...NEW!

...1913 GIVEN A GLORIOUS WELCOME.

...IVAL A GREAT SUCCESS

...s Were Tooted, and Every ...oise-making Apparatus Known ...ed to Turn Polite People Into Savages — When the Old Year Breathed Its Last the Din Was Terrific Enough to Make the New-Born Infant Deaf.

Baltimoreans gave Baby 1913 a glorious welcome last midnight!

Daddy Time, that ancient gentleman, put on a new suit of clothes, and, while he changed his garb, there was a blare of cheap trumpets, a wail of instruments of agony, a tooting of horns, and in the hotels and clubs the long roll of released champagne corks.

More serious-minded folk observed the passing of 1912 by singing anthems, carols and patriotic songs. Many who attended the birth of 1912, one year ago, again joined in the making of quickly forgotten resolutions.

Among the thousands of madcap men, women and children who pushed, jostled and paraded up and down Baltimore street last night, anxious to take advantage of the privileges afforded by the usually stern and forbidding police, were many damsels. How they looked into the eyes of the men! They realized that leap year was disappearing, and the thought that they would have to wait four more years for another chance to pop the question, seemed to distress them.

From early morning these words had been ringing in all their ears:

Of leap year but a single day is left:
Get busy, all ye spinsters still bereft
Of married bliss and nuptial circumstance,
For New Year's whistles soon will blast your chance.

Carnival Spirit Rampant.

They tried, poor girls. Mr. Masculine Gender, feeling a pity for them deep down in his heart, responded in some cases, but many of them shied at the thought of becoming a benedict and refused. So the maidens will have to continue reading Advice to the Lovelorn and wait until Cupid gives them another chance in 1916. Then they will, in all probability, make a rush once again for the assortment of bridegrooms.

The carnival last night was a great success. The weather was mild and, although the stars hid behind misty clouds, umbrellas and raincoats were not brought downtown. The policemen were instructed by Marshal Farnan to keep one eye closed, figuratively speaking, and the bluecoats complied. Several times the Marshal's "braves" really closed both eyes, for wasn't it the night of all nights?

There was no wearing of masks or throwing of confetti and the open carrying or firing of pistols was prohibited. But the horns and whistles were there in plenty, so much so that many a staid old lady or man who wandered downtown will imagine their ear-drums shattered for some days to come.

In the outlying sections of the city there was an intermittent firing of revolvers. At 12 o'clock when the big clock in the City Hall dome announced the witching hour bedlam broke loose. The little boys and girls whose parents had forewarned them of wonderful things if they remained up in bed at 12 o'clock, were surely repaid for the loss of sleep. They enjoyed the screeching of the factory whistles, the striking of the church bells, the melodious clanging of the chimes and the tooting of the vessels in the harbor.

Shooting at the Moon.

There was the man who quietly took his revolver from its rusty place in the old bureau drawer, announced to his wife that he was going to celebrate the infant year, walked to his back gate and there fired his revolver at the "man in the moon." You could find him in every city block and every time the shots cracked forth the juveniles buried their heads deeper in their pillows.

Most persons appeared to be happy at the thought of the coming new year. There were some, of course, who could not

"Ring out the grief that saps the mind,
For those that here we see no more;
Ring out the feud of rich and poor
Ring in redress to all mankind.

Generally speaking, however, the good folk of this old town seemed to enjoy the death watch of the old and the birth watch of the new year.

"And a Happy New Year to you,"—it went, back and forth, from husband to wife, from relative to relative, from friend to friend and even strangers, catching the joyous spirit of the occasion, exchanged salutations. This was noticeable not only in the hotels and churches, but on the streets as well.

Children Had Good Time.

The children enjoyed last night's merrymaking to the full. Carrying rattles and horns, they blew discordant notes in the ears and faces of grownups. Two little fellows, in their excitement, chanced to meet their fathers at the corner of Baltimore and North streets. Out went two brawny arms, up went the forms of two boys and down went the palms of the elders on a certain territory owned by their youngsters. Shamefacedly they were led to their homes.

A rare sight that brought smiles even to the countenances of veteran policemen was the marching, if it could be called such, of an aggregation of a band of white and colored boys. They carried a banner on which was labeled "Sousa's Band." Every noisemaking device invented to blast hearing and transform polite men into savages were used by the youngsters. With their coats turned inside out, they rambled up and down Baltimore street, attracting much attention. The pendulum on the clocks moved slowly, and it seemed as if Father Time was enjoying the sight.

The Funniest Man in Town.

The funniest man in town was the fellow who drained his goblet of wine on the stroke of 12 and who turned to his friends and said: "Now, here goes with Demon Rum. I'm through forever." The wisacres winked. Years ago they had winked.

The young married man, however, inspired confidence in his newly wedded spouse by saying: "Mary, this is my last cigar." Of course his wife was young in years, and at midnight next year she will have learned. Then she will wink, too!

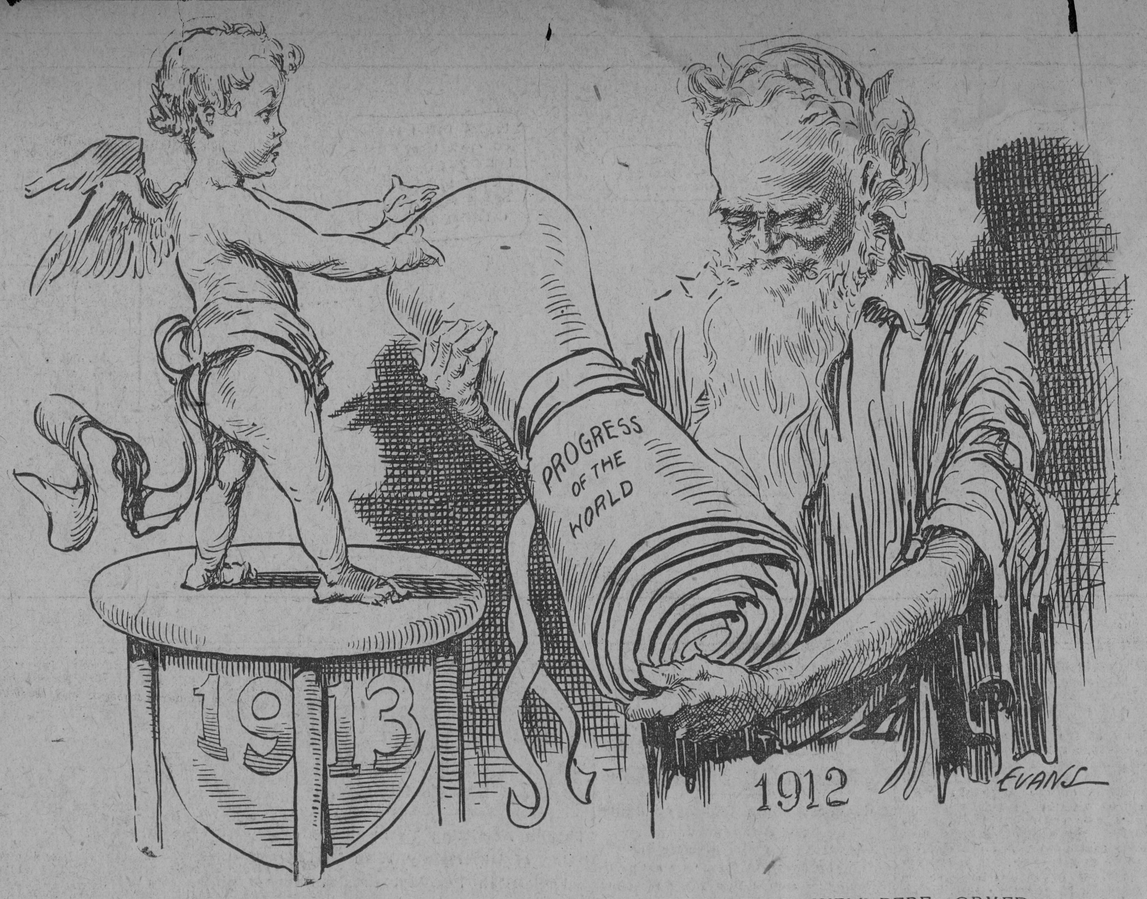
As his end drew near, the Old Year wept, casting a slight drizzle on the heads of the merrymakers. It was evident that he was well satisfied with this old world and appeared to be loath to leave it. He had a good time, despite the many casualties, misfortunes and ills that befell him. Four hours before midnight the skies appeared gloomy, but Old Man 1912 determinedly kept back his tears until a little before midnight. Then he could stand it no longer. His pent-up emotions burst forth and his sorrow dampened the joy of thousands.

Truly, a lesson for optimists!

Reception Given by Salesmen.

The sixth annual New Year's dance and reception, given by the salesmen of Rice Brothers Co., was held last night at the baking plant of Rice Bros., 308 North Gay street. The salesmen of the firm had invited their friends, and there were about 250 present at the reception. Messrs. Louis C., Henry and Duane Rice, members of the firm, were present at the reception to wish their employes a happy New Year. An elaborate supper was served.

BREAKING THE SENIORITY RULE



ONCE AGAIN OLD AGE GIVES UP TO YOUTH, BUT WITH A DUTY WELL PERF ORMED.

APPLAUSE GREETS MISS 1913

Unique Feature of Clover Club's Celebration.

Nowhere was New Year's Eve celebrated with more gaiety and vim than at the Clover Club, Madison and North avenues. The evening's fun commenced with an excellent vaudeville program, which was followed by the singing and instrumental numbers. The rooms of the club were decorated in Japanese style, with huge lanterns suspended from brilliant vari-colored parasols. The speakers of the evening were Martin J. Kohn, president of the club; Hano Bernei and Isador Goldstrom.

Plates were laid for 160 persons in the club dining-room. The feature of the evening was the appearance of Miss Nineteen Thirteen punctually on the stroke of midnight. The big hall was crowded with the members of the club and their guests, who sat facing the stage on which were eight large globes. As the clock registered the witching hour of midnight a beautiful little girl dressed to represent the new year stepped out of one of the globes and bowed to the audience. She was received with a salvo of applause.

The entertainment committee consisted of Martin J. Kohn, Harry Reineburg, Benjamin Gump, Sylvian Spandauer, Herbert Wyle and Max M. Behrend.

Supper and Dance at Country Club.

New Year's Eve was gaily celebrated at the Maryland Country Club on Park Heights avenue. More than 200 persons enjoyed a collation, which was served from 11 o'clock until midnight. Then there was a celebration to properly usher in the New Year and dancing followed. The club was decorated for the occasion.

IN GOOD TIME

Three Department Heads Present Annual Reports.

For the first time in the history of the city government three department heads submitted their annual reports on the last day of the year. Formerly annual reports of work were rarely presented to the Mayor until four or five months after the commencement of the New Year. The progressive actions of the three department chiefs was the result of the recent order of the city executive that he wanted the annual reports sent to him as soon as possible.

Street Cleaning Commissioner Larkins, who has made an enviable reputation for being on the job at all hours of the day and night, captured the honors by handing in his annual report shortly after noon yesterday. He walked over to the City Hall from the annex with his report in his hand. Entering the Mayor's private office, he laid the report on his desk. Then came congratulations.

Several hours later Building Inspector Stubbs handed in his annual report. He also took the Mayor by surprise, and afterward, when Collector of Water Rents and Licenses Loden presented his annual report for 1912, the Mayor announced that he was extremely gratified at the actions of the trio. He said he would send each of them a letter of congratulation.

"That's what I call being on the job," said the Mayor, speaking of the unusually early reports.

Collector Loden surprised the Mayor when he informed him that his collections reached $7,299.71 more than the sum estimated by the Board of Estimates. The collector's report showed that he turned over to the city treasury the sum of $1,444,704.71, while he was expected to collect $1,435,441.

Mayor Preston told Collector Loden that he had made a faithful public official and that the sum of his collections plainly showed that he had spent all of his time looking after the affairs of his office. There was a gain of $341,617.31 in the collection of water rents, while there was a falling off in the number of dog licenses.

DR. REMSEN UNDER KNIFE

Operation on Hopkins President Was Successful.

That the operation performed upon Dr. Ira Remsen, president of the Johns Hopkins Hospital, yesterday afternoon, was remarkably successful, was announced by the authorities of the institution last night.

The operation was not sufficiently serious to cause any anxiety among the friends and acquaintances of Dr. Remsen. According to his physician, unless something unexpected develops, the patient will leave the hospital in about 12 days. Just after the operation, at which Dr. Charles Remsen, son of Dr. Remsen, was present, Mrs. Remsen and other members of the family waited in the room in Ward C until the patient was revived. After the worst of the nausea had been alleviated, he spoke for awhile, and then the visitors were advised not to overtax the patient, as he had lost much blood. At 5 o'clock Dr. Remsen sank into a peaceful sleep, which lasted several hours. Dr. Charles Remsen, who was at one time resident surgeon of the Johns Hopkins Hospital, witnessed the operation.

JOKE IS NOW ON PRISON BREAKERS

THREE LADS WHO GOT OUT OF LOCKUP CAUGHT.

HAD "HOPPED" WRONG TRAIN

Youths Who Left Flippant Note for Magistrate After Easily Escaping From Mount Winans Police Station Are Picked Up by Railroad Detectives at B. & O. Stations Near the Scene of Their Little Comedy.

The three 17-year-old boys who early yesterday morning escaped from the Mount Winans jail were captured shortly after dark last night and are now locked up in the station from which they took French leave, two awaiting a trip to St. Mary's Industrial School this morning, where they have been committed by Justice Charles J. Hull, and the other the arrival of his father from Philadelphia, who is to take him home.

It was because an acting turnkey in the station thought more of his soft, warm bed than of the prisoners under his care that the escape was effected. Before they left, however, they wrote a sarcastic and flippant note to the magistrate. As a result of the escape and the numerous other ones in the past few years an investigation is being conducted by Marshal Mahle, of the Baltimore county force, and Governor Goldsborough. The names the boy gave are:

GEORGE LIPPS, son of Henry Lipps, 1919 Berks street, Philadelphia.

RICHARD BLAKE, JR., son of Robert Blake, Sr., 2016 Lambert street, Philadelphia.

STAUNTON GREENWALD, son of Patrolman Jacob Greenwald, of the Thirty-ninth Precinct Station, Philadelphia, who lives at 2035 North Woodstock street, that city.

They were arrested while riding on a Baltimore and Ohio Railroad train between West Baltimore and Lakeland.

According to Detectives Steiner and McCarren, who arrested Blake and Lipps at West Baltimore Station, Blake drew a revolver and fired at them several times. They were overpowered, however, and taken to Mount Winans. Greenwald was arrested by Constable Muhl near Lakeland. Because he took no part in the jail delivery, according to his companions, he will be allowed to return to his home.

The boys at the station said that after their escape they boarded a passing freight train, which they thought was bound for Philadelphia. However, they later learned their mistake and found themselves at New Brunswick. They left the train there and boarded another one bound for Baltimore. As they neared the city they were arrested.

Tell of Easy Escape.

To Justice Hull they told the following story of their escape:

"While locked up we decided to make our escape and tried to figure out a way to do so. After a general council we found that we had an old pocketknife which had been overlooked and a revolver which the turnkey failed to find. We then set about trying to file the lock, but soon learned that that was impossible. It was then that the revolver occurred to us, and we used that as a lever with which to pry off the lock. After working for several hours we were successful and were rewarded with the clasp giving way. Then it was easy. A shaking of the grating on the window soon loosened the screws, which we pulled out with out hands, and then, raising the window, we stepped out. A train happened along and we boarded it, thinking it was bound for Philadelphia. We soon learned our mistake, and now we are here."

It was Blake and Lipps who exonorated Greenwald of all connection with the jail delivery, and accordingly he was not punished. The boys, who were first arrested Saturday night by Detective Charles Brown, of the Baltimore & Ohio force, for riding on a train, found escape from the Mount Winans Jail very easy.

This Is What They Wrote.

That the lockup was a joke to them was evident from this note, found written on a paper bag:

Dear Squire: When you put decent locks on your cells, then you will be able to keep burglars in. If you think we live in Philadelphia you have got another guess coming your way. If all the jails in the country were like this they could never keep us in. We are known as the youngest picklocks a-going.

THE THREE TWINS.

P. S.—We are sorry to leave you, but we didn't get enough to eat. Good-by.

P. P. S.—If you only knew who we are!

They were being held at the station awaiting the arrival of their parents from Philadelphia.

Patrolman March, of the Mount Winans force, who has been ill for some time, got Winifred Watermeyer, a citizen, to take his place as turnkey. Watermeyer went to bed around midnight. Shortly after 2 o'clock yesterday morning Patrolman Beelefeld passed the station and noticed one of the two windows in the cellroom open.

He went upstairs and awakened Watermeyer to tell him of his discovery. Watermeyer, according to the police at the station, refused to get up and investigate, saying that he had opened the window himself. When he came downstairs at 6 o'clock he discovered the cell door standing wide open and the heavy iron bar grating of the windows lying on the floor. The window was wide open. In a bucket outside of the stationhouse was found a badly twisted flat key. There were marks on the bars of the door and the lock bar which had evidently been made with a file.

Patrolman Greenwald arrived in the city shortly before noon yesterday. He said his boy disappeared from home Christmas night.

$15,000 IN TICKETS STOLEN

William Chenoweth, Ex-Railroad Clerk, in the Toils.

Locked in a cell in the Central Police Station awaiting a hearing this morning before Justice Supplee, William W. Chenoweth, 32 years, old, who gave his address as 2209 East Preston street, is charged with the larceny of $577.60 in railroad tickets, mileage books, stamps, etc., from the Western Maryland Railroad in 1906. Chenoweth, who is a former ticket supply clerk, was arrested shortly before 7 o'clock last night by Headquarters Detective Davis and Capt. Lem Mead, of the Western Maryland detective force, just as he was returning to his home for supper.

According to Warren B. Cross, chief of the Western Maryland operatives, auditors are now hard at work on the company's books trying to figure out how much in tickets, etc., is missing. Chief Cross says before the auditors are through it is expected that a shortage of between $10,000 and $15,000 will be found. The specific charge entered on the docket against Chenoweth is:

Larceny of 7,100 packages of stamps, $355; 219 packages of stamps in book form, $219, and one extra dater, $5.

According to Chief Cross, his men have recovered nearly $15,000 worth of property from an auctioneer. According to the police, Chenoweth, after taking the tickets and stamps, stored them with P. Morton & Sons, 327 North Howard street. Several days ago they were put on the block to be auctioned off by E. T. Newell & Co., because of unpaid storage. One of the boxes accidentally fell, breaking open, revealing its contents. As the tickets fell out, one of the clerks of the auctioneer read the name of the railroad on them and General Passenger Agent F. N. Howell was notified. Chief Cross began an investigation with Captain Mead and it was learned that Chenoweth had stored much stuff there. It was all in his name.

The slips are known as duplicate ticket orders, and, it is alleged, were taken while Chenoweth was employed as chief clerk to the ticket supply clerk of the Western Maryland Railway.

APPOINTMENTS ANNOUNCED

Lord Baltimore Makes Lucky Democrats Happy.

Lord Baltimore gave away some New Year's gifts yesterday in the form of appointments. The lucky Democrats who will henceforth become city employes are as follows:

Dr. John S. Fulton, Jr., and Robert H. Wempe, dairy farm inspectors, at a salary of $1,080 a year.

Francis E. Ebberts, plumbing inspector, at a salary of $900 a year.

New clerks for the city collector's department: Philip L. Lydecker, 2521 West Pratt street; Howard C. Anderson, 2126 North Fulton avenue; Thomas W. Brown, 918 Columbia avenue.

These men will receive a salary of $1,300 a year. City Collector Hook also announced that W. F. Stricker has been promoted from ledger clerk to assistant bookkeeper.

The appointment of Dr. Fulton and Mr. Wempe as milk inspectors was approved by the Women's Civic League, who have joined with the city officials in the pure milk fight. Dr. Fulton is the son of Dr. John S. Fulton, of the State Board of Health. He is a graduate of the Polytechnic Institute and Johns Hopkins University. Mr. Wempe has been a dairyman all his life. Dr. Carey was appointed a milk inspector several days ago.

Mayor Preston also announced yesterday that the three milk inspectors will be required to take a short course in farm dairy work at the Agricultural School in Parks, Md. He wants them to become thoroughly familiar with farm life.

Charged With Theft of Turkey.

Charged with the larceny of two porterhouse steaks, one ham, one piece of lamb and one turkey, valued in all at $8.45, Arthur Washington, colored, 20 years old, was arrested last night by Patrolman Stafford, of the Western district. Washington is a porter for Harry J. Mohr, a butcher at 624 West Lexington street, and yesterday afternoon he was sent out to deliver the above-named articles. When he had not returned at 6 o'clock the police were notified. Washington was found in his home by the patrolman. He will be given a hearing before Justice Saylor this morning.

GREAT YEAR AS PORT OF ENTRY

COLLECTOR OF CUSTOMS STONE COMPLETES REPORT.

INCREASE IN COLLECTIONS

Gross Receipts in 1912 Amounted to $4,562,876.11, as Compared With $4,265,025.49—Marine Department Shows That 27 Vessels Were Built Here in Last Year—Statistics Regarding Disasters at Sea—Other Data.

As a port of entry Baltimore enjoyed one of its most successful years in 1912. Collector of Customs William F. Stone and the various departmental heads at the Custom House yesterday completed their report of the year's business, which will be submitted to the Department of Commerce and Labor.

The gross collections in 1912 amounted to $4,562,876.11 as compared with $4,265,025.49 for 1911. This gives an increase for the year ending yesterday of $297,850.62. The gross cost of collecting in 1912 was $307,039.68, against $305,683.36. There were 204 employes in 1912 and 208 in 1911.

The collections for each month follow: January, $356,054.30; February, $452,797; March, $321,642.20; April, $419,154.36; May, $270,101.06; June, $324,757.15; July, $381,786.92; August, $450,033.95; September, $467,576.69; October, $435,249.93; November, $384,429.38; December, $299,292.43.

The marine department shows that during the year in the district of Baltimore there were 27 vessels built, as follows: Five sail, 16 steam, two barges and four yachts, with a total tonnage measurement of 30,179 tons and valued at $3,292,000.

While this shows a decrease in the number of vessels as compared with 1911, it shows an increase in tonnage of 4,708 tons, and an increase in value of the product of local shipyards of $346,150. The number of vessels now documented at this port is 1,018, and the total tonnage measurement is 241,347.

The number of marine disasters reported was 90, and the value of the property lost was $691,003, of which $433,700 was on the vessels and $257,303 on the cargoes. The reports show the loss of 19 lives.

The report further states:

The districts of Annapolis and Crisfield are now operated under the supervision of this office, and it might be interesting to learn that there are documented at Crisfield 683 vessels, and at Annapolis 204; these, together with the 1,016 vessels documented at Baltimore, make a total of 1,903 documented vessels. In addition to these there are estimated to be about 4,000 motorboats and 2,000 sailboats of under five tons and which do not require documents. They are, however, subject to the navigation laws, and there are, therefore, now operating under the charge of this district approximately 8,000 vessels, from the small oyster tonger to the large ocean liner.

As compared with the other ports of the United States in so far as the number of vessels and marine matters are concerned, and including Crisfield and Annapolis, now under our supervision, Baltimore is now second as a marine port to New York.

Of the imports on which there is no duty, 3,557,837 bunches of bananas reached this port. Figuring 100 bananas on each bunch and each banana three inches in length, if each would be placed in front of the other they would extend more than 168,362 miles—in other words, circle the world seven times and then some. The leading import on which there is no duty to come here was muriate of potash. There were 117,538,998 pounds of this, with a value of $1,684,196.

Iron ore was the principal import on which there is duty; 870,488 tons were received, valued at $2,359,765. The total value of untaxable imports was $12,426,571, and of imports on which there is duty $15,524,284.

In the comparative statement of exports it is shown that the total value of these in 1912 was $99,042,442, against $94,465,806 in 1911. Copper was the leading export. There were 214,126,723 pounds of this mineral shipped abroad and valued at $34,511,524. The value of 67,058,029 pounds of leaf tobacco exported was $6,738,491.

LOCAL MENTION.

Start the New Year

Using **Chikorn**, the preparation which **"takes off"** corns in three days. All druggists, **15c.** box.

Coal—E. Stabler, Jr., Coal Co.—Wood.
Highest Grades Coal. Lowest Market Prices and Full Weight.
Office, Cor. Eutaw and Madison Sts.
Yard, Cor. Oliver St. and Maryland Ave.

Congressman Paschal, of Texas, says: "Lorrimer's Hair Tonic grew new hair on my head after 20 years' baldness." Get a 25c. bottle.

PARCELS POST IN OPERATION

LIVELY MIDNIGHT SCRAMBLE AT THE POSTOFFICE.

BERNHEIMER'S THERE FIRST

Purchased Stamps for Seventeen Packages, Which Were Mailed to All Parts of the Country—One Is Destined for William Jennings Bryan—Stations Will Be Open Until 10 o'Clock Today.

There was a mighty scramble when at midnight the parcel post department of the postoffice was opened and 14 applicants for stamps rushed to the clerk's window. In the scramble there was one woman, but she was not victorious in the race for first place, having run fifth. Bernheimer Brothers received the first stamps for 17 packages and mailed the first 17 parcels, which were addressed to every zone in the country and contained many presents. Among these was a fragile china pitcher addressed to William Jennings Bryan in Lincoln, Neb. Others of the 17 packages are now on their way to California, the Panama Canal, Iowa, Nebraska, Idaho, Wyoming and other distant points. Each of the parcels contains the following letter:

Dear Sir—We are sending you by parcels post a package, which represents one of a number sent out by the Big Home Stores at one minute aftr 12, January 1, 1913. This is the first package to be sent to your zone by this new method of transportation.

We will consider it a great favor if you will write us, saying just what condition the package was received in and the exact minute you received it. If you live within a quarter of a mile of postoffice station, it will be necessary for you to call at the postoffice for the package. If you live on a rural free delivery route, it will be brought to your door.

Our reason for doing this is to test the efficiency of the parcels post service, and at the same time ask you to accept this little present with the compliments of the season. Again thanking you kindly for your attention to this matter, we are, very truly yours,

BERNHEIMER BROS.

To Distinguished Recipients.

Among the distinguished persons who were sent presents by the Bernheimer Brothers were the editor of the Farmer and Ranchman, Cheyenne, Wyo.; Miss Anna Fitzhugh, a writer, of Lexington, Ky., and Mrs. Charles Anderson, wife of a government enploye, Christobal, Canal Zone. Each of these packages contains either a picture or a fragile piece of chinaware, which is packed so well that it may be thrown about with the greatest violence with no danger of breakage.

Among the many things sent through the new post were articles of clothing, laundry, cigars, fruit, other edibles, sections of machinery, dolls, eggs, hats and even a fire-shovel, this last having been mailed by F. L. Hooper, of this city, to one of his friends here. Mr. Hooper was third in the race to the stamp window. Those who received stamps last night were in order:

Bernheimer Bros., 17 packages; James H. Taylor, of the firm of the Taylor Supply Company, this city, one package, containing a piece of defective machinery addressed to a firm in Brooklyn, N. Y.; L. F. Hooper, two packages to Baltimore; Stewart & Co., 40 packages to all parts of the United States, the first wagon load to the post; C. E. McFrederick, an employe in the Postoffice, one package of edibles to Blue Ridge Summit; Mrs. E. B. Handel, 807 Lennox street, first woman patron, box of jewelry to Brooklyn, N. Y.; Thomas Johns, cousin of Fire Commissioner Johns, one box of cigars to Midvale, Pa.; Southcomb Hat Company, one derby hat to Kearneysville, W. Va.; Acker, Merrill, Condit Company, two packages of eggs to Govans, Md.

After the stamps had been procured at the window at the northeast corner of the building there was a grand rush for the mailing window in the main corridor. Here again, Bernheimer Bros. were victorious.

Today the parcels post stamps will be on sale at the Stamp Division of the main Postoffice until mid-day, when they will be sold at the Registry Division. At the stations designated below, parcels will be received until 10 o'clock today, when the stations close on account of the holiday.

Yesterday, Postmaster W. Hall Harris had placards hung on the large mail boxes throughout the city, warning the public that no packages which were intended to be sent by parcels post could be deposited in the boxes, but that such packages must be taken to a station designated to receive such articles.

The Stations.

In addition to beginning the work of the new system, the postal officials were deluged with "legitimate mail," such as circulars, bills and other such matter as generally passes through the Postoffice on the first of the month. Postmaster Harris expects to get much of this out today, but in as much as many business houses are closed today normal conditions may not exist until tomorrow.

The following stations have been designated as parcels post stations:

Arlington Branch—Belvedere avenue and Reisterstown road.

Station B—1217 West North avenue.

Station C—Fort avenue and Light street.

Catonsville—Frederick road near Newburg avenue.

Station D—Frederick road and Old Frederick road.

Station F—Garrison avenue.

Govans—Homeland avenue and York road.

Station J—Southeast corner Eastern avenue and Wolf street.

Station M—604 West Thirty-sixth street, Hampden.

Mount Washington—First and Smith avenues.

Station N—3104 York road.

Station O—1603 North Washington street.

Station P—Southeast corner Lombard and Stricker streets.

Roland Park—Roland avenue and Upland road.

Sparrows Point — Northeast corner Fourth and C streets.

Towson—Pennsylvania avenue, near York road.

Parcels will likewise be received at the following suburban stations: Brooklyn, Colgate, East Brooklyn, Elkridge, Fairfield, Gardenville, Glenburnie, Hamilton, Hillsdale, Lake Roland, Lauraville, Mount Winans, Parkville, Pikesville, Relay, Rodgers Forge, Ruxton, St. Helena, South Baltimore, Westport and Woodlawn.

Must Bear Special Stamps.

All parcels must bear the special parcels post stamps. Ordinary stamps have no value in the parcels post. To the outsider, this seems to be somewhat strange, but this arrangement enables the government to see at once the amount of stamps sold for the parcels post alone. It is a simple way of keeping the parcels post receipts separate from the receipts for ordinary mail. For the present, stamps will be sold only at the Postoffice and at the parcels post stations. The packages to be mailed are handed to the clerk in charge who weighs the packages and ascertains the cost of transmission, giving the stamps to the person who sends the package.

By such an arrangement the clerk is able to see that all conditions are complied with. He will see that the package is not above regulation size and weight, that it is properly packed, that it does not contain prohibited matter and that it contains the name and address of the sender. All the stations have been provided with special scales which will weigh anything which is not heavier than 20 pounds. Eleven pounds is the limit for parcels.

As to the rates, they may eventually be changed as Congress gave authority to the Postmaster General to vary them as he saw fit. The government's intention is not to seek any financial gain, but at the same time it does not want to incur any heavy losses.

THE BALTIMORE & OHIO RAILROAD

AFFORDS BALTIMORE THE SHORTEST ROUTE TO CINCINNATI, LOUISVILLE and ST. LOUIS

IN SOLID TRAINS WITHOUT CHANGE OF CARS

"Flight Express"
Lv. MT. ROYAL STA.... 7.45 A. M.
Lv. CAMDEN STA..... 8.00 A. M.
Ar. WHEELING..... 8.55 P. M.
Ar. CINCINNATI..... 1.45 A. M.
Ar. LOUISVILLE..... 7.20 A. M.
Ar. ST. LOUIS..... 1.45 P. M.

Vestibuled, with Modern Coaches, Electric Lighted Drawing-room Sleeping Cars to Cincinnati and Parlor Cars to Wheeling. Sleeping Cars Cincinnati to Louisville and St. Louis. Dining Cars en route.

"St. Louis Limited"
Lv. MT. ROYAL STA.... 2.43 P. M.
Lv. CAMDEN STA..... 3.00 P. M.
Ar. PARKERSBURG..... 3.33 A. M.
Ar. CINCINNATI..... 8.10 A. M.
Ar. LOUISVILLE..... 11.55 A. M.
Ar. ST. LOUIS..... 6.00 P. M.

Solid Vestibuled High-Class Service of Modern Coaches and Electric Lighted Drawing-room Sleeping Cars to Cincinnati and St. Louis. Sleeping Car to Parkersburg. Dining Cars en route.

"St. Louis Express"
Lv. MT. ROYAL STA.... 11.23 P. M.
Lv. CAMDEN STA..... 11.32 P. M.
Ar. PARKERSBURG..... 12.20 P. M.
Ar. WHEELING..... 12.30 P. M.
Ar. CINCINNATI..... 5.15 P. M.
Ar. LOUISVILLE..... 9.35 P. M.
Ar. ST. LOUIS..... 7.28 A. M.

Solid Vestibuled High-Class Service of Modern Coaches and Electric Lighted Drawing-Room Sleeping Cars to Parkersburg, Cincinnati, Louisville and Wheeling. Dining Cars en route.

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E. A. WALTON,
DIST PASSENGER AGENT.

TELEPHONE, PAUL 1524.

LAUNCH CONCRETE BARGE

First of Its Kind Built by the Furst Company.

The first reinforced concrete barge of sufficient size to favorably compare with the modern wood and steel vessels, was launched yesterday afternoon at the yards of the Furst Creek Scow Construction Company, near the old quarantine grounds. The use of reinforced concrete for shipbuilding was first conceived by Oscar F. Lay, Harbor Engineer of Baltimore, who for many years has been a stud of the many uses of concrete. Believing it to be just as practicable in the building of vessels as in any other way, he succeeded in interesting Joseph J. Hill, of the Arundel Sand and Gravel Company, also Frank A. Furst.

The Furst Concrete Scow Construction Company was organized, and about six acres of waterfront property purchased from the city for the location of a plant for the manufacture of vessels of reinforced concrete. The keel of the first barge was laid last July and was launched yesterday. The dimensions of the new vessel follow: 112 feet long, 28 feet beam, 10 feet 6 inches depth of hold. She is designed to carry a deck load of 500 tons dead weight. She also has rounded corners and bilges, and somewhat resembles the whaleback steamer. The hull is divided into 20 separate watertight compartments, any two of which may be penetrated without doing any serious damage. A heavy oak guard surrounds the hull as a protection against being rammed by tugboats, etc.

The barge weighs 350 tons, and it required four hours to move from its bed and lower it into the Patapsco. It was not launched in the usual manner, but was constructed on a platform supported by rollers, and it was skidded on this base to the cradle of the railway and then lowered into the water.

The officers of the company are: Frank A. Furst, president; M. T. Horner, vice president; Joseph J. Hock, secretary-treasurer. The design and construction of the barge was in charge of Charles E. Sudler, the company's engineer, and who, as assistant engineer of the Harbor Board, designed the Pratt Street Bridge, now nearing completion.

TRUST COMPANIES BOOMING

Mercantile and Fidelity in Prosperous Condition.

The statement issued by the Mercantile Trust and Deposit Company, showing its financial condition at the close of business, December 31, reveals that the company is flourishing and prosperous. The total resources aggregate $13,815,871.68. The capital stock is given as $1,500,000; undivided profits, $477,220.86; deposits subject to check, $5,545,026.16; time deposits, $2,340,836.80, and deposits in trust, $246,509.19.

The officers of the company are A. H. Post, president; Wilton Snowden, vice president; J. R. Walker, second vice president; John McHenry, treasurer; T. H. Fitchett, secretary and assistant treasurer, and C. I. Reynolds, assistant secretary. The executive committee is constituted as follows: Walter B. Brooks, chairman; Blanchard Randall, Aubrey Pearre, R. Brent Keyser and Charles A. Webb.

The report of the condition of the Fidelity Trust Company at the close of yesterday is announced by advertisement in The American this morning. Of the capital stock investment the total resources are $2,004,238.76. The surplus and undivided profits total $1,004,238.76. The recapitulation shows the total resources as $10,165,463.98. The total resources of the banking department equal $8,161,227.22.

In the results for the year the net earnings over expenses were $211,876.06 and a 10 per cent. dividend, equalling $100,000 was paid.

The advertisement announces that to meet the demands of a constantly expanding business a travel department will soon be opened under a competent staff, which will provide steamship reservations and transportation, travel routes and itineraries, rail and water, foreign and domestic, to all parts of the world. Former Governor Edwin Warfield is president of this company.

"In Its Dealings With Its Customers the National City Bank of Baltimore 15 SOUTH ST. has demonstrated its purpose by giving its depositors every advantage obtainable by years of experience. Officers and Directors ... a definite settled policy ... requirements, ... meeting intelligently the ... needs. Diligence in every department with this end in view has brought success to the Bank and its Customers alike.

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