

THE NEWS OF NORFOLK ON PAGES TWO, THREE, AND FIVE.

WANTED.

WANTED.

Position as Band Saw Filer by an experienced man. Best references. Address Lock Box 253, Elizabeth City, N. C. jell-31

ROOM WANTED.—WITH OR WITHOUT board, convenient to this office. Address, giving terms, DACTYL, care Virginian-Pilot. jell-31

WANTED.—BY A BOY 14 YEARS of age, who has had experience, position as collector or in office; references furnished. Address E. S., care Virginian-Pilot. jell-31

WANTED.—AN EDISON MIMOGRAPH, state condition and price. Address "C," Box 13, City. jell-31

WANTED.—TO BUY A BARGE 100 TO 125 feet long, 34 to 36 feet beam and double drum hoisting engine, second hand. Apply to D. W. RAFFER & CO., Edenton, N. C. jell-31

HELP WANTED—MALE.

MAN OR LADY TO TRAVEL AND appoint agents. Established firm. For month and all expenses to start. MFLR, Box 338, Philadelphia, Pa. jell-31

WANTED.—WHEELRIGHT, STEADY job, and one Carriage Painter. No. 553 Chapel street. jell-31

WANTED.—SAWYER FOR CIRCULAR saw-mill; must be a good feller and a competent man. OAK GROVE LUMBER CO., Roanoke Rapids, N. C. jell-31

A LIVE TEA AND COFFEE IMPORTING house wants travelling salesmen with established firms in this line to fill vacancies in this territory. Address AMERICA MILLS, 74, 76 Murray street, New York City. jell-31

ONE TO PATENT GOOD IDEAS may be secured by our aid. THE PATENT RECORD, Baltimore, Md. my31-1m

HELP WANTED—FEMALE.

WANTED.—AN EXPERIENCED seamstress to work on button holes and white work; none but those who can do first-class work need apply. Call at once to 66 Cumberland. jell-31

WANTED.—ONCE.—LADIES TO work in store and make themselves generally useful. Apply at L. RICHARDSON'S PAIR, 27 and 29 Commercial Place. jell-31

WANTED.—GIRLS TO LEARN Silk weaving, paid while learning. Apply at factory. THE NORFOLK SILK COMPANY, Lambert's Point, Va. jell-31

LADY OF REFINEMENT DESIRES a position as housekeeper in a hotel. Address M. L. D., No. 516 Avon street, Wilmington, N. C. jell-31

WANTED.—A NURSE; ONE TO stay at night; none but experienced need apply; also a cook, washer and ironer wanted. Apply to 138 South Kelly avenue, Brambleton Ward. jell-31

AGENTS WANTED.

WANTED.—SEVERAL EXPERIENCED Salesmen to work the quick and best selling article ever put on the market. Big money in it for the right men. Apply No. 610 Citizens' Bank Bldg. jell-31

BOARDERS.

A PRIVATE FAMILY WISHES SEVERAL boarders; good accommodations. Apply to 556 Freemason street. jell-31

PLEASANT FURNISHED ROOMS, with or without board, at 21 Church street, opposite St. Paul's Church. mh1-1f

THE HOME—EVERYTHING NEW and clean, table board \$3.00; board and room \$4.00 per week. 421 and 423 Church street. jell-31

FOR SALE.

FOR SALE.—A GOOD CIGAR STORE, either Shoe Dressing Parlor, on Main street. Cheap rent and good business. Apply to Mr. J. MINUTOLO, care Purvis Fruit Co., 315 Main street, Norfolk, Va. jell-31

FOR SALE.—\$150.00 CASH.—BEAUTIFUL French Walnut Upright Piano; all latest improvements; guaranteed to stand any of our thunder storms. Not Damaged by Rain; has been used less than 60 days. A big bargain. PIANO PARLORS, corner Granby and Charlotte. jell-31

FOR RENT.

NICE LARGE AIRY ROOMS FOR Rent.—Nicely furnished, all modern conveniences with or without board. Apply 15 Queen street. jell-31

FOR RENT.—FURNISHED HOUSE on Colonial avenue, for July, August and September. Address "COLONIAL," this office. my31-1f

SPECIAL NOTICES.

MRS. FOREMAN, AN EXPERIENCED nurse for sick persons or invalids, can be found at 23 Maple avenue, Brambleton. jell-31

BROADFORD'S DETECTIVE AGENCY, 13 Randolph street, rear of Atlantic Hotel. New phone 82. Open day and night. Thoroughly reliable, experienced and confidential. jell-31

Arnold Eberhard, Architect. Preliminary sketches, including cost, furnished free, subject to approval. my24-1m

WANTED, YOUR ATTENTION.—USE PERFECTION GASOLINE STOVE TOPS. SAVES ONE-THIRD FUEL. Keeps food warm and will not burn. A long-felt need supplied. R. H. LILLISTON, Agent, 204 Church street. my16-1m

ADIES! Chichester's English Pennyroyal Pills (Advised by the Medical Profession). For all the ills of women. Sold by all druggists. Chichester Chemical Co., Philadelphia, Pa.

WE CAN GET MORE MONEY FOR your goods than any other auctioneer in town. Consignments respectfully solicited. Quick returns guaranteed. Highest city reference furnished. D. NOTES & CO., 35 Commercial Place. my16-1m

NORFOLK DYEING, CLEANING and Repairing Co.—Ladies' Suits cleaned, Gent's Suits dyed, \$2.00. Cleaned and pressed, 75c. Pants pressed 30c. Carpets a specialty. 441 Main. New Phone 201.

IN MAKING ROOM FOR YOUR spring furniture don't forget that you can dispose of your household effects to good advantage. Fair dealings only. Drop a postal to D. NOTES & CO., 35 Commercial Place, and have him call. Splendid opportunity for storing your furniture during summer. my16-1m

LADIES NEEDING TREATMENT for irregularities, Leucorrhoea or any other Ovarian Troubles, consult DR. JACKSON, 112 W. Mulberry street, Baltimore, Md. Private sanitarium; trained nurses.

MONEY TO LOAN IN ANY amounts; no delay; easiest terms. LEO JUDSON, Academy of Music Building. mar1-1f

\$25,000 TO LEND ON THE Building and Loan plan. W. H. SARGENT, Jr., Room 24, Lowndes' Bldg. jell-31

SPECIAL NOTICES.

MONEY READY.—NO WAITING. QUICK LOANS ON HOUSEHOLD FURNITURE, WHILE IN USE. Mortgages and other securities; liberal advances on salaries, rents, annuities, estates and permanent incomes. Interviews strictly private, and all transactions rigidly confidential. NORFOLK MORTGAGE AND LOAN CO., W. H. Hoffmeyer, new No. 338 Main street, Morris Office Building, suite 5 and 6.

Stocks and Bonds. MOTTU, de WITT & CO., 31 Granby st. Stocks and bonds. Southern Investments. Correspondence solicited.

RICHMOND WINS.

THE VIRGINIA METHODIST ORPHANAGE LOCATED THERE.

The Orphanage Committee of the Virginia Conference, M. E. Church, South, held a meeting at Danville Monday night and decided to locate the new Methodist Orphanage in Richmond. It would seem that Lynchburg was the only real competitor of the Capitol City. There were present at the meeting the following members of the committee:

Rev. A. Coke Smith, D. D., of Lynchburg, chairman; Rev. E. H. Rawlings, of Richmond; W. H. Vincent, of Southampton county; G. G. Moseley and P. T. Barrow, of Danville.

A telegram was received from Rev. W. J. Young, of Norfolk, expressing regret that he was unable to be present. The exact site in the capital city is to be selected by the following subcommittee: Rev. E. H. Rawlings, Rev. W. J. Young, D. D., and Mr. W. H. Vincent. The action of the committee is final, it being empowered to choose the site. As soon as the deed to the property finally decided on is transferred the work of building, it is stated, will commence.

The Rem-Sho Tabulator for easy way-billing is the best. jell-31

Rev. Peter F. Price.

One of the most interesting addresses ever made in Norfolk was that of this talented and consecrated divine at the Second Presbyterian Church Sunday. Mr. Price is connected with the Inland Mission of China, and his word painting of the dark as well as the bright side of mission work in the Celestial Kingdom was intensely interesting as well as highly instructive. He paid a beautiful tribute to the Second Church, which has sent out four ministers of the Gospel—one now in Korea, and another under appointment for the foreign field.

Mr. Price addressed the Ladies' Missionary Society of the First Presbyterian Church yesterday. He expects to return to his work in China in August.

Slowly but surely have our Oxford measures worked their way to the front. Your next suit should be one of them. Tailored in our own exclusive way. RUDOLPHI & WALLACE, 333 Main street.

St. Mary's Orphan Asylum Excursion. The annual excursion of St. Mary's Orphan Asylum will be given to Virginia Beach Wednesday, June 21st. The excursion is given by the Catholic societies of Norfolk, and the entire proceeds will be devoted to the orphans. There will be plenty of amusements for all. The tickets are: Adults, 50 cents; children, 25 cents. Every one who can, should go, spend a day of enjoyment, and help a noble work. For further information see advertisement in this issue.

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A Gap Closed.

The gap between Granby and the Chesapeake and Ohio and New York, Philadelphia and Norfolk railroads station was paved to-day and Brooke avenue completed in accordance with the original plans. The delay was occasioned by inability to procure the requisite stone for paving. The Street, Sewer and Drain Board will now lay the balance of Boush street, and the outlet into McCullough's slip. This work will probably be completed to-day.

A big line of negligee shirts with prices that will make you a purchaser. RUDOLPHI & WALLACE, 333 Main street. jell-31

Norfolk and Portsmouth Boys. Young men of this port always manage to win honors whenever they earnestly strive for them. By reference to our University of Virginia correspondence it will be seen that Messrs. N. Trigant Burrow and Edward H. Old, of Norfolk, and Wm. C. Schroeder, of Portsmouth, graduated in medicine, and Mr. H. A. Brinkley, of Portsmouth, in law. That these young men will wear their honors worthily goes without saying among people who know them.

The best ice-cream sold daily, Sunday excepted, at T. R. Turner's, corner of Brambleton and Park avenues. jell-1f

A Unique Souvenir.

The Baltimore and Ohio has issued a very unique souvenir of the line in the form of a fac-simile of the ticket Commodore Dewey used in his trip from Washington to San Francisco, on the eve of winning his great fame, and in favoring patrons of the system with copies. This officer left Washington and traveled West via the Baltimore and Ohio, and his signature, "Geo. Dewey," on the ticket is very plain. These will be treasured by all who can secure them.

Norfolk at Hampden-Sidney.

In the final celebration of the Union Literary Society of Hampden-Sidney College last night Mr. J. E. Lowery delivered the Junior Oration on "Heroes of the Nineteenth Century." He also presented the Junior Debater's medal to Mr. J. M. Kelly. The senior oration was delivered by Mr. T. P. Cross, also of Norfolk. Messrs. Lowery and Cross each have a host of friends here, who will learn of their progress in study with genuine pleasure.

GATHERING OF FREIGHT AGENTS

Twelfth Annual Convention of the National Association.

WELCOMED TO NORFOLK

Presentation of Banner Which Flies Over City Hall—Mayor Johnston's Address of Welcome and Mr. Lot Brown's Response—Mr. M. B. Crowell Entertains Convention With a Speech—Afternoon and Night Session.

The gates of Norfolk were thrown open to the transportation men yesterday. Four hundred of them, with more than half as many ladies, are here in attendance upon the twelfth annual convention of the National Association of Local Freight Agents' Associations.

Thirty-three of the large cities of the country are represented in the gathering, which is perhaps the largest ever held by the association. The members are the leading freight agents of the big roads of the country, and are all leading and public-spirited men in their respective cities. About half of them have their wives and some their daughters with them.

The convention was called to order by President Malcolm Townsend, one of the Pennsylvania freight agents in New York. The roll called showed thirty-three cities and local associations to be represented.

President Townsend made a short address, and presented the association with a banner. Upon motion of Captain James W. McCarrick, of the Clyde Line, this was accepted as the official banner of the National Association.

THEIR BANNER ON CITY HALL. At the afternoon session the Mayor, through Mr. E. T. Lamb, chairman of the Committee on Arrangements, offered to raise the banner over the City Hall during the convention. The proposition was accepted and the flag will be placed on the City Hall. It is a large white banner with a freight car, with wings, in the center, and upon it are the initials of the association.

MAYOR JOHNSTON'S WELCOME. After the opening of the convention and the brief address by President Townsend, Mayor C. Brooks Johnston welcomed the delegates and their ladies to Norfolk in the following address. Mr. Johnston's effort was particularly happy one, and he was liberally applauded. He said:

"Mr. President and Delegates of the National Association of Local Freight Agents: 'To me has been assigned the very pleasant duty of extending to you a welcome to our city. I have no oratory to display; no bouquets of pretty compliments to throw you; but as a busy man to busy men, I greet you and assure you that I am no mere form of words when I say: Norfolk gives you a most hearty welcome. 'Gentlemen, your organization—more than most others—represents our entire country. Each local agent must necessarily come in contact with, and know, to some extent, every shipper and receiver of freight from his own station, and that means the personal acquaintance of your organization with the entire business world of our country. Great, indeed, does this fact make the influence your organization might exert, if unitedly, centered in any one direction. Norfolk's manufacturing interests are rapidly developing and already are of no small proportions. Yet the fact remains that we are eminently a commercial city. 'Thirty to forty steamers enter and leave our city daily, receiving from and delivering vast quantities of freight to the nine railroads operating twelve thousand miles of road, covering almost the entire South and West, which make our harbor their deep water terminus. This gives to that port a peculiar fascination; and you, gentlemen, having so close a connection with this important interest of ours, are very near to us. 'During your stay within our city may hunger and thirst be unknown; may the soothing influence of our balmy air, tempered at it is with old ocean's magic touch, give renewed strength and vigor to body and mind. May your daily program be so arranged that you may be able to see what great things kind nature has done for us; may the phenomenal growth of our city, doubling its population within the last decade, with the vim and energy of our business men added thereto, make such deep and lasting impressions on your minds that hereafter, in all your thoughts and calculations of the commercial interests of our country, Norfolk shall loom up as a very important factor. 'I will now turn you over to the tender mercies of the entertainment committee, assured that they will do full justice to Norfolk's reputation for hospitality and emphasize my words, Welcome to Norfolk. 'After the applause had subsided, Mr. Lot Brown, the agent at Chicago of the Chicago, Burlington and Quincy railroad, was introduced by the president to respond to Mayor Johnston's welcome on behalf of the association.

MR. BROWN'S RESPONSE. Mr. Brown, in responding to the Mayor's address of welcome, said:

"From the tone of editorials in the daily papers it is both hazardous and unpopular for anyone to make a speech, especially if the speaker says anything. Therefore, I conclude that our president has acted wisely in selecting me to respond, in the name of the National Association of Local Freight Agents' Associations, and in his behalf, to the cordial welcome of the Mayor of Norfolk. 'The National Association of Local Freight Agents' Associations, organized in St. Louis in 1888, has met each successive year in the leading cities of the United States, and in order to maintain our reputation in this respect Norfolk, Va., was selected as our meeting place this year. 'The local agents assembled repre-

sent the principal railroads of the principal cities of this country, and you have, by your warm welcome, made us feel that the local agent is the biggest person in Norfolk to-day, with one exception, and that exception is his wife. 'Local agents are here to-day from all over the United States. They hail from the East, the West, the North and the South. They know no dividing line, they recognize no Mason and Dixon line. While at this meeting they will doubtless forget they have to answer to any fast freight line. They are present to mingle with the people of Norfolk, to get acquainted with each other, to interchange opinions, to learn the practice of others in handling business, that they may improve the work that they are held responsible for at home. They are here also for recreation, and to temporarily get away from the requirements of a uniform bill of lading. 'Some one has aptly said, 'The real measure of the public service of railroads is in the freight business.' The duties of the local freight agent make him the conservator of the railroad company. He stands on the line dividing the alleged 'soulless corporation'—representing organized capital—from the Populistic public, who want the greatest service for the least money, serving both with fairness, honor and loyalty. 'The local freight agent guards the interests of the railroad company best by treating the public fairly. The prejudice against corporate capital can be entirely wiped out if representatives of corporations are honest and equitable in their dealings with the public. The wisely managed corporations do not destroy their business by crying out against their patrons. The local freight agent comes in direct contact with the public. It is his duty to educate the public. He unites the interests of the railroad company with that of the patron, and I am pleased to say that the public are rapidly recognizing that the interests of the railroad companies and those of the public are dependent upon each other, and what is for the best interests of the railroad company is, as a rule, for the best interest of the public. 'To the local freight agent, whose duties require him to tramp over team tracks, freight yards and outside terminals, the picturesque and historical points of interest in this immediate vicinity cannot but be restful, pleasant and delightful. The mention of such honored names as Old Point Comfort, Hampton Roads and Newport News revive memories of the ever-to-be-remembered past, and calls vividly to mind that a little more than one year ago brave soldier boys from the North and the South marched forth, shoulder to shoulder, wearing not either the Blue or the Gray, but the one uniform, under the Stars and the Stripes of a united people, to establish a sovereign government, on a foreign shore, under the dictates of humanity. 'From the true welcome that we have received I am confident that Southern hospitality prevails the same to-day as in years gone by, and that the lines, 'Through this wide opening gate, None come too early, none return too late,' will apply to Norfolk and her honored citizens in the entertainment of this stranger within her gates.' (Applause.)

MR. CROWELL'S SPEECH.

By the order of the program an address by Mr. M. B. Crowell, the Norfolk agent of the Old Dominion line, came next, and they were entertained by that gentleman for about twenty minutes. Mr. Crowell spoke in a general way on transportation, and he handled his subject in a clear, witty and breezy style, being often interrupted by applause. He said:

"Mr. President and Gentlemen: 'I am sorry that I am president of the Norfolk Transportation Association; sorry on my own account, but more so on your account. I am booked for an address to-day, and I am not a speech-maker—never made a speech in my life, and I feel sure that I cannot interest you. But I am not a nullifier. 'You see it happened in this way: Last winter, when the time arrived for electing officers, some of the members, having in mind the holding of this convention in Norfolk, concluded to work off the first office upon an innocent, and I being of that description was nominated without opposition for president. Now, gentlemen, I was born in Ohio, and everyone knows that every male child born in that State is taught to expect and believe that some day he will be president of something, consequently I made only such feeble objection as native modesty suggested, and here I am. 'However, my good friends, I am more than pleased on behalf of the local association, to add our most cordial greetings to the hearty welcome of Mayor Johnston. Norfolk is essentially a transportation center, and a most fitting place in which to hold a convention of this kind. We are proud, I assure you, that our city has been selected for this meeting. We know it is your habit to select only large cities for your meetings, but it is our purpose to take such good care of you here, and to show you so many attractions—new and interesting to many of you—that you will never forget your visit to Norfolk; and, perhaps, you will come again. 'TRANSPORTATION MADE NORFOLK. 'Transportation has made Norfolk what she is to-day. Transportation has done a great deal for Norfolk, and Norfolk has done a great deal for transportation, both rail and water. Her citizens are always liberal in granting rights and franchises and property for transportation purposes, and are always alive to the needs of transportation and navigation. Through the efforts of her citizens the Government has expended large appropriations to widen and deepen the channel and to keep it adequate to the most modern requirements. 'Nature has done her part to make Norfolk a splendid harbor; the Government is going to light the channel with gas buoys, for easier navigation at night; and the city will also take a hand. She is going to put on a good steam tug for the use of the harbor masters to enable them to keep the channel clear of anchored vessels and thereby prevent any congestion of traffic. This tug will be equipped with a large steam pump for fire fighting purposes. With all these things accomplished, what more can be asked. 'With Hampton Roads for a harbor; with the great ports of Norfolk and Newport News—which are practically coal; with the far-famed Pocahontas coal; and the celebrated New River coal; with a railroad and steamship lines connecting the North and East with trunk lines of railroads covering the South, Southeast, the West and the great Northwest; with foreign steamship

lines to many of the principal ports of the world, we have what is bound to become the greatest seaport in America. And the Cape of Virginia will some day be the golden gate of the Atlantic, even in a much more significant degree than the entrance to San Francisco Bay is the golden gate of the Pacific. And transportation, gentlemen, will do it all. 'WONDERFUL MATERIAL GROWTH. 'Norfolk, Newport News, and all the territory about the harbor of Hampton Roads, are advancing and growing at a most wonderful rate, certainly equal to any other particular section of the United States, and excelling most other sections. There is no reason why a young man of this section should go West or anywhere else to acquire riches. The possibilities are far too great to leave them to industry, economy and patience as just as sure to win here as in the diamond mines of South Africa, or the gold fields of the Klondike. 'Gentlemen, we may be justly proud of our calling. Transportation is the leading business of the world in point of capital invested and in point of earnings. And in the ranks of this vocation will be found the best business talent in all countries. Not that we take unto ourselves that proud distinction, but we are of 'the men behind the guns,' of the men that make the wheels go round, and there are possibilities before every one of us. No better illustration of those possibilities can be found than in the career of the late president of the Pennsylvania railroad, Mr. Frank Thompson. 'RAILROAD PROPERTIES. 'The latest estimates put the value of railroad properties in the United States at nearly twelve thousand millions of dollars, and the annual earning power of these properties at twelve hundred millions of dollars. These figures are almost incomprehensible. The earnings of the railroads for one year are nearly two hundred millions more than the total value of the grain crop of the United States for the same period. And yet the railroad earnings are not excessive in relation to the capital invested. The growth of business along the lines, and competition, have had the effect of making the average of freight rates 60 per cent. lower to-day than it was twenty-five years ago. The railroads of this country give employment to nearly one million persons, which is infinitely more than are engaged in any other one pursuit except that of farming. 'When by vim and vigorous enterprise the first railroad was built in the face of many obstacles across the continent to the Pacific, there were many skeptics who were sure it would not pay, and many others followed. And a country which had been a desert and a forest began to blossom like a rose, and the great West became the grain growing garden of the world. Along those great arteries of trade farming thrived, large cities with numberless factories grew up, and small towns and villages became numerous. And yet to-day those roads were to cease to operate the country would soon lapse into its former condition, and the large cities would soon be deserted. 'TRANSPORTATION AS AN EDUCATOR. 'Transportation has done more to educate and enlighten the world than any other one agency, and I think I may be safe in saying more than all other agencies combined. 'Transportation will make it possible to carry the gospel into the farthestmost parts of the earth. 'Transportation is making the United States the richest country and greatest on the face of the earth. 'Gentlemen, while much has been done for railroads by our cities, by our States and by our Government, very little has been done, except in the way of harbor improvements, for our merchant marine. The recent war with Spain certainly demonstrated very conclusively that the navy of the United States is the bulwark of our strength as a nation. And I think I make no mistake when I say also that the merchant marine is the bulwark and strength of the commercial interests of our country. 'The merchant marine of the United States has a history which is varied and full of interest. In the early days of our independence, and when we were settled down and under our own Constitution, one of the first matters of consideration by our law makers was the question of commerce. By a system of discriminating duties and tonnage tax imposed upon foreign bottoms, the American merchant marine grew to such proportions as to astound the world. And at the beginning of the present century we were carrying in American ships about 90 per cent. of our foreign trade. For more than a quarter of a century we continued to hold supreme control; and in fact there was no successful competitor until the advent of steam vessels gave an entering wedge to our principal rival, and the decline became more marked with the introduction of iron and steel hulls. Then it was that Great Britain had the advantage, because she could build of iron much more cheaply than we could. Nor was she content with that advantage, but she began to subsidize her vessels in the foreign trade, with the hope of regaining lost ground. And her efforts were successful in a sufficient measure to cause our Government in 1845 to grant the first subsidy to an American line. This struggle for mastery continued until the beginning of the civil war, at which time we were carrying in American vessels only about 65 per cent. of American commerce, but privateers then drove nearly all American vessels off the seas; and we have not since regained our lost position. 'We have been too busy since that time with internal improvements; too busy building railroads; too busy giving our manufacturing industries to give the question of vessel carrying trade proper attention. And wages have been too good on shore to make the sea inviting. 'The policy of our Government that 'no ship shall receive an American register unless it is built in the United States,' and that 'no foreign built ship shall in any manner engage in our coastwise trade,' has given to us a lake and coastwise trade which is far ahead of that of any other nation in the world. And has enabled us to establish a considerable number of splendid shipyards. To that extent it is good, and to that extent we are satisfied and proud of the results. 'But how about the foreign commerce? 'Shall we never handle that? 'With railroads building through Africa, and through Asia, and through territory acquired by our own country we must be prepared to enter into these fresh fields for the sale of our goods. We should do the bulk of our carrying trade between this and all countries, and some plan must be devised to overcome the obstacles which exist to-day. 'The time has passed for discriminating duties and tonnage taxes; that would break down every commercial treaty we have and only cause retaliation. An export bounty will not do;

that is an old experiment, long since cast off as worthless. We cannot admit foreign-built ships under American register; that would destroy every ship-yard in America, and we cannot spare them. We need them to help our navy in case of war—be it ever so peaceful. We need them for the men they employ. We need them for the growth of Norfolk and Newport News. 'France pays out annually for the promotion of national navigation, in subsidies, etc., nearly seven millions of dollars; Great Britain pays five and

(Continued on Fifth Page.)

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