

THE SEQUACHEE NEWS.

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SOUTHERN COMMERCE.

New Steamship Lines from Southern Ports

Hardly two years have elapsed since the Chesapeake & Ohio rail-road Co. began operating a line of steamships in connection with its system between Hampton Roads and Europe. The export and import cargoes carried by these vessels since the establishment of the line have been so large that the enterprise may be considered a permanent one. A vessel now leaves Newport News at least every week, and sometimes oftener, for Great Britain. Shortly after the commencement of this project, William Johnson & Co., the well-known ship-owners of Liverpool, who operate the Johnson Line, between Baltimore and the other side of the Atlantic, became interested in a service between Port Royal, S. C., and the Old Country. While this has included both freight and passengers it has been sufficiently remunerative to continue it, with the possibility of increasing the fleet in a few months.

The Panama Railway Co. is arranging a service which will include Galveston, Texas and New Orleans, connecting them with Colon, the terminus of that road, which extends across the Isthmus of Panama. Its traffic will include the products of the Mississippi valley and shipments for California, which will be carried by the way of the Isthmus and thence by a vessel up the Pacific coast. Return cargoes will include Pacific coast products, also articles from Central America. A steamer is expected to sail at least once a month.

The Louisville & Nashville Railway Co., appreciating the advantages of Pensacola as a deep-water port, has decided to establish a regular service between that city and Liverpool. The first vessel is expected to leave October 23. She is the steamship Islesworth, 1716 tons, and is rated A1 by the British Lloyd's. She will carry naval stores, cotton, cottonseed products and other articles received from along the Louisville & Nashville route and bring back miscellaneous cargoes. At first the sailings will be but monthly, but it is expected that the traffic will increase so that the steamers will leave Pensacola weekly, beginning in 1896.

Some time ago it was announced that the Norfolk & North American Steam Shipping Co. had made arrangements to have a fleet of vessels ply between that port and Europe.

One of these, the Pinner's Point, (named after the termination of the Atlantic coast line on Hampton roads.) has recently been launched at Sunderland, England, and is one of the finest vessels afloat. She will carry 3000 tons weight, or about 15,000 bales of cotton. The company has already begun its operations, one steamship, the Lambert's Point, being now in commission. The fleet of this line for the present will consist of six steamships, which will be operated on a route between Hampton Roads, Liverpool, Hamburg and Rotterdam. The variety of export articles from Norfolk has increased to such an extent within recent years that already grain, flour, wood and tobacco, as well as cotton, are prominent features in making up cargoes. This company will also make a business of shipping live stock and dressed beef, and will probably secure some of the through business of the West, which hitherto has gone to more northern ports.

The fact the Southern Railway Co. has decided to make Hampton Roads the principal tide-water terminus of its system has probably induced the Hamburg-American Packet Co., to extend its service also to these waters. It is announced by Mr. D. J. Donovan, Virginia manager for this corporation, that the monthly sailings will begin on the 8th of October by the Hamburg-American Company, which controls one of the largest fleets of ships in the trans-Atlantic service. These ships will touch not only at Norfolk, but Newport News as well and will run direct to Hamburg. The first vessel will be the Italia, which expects to clear on the date mentioned.—Manufacturers' Record.

LOCAL.

See—Farm for Sale.

Hiram Coppinger went to Bridgeport Monday.

Jas. Coldwell of Arena was in town Wednesday.

Mr. Jas. Degnan visited South Pittsburg Friday last.

Mr. C. H. Davidson is slowly improving

Now we shall hear of the great yield of corn.

Miss Effie Haynes is on a visit to friends over the mountain.

We print wedding invitations and cards. Young men don't forget.

Letter heads, posters, anything you want can and will be done here.

Attention of Sons of Veterans is called to notice of meeting in this issue.

Sunday night for the first time we needed a fire which was most enjoyable.

A light frost Tuesday and Wednesday. Now let the farmers begin to hustle.

Don't hesitate if you want our paper to send us your name also any of your friends.

A large wagon load of flour from Jasper Mill went through town Saturday morning.

M. Martin has done a good piece of work at the spring branch on New Hampshire Avenue.

The new woman has arrived and was exercising her bike with more or less success last week.

Arthur Joseph Sherman Degnan has recovered from the attack of the mosquito fleet at Chattanooga.

We are told that coke is becoming scarce as furnaces start into blast and more coke ovens are needed.

Now for the voice of the dying pig in the early morning, and the grateful smell of frying at noon.

Protection from mosquitoes is extensively advertised at South Pittsburg. We don't use it here or need it.

Why is the section between this place and Shellmound called "Egypt"?
Ans.—Because people always go there to buy corn.

Mr. James Degnan has harvested a crop of potatoes in Chalybeate Park. Now for the promised seeding down with grass.

We hear that some sample valves have been shipped from this place last week. We are and have been ready for a long time to describe the Valve Works, but as the managers of the plant are not anxious, we wait and hope.

Mr. J. J. Dyke of Whitwell was in town Wednesday.

Our Victorin notes shows that the apple and pear are doubtless gone at Capt. Frater's.

Mr. C. J. Gustafson returned from Chattanooga on Monday evening. We hope the Valve Works will now resume operations.

The east wind of the last few days has very forcibly brought up the consideration, where shall we get coal for next winter?

The young people of Victoria are starting off bravely with their literary society, with debates every week. Now let them start a reading class.

The Tri County Democrat is engaged in a commendable work looking after local matters. That is right, the weekly paper can be made a power locally.

Mr. W. C. Hill has much improved in health and is hoping to gain strength now. He desires to express his thanks to the good people who thought of him when sick and helped him, in which we gladly concur.

Goody bye to the Deutchman monstrosity on the Owen Church. Mr. J. R. Johnson, at the expense of private parties, is remodeling and making a neat abode for the bell, to conform to an appropriate design.

When all the improvements are made all at the expense of outsiders, the church building and surroundings at least will testify the march of progress.

Resolutions.

At a meeting of Post 53 G. A. R. held Sept. 25th 1895, a committee consisting of Commander Harris, S. V. Commander Coppinger and Comrade Hill were chosen to prepare and publish suitable resolutions on the death of Comrade Robert N. White a charter member of this Post

The said committee respectfully present the following.

WHEREAS, the Great Commander of the Universe in his mercy has removed our Comrade and friend from a sphere of usefulness

BE IT RESOLVED, that the members of this Post tender to the family of our late Comrade their sincere sympathy and consideration.

ANDREW HARRIS,
AUSTIN COPPINGER, } Com.
THOMAS H. HILL, }