length it is only one in depth, and all of the rooms open upon the lawn. The taste of famous men and beautiful women, and most of them are hanging here.

JAMESTOWN SITE DISAPPEARING. A low-lying island, scarce rising above the water's edge, is Jamestown, and to the student of history there is no place on the continent of greater interest. The river has cut off the site of the old town, and the island, it is made an island of it, and even this is being rapidly eaten away by the water, so that in time no trace of the site of the first English settlement in America will remain. There are four dilapidated gravestones and a portion of an old church tower still standing on the island. There has always been much misapprehension about this church tower, for it has been regarded as a remnant of the original church built on the island, when Rolfe and Pocahontas were married. The mistake has crept into many histories, and tourists have gazed at the reverent eyes. It is pretty old, of course, but Rolfe and Pocahontas both had been dust for half a century before the church was built. Bishop Heade gives the correct history of the tower. The church, a rude log structure, was built about 1606, and was damaged by fire a year later. It was repaired, but Captain John Smith's swash-bucklers were at either end of the church, and when Lord De-la-War arrived in 1610, he found the log cabin "ruined and unfrequented." A few years later the people built a church of hewn timber, fifty feet in length by twenty feet wide, and here in July, 1619, the first Legislature assembled in North America convened.

No such edifice of any kind was built at Jamestown until the church of which the ivy-clad ruin still standing was a part was not built until about 1688. Inasmuch as Pocahontas died in 1617, the fact that she could not have been married in this church is evident enough. In fact, the supposition that she was married at Jamestown at all, Lady Frances Berkeley is buried in the graveyard near by. Almost all the grave-stones at the edge of the river, scarce visible above the water's edge, are a few brick and masonry, all that remains of the old powder magazine. Remnants of the old houses may still be seen outcropping from the ground, but these are all that remain of the old town.

Just below the island the river widens suddenly into a mere estuary of the sea, and four hours later the smoking chimneys of Newport News, Norfolk and Portsmouth are visible ahead. It brings one back abruptly from the seventeenth century to the nineteenth; from visions of powdered wigs and beribboned courtiers, doing their best to mirror the manners of the day, to the practical and intense commercialism of to-day.

One word more to the stranger who visits this section of the river. For the first time: Every one of these old homes preserve that generous and cordial hospitality which has always been characteristic of Virginia. The visitor is welcomed to the grounds, and is asked may inspect the art collections. At Brandon is this especially true. There the magnificent grounds are always open, even to picnic parties. In fact, such parties are invited to spend a day at the place. And it is difficult to imagine any way in which a day could be spent more delightfully.

Round Trip Rates Via C. & O. R. Y. \$19.00 to \$19.00 Chicago, Ill., Account G. A. R. Encampment. \$16.25 to \$16.25 Detroit, Mich., Account K. of P.

For the G. A. R. Encampment at Chicago the round trip from Norfolk and Portsmouth will be \$19.00. Tickets on sale August 25th to 27th, inclusive, limited for return passage to August 31st, and subject to an extension to September 30th by depositing ticket with joint agent and on payment of a fee of 50 cents.

For the Michigan Encampment at Detroit the round trip from Norfolk and Portsmouth will be \$16.25. Tickets on sale August 25th to 27th, inclusive, limited for return passage to September 5th, and subject to an extension to September 14th by depositing ticket with joint agent and on payment of a fee of 50 cents.

For further information apply to F. W. Curd, Passenger Agent, Norfolk, Va. aul17,19,22,25

Half Rates to Chicago. On account of the G. A. R. Encampment, held in Chicago, August 27th to September 1st, the Baltimore and Ohio railroad (Loyal Blue Line) will sell tickets from Norfolk and Portsmouth to Chicago and return at one fare, \$19.00, for the round trip. Tickets on sale August 24th, 25th and 26th. The Baltimore and Ohio has been selected as the official route of G. A. R. Departments of Virginia and North Carolina. For limits and full particulars apply to Arthur G. Lewis, S. P. A., under Atlantic Hotel. aul17,25

Half Rates to Detroit. On account of the K. of P. Conclave, held in Detroit, August 27th to September 1st, the Baltimore and Ohio railroad (Loyal Blue Line) will sell tickets to Detroit from Norfolk via Washington and Baltimore at rate of \$16.25 for the round trip. Tickets on sale August 24th, 25th and 26th. For limits and full details apply to Arthur G. Lewis, S. P. A., under Atlantic Hotel. aul17,25

"Newest Discovery" extracts teeth painlessly. N. Y. Dental Rooms, only No. 324, corner Main and Talbot. N. E. of monument; established nearly 20 years. Ennes, Dentist, New phone, 1,631.

THE RAILROADS. New Link for the C. & O.—Great Eastern Incorporated.

Southern's Exhibit at Paris Wins a Gold Medal—Standard Size for Cotton Bales—Atlantic Coast Line Extension Opens for Business To-morrow.

Following are the estimated earnings of the Southern Railway system for the week ended, August 14, 1900: This year, \$588,530; last year, \$551,363; increase, \$37,167.

The following is the comparative statement of the gross earnings of the Chesapeake and Ohio for the second week of August, 1900: July 1st-1900, \$246,177.26; increase, \$42,279.38. For the two weeks of August: 1900, \$552,340.09; 1899, \$492,354.52; increase, \$59,985.57.

The statement of estimated gross earnings of the Norfolk and Western Railway Company are: For second week of August, \$88,937, an increase of \$56,973; total for month to date, \$364,216, an increase of \$89,883. July 1st-1900, to latest date, \$1,714,322, an increase of \$261,421.

The Pamunkey Indians are now allowed to ride in a coach occupied by whites. Captain W. T. West, of this city, division superintendent, on Monday informed Chief Dennis, of the Pamunkeys, that the officials had decided to allow the Indians to ride in the car with the whites. The York river division of the Southern runs almost, or quite, through the Pamunkey reservation. Heretofore, the Indians have been required to go into the colored coach. They made a number of protests, sending a committee to this city to see the officials of the company regarding the matter.

The Greenbrier Railway, a new road now under construction from Whitcomb, W. Va., on the Chesapeake and Ohio Railway, to the forks of the Greenbrier river, a distance of 98 miles, is nearing completion.

This road, when completed, will be an important connecting link between Pittsburgh and the Atlantic, and will be a means by which to open up the vast timber lands through which it runs. The road is one of the prettiest pieces of engineering work to be found anywhere, and has been pronounced by experts perfect in every respect.

The contracts for the construction of a railway from Montvale, at the foot of the Peaks of Otter, in Bedford county, on the Norfolk and Western, to Danville, will probably be awarded soon.

The distance is about sixty miles. The proposed road will pierce a country exceedingly rich in timber and minerals.

The Southern is making rapid progress on the extension from Hardeeville to Allendale. The fifty-two miles has been graded half the distance and track laying will begin at once. The road will be completed by November. The Southern has also made a contract for the extension of the Knoxville and Augusta division to Gamble's Store.

At a meeting of the State Board of Internal Improvements at Moorehead, N. C., the old State and Federal roads of the Atlantic and North Carolina Road were selected, and Joseph E. Robinson, of Goldsboro, made State proxy, vice H. H. Dortch, resigned.

It was shown that in every way the affairs of the road are in excellent condition.

The Northwestern Railroad of South Carolina, one of the divisions of the Atlantic Coast Line system, has been extended as far as Remberts, S. C., about eighteen miles from Sumter. The road was opened for freight business as far as Remberts Monday.

An important change in the Great Eastern Railroad Company has been welcomed to the ground, recently made. This company was recently incorporated at Raleigh, N. C., but the plans for the work being changed, the promoters have re-incorporated it, so as to build and maintain and operate a road from Raleigh east to Hyde county and the coast. The road is incorporated for sixty years, with a capital stock of \$2,000,000. The largest stockholder is J. W. Lynche, of Kingston. The road runs through Wake, Johnston, Wayne, Green, Pitt, Beaufort and Hyde counties, and the length of the road will be 160 miles.

The railroad officials who met at Atlanta, Ga., to discuss terms and forms of contract with the cotton compress men at the principal ports and interior points for the current year have reached an agreement and adjourned. The contracts are substantially the same as those of last year.

Except as to unusual size or shaped bales, the compress companies agreed to press cotton to a density of 22 pounds to the cubic foot. The standard or rectangular bale will be 24 inches in width by 54 inches in length. The contract also provides for the pricing of 8 and 10 bands on all cotton intended for export.

Mr. Frank Curtis Morgan, inspector of stores of the Egyptian State railways, has been in Virginia investigating the matter of using Virginia coal on Egyptian railroads and in Egyptian factories and homes. Mr. Morgan will go from Albemarle to New River and other coal fields of Virginia, which he will thoroughly inspect, and the product of which he will test.

At the Paris Exposition the Southern Railway Company has been awarded a gold medal for its display in the Department of Forestry and Fisheries.

The Barney and Smith Car Company, of Dayton, O., has a contract for two 60-foot postal cars for the Chesapeake and Ohio.

The Norfolk and Western railway has made a record-breaking run between Richmond and Cleveland, O. Recently a Richmond firm, A. E. Saunders' Son, shipped a train load of coffee to a Cleveland house. The shipment left Richmond on Thursday night and reached the Ohio city the Monday morning following. The actual running time was three days, including Sunday. This, it is stated, is the best record made.

Mr. Frank S. Gannon, vice president of the Southern Railway Company, has been elected president of the Kentucky and Indiana Bridge Company under the reorganization.

The session of the twenty-seventh annual convention of the Brotherhood of Locomotive Firemen will begin at Des Moines, Ia., September 10th. In December, 1873, the first local union of

firemen was organized in a box car at Port Jervis, N. Y. There are now about 37,000 members of the order in the United States.

The annual report of President Myers, of the Richmond, Fredericksburg and Potomac, is expected to show a large increase in earnings. The report will not be submitted until after the return of Major Myers from Hot Springs next week.

It is understood that \$80,000 of the June earnings have been set aside for the purpose of acquiring additional rolling stock. The Richmond, Fredericksburg and Potomac recently received two new locomotives and will soon have four more.

Yesterday's Richmond Dispatch says: "It was impossible to find a railroad man yesterday who placed the least reliance in the report sent out from New York that Mr. George W. Stevens, president of the Chesapeake and Ohio, was to be retired from that position and succeeded by a man named by the New York Central-Pennsylvania combination, which now controls the Chesapeake and Ohio."

"It is pointed out that these interests controlled the Chesapeake and Ohio when Mr. Stevens was elevated to the presidency of the road, nearly exactly six months ago. It is said his only instructions were to get the most profitable out of the property. It would look as though instructions had been closely followed. Since Mr. Stevens became the head of the Chesapeake and Ohio the road has earned more than during any similar period in its history. "Every employee under the president will be glad to know Mr. Stevens will probably not retire, and the news will be scarcely less welcome to the people of Richmond, a city which has received many evidences of Mr. Stevens' friendship."

RHEUMATISM A BLOOD DISEASE. VIRGINIAN-PILOT READERS WILL FIND A PERMANENT CURE IN B. B. B.—TRIAL BOTTLE FREE.

Rheumatism is as much a blood disease as cancer, ulcer, or scrofula, and to cure it you must get the remedy at its source, as such; hence Botanic Blood Balm (B. B. B.) should be used. It neutralizes the specific poison that causes Rheumatism, expels it from the system, and permanently cures after everything else fails. George W. Leonard, a doctor, writes under date of July 2, 1899, that he was cured of Rheumatism ten years ago by B. B. B.; that before that he suffered most excruciating pains in bones and limbs. His hands would puff up and swell, his knee caps would get so stiff he could hardly bend them, and he could hardly walk without the aid of a crutch. He tried doctors and medicines, but none reached the root of the trouble, which was in the blood. Sometimes he thought he had found a cure, but alas, his symptoms would come back again until he was cured ten years ago by the use of eight large bottles of B. B. B., and he has been perfectly well ever since.

To further convince you, that B. B. B. cures the most obstinate cases we will give a sample bottle of B. B. B. free, where \$1 per large bottle, six large bottles (full treatment) \$5. For trial bottle address, BLOOD BALM CO., 31 Mitchell St., Atlanta, Ga. Describe trouble and free personal medical advice given.

B. B. B. for sale by Burrow, Martin & Co., Norfolk, and most druggists everywhere. \$1 per large bottle, six large bottles (full treatment) \$5. For trial bottle address, BLOOD BALM CO., 31 Mitchell St., Atlanta, Ga. Describe trouble and free personal medical advice given.

Spices Pickles & Preserves

These can be made good only by using the best Spices. We use special care in selecting ours, and you will find them rich and aromatic.

Green Ginger, 15c. lb. Mace, Cloves, Allspices, Mixed Spices, Cinnamon, Celery Seed, Mustard Seed, Celery, Garlic.

Burrow, Martin & Co., 296 MAIN STREET.

Patent Medicines at Cost. Fresh Land Plaster

NOW LANDING. COAL TAR PINE TAR in oil, pork and pine barrels Shell Lime

No. 1 Rock Lime JOHN O. GAMAGE WOODSIDE'S WHARF.

THE HENRY WALKER CO., SAW MILL, And Railroad Supplies, Hardware and Ship Chandlery.

"Giant" and "Giant Planer," Leather Belting, "Giant," "Granite," and "Shaw" Rubber Belting. Agents for Knowles' Steam Pumping Machine.

The session of the twenty-seventh annual convention of the Brotherhood of Locomotive Firemen will begin at Des Moines, Ia., September 10th. In December, 1873, the first local union of

Our Summer Sale IS OVER. Our object has been accomplished; that of reducing the summer stock to its normal proportion, with the exception of Ladies' Oxford Ties. The same prices will prevail on all Ladies' Low Shoes as did during the Clearance Sale.

For the Men. We announce a Braeches Special. 98c for those that sold at \$2.00. \$1.23 for those that sold at \$2.50. \$1.84 for those that sold at \$3. \$2.34 for those that sold at \$3.50. \$2.92 for those that sold at \$4. \$3.36 for those that sold at \$4.50. \$4.12 for those that sold at \$5. \$4.98 for those that sold at \$7.50.

Hofheimer's HEAD TO FOOT OUTFITTERS NORFOLK. NORFOLK: 328-330 Main St. PORTSMOUTH: 230 High Street. Shoes and Clothing. Shoes Only.

Great Sale of Trunks & Bags! SPECIAL SCHOOL TRUNKS FOR BOYS & GIRLS! NORFOLK TRUNK FACTORY, 172 CHURCH STREET, Near Main.

\$5.00 For a Square Top Canvas Trunk, lined throughout, heavy steel bumpers, 3 steel strap hinges, brass excelsior lock, 2 trays, iron bottom. \$3.75 For a Square Top Canvas Trunk, lined throughout, heavy brass corners and clamps, hard wood slats, steel strap hinges, excellent brass lock, iron bottom, 2 straps on trunk.

A Big Assortment of Roller Tray Trunks & Automatic Tray Trunks. \$2.00 For a Genuine Leather Club Bag, lined throughout, leather covered frame, brass lock and catches. \$5.00 Genuine Sole Leather Suit Case, real Irish linen lined throughout, steel frame with bolts and straps. We know there isn't as good a \$5.00 Suit Case as ours made.

OUR GUARANTEE! All Trunks Guaranteed and kept in repair free of charge. Old Trunks Repaired and Made as Good as New. OLD PHONE, 1135.

PENDANTS AND FINGER RINGS. We have received a fine line of Pearl and Diamond Pendants, Guard Chains, Sleeve Buttons and Studs, Finger Rings & which are going in our Mid-Summer Sale at specially low prices. Look in our west window Monday for two articles on special sale for one week only. We were induced to make another special sale on these goods by hundreds who could not be supplied when these special sales were going on, the supply being exhausted, and being equal to the demand. Remember you save time and money by patronizing the model jewelry store. C. F. GREENWOOD & BRO., 318 Main Street. IRWIN'S EXPRESS CO., 52 Campbell's Wharf. PHONE 6 EITHER PHONE. We haul anything to and from where in the three cities. Special facilities for hauling Safes, Bales, Furniture and Pianos. Lots filled and filling wanted.