TRIES TO CRACK SCHOONER'S SAFE

FAILING, MISCREANT MAKES OFF WITH YAWL.

BOY SUSPECTED BY SKIPPER

Capt. Thomas, of Oysterboat Clemmie Travers, Reports Loss of Motor Craft—Member of Crew Missing When Safe Is Discovered in Battered Condition—For the First Time in Years American Ship Brings Ore.

A daring, but unsuccessful, attempt was made yesterday morning to break open the safe on the schooner Clemmie Travers, anchored off the Oyster Retail Wharf, at the foot of Leakin street. Failing to accomplish his purpose, the miscreant made off with the vessel's gasoline yawl. Capt. Librand Thomas, master of the vessel, is making a diligent search of the harbor and immediate vicinity to recover the missing boat.

According to Captain Thomas, he arrived Thursday afternoon with a cargo of oysters from York River. "I anchored my vessel a short distance off the wharf," said Captain Thomas, "and about 8 o'clock yesterday morning I left the vessel in charge of a white boy about 18 years of age, who had with him on the vessel the colored steward. On returning to the schooner, several hours later, I noticed that the yawl, which had been hanging halfway in the davits, was gone, and on entering the cabin discovered the contents disturbed. My attention was then directed to the small iron safe in my stateroom. The combination lock had been badly battered and broken, and a crude attempt was made to cut off the hinges of the door with a cold chisel in order to get at the contents of the safe.

"The boy whom I left in charge had disappeared, and the colored man, who was still attending to his duties in the forecastle, knew nothing of his sudden departure, nor had he heard any commotion in the after cabin to indicate that an attempt was made to rob the vessel.

"The boy was taken on my vessel in September at the beginning of the oyster season. He told me he came from Port Richmond, which is near Philadelphia. He had been paid all that was coming to him and showed no disposition to leave the vessel."

Captain Thomas suspects the boy of having attempted to rob the safe and with making off with the vessel's yawl. Whether the latter will make an attempt to get back to Philadelphia by means of the yawl, or make a landing somewhere in the river, is what is now worrying the skipper. The yawl, which is between 16 and 17 feet in length, is equipped with a 7½-horsepower engine, which with the 15 gallons of gasoline in the tank, would run the boat for 15 hours. The police department has been notified, and the Lannan is engaged in the search for the missing yawl.

American Ship in Ore Trade.

For the first time in many, many years, an American steamship in the Cuban ore trade arrived in this port yesterday. The vessel is the steamship George Hawley, commanded by Captain Johnstone, which brought a shipment of ore from Felton, Cuba, consigned to the Maryland Steel Company. The transporting of iron ore from Cuba to this port heretofore has been done by vessels flying a foreign flag, mostly British and Norwegian.

The Hawley is practically a new vessel, having been built in 1912 at Ashtabula by the Great Lakes Engines Works. It is 253 feet long, 43.5 feet beam and 27.5 feet depth of hold. In construction the Hawley is a steel screw steamer, electric lighted throughout, with its machinery and living quarters for the officers and crew aft.

The Hawley's engines are of triple expansion, with cylinders 21, 34½ and 57 inches in diameter, and a stroke of piston of 42 inches. The vessel is owned by the Boston-Virginia Transportation Company, and is represented here by the Joseph R. Foard Company. After discharging its cargo of iron ore the Hawley will take on steel rails at Sparrows Point for Galveston, Tex. It is reported that the owners of the George Hawley are contemplating the construction of three more vessels of the Hawley type to enter the Cuban ore trade.

Shipwork at the Rohde Yard.

Charles L. Rohde & Sons Company, Canton, are pushing to completion a large open lighter being constructed for the Dare Lumber Company, of Elizabeth City, N. C. The craft is 128 feet in length, 28 feet beam and 8 feet depth of hold. Work on the third covered lighter of a order for three from the Chesapeake Towing and Lighterage Company is well advanced and it is expected to have the craft ready for launching within the next few days.

On the floating drydock at the yard is the Atlantic Transport Company's house lighter No. 15, which is undergoing rebuilding. New kelsons are also being placed in the Bay schooner Lottie and Anna. The schooner L. E. Williams, which plies in the general Bay trade, is at this yard for a general overhauling.

Workmen are busy in getting out the timbers for the hull of a new clamshell dredge to be constructed for the Arundel Sand and Gravel Company. The dimensions of the dredge are 100 feet long, 30 feet wide and 7½ feet deep.

Drydocked for Survey.

The big collier Jason, under construction by the Maryland Steel Company for the United States government, was yesterday afternoon drydocked at the upper yard of the Skinner Shipbuilding Company to have a survey made of it to ascertain if any damage was done when the Jason broke away from its fastenings at Sparrows Point during the recent severe gale. At this time the bow swung around and the vessel got fast aground, but the steel cables from the stern of the vessel held fast. It required several hours' work of the powerful tug Britannia to get the Jason back to its former position. It is not believed the vessel sustained serious damage.

Movements of the Bremen Fleet.

The North German Lloyd steamship Main, from Bremen for this port by way of New York, sailed from Gotham at 1:20 P. M. yesterday and is expected to reach this city early tomorrow morning. On the Main are 350 passengers for this port.

The Willehad, from Bremen by way of Philadelphia, is expected to reach that port at 10 o'clock this morning. All the passengers on the Willehad will be landed at Philadelphia and later the vessel will proceed to this port to load outward cargo for Bremen.

Advices received announce the sailing from Bremen at 6 P. M. Thursday of the steamship Brandenburg, direct, with 475 passengers for this port and 355 for Galveston, Texas.

ABOUT TUGS AND TOWS.

Calvert sailed, towing barges W. W. Curtin and Mary A. Hooper for Norfolk.

Ivanhoe left for the Capes, towing the schooner Edward J. Lawrence, bound for Portland.

Brandywine arrived with one barge from Norfolk.

Pocahontas sailed with a wrecking machine and one lighter for a down-the-bay point.

Defiance sailed for the Capes, towing the schooner Margaret Haskell, bound for Boston.

Piedmont left with barges Nos. 8 and 17, bound for Boston.

Tug Storm King at 11 A. M. yesterday was off the Virginia Capes seeking.

NOTES OF THE SHIPPING.

After discharging a cargo of iron ore at Sparrows Point, shipped from Felton, Cuba, the British steamship Laristan was towed to this city and docked at Gibson's Wharf, where the vessel's hold will be prepared for the reception of a full cargo of grain destined for foreign ports.

Officials of the local Lighthouse Inspectors' Department announce that Benjamin T. Curtis has been appointed assistant keeper of Hoopers Island Light Station, in place of Joseph T. Oliver, transferred as assistant keeper to Pages Rock Light Station, Va.

The fruit steamship Lillie, which recently arrived from Puerto Barrios with a Fruit Company, is to go into Skinner's cargo of bananas consigned to the United Fruit Company, is to go into Skinner's drydock for cleaning and painting of her hull below the waterline.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, JAN. 17.

High Water for January 18.

2:01 A. M.....0.7 Foot | 3:40 P. M.....1.3 Feet

Vessels Bound for Baltimore.

STEAMERS.

AMSTELDIJK (Dutch) sailed from Rotterdam Jan 11 for Baltimore via Newport News.
ASTORIA (Br) ex Br stmr Elvaston, sailed from Narvik Dec 27 for Philadelphia.
ASSYRIA (Ger), from Hamburg, put Back to Fayal, considerably damaged and short of coal.
BELLARDO (Br) sailed from Havre Jan 12 for Hampton Roads.
BRANDENBURG (Ger) sailed from Bremen Jan 16 for Baltimore.
BREYNTON (Br) sailed from Havre Jan 11.
CAIRNGOWAN (Br) sailed from Odessa Dec 17 for Nicolaieff.
CAIRNHILL (Br), at Bahia Blanca Dec 9.
CALIFORNIAN, at Wilmington, Del.
CHRISTIAN X (Ger) sailed from Hamburg Jan 7 for Boston and Baltimore.
CLUDEN (Br), at Rio Janeiro Dec 9.
COLUMBIAN (Br), from Antwerp, sailed from Halifax Jan 15.
CORONIADIS (Greek), at Venice Nov 25.
DAPHNE (Nor) sailed from Cienfuegos Jan 6 for Boston and Baltimore.
DOCHRA (Br) sailed from Trinidad Jan 12.
EGDA (Nor) sailed from Huelva Dec 30.
EL CORDOBES (Br) sailed from Liverpool Jan 4 for Baltimore.
ELSWICK HOUSE (Br), sailed from Immingham Dec 23 for New York.
EUXINIA (Dan) sailed from Emden Dec 27 for Philadelphia.
EMERALD WINGS (Br), sailed from London Jan 1 for Philadelphia.
FISHPOOL (Br), sailed from Leghorn Dec 21.
FALLS OF NITH (Br), from Rotterdam, sailed from Fayal Jan 13.
FRIDTJOF NANSEN (Nor), from Sagunto, sailed from Gibraltar Jan 2 for Baltimore.
GAFSA (Br) sailed from Huelva Jan 8.
GEORGIAN (Br) sailed from Antwerp Jan 12.
GLENAEN (Br), for Huelva, at Savona Dec 27.
HARTLEPOOL (Br), sailed from Rio Janeiro Jan 8 for Baltimore.
JANETA (Br), from Vizagapatam, sailed from Gibraltar Jan 15.
LINDENHALL (Br), sailed from Las Palmas Jan 5 for Baltimore via Delaware Breakwater.
LORD CHARLEMONT (Br) sailed from Penarth Jan 15.
LORD ERNE sailed from Cardiff Jan 6 (for Sandy Hook).
MAIN (Ger) sailed from New York Jan 17.
MARIA (Br) sailed from Huelva Jan 15.
MARINA (Br) sailed from Manchester Dec 31.
MASKINONGE (Br) sailed from Rotterdam Jan 11 for Delaware Breakwater.
RIPON (Br), from Fowey, sailed from Queenstown Jan 11 for Baltimore via Philadelphia.
RIO TIETE (Br) sailed from Rio Janeiro 1 for Baltimore.
RIVER PLATE (Br), sailed from Bombay Nov 27 for United States.
ROMSDALEN (Br) sailed from Huelva Dec 16 for Wilmington, N C.
STAGPOOL (Br), from Rio Janeiro, passed St Lucia Jan 12.
STRATHCARRON (Br) sailed from Bremen Dec 31.
TIVERTON (Br), from Batoum, sailed from Oran Jan 6 for Baltimore.
TROMP (Dutch), passed Sand Key, Fla, Jan 5.
VALDURA (Br), from Bombay for Baltimore via Philadelphia, passed Gibraltar Jan 12.
VEDAMORE (Br) sailed from Liverpool Jan 4 for Baltimore.
VENANGO (Br), sailed from Middlesboro Dec 31.
VIRGINIA (Br) cleared at Philadelphia Jan 16 for Baltimore.
WEARBRIDGE (Br), at Vizagapatam Dec 21.
WEARSIDE (Br), for Huelva, at Nantes Dec 16.
WESTHAMPTON (Br), sailed from Madeira Dec 23 for Wilmington, N C.
WILLEHAD (Ger), sailed from Bremen Dec 31 for Philadelphia.
YORK CASTLE (Br), from Port Natal, passed Ascension Jan 12.

SHIPS AND BARKS.

RAKAIA (Br), at Port Spain Dec 16.

SCHOONERS.

EDWARD H COLE sailed from Tampa, Fla, Jan 13.
ELEANOR F BARTRAM sailed from Tampa Jan 9.
GEORGE E DUDLEY sailed from Norfolk Jan 14.
J E DE BIGNON sailed from Savannah, Ga, Jan 13.
WM B HERRICK, from Hillsboro, at New York Jan 15.

Arrived.

Stmr Batavia (Ger), Schoenfeld, from Hamburg via Boston, to Atlantic Transport Company, with merchandise. At Pier 6, Canton.

Stmr Kronprins Olaf (Nor), Nilsen, from New York, to The Joseph R Foard Company; ballast. At Curtis Bay.

Stmr Tapton (Br), Trattles, from Philadelphia, to Gustavus & Co; ballast. At Gibson's Wharf.

Stmr George Hawley, Johnstone, from Felton, To The Joseph R Foard Company, with iron ore. At Sparrows Point.

Stmr Essex, Berry, from Providence, to Merchants and Miners Transportation Company, with passengers and merchandise.

Stmr Cretan, Wood, from Jacksonville via Savannah, to Merchants and Miners Transportation Company.

Stmr City of Baltimore, James, from Norfolk, to Chesapeake Steamship Company, with passengers and merchandise.

Stmr Virginia, Lane, from Norfolk, to Baltimore Steam Packet Company, with passengers and merchandise.

Schr Wm H Meekins, Rounds, from Rappahannock River, with lumber to Louis Dill & Co.

Schr Maggie, Johnson, from Piankatank River, with lumber.

Schr Howard Dail, from a Virginia port, with piling to H L Grube.

Schr Eugie, Simmons, from Rappahannock River, with cordwood.

Schr Sandy Hook, Hingerty, from Elizabeth City, N C, with lumber to American Lumber Company.

Schr Lizzie V Hall, Townsend, from York River, with lumber to Wm M Burgan.

Schr Three Brothers, Travis, from Rappahannock River, with lumber to Thomas A Charshee & Bro.

Schr Hattie Nickerson, Howard, from Norfolk, with lumber.

Schr Sodonia Curley, Curley, from Rappahannock River, with lumber.

Schr Edwin C, Jarrett, from Nanticoke River, with baled grass.

Schr James B Anderson, Pratt, from Walkerton, with lumber to Louis Dill & Co.

Schr Blackbird, Insley, from Wicomico River, with cordwood.

Schr Federal Hill, Carleton, from Rappahannock River, with logs and cordwood.

Schr Corapeake, Nelson, from North Carolina, with lumber.

Schr Levin J Marvil, Elliot, from South Mills, with lumber.

Powerboat A Woodall, with grain.

Cleared.

Stmr Bleamoor (Br), Blake, for Rotterdam—Louis Muller Company.

Stmr Trafboch (Br), Cafferata, for Port Agasta, Australia, via St Vincent and Durban and Fremantle—Robert Ramsay Company.

Stmr Crosshill (Br), Swanson, for Antwerp—Louis Muller Company.

Stmr Membland (Br), Middleton, for Copenhagen—John T Faher & Co.

Stmr Windermere (Br), Dunn, for Vera Cruz—The Joseph R Foard Company.

Stmrs Romsdal (Nor), Melson, for Tampico—The Joseph R Foard Company.

Stmr Corfe Castle (Br), Lewis, for Philadelphia—The Joseph R Foard Company.

Stmr Ocland (Nor), Brun, for Norfolk—The Joseph R Foard Company.

Stmr Essex, Berry, for Providence—Merchants and Miners Transportation Company.

Stmr Cretan, Wood, for Jacksonville and Savannah—Merchants and Miners Transportation Company.

Stmr Mathilda Weems, Hall, for Georgetown and Charleston, S C—Baltimore and Carolina Steamship Company.

Stmr City of Baltimore, Thomas, for Norfolk—Chesapeake Steamship Company.

Stmr Virginia, Lane, for Norfolk—Baltimore Steam Packet Company.

Stmr Jean, Sullivan, for Galveston—S P Blackburn & Co.

Stmr Katahdin, Queen, for Georgetown, S C—master.

Stmr Montosa, Griffith, for Texas City—The Joseph R Foard Company.

Stmr Peter H Crowell, Kent, for Boston—Gray, Irelan & Co.

Schr Edward J Lawrence, Kreger, for Portland—Consolidation Coal Company.

Schr Margaret Haskell, McKown, for Boston—Gray, Irelan & Co.

Tug Piedmont, Hudgins, for Boston—Consolidation Coal Company.

Barge No. 8, Appelgren, for Boston—Consolidation Coal Company.

Barge No. 17, Andreassen, for Boston—Consolidation Coal Company.

Schr William Donnelly, Davis, for Onancock Creek—C O Paul & Co.

Schr Zorah and Anna, Murphy, for Eldorado—C O Paul & Co.

Schr J Edwin Kirwan, Martino, for Norfolk—Wathen & Co.

Schr S Sawyer, Knowles, for Rappahonnock River—Wathen & Co.

Sailed.

Stmrs Essex, for Providence; Suwanee, Jacksonville via Savannah; Matilda Weems, Georgetown and Charleston, S C; City of Baltimore, Norfolk; Virginia, do; Orland (Nor), Sagua la Grande (latter 4:30 P M 16th).

Sparrows Point.

Passed down at 10:15 A M, tug Pocahontas, towing wrecking machine and a lighter; 12:20 P M, schr Edward J Lawrence, for Portland (in tow tug Ivanhoe); 1:50 P M, stmr Katahdin, for Georgetown, S C; 2:45 P M, schr Margaret Haskell, for Boston (tow tug Defiance); 3:20 P M, stmr Bleamoor (Br), for Rotterdam; 3:45 P M, stmr Corfe Castle (Br), for Philadelphia, and stmr Peter H Crowell, for Boston; 4:20 P M, tug Piedmont, towing barges Nos 8 and 17, for Boston ;10:50 A M, stmr Jean, for Galveston.

Cove Point.

COVE POINT, MD., January 17.—Weather: Cloudy; wind SW; fresh breeze.

Passed up at 10:25 A M, cutter Apache, from a cruise; 4 P M, stmr Quito (Br), from Trinidad.

Passed down at 1:30 P M, stmr Montosa, for Texas City; 4:30 P M, stmr Delphine (Ital), for Rotterdam via Norfolk.

Cape Henry.

CAPE HENRY, VA., January 16.—Weather: 8 A M, cloudy; wind SW; 12 miles. Noon, clear; wind SW; 22 miles. 4 P M, cloudy; wind SW; 16 miles.

Passed in at 6:20 A M, unknown steamer (no signals); 9 A M, stmr Strathendrick (Br), from Batoum, via Gibraltar and Bermuda; 9:20 A M, stmr Newton, from Boston (for Norfolk); 10 A M, stmr Gadsby (Br), from Philadelphia; 11 A M, stmr Coastwise, from Boston (for Norfolk); 11:40 A M, stmr Indian, from Boston (toward Norfolk).

Passed out at 1 A M, stmr Commodore Rollins (Nor), for Guantanamo, and stmr Burnfield (Br), for Hamburg; 2 A M, stmr Tafna (Br), for Hull, and stmr Edenhall (Br), for Vera Cruz; 7:20 A M, stmr Westlands (Br), for Cristobal; 2 P M, stmr Manna-Hata, for New York.

Arrived from Baltimore.

Stmr Somerset, Jacksonville, Fla, 17th inst.
Schr St Olaf (Br), Newport News, Va, 17th.

Memoranda.

Stmr Bulgaria (Ger), hence for Hamburg, passed Lizard 16th inst.

Schr Fuller Palmer, from Portland via Boston, at Newport News, 17th inst.

Schr Ada F Brown sailed from Tampa, Fla, 17th inst for Boston.

Charters.

Br stmr Atlas, 20,000 quarters grain, hence to Oporto, Portugal, 4s 6d, February.

Br stmr Anglo-Patagonian, 34,000 quarters grain, hence to Avonmouth or Rotterdam, 3s 3d, prompt.

Nor stmr Kronprins Olaf (2509 tons), coal, hence to Felton, private terms.

Stmr (1699 tons), rails, hence to Felton, private terms.

Exports.

Stmr Windermere (Br), for Vera Cruz—100 tons coke. Value, $450. Cargo to be completed.

Stmr Bleamoor (Br), for Rotterdam—17,020 bu Manitoba Northern wheat, value $16,680; 200,000 bu mixed corn in bulk and bags, value $112,000.

Stmr Romsdal (Nor), for Tampico—4,000 tons bituminous coal. Value, $11,400.

Stmr Membland (Br), for Copenhagen171,428 bu mixed corn. Value, $96,000.

Stmr Crosshill (Br), for Antwerp—$124,627 bu Manitoba Northern wheat, value $122,134; 17,142 bu white corn in bulk, value $9,771.42; 25,714 bu mixed corn in bulk, value $14,400; 215,000 bu No 2 white clipped oats in bulk, value, $83,850.

Stmr Trafboch (Br), for Australia, etc—7,773 pcs steel rails. Value, $85,009.75. Cargo to be completed.

Imports.

Stmr Batavia (Ger), from Hamburg—16 cases lamp shades, 1,670 bales wood pulp, 1 case perfumery, 89 bales and 1,485 rolls wrapping paper, 65 drums merchandise, 1 case wax candles, 210 bags rapeseed, 1 bag poppy seed, 250 bdls salted calfskins, 13,731 plates spelter, 123 casks potash, 20 casks oxalic acid, 56 casks chemicals, 37 bales horse manes, 3,525 bdls hides, 113 bales horsehair, 68 bales hoghair, 6 bags alfalfa seed, 4,467 bags iron, 1,600 bales sulphite pulp, 1,475 bales cellulose, 225 pkgs crockery, 26 cases earthenware, 46 bags coffee, 1 case books and pictures, 194 cases merchandise, 1 case ordinary bottle glassware, 2 cases packing paper, 500 bags peas, 110 bags vetches, 4 cases common tinware, 5 cases enameled ironware, 9 cases toys, 40 bags cloverseed, 38 bales rags, 552 bags fertilizer, 4 cases common glassware, 2,082 tons kainit, 1,000 bags rice, 19,066 bags muriate potash, 101 cases sardines, 1,088 bales wood pulp, 2,150 bdls salted horse fronts, 355 tons manure salt, 4,032 bags sulphate potash.

Stmr Lillie (Br), from Peurto Barrios—19,500 bunches bananas.

Stmr Ocland (Nor), from Daiquiri—5,100 tons iron ore.

Atlantic Coast and Gulf Wind and Weather Report.

U. S. DEPARTMENT OF AGRICULTURE, LOCAL OFFICE OF WEATHER BUREAU, 8 P. M., FRIDAY, January 17.

Stations.	State of Weather.	Direction of Wind.	Velocity of Wind.
Portland	Raining	SW	12 miles
Boston	Cloudy	SW	2 miles
Nantucket	Cloudy	SW	8 miles
Block Island	Cloudy	SW	22 miles
Providence	Cloudy	SW	4 miles
New York	Cloudy	SW	4 miles
Philadelphia	Cloudy	S	8 miles
Atlantic City	Cloudy	SW	8 miles
Baltimore	Cloudy	SW	6 miles
Norfolk	Clear	SW	14 miles
Hatteras	Clear		12 miles
Charleston	Cloudy	SW	4 miles
Jacksonville	Ptly Cldy	E	6 miles
Tampa	Cloudy	NE	6 miles
Pensacola	Ptly Cldy	SE	8 miles
New Orleans	Cloudy	S	8 miles
Galveston	Cloudy	SW	10 miles
Corpus Christi	Cloudy	SE	6 miles

Wireless Reports.

NEW YORK, January 17.—Stmr Ivernia, Liverpool for Boston, 1,040 miles east of Boston Light at noon 16th.

Stmr Czar, Libau for Halifax and New York, 1,140 miles east of Sandy Hook at noon.

SLASCONSETT, MASS., January 17.—Steamer Kaiserin Auguste Victoria, Hamburg for New York, 198 miles east of Sandy Hook at 10 A M. Dock 8:30 A M Saturday.

BROWHEAD, January 17.—Stmr Kroonland, New York for Dover and Antwerp, 135 miles southwest at 11:20 A M. Due Dover 5 P M Saturday.

SABLE ISLAND, N. S., January 17.—Steamer Baltic, Liverpool for New York, 825 miles east of Sandy Hook at 4:12 P M. Dock about 8:30 A M Monday.

Steamers to Sail from New York.

Steamer.	Destination.	Sails.
Franconia	Gib'r-Naples	Jan 18
Philadelphia	Southampton	Jan 18
Minnetonka	London	Jan 18
Chicago	Havre	Jan 18
Principe di Piemonte	Naples-Genoa	Jan 20
Cedric	Gib'r-Algiers	Jan 21
Nieuw Amsterdam	Rotterdam	Jan 21
Kaiser Wilhelm II	Bremen	Jan 21
Finland	Dover-Antwerp	Jan 22
Mauretania	Liverpool	Jan 22
La Lorraine	Havre	Jan 23
Baltic	Liverpool	Jan 23
Kaiserin Aug Victoria	Hamburg	Jan 23
C F Tietgen	Copenhagen	Jan 23
Madonna	Naples	Jan 23
America	Naples-Genoa	Jan 25
Mesaba	London	Jan 25
Majestic	Southampton	Jan 25
Lucia	Naples-Marseilles	Jan 25
Czar	Rotterdam-Libau	Jan 25
Niagara	Havre	Jan 25
Calabria	Naples	Jan 28
Noordam	Rotterdam	Jan 28
Vaderland	Dover-Antwerp	Jan 29
Campania	Liverpool	Jan 29
La Savoie	Havre	Jan 30
Pennsylvania	Hamburg	Jan 30
Caronia	Gib'r-Naples	Jan 30
P P Wilhelm	Bremen	Jan 30
Cymric	Liverpool	Feb 1
Sant' Anna	Naples-M'lles	Feb 1
Ultonia	Naples-Trieste	Feb 1
New York	Southampton	Feb 1
Minneapolis	London	Feb 1
Syndam	Rotterdam	Feb 1
Kronprinzessin Cecilie	Bremen	Feb 4
Lapland	Dover-Antwerp	Feb 5
La Touraine	Havre	Feb 6
President Lincoln	Hamburg	Feb 6
Barbarossa	Bremen	Feb 6
Oscar II	Copenhagen	Feb 6
Celtic	Liverpool	Feb 7
Mendoza	Naples	Feb 8
Floride	Havre	Feb 8
Rochambeau	Havre	Feb 8
Amerika	Hamburg	Feb 8
Minnehaha	London	Feb 8
St Louis	Southampton	Feb 8
Martha Washington	Naples-Trieste	Feb 8
Cameronia	Glasgow	Feb 8
Russia	Rot'dam-Libau	Feb 8
Duca di Genova	Naples-Genoa	Feb 8
Oceanic	Southampton	Feb 8
Potsdam	Rotterdam	Feb 11
Kroonland	Dover-Antwerp	Feb 12
Ancona	Naples-Genoa	Feb 12
Mauretania	Liverpool	Feb 12
Ultonia	Naples-Trieste	Feb 12
La Lorraine	Havre	Feb 13
Volturno	Rotterdam	Feb 13
Seydlitz	Bremen	Feb 13
Roma	Naples-M'lles	Feb 14
California	Glasgow	Feb 15
Chicago	Havre	Feb 15

American Ports.

DELAWARE BREAKWATER, January 17.—Arrived, stmr Oliver J Olson, Philadelphia for San Diego via Jacksonville and Taltal; schrs H S Lanfair, Norfolk for New York; Mattie Newman, supposed from Virginia for do; Helen Hasbrouck, do.

Passed up, stmrs Willehad (Ger), Bremen for Philadelphia; Alcazar (Br), Port de Paix via Cape Lookout and Newport News for Chester, Pa.

Passed out, stmrs Emanuele Accame (Ital), Philadelphia for New York; Quantico, do for Jacksonville; Manchester Exchange (Br), do for Manchester.

NEW YORK, January 17.—Arrived, steamers Megantic, from Liverpool; Principe di Piemonte, Naples; Grosser Kurfuerst, Bremen; Philadelphia, Southampton; Armenian, Liverpool; Karl Schurz, Philadelphia; City of Atlanta, Savannah; Dronning Olga, Port Spain (for Perth Amboy); Guiana, Demerara; Californian, Puerto Mexico; Zuiderdyk, Rotterdam.

Sailed, stmrs Yumuri, for Guantanamo; Alberto Treves, Liston; Bramley, Hamburg; Tenna, Montevideo; Joseph J Cuneo, Port Antonio; Arapahoe, Charleston and Jacksonville; Albinga, Inagua.

PHILADELPHIA, January 17.—Arrived, stmrs King Lud (Br), from Rio Janeiro via St Lucia; Anglo-Saxon (Br), Perth Amboy; Paraguay, Sabine; Frederick, Providence, etc; Persian, Jacksonville and Savannah.

Cleared, stmrs Marianne (Aust), for New York; Nicholas Cuneo (Nor), Bridgeton, N J; Bjorvin (Nor), Tamnico; American (Dutch), Antwerp; Brantford (Br), Leith; Daltonhall (Br), do; Isle of Lewis (Br), Gulfport, Miss; Cubenda (Br), Havre; Tuscan, Boston; Cabrit, Charleston and Jacksonville; bark Bruce Hawkins, Savannah.

Foreign Ports.

ALGIERS—Sailed, Jan 16, stmr Barotse (from Bombay), for Philadelphia.

ANTWERP—Arrived, Jan 17, stmr Menominee, from Philadelphia.

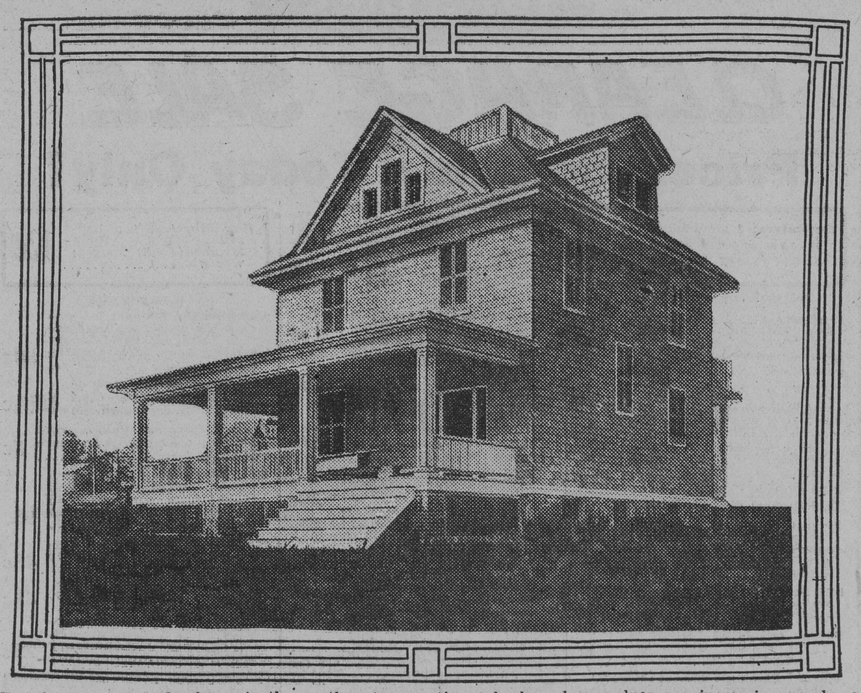
GIBRALTAR—Arrived, Jan 17, stmr Adriatic, New York for Naples.

LIVERPOOL—Sailed, Jan 17, stmr Madrileno, for Charleston.

MALTA—Arrived, Jan 17, stmr Graphic, Norfolk for Venice.

ROTTERDAM—Arrived, Jan 16, stmr Elswick Lodge, from Newport News.

MAY BE PURCHASED ON THE RENTAL PLAN



For those in quest of a home in the northwestern section suburbs, where values are increasing yearly, a home of the above type can hardly fail of partiality. This cottage is located in one of the finest of Walbrook sections, and contains nine rooms and bath, reception hall, spacious front porch, as well as porches to the rear on the first and second floors. All modern conveniences, including gas and electric lights, and hot water heating appliances are included in its construction. The structure improves a lot measuring 55 by 153 feet, and may be purchased on the basis of $250 down cash, the balance as rent.

Location and address of owners given by writing the Real Estate Inquiry Department of The American.

For the Convenience of Its Readers The AMERICAN has established a Real Estate Inquiry Department, which will endeavor to answer all inquiries relative to Real Estate in its many branches. All communications **addressed to the Real Estate Inquiry Department of The American** will receive a ready response.

Suburban Homes As An Investment

The advantages of real estate ownership, particularly that of the home, are manifold and undisputed. This not only for the many qualities not to be found in the rented home or again for the prudence, which dictates to every person the very necessity of home ownership, but when viewed from the standpoint of investment. As most real estate owners know, real property is a safe investment and one that frequently enhances, thus yielding to the purchaser in many cases a handsome profit. This is particularly true of suburban purchases. In most all of the city's environs values are increasing yearly and many instances are recorded where purchasers have realized handsomely. It is, indeed, a shortsighted person who in the purchase of a home views only the residence value of his purchase and neglects completely the chances of a favorable monetary return on his possession due to the natural demand for property of this character.

Health And Success

are such intimate relations that no one can be expected to be well acquainted with success who does not keep good hold on health. Most serious sicknesses start in minor troubles of the digestive organs. Thousands know by actual experience that health and strength—and therefore success—

Are Increased By Use of

Beecham's Pills in time, and before minor troubles become deep-seated and lasting. This famous family remedy will clear your system, regulate your bowels, stimulate your liver, tone your stomach. Then your food will properly nourish you and enrich your blood. You will be healthy enough to resist disease—strong enough to take due advantage of opportunity after taking, as needed,

BEECHAM'S PILLS

Sold everywhere — In boxes 10c., 25c.

DISORDERED NERVES

sometimes start from mental strain or indigestion, but more often from general weakness, and lead to appalling conditions unless checked.

Treat the cause, not the effect.

SCOTT'S EMULSION overcomes nervousness in a wonderful, permanent way by making life-sustaining blood corpuscles; it nourishes the nerve centres and acts as a bracing tonic to build you up.

Scott's Emulsion does not stupefy—it feeds them in Nature's way.

SCOTT & BOWNE, Bloomfield, N. J. 12-96

COMMERCIAL

Continued from Tenth Page.

11.75; September, 11.42 to 11.36; October, 11.36 to 11.27; December, 11.38 to 11.28.

Spot Cotton Prices.

Prices for spot midding are: Galveston, 12½c; New Orleans, 12¾; Mobile, 12¾; Savannah, 12½; Charleston, 12¼; Norfolk, 12¾; Baltimore, 12¾; Boston, 13; Philadelphia, 13.25; Houston, 12¾; Augusta, 13; Memphis, 12¾; St. Louis, 13; Little Rock, 12 11-16; Louisville, 12¾.

Boston Wool Market.

BOSTON, MASS., January 17.—The Commercial Bulletin will say of the wool market Saturday: Transactions in the Boston wool market this week have with few exceptions been for small lots, taken principally by mills who were obliged to piece out on orders. No buyers seem to be buying in anticipation of their needs, the strike situation in New York having held up deliveries from the mills and having caused a reported surplus of labor in some of the manufacturing centers for the first time in months. The shipments of wool from Boston from January 1 to January 16, inclusive, were 11,728,678 lbs, against 17,264,214 lbs for the same period last year. The receipts from January 1 to January 16, inclusive, were 7,938,023 lbs, against 8,473,898 lbs for same period last year.

The Metal Markets.

NEW YORK, January 17.—Copper weak; standard spot and January, $15.50 bid; March and April, $15.50a16.25; electrolytic, $16.50a16.75; lake, $16.75a17; castings, $16.25a16.50. Tin easy; spot, $50.70a50.80; January, $50.70a50.75; February, $50.12a50.25; March, $50a50.25. Lead quiet, $4.25a4.35. Spelter quiet, $7.25a7.40. Antimony dull; Cookson's, $9.75a10. Iron unsettled and unchanged.

Print Cloths.

FALL RIVER, MASS., January 17.—The print cloth market for the week has continued quiet. Prices on both wide and narrow odds show declines of 1-16a⅛c, with only moderate business resulting. Sales for the week were about 110,000 pieces. We quote: 28-inch, 64x64, 4 1-16c; 28-inch, 64x64, 3 15-16; 27-inch, 64x60, 3¾; 27-inch, 56x36, 3 15-16; 38½-inch, 64x64, 5½; 39-inch, 68x72, 6.

Visible Cotton Supply.

NEW ORLEANS, January 17.—Secretary Hester's statement of the world's visible supply of cotton shows the total visible is 6,177,419 bales, against 6,251,020 last week, 5,739,473 last year and 5,296,915 year before last. Of this the total of American cotton is 4,888,419, against 5,009,020 last week and 4,870,473 last year.

Cloverseed.

TOLEDO, January 17.—Cloverseed—Prime cash, $12.32½; January, $12.32½; February, $12.37½; March, $12.45; October, $8.75. Alsike—Prime cash, $13.50; March, $13.60. Timothy—Prime cash, $1.92½; February, $1.95; March, $2.

Crude Oil.

TOLEDO, January 17.—North Lima, $1.26; South Lima and Indiana, $1.23; Wooster, $1.58.

OIL CITY, PA., January 17.—Credit balances, $2.05; runs, 82,953 barrels; average, 113,667; shipments, 73,296; average, 117,847.

Dry Goods.

NEW YORK, January 17.—Cotton goods markets were quiet. Cotton yarns were easier. Jobbers are doing a very fair business for the season.

Linseed.

DULUTH, MINN., January 17.—Close: Linseed on track and to arrive, $1.29⅝; January, $1.28¾ asked; May, $1.31⅞.

TRADE CONDITIONS

Though Confident, Business Sentiment Is Conservative.

New York, January 17.—Dun's Review tomorrow will say:

"Trade in most important branches continues to show a satisfactory gain over last year in volume of transactions. Business sentiment, however, while confident, is conservative. A notable development is the marked increase in railroad activity. While track construction is at low ebb, the railroads are, with conspicuous energy, adding to their rolling stock and extending their terminal and other facilities.

"Railroad earnings continue large, the record of gross earnings for the first week of January showing a gain of 11.6 per cent.—the largest increase in over a year.

"The copper trade is the only great industry which does not report current improvement. The dry goods market is more active than last year, and the shoe trade also improves."

Bradstreet's reports business failures for the week ending January 16 were 343, which compares with 361 in the like week of 1912.

Wheat, including flour, exports for the week aggregate 6,128,400 bushels, against 5,661,944 bushels last week and 2,941,579 bushels this week last year.

Pritchard's Grain Review.

BY JOSEPH F. PRITCHARD.

Special Dispatch to The American.

Chicago, January 17.—There is an enormous shortage in the July wheat future at Chicago. It is believed by well posted men in the trade that the longs in May wheat have take opposite end of the July.

According to accredited authorities the winter wheat plant is doing well in many localities. Messages were received here today from scattered sections of the Southwest saying that while the top growth of the plant is brown and it fails to present a lively appearance, the plant is well rooted and that it will be heard from later on with growing weather.

The export trade was again in evidence today, with reported takings in all positions of 68 boatloads. Otherwise the cash markets were dull, with only 45,000 bushels changing hands at Chicago, and the trade small and the feeling weak at the Southwestern markets. Minneapolis messages, however, told of a good milling business there and sales of flour were said to be large on both domestic and export account.

The corn bulls were somewhat disappointed because of the change in the cash situation, as exporters reported bids out of line and offerings on the increase. Growers in the interior were freer sellers of the cash article and with the car situation much easier the movement to primary markets will doubtless be much larger.

The leading cash and elevator concerns were on the selling side of oats in a liberal manner, while the buying was by commission houses and shorts. Shipping sales were small at 105,000 bushels. Many look for still lower prices, as primary receipts were liberal at 550,000 bushels, compared with 336,000 bushels a year ago.

The entire grain list was lower—¼c to ½c for wheat, ⅜c to ½c for corn and ¼c to ⅜c for oats.

Sharp Cut in Cop