HAVE TROUBLE IN SHIPPING CREWS

OFFICIALS OF FOREIGN LINES ALLEGE UNFAIRNESS.

BONUS CALLED IMPOSITION

Following Passage of Law Which Prohibits Companies From Advancing More Than Five Days' Pay, Shipping Masters and Sailors' Boarding-house Keepers Demand Fifteen Days' Wages for Each Man.

What officials of the foreign steamship companies operating out of this port declare is an imposition has developed through an alleged combine among the sailors' boarding-house keepers and shipping masters, whereby seamen cannot be secured to man the ships of the lines unless a bonus of $20 per man is given. This condition, it is said, has been brought about following the passage by Congress of a law which went into effect January 1 and by which vessels bound north of the Equator for oversea ports are not permitted to advance more than five days' pay when new crews are taken on.

The law, prior to January 1, it is understood, permitted an allowance of 15 days' pay in advance to the seamen, but under the new regulation the local shipping masters, it is said, are demanding a bonus of 15 days' advance pay, which means that if the steamship companies want the men they have to pay the bonus, which is $20, for each and every seaman signing for the passage across the Atlantic.

According to what information could be gathered, hundreds of American seamen were engaged by British ships on this side, and when the vessels reached their destination the men were discharged and, receiving no pay, as it was consumed by advances given on this side, they were unable to get return billets. Thus they became stranded and appealed to the American consuls, many of the men having to be sent back to this country at the expense of the United States government.

The new law, as explained by one closely connected with the shipping of seamen, was designed especially for the protection of the seamen in order that when they completed the voyage they would have part of their wages coming to them on the other side. It is also stated that the charges heretofore made by the shipping masters here have been less for men than at any port on the Atlantic Coast, but under the new regulation the charges for furnishing men will now be the same as elsewhere. It is stated that there is a great scarcity of seamen of this class on account of the voyage being short, and the men who sign at a monthly rate of wage only get a portion when the trip is ended.

Representatives of the steamship companies are making a strenuous objection to giving the advance asked, and there is some talk of taking the matter before the authorities at Washington on the charge that it is a conspiracy in restraint of trade. So far there has been no holdup of any ships and all are sailing on their schedules.

Captain Patten Dead.

Advices received yesterday announce the death of Capt. Frank W. Patten, of the steel schooner Kineo, one of the best-known skippers trading to and from this port. Captain Patten's death occurred January 19 on his farm at South Byfield, Mass., and resulted from a severe cold contracted several weeks ago.

The deceased was one of the most popular men commanding vessels in the eastwise trade, and was last in this port about one year ago as master of the Kineo, which loaded a cargo of steel rails destined for Galveston, Texas. For 40-odd years Captain Patten had followed the sea, beginning his apprenticeship at the early age of 17, when he shipped before the mast with Capt. John Drummond on the Humboldt.

Captain Patten's first command was the bark Niphon, and he later commanded the ships George Stetson, Kenilworth and Henry Villard and the schooners May V. Neville and finally the Kineo. He was in the latter vessel from the time it was built, in 1903, until last summer, when he retired on account of ill health to his farm at South Byfield.

He was an expert navigator, and among sailors who went with him was held in high esteem. As an illustration of how good-hearted he was, whenever he sailed on a long voyage he would carry seed to feed sick birds which would come on board during the trip. He was a general favorite among shipping men here and his death is generally deplored.

Rescued by Vessel From This Port.

Advices from Bermuda state that the schooner Viking, which sailed from this port on January 3, coal laden, for Port de France, arrived at Bermuda last Monday with the crew of the missing pilot boat Swastika, who were picked up on the morning of January 18 about 240 miles northwest of St. Davids light.

After being carried out to sea by a furious gale, the Swastika began to leak and, to make conditions worse, the rudder head was carried away. In that condition the crew abandoned the vessel, to be later picked up by the schooner bound from Baltimore. The disappearance of the pilot boat caused great uneasiness, and requests were made of all passing ships to watch for the missing boat and a tug was dispatched to search for the missing vessel and its crew.

The Viking is commanded by Captain Tilton, and is represented here by Gray, Irelan & Co.

Venango Arrives Seven Days Late.

After fighing terrific westerly gales for 25 days, the Furness Withy Line steamship Venango, Captain Dickinson, reached port yesterday with a cargo of pig iron from Middlesboro, England. The officers say the ship encountered a succession of west, southwest and northwest gales which lasted the entire voyage. The only damage done the ship was the carrying away of a section of the starboard gangway rail by a heavy sea. Eighteen days, it is said, is the average trip under normal conditions, which makes the Venango just seven days behind its schedule in reaching this port.

ABOUT TUGS AND TOWS.

Howard Reeder is scheduled to sail this morning with the schooner The Josephine, bound for Savannah, Ga.

Curtis Bay brought in from the Capes the schooner Paul Palmer (light), from Portsmouth, N. H.

Standard Oil Company tug No. 12 arrived, towing barge No. 3, from Washington, D. C.

Baltimore sailed, towing the schooner Malcolm Baxter, bound for Boston.

Kenmore left with five barges for Norfolk, and the Southern passed down Sparrows Point with three barges for the same port.

Savage sailed, towing barges Nos. 10 and 23, bound for Boston.

Greyhound left with the schooner Ella M. Willey, bound for Fort de France.

Calvert arrived with two barges from Norfolk, and the Pocahontas passed up Cove Point at 2:20 P. M. with dredge and one scow for this port.

NOTES OF THE SHIPPING.

The United States Army engineers' tug Sentinel is on the ways at Codd's Marine Railway for minor repairs, cleaning and painting.

On the Chesapeake Marine Railway the steamer City of Milford is receiving attention to hull below water line and minor repairs.

On account of a heavy fog the British steamship Gadsby, which sailed from this port for Aalberg, was anchored late yesterday afternoon between Sparrows Point and North Point to await favorable weather before proceeding.

The North German Lloyd steamship Chemnitz sailed from Bremen at 3 A. M. yesterday for this port by way of Philadelphia. On the Chemnitz are 135 passengers for this city.

The lighthouse tender Jessamine left yesterday for Thomas Point to recover a can buoy reported adrift in that vicinity, which will be replaced in its proper position.

The Chesapeake Line steamer Columbia sailed yesterday for West Point, temporarily taking the place of the steamer Atlanta, which has been laid up for several days.

The powerboat Bertie E. Tull is undergoing extensive repairs on Beacham's Marine Railway.

Advices from Philadelphia state that the steamship Mae, from that port, destined for Charleston and New Orleans, previously reported in distress off Cape Lookout, has been picked up by he revenue cutter Androscoggin.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, JAN. 24.

High Water for January 25.

8:40 A. M.....1.0 Foot | 9:19 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), at Fayal Jan 15.
BELLORADO (Br), from Havre, sailed from St Michaels Jan 21 for Hampton Roads and Baltimore.
BOSNIA (Ger) sailed from Hamburg Jan 14 for Boston and Baltimore.
BRANDENBURG (Ger) sailed from Bremen Jan 16 for Baltimore.
BREYNTON (Br) sailed from Havre Jan 11.
CAIRNGOWAN (Br), from Nicolaieff for Baltimore, at Rotterdam Jan 1.
CAIRNHILL (Br), from Bahia Blanca for Baltimore, at Tocopilla Jan 6.
CALIFORNIAN, at Wilmington, Del.
CHEMNITZ (Ger) sailed from Bremen 3 A M Jan 24 for Philadelphia and Baltimore.
CHRISTIAN X (Ger) sailed from Hamburg Jan 7 for Boston and Baltimore.
CLUDEN (Br), at Rio Janeiro Dec 9.
CORONLADIS (Greek), at Venice Nov 25.
DAPHNE (Nor) sailed from Cienfuegos Jan 6 for Boston and Baltimore.
EGDA (Nor) sailed from Huelva Dec 26.
EL CORDOBES (Br) sailed from Liverpool Jan 4 for Baltimore.
ELSWICK HOUSE (Br), at New York Jan 18.
EUXINIA (Dan), from Copenhagen, at Philadelphia Jan 21.
EMERALD WINGS (Br), sailed from London Jan 1 for Philadelphia.
FARMAND (Br) sailed from Cardiff Jan 18.
FISHPOOL (Br) sailed from Garrucha Jan 15 for Philadelphia.
FREDENES (Nor) sailed from New York Jan 23.
FRIDTJOF NANSEN (Nor) at Philadelphia Jan 24.
GAFSA (Br) sailed from Huelva Jan 8.
GLENAEN (Br) sailed from Huelva for Philadelphia Jan 20.
GLORIANA (Br) cleared at Philadelphia Jan 24 for Baltimore.
GRAMPIAN RANGE (Br) sailed from Middlesboro Jan 18.
HARPOPOOL (Br), sailed from Rio Janeiro Jan 8 for Baltimore.
HEKTOR (Nor) cleared at Philadelphia Jan 22.
JANETA (Br), from Vizagapatam, sailed from Gibraltar Jan 15.
JETHOU (Nor) sailed from Marseilles Jan 10 for Baltimore via Delaware Breakwater.
NORFOLK (Br) sailed from Oran Jan 15 for Baltimore.
PALLANZA (Ger), from Hamburg for Boston and Baltimore, sailed from Ponta Delgada Jan 7.
LORD CHARLEMONT (Br) sailed from Penarth Jan 15.
LORD ERNE sailed from Cardiff Jan 6 (for Sandy Hook).
MARIA (Br) sailed from Huelva Jan 15.
MASKINONGE (Br) sailed from Rotterdam Jan 11 for Delaware Breakwater.
RHEIN (Ger) sailed from Bremen Jan 18 for Philadelphia and Baltimore.
RIPON (Br), from Fowey, sailed from Queenstown Jan 11 for Baltimore via Philadelphia.
RIVER PLATE (Br), sailed from Bombay Nov 27 for United States.
RIO TIETE (Br), from Rio Janeiro, sailed from St Lucia Jan 21 for Baltimore.
TEMPLEMORE (Br) sailed from Liverpool Jan 21.
TIVERTON (Br), from Batoum, sailed from Oran Jan 6 for Baltimore.
VALDURA (Br), from Bombay for Philadelphia and Baltimore, sailed from Azores Jan 19.
WEARBRIDGE (Br), at Vizagapatam Dec 21.
WEARSIDE (Br) sailed from Huelva for Philadelphia Jan 14.
YORK CASTLE (Br), from Port Natal, passed Ascension Jan 12.

SHIPS AND BARKS.

RAKAIA (Br), at Port Spain Dec 16.

SCHOONERS.

ALICE HOLBROOK sailed from New York Jan 21 for Baltimore.
CALUMET sailed from New York Jan 22.
DOROTHY PALMER sailed from Tampa, Fla, Jan 24 for Baltimore.
EDWARD R BAIRD sailed from Norfolk Jan 24 for Baltimore.
EDWARD H COLE sailed from Tampa, Fla, Jan 13.
J E DIT BIGNON sailed from Savannah, Ga, Jan 13.
WM B YERRICK, from Hillsboro, at New York Jan 13.

Arrived.

Stmr Venango (Br), Dickinson, from Middlesboro, to Dresel, Rauschenberg & Co, with iron.
Stmr Merrimack, Herbert, from Jacksonville via Savannah, to Merchants and Miners Transportation Company, with passengers and merchandise.
Stmr Essex, Berry, from Providence, to Merchants and Miners Transportation Company, with passengers and merchandise.
Stmr City of Norfolk, Thomas, from Norfolk, to Chesapeake Steamship Company, with passengers and merchandise.
Stmr Florida, Almy, from Norfolk, to Baltimore Steam Packet Company, with passengers and merchandise.
Schr Paul Palmer, Allen, from Portsmouth, to master; light. At Sparrows Point.
Schr Edwin and Maud, Riggin, from Newbern, N C, with lumber to Elm City Lumber Company.
Schr Edward L Martin, Kennard, from West Point, Va, with lumber, to Ridgeway Merryman.
Schr Edward R Baird, Jr, Colburn, from New York; light.
Schr Cecelia McIlvaine, Cordrey, from Norfolk, with lumber.
Barge No. 3, from Washington, D C, to Standard Oil Company.

Cleared.

Stmr Willehad (Ger), Filsinger, for Bremerhaven—A Schumacher & Co.
Stmr Theodore Weems, Jensen, for Georgetown and Charleston, S C—Baltimore and Carolina Steamship Company.
Stmr City of Norfolk, Thomas, for Norfolk—Chesapeake Steamship Company.
Stmr Columbia, Bennett, for West Point—Chesapeake Steamship Company.
Stmr Columbia, Bennett, for West Point—Chesapeake Steamship Company.
Stmr Essex, Berry, for Providence—Merchants and Miners Transportation Company.
Stmr Merrimack, Herbert, for Jacksonville via Savannah—Merchants and Miners Transportation Company.
Stmr Florida, Almy, for Norfolk—Baltimore Steam Packet Company.
Tug Savage, Michalski, for Boston, with barges No. 10, Sudds, and No. 23, Sevier, for do—Consolidation Coal Company.
Schr Malcolm Baxter, Jr, Pearce, for Boston—W A Blake & Co.
Schr Levin J Marvil, Elliott, for Newbern, N C—Walton & Co.
Schr William Russell, Soles, for Hampton, Va—C C Paul & Co.
Schr The Josephine, Quillen, for Savannah, Ga—C C Paul & Co.

Sailed.

Stmrs Howard, for Boston; Somerset, Jacksonville via Savannah; Essex, Providence; Theodore Weems, Georgetown and Charleston, S C; City of Norfolk, Norfolk; Florida, do; Heighington (Br), Tampico via Norfolk.

Sparrows Point.

Passed down at 10:15 A M, stmr Quito (Br), for Rotterdam; noon, lighthouse stmr Jessamine, for a cruise; 12:20 P M, schr Malcolm Baxter, Jr, for Boston (tow tug Baltimore); 12:40 P M, tug Kenmore, towing 5 barges; 1:15 P M, tug Savage, towing barges Nos 10 and 23, for Boston, and schr Ella M Willey, for Fort de France (latter in tow tug Greyhound); 3 P M, stmr Tapton (Br), for Rotterdam; 3:20 P M, tug Southern, towing 3 barges; 4:20 P M, stmrs Gadsby (Br), for Aalborg.

Cove Point.

COVE POINT, MD., January 24.—Weather: Light fog; wind N; light breeze. Dense fog set in at 4:35 P M.

Passed up at 8:10 A M, tug Calvert, towing 2 barges.

Passed down at 4:35 P M, stmr Columbia, for West Point.

Cape Henry.

CAPE HENRY, VA., January 24.—Weather: 8 A M, raining; wind SW; 14 miles. Noon, raining; wind SW; 14 miles. 4 P M, raining; wind SW; 8 miles; thick fog.

Passed in at 8:40 A M, stmr Fails of Nith (Br), from Rotterdam via Fayal; 9 A M, stmr Strathcarron (Br), from Bremen; 10:20 A M, stmr Gloucester, from Boston (toward Norfolk); 3 P M, stmr Griqua (Br), from Philadelphia.

Passed out at 12:20 A M, stmr Laristan (Br), for Hamburg; 6:20 A M, stmr Beacon (Nor), for Norfolk; 10:40 A M, stmr Chesapeake, for New York.

Arrived from Baltimore.

Stmr Marina (Br) cleared at Norfolk 24th inst for Glasgow.
Stmr Finchley (Br), Gibraltar 24th inst (for Leghorn).
Stmr Neckar (Ger), Bremen 1 A M 24th inst.
Stmr Waltham (Br), Philadelphia 24th inst.
Stmr Dromonby (Br), Avonmouth 23d inst.
Stmr Chatton (Br), Odessa 18th inst.
Stmr Jacob Luckenbach, Galveston 24th inst.
Stmr Cretan, Jacksonville, Fla, 24th inst.
Mary L Baxter, Tampa, Fla, 23d inst.
Schrs J Edwin Kirwan, Charles L Rohde, Agnes Quillen and Henry L James, all at Norfolk 24th inst.

Memoranda.

Stmr Fife (Br), hence for Naples, passed Cape Spartel 24th inst.
Stmr Platea, hence for Oran, passed Cape Spartel 24th inst.
Stmr America (Ital), Philadelphia for New York and Naples, passed out Delaware Breakwater 24th inst.
Stmr Prinz Oskar (Ger), Hamburg via Halifax for Philadelphia, passed up Delaware Breakwater 24th inst.
Stmr Hektor (Nor), Philadelphia for Baltimore, passed out Delaware Breakwater 24th inst.
Stmr Nordstjernen (Dan) cleared at New Orleans, La, 24th inst for Sagua la Grande.
Stmr Suwanee sailed from Savannah 24th inst for Baltimore.
Schr Jane Palmer, Boston for Newport News, in harbor at Delaware Breakwater 24th inst.
Schr Edith H Symington cleared at Wilmington, N C, 24th inst for Jacksonville.
Schr Eagle Wing sailed from Savannah 24th inst for New York.

Charters.

Stmr Brookwood, 20,000 quarters grain, Atlantic range to picked ports in the United Kingdom or Continent, 3s 3d, with options, prompt.
Schr The Josephine (563 tons), lumber, Savannah to Baltimore, private terms.
Schr Mary W Bowen (1907 tons), coal, hence to Providence, private terms.

Exports.

Stmr Willehad (Ger), for Bremerhaven—7 hhds Va tobacco. Value, $1,760.
Stmr Chatton (Br), for Odessa and Novorossisk (cleared Dec 19, 1912)—2,607 drills and 184 pkgs drill repairs, 4,022 bales twine, 673 pkgs said to contain 79 deering drills and 40 single discs with forecarriages. Value, $254,347.

Imports.

Stmr Vedamore (Br), for Liverpool—1,032 bales cork discs; 4 quarter casks, 10 half casks, 15 octaves, 3 hhds and 6 sixth hhds sherry; 1 case stuffs, 542 slabs tin, 5 cases hock, 1 case ceramic color, 21 casks rottenstone, 1,929 cakes blister copper, 100 kegs coal tar salt, 83 cases bottled beer, 125 brls stout, 15 brls aerated water, 40 brls ginger ale, 244 bags hide cuttings, 39 logs mahogany, 10 tcs fishing tackle, 2 cases elastics, 3 cases cotton lace, 1 case jew's harps, 1 case chamois leather, 1 case cutlery, 1 case hairpins, 4 cases machinery, etc, 1,550 sacks P P salt, 250 rolls brattin cloth, 8 cases bronze marbles, 1 case metal waiters, 1,191 casks china clay, 1 case library books, 9 cases marble furniture, 21 cases marble porcelains, 20 bales jute hessians, 74 casks silico spiegel, 5 cases glue, 37 cases tinned sheets, 2 hhds white wine, 5 cases olive oil, 5 bales dundees, 1 box cutlery; 14 cases, 14 cases and 1 bale hardware; 1 parcel gloves, 1 cask glassware, 1 case Lucca oil, 1 parcel patent food, 1 parcel china, 192 bales rags, 2 cases books, 2,245 tons ferro manganese, 1,025 tons clay, 8 bales old rags, 1 case felt hats, 1 case cottons, 1 case needles, 192 casks muriate ammonia, 218 casks palm oil, 767 boxes tinplates, 3,623 bags sulphate ammonia, 3 cases thimbles, 381 pkgs earthenware, 300 brls mackerel, 30 cases brandy, 100 cases champagne, 5 cases dress goods, 1 case laces, 200 tons common salt, 3 cases toys, 15 cases linens, 3 cases linen cloth, 1 case lace goods, 83 pkgs crockery, 5 cases claret, 1 case soap, 21 cases bristles, 1 case brushes.

Atlantic Coast and Gul Wind and Weather Report.

U. S. DEPARTMENT OF AGRICULTURE,
LOCAL OFFICE OF WEATHER BUREAU,
8 P. M., FRIDAY, January 24.

Stations.	State of Weather.	Direction of Wind.	Velocity of Wind.
Portland	Cloudy	N	4 miles
Boston	Cloudy	W	4 miles
Nantucket	Cloudy	SE	8 miles
Block Island	Cloudy	W	10 miles
Providence	Cloudy	NW	4 miles
New York	Raining	SW	6 miles
Philadelphia	Raining	NE	8 miles
Atlantic City	Raining	NE	4 miles
Baltimore	Raining	N	5 miles
Norfolk	Raining	W	6 miles
Hatteras	Clear	SW	24 miles
Charleston	Clear	SW	12 miles
Jacksonville	Clear	SW	12 miles
Tampa	Cloudy	S	4 miles
Pensacola	Cloudy	N	4 miles
New Orleans	Cloudy	NW	4 miles
Galveston	Ptly Cldy	NW	6 miles
Corpus Christi	Ptly Cldy	N	8 miles

Steamers to Sail from New York.

Steamer.	Destination.	Sails.
Caledonia	Glasgow	Jan 25
America	Naples-Genoa	Jan 25
Mesaba	London	Jan 25
Majestic	Southampton	Jan 25
Venezia	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 F Wilhelm	Bremen	Jan 30
Cymric	Liverpool	Feb 1
Sant' Anna	Naples-M'lles	Feb 1
Alice	Naples-Trieste	Feb 1
New York	Southampton	Feb 1
Minneapolis	London	Feb 1
Ryndam	Rotterdam	Feb 4
Kronprinzessin Cecilie	Bremen	Feb 4
Lapland	Dover-Antwerp	Feb 5
Carmania	Liverpool	Feb 5
La Touraine	Havre	Feb 6
President Lincoln	Hamburg	Feb 6
Oscar II	Copenhagen	Feb 6
Barbarossa	Bremen	Feb 6
Celtic	Liverpool	Feb 6
Mendoza	Naples	Feb 8
Floride	Havre	Feb 8
Rochambeau	Havre	Feb 8
America	Hamburg	Feb 8
Minnehaha	London	Feb 8
Martha Washington	Naples-Trieste	Feb 8
Cameronia	Glasgow	Feb 8
Russia	Rot'dam-Libau	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 13
La Lorraine	Havre	Feb 13
Volturno	Rotterdam	Feb 13
Hoyflits	Bremen	Feb 13
Roma	Naples-M'lles	Feb 14
California	Glasgow	Feb 15
Chicago	Havre	Feb 15
Philadelphia	Southampton	Feb 15

American Ports.

NORFOLK, VA., January 24.—Arrived, steamers Caprera (Ital), from Dakar, French Africa; Roliviana (Br), Newport News; schrs Lydia H Roper, New York; Marcus Hurlburn, Boston; Geo W Wells, Boston; Charles W Alcott, New York; Venus, do.

NEWPORT NEWS, VA., January 24.—Arrived, stmr Baron Polworth (Br), from London; schr David Baird, New York.

Sailed, stmrs Daleby (Br), for Avonmouth; Eagle Point (Br), Liverpool via Norfolk; schr Fuller Palmer, Boston.

NEW YORK, January 24.—Arrived, stmrs Majestic, from Southampton; Cincinnati, Naples; Christopher, Para; Metapan, Kingston; Barbara, Naples; Tennyson, Santos; City of St. Louis, Savannah; Energie, Tuxpan; Suriname, Port Spain.

Sailed, stmrs Lincalm, for Saigon; Crown of Leon, Shampness; Orifiamme, Havre; Calmoton, Norfolk; Mohawk, Charleston and Jacksonville; Maracas, Trinidad; Altai, Inagua; Strathan, Manchester; Prins Maurits, Port au Prince.

PHILADELPHIA, January 24.—Arrived, stmrs Snestad (Nor), from Matanzas; St Gothard (Br), New York; Frederick, Providence, etc; schrs Herald, St John, N B, via Eastport, Me, etc; 23d, schr Horatio G Foss, Boston.

Cleared, stmrs Carthaginian (Br), for Glasgow; Carpathian (Br), Savona via London; Conrad Mohr (Nor), Bergen; Tyr (Nor), Newport News; Tuscan, Boston.

PORT EADS, LA., January 24.—Arrived, stmrs El Mar, from New York; Kiora (Br), Cienfuegos; Ponce, Porto Rico; Brinkburn (Br), Rotterdam; Vogesan (Dan), Hamburg.

Sailed, stmrs African Prince (Br), for Bremen via Norfolk; Atlantian (Br), Liverpool; Citta di Palermo (Ital), Genoa via Norfolk.

SAVANNAH, GA., January 24.—Arrived, stmrs City of Montgomery, from New York; Persian, Jacksonville (and proceeded Philadelphia); Dorchester, Philadelphia (and proceeded Jacksonville).

SOUTHWEST PASS, LA., January 24.—Stmr Antilles, from New York, is anchored outside, detained by dense fog.

Foreign Ports.

BARCELONA—Arrived, Jan 21, stmr Montevideo, New York for Genoa.

BROW HEAD—Signaled, Jan 24, steamer Graf Waldersee, Philadelphia and New York for Hamburg.

CASTELLAMARE—Arrived, Jan 23, stmr Ribston, from Newport News.

FOWEY—Sailed, Jan 23, stmr Crown Point, for Norfolk.

GLASGOW—Arrived, Jan 24, stmr Mongolian, from Philadelphia.

LIZARD—Stmr Philadelphia, New York for Plymouth, Cherbourg and Southampton, 380 miles southwest, at 7 P M 24th. Due Plymouth 8:30 P M Saturday.

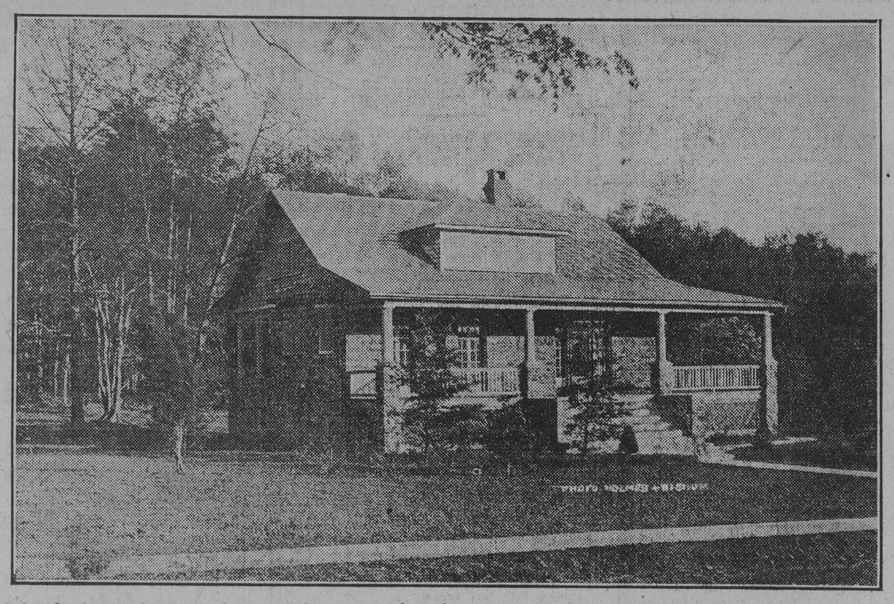
NAPLES—Sailed, Jan 24, stmr Ancona, for New York.

PLYMOUTH—Arrived, Jan 24, stmr Zeeland, New York for Antwerp.

QUEENSTOWN—Sailed, Jan 24, stmr Celtic (from Liverpool), for New York.

SOUTHAMPTON—Sailed, Jan 24, stmr America (from Hamburg), for New York.

MAY BE PURCHASED ON EASY TERMS



A suburban residence of the above type cannot but please even the most fastidious of homeseekers. Located in the beautiful northwest section, the building improves a lot 125 by 250 feet, which can be, if desired, amplified by additional ground. The cottage contains four bedrooms and two baths. The living rooms have open fireplaces, with beam ceilings, while the other rooms, comprising dining-room, pantry and kitchen, are also elegantly equipped. Hot water is the heating agency of the building, while each room is equipped with electric lighting service. The property may be purchased for $5,500, on the basis of a small cash payment, the remainder to suit purchaser. A number of buildings lots in the same section, each 125 by 250 feet, may be acquired for $900.

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.

THE PROPER TIME TO BUY

That the present time is not too early for the purchase of the suburban home is well exemplified by the numerous purchases now being made of homes of this character. While it is quite true that at the present time suburban homes are as much the winter abode as those in the very heart of the city, yet there are some people who put off their purchases until the spring time. In many cases this delay is most unsatisfactory. It means oftentimes the desirable houses already erected have been sold and more or less delay must be experienced in building a new one, hence indefinite date of actual occupancy. As in the case of all other accomplishments, now is the time to buy the home.

ELDERLY FOLKS! CALOMEL, SALTS AND CATHARTICS AREN'T FOR YOU

Harmless, Gentle "Syrup of Figs" Is Best to Cleanse Your Stomach, Liver and 30 Feet of Bowels of Sour Bile, Decaying Food, Gases and Clogged-up Waste.

You old people, Syrup of Figs is particularly for you. You who don't exercise as much as you need to; who like the easy chair. You, whose steps are slow and whose muscles are less elastic. You must realize that your liver and ten yards of bowels have also become less active.

Don't regard Syrup of Figs as physic. It stimulates the liver and bowels just as exercise would do if you took enough of it. It is not harsh like salts or cathartics. The help which Syrup of Figs gives to a torpid liver and weak, sluggish bowels is harmless, natural and gentle.

When eyes grow dim, you help them. Do the same with your liver and bowels when age makes them less active. There is nothing more important. Costive, clogged-up bowels mean that decaying, fermenting food is clogged there and the pores or ducts in these thirty feet of bowels suck this decaying waste and poisons into the blood. You will never get feeling right until this is corrected—but do it gently. Don't have a bowel washday; don't use a bowel irritant. For your sake, please use only gentle, effective Syrup of Figs. Then you are not drugging yourself, for Syrup of Figs is composed of only luscious figs, senna and aromatics which cannot injure.

A teaspoonful tonight will gently, but thoroughly, move on and out of your system by morning all the sour bile, poisonous fermenting food and clogged-up waste matter without gripe, nausea or weakness.

But get the genuine. Ask your druggist for the full name, "Syrup of Figs and Elixir of Senna." Refuse, with contempt, any other Fig Syrup unless it bears the name—prepared by the California Fig Syrup Company. Read the label.

COMMERCIAL

Continued from Twelfth Page.

followed by an extremely rapid advance and with the close nrm at a net gain of from 13 to 26 points.

The market started easy at a decline of 11 to 15 points under heavy general selling and in sympathy with very weak Liverpool cables. Reports of dissensions in Turkey, which might prolong the Balkan troubles, were evidently a very disturbing factor both here and in the English market. The cables were about 30 American points lower and private advices attributed the break to heavy Continental selling induced by less favorable politics. Houses with continental connections were also sellers here, but at the decline to 11.90 for March, or about 47 points from the high level of yesterday, the market met a very acuive demand. Leading spot brokers appeared around the ring with heavy buying orders while there seemed a more or less general inclination to take profits on recent sales and prices very soon recovered their initial loss. Around the closing figures of last night there was some hesitation, but only slight recessions occurred with the market later developing increased strength on continued covering by both local and Southern shorts. Reports that the new Turkish government had re-opened peace negotiations and bullish week-end figures seemed to stimulate the demand and just before the close March contracts sold at 12.35 or $2.25 above the low level of the morning. Last prices were within a point or two of the top.

Spot closed steady; middling upland, 13.05; middling Gulf, 13.30. Sales, 1,900 bales.

Futures closed firm. Closing bids: January, 12.69; February, 12.31; March, 12.33; April, 12.14; May, 12.16; June, 11.99; July, 12.04; August, 11.94; September, 11.43; October, 11.36; December, 11.39.

High and Low—January, 12.70 to 12.27; March, 12.35 to 11.90; May, 12.18 to 11.75; June, 12.00 to 11.60; July, 12.06 to 11.68; August, 11.95 to 11.55; September, 11.17 to 11.17; October, 11.37 to 11.13; December, 11.40 to 11.16.

Spot Cotton Prices.

Prices for spot cotton were: Galveston, 12½c; New Orleans, 12¾; Mobile, 12¼; Savannah, 12 5-16; Charleston, 12¼; Norfolk, 12¾; Baltimore, 12¾; Boston, 13.05; Philadelphia, 13.30; Houston, 12½; Augusta, 12¾; Memphis, 12⅝; St. Louis, 12¾; Little Rock, 12½; Louisville, 12⅝.

Print Cloths.

FALL RIVER, MASS., January 24.—The print cloth market continues generally quiet, although the latter part of the week developed somewhat better demand for both wide and narrow odds at shadings in prices of 1-16c from last week's quotation. Sales for the week were about 125,000 pieces. Quotations: Twenty-eight-inch, 64x64, 4c; do do, 64x60, 3¾; 27-inch, 56x56, 3¼; 38½-inch, 64x64, 4¼; 39-inch, 68x72, 6.

The Metal Markets.

NEW YORK, January 24.—Copper steady; standard, spot and January, $15.20 bid; February, March and April, $15.50a16; electrolytic, $16.50; lake, $16.50a16.75; castings, $16a16.25.

Tin easy; spot, $40.85a50; January, 49.75a50; February, $49.50a49.75; March, $49.30a49.60.

Lead quiet, $4.25a4.35. Spelter quiet, $7a7.15.

Antimony dull. Cookson's, $9.75a10. Iron unsettled and unchanged.

Cloverseed.

TOLEDO, January 24.—Cloverseed: Prime cash, $12.60; January, $12.60; February, $12.62½; March, $12.70; October, $8.62½. Alsike, prime cash, $13.65; March, $13.65. Timothy, prime cash, $1.85; February, $1.90; March $1.85.

Dry Goods.

NEW YORK, January 24.—Cotton goods were quiet and steady. Local wool markets were quiet. Worsted carpet wools were easy. Jobbers are doing a fair trade in all departments.

Crude Oil.

TOLEDO, O., January 24.—Oil: North Lima, $1.28; South Lima and Indiana, $1.23; Wooster, $1.58.

Linseed.

DULUTH, MINN., January 24.—Close: Linseed, cash, $1.30¾; January, $1.30¾; May, $1.33¼ bid.

Holds Ordinance Invalid.

Chicago, January 24.—Judge Baldwin, in the Circuit Court of Cook County, today decided that the city ordinance providing for universal transfers between elevated railroads was invalid. The court made the injunction obtained by three elevated roads permanent. Judge Baldwin held that the city had no authority to regulate the rates of fare charged by steam or elevated roads. The city will appeal.

Buy Thoroughbred Stallions.

Charleston, S. C., January 24.—Col. David S. Stanley, of the quartermaster's department of the United States Army, and two other commissioners today purchased four thoroughbred running stallions for the government breeding farms, which are devoted to improving the standard of cavalry mounts. Jack Parker, Ganadore, Miles O'Connor and Lynchburg were the horses bought.

NOTES AND QUERIES

[All questions must be accompanied by the name and address, not for publication, but as evidence of good faith. No political or religious controversies will be permitted.]

What is the private address of Andrew Carnegie?

ELIZABETH, Washington, D. C.

No 2 East Ninety-first street, New York city, will reach him.

If I, being a bachelor, living in the State of Maryland, should die without issue, leaving an estate consisting of personal property only, would the state take charge of my estate and charge a percentage for settling it?

J. W. H., New Freedom, Pa.

Whether the deceased leaves a will or not, the settlement of the estate is generally made in the Orphans' Court, the charges depending upon the amount of work necessary, and whether there is any dispute among heirs.

Kindly tell me if you know of anything that will remove yellow dye stains from fine white clothes?

2. How do the Germans prepare sour spiced beef?

INFORMATION, Harford County.

1. A weak solution of chloride of lime is the safest remedy for the clothes. Put one tablespoonful of the chloride in a gallon of warm water; soak one piece at a time. If the stain does not yield to repeated soakings, try a weak solution of oxalic acid. Wash the article thoroughly after soaking in either preparation, or the fabric will be eaten by the chemicals.

2. Sour spiced beef is an ordinary pot roast with vinegar and spices added. Select a fine pound piece of beef from the round. A square piece is best, without bones. Boil together for five minutes a cupful of vinegar, a tablespoonful of salt, one chopped onion, a half-teaspoonful each of mustard, peppercorns, whole cloves and allspice. Cool this, pour it over the meat, and let stand all day, turning the meat occasfonally. Brown two onions and a carrot sliced fine. Put them around the meat, half cover with boiling water, cover closely and simmer about four hours. Serve hot with the gravy thickened and strained. It is also delicious when cold. Some cooks make deep cuts in the meat and press into them strips of fat, salt pork, rolled in ground spices.

Where can I buy a book telling me fractions, say selling bran at 170 cents a hundredweight, what would 17 or 23 pounds or any small number amount to?

N. J. M., Smyrna, Del.

Get a copy of Ropp's Commercial Calculator, a Practical Arithmetic for Practical Purpoess, and rapid calculation. For sale by large booksellers.

Kindly publish recipe for potato au gratin.

E. J. L.

Pare three or four potatoes and cut into small cubes. Put in cold water for one hour; then boil in slightly salted water until tender, but not broken. Drain and place in a pudding dish. Make a white sauce by rubbing together two level tablespoonfuls of butter and two of flour. Add a cupful of warm milk and cook until it begins to thicken. Pour this sauce over the potatoes, stir one-half cupful of fine, dry bread crumbs into one tablespoonful of melted butter, spread over the top and bake 20 minutes. A little cheese may be grated over the top, if liked, just before baking.

What is the nature of the Guinea people as to complexion; to what race do they belong, and in what section of country are they found?

F. E., Moatsville, W. Va.

Guinea is a geographical term formerly designating the Western African Coast region, between the Senegal River and the Orange River, and now being gradually restricted to Portuguese West Africa and Portuguese Guinea. The region from Sierra Leone to the Gabun River, in French Congo, was generally termed Upper Guinea and the region south Lower Guinea. The term Northern Guinea was sometimes applied to the coast of what is now Nigeria and Kamerun. The four Guinea islands were Fernando Po, Annoban, Principe and Sao Thome. The Portuguese were the first to explore and trade along the Guinea Coast, tempted by the gold deposits, and later, also, by the opportunities of slave-trading. Besides having an almost deadly climate, the coast is generally hard of access from the sea, owing to a rough surf and lack of good havens. The natives are pure negro stock, with usual characteristics of that race.

Please give the method of re