R'S WORK OF TILITIES BOARD

L REPORT IS SUBMITTED TO GOVERNOR.

AND PRESENT PLANS

y Important Cases Decided—Commutation Rates a Pressing Issue—Telephone Case at the Front During the Coming Months. Attention Called to Fact That There Was an Increase in Number of Employes of Public Service Corporations Killed.

The Public Service Commission yesterday submitted to Governor Goldsborough its annual report showing its work for the year ended on December 31. The report was delayed by the investigation of the Consolidated Gas, Electric Light and Power Company. This investigation consumed the time of the commission and therefore delayed the submission of the report.

In its report the members of the commission say:

The routine work of the commission has been heavier than in any previous year, and the character and importance of some of the matters under investigation have taxed the strength of the force and the resources at our command to the extreme.

The case of most importance was the investigation of the Consolidated Gas, Electric Light and Power Company, of Baltimore, which has not been decided at the date of this report. It was on trial, however, from July to the latter part of November of 1912. The hearings and argument consumed 47 days, and the study of the great mass of testimony and the elaborate and able briefs of counsel has occupied most of the time of the commission since the argument closed. A case of this magnitude necessarily interfered to a considerable degree with other matters before the commission, but these are in such shape that they can be promptly disposed of after the gas case is out of the way.

Dismissed and Satisfied.

During the year 1912 there was filed on the regular docket 249 cases, and the number closed was 215. Some of the cases closed were on the docket at the close of 1911, but of the 249 filed during 1912, 194 were closed.

Cases heard and closed by orders	174
Cases dismissed after hearing	29
Cases satisfied	5
Cases withdrawn	4
Cases consolidated	2
Cases suspended	1
	215

The cases filed on the correspondence docket during the year 1912 numbered 268, and all except 41 of them were closed, as follows:

Transferred to formal docket	37
Satisfied by corporation complying	60
Satisfied by explanation	76
Suspended by failure to prosecute	41
Withdrawn	4
Dismissed	1
Closed by commission	1
Consolidated with case No. 283	7
	227

Disposition of Complaints.

The total number of cases disposed of was 442, in 203 of which there were formal hearings. The correspondence cases are by no means perfunctory matters. They all involve more or less research, and numerous letters are required to dispose of others. This is, however, by far the best means of disposing of certain classes of complains and bring a large number of people in touch with the commission. The majority of such cases are settled either by the corporation granting the relief sought or by the complainant dropping the matter after explanation. Quite a number of the cases left open are dependent upon other cases on the formal docket and are carried here as a matter of convenience. A few of the more important cases may properly be mentioned here.

The case of the Baltimore Drug Exchange and others against the Baltimore Belt Railroad Company and others was instituted to obtain an order of the commission establishing a switching district and switching rates in Baltimore city and vicinity. The allegations were that the local movements of freight in carload lots between railroads centering in Baltimore are essentially switching movements and the charges therefor unreasonably high. The railroad companies replied that the establishment of a switching district and switching rates would practically open their terminals to competing roads, against which the Public Service Commission Law protects them, that the local movements are not switching movements as properly understood, and that the charges for such service are reasonable and fair. The commission took the view that the movement is practically a switching movement, that as the companies had opened their terminals to each other upon their own terms the question of protection of the terminals was thus waived or eliminated, and that the question to be determined was the reasonableness of the charge for the service now being performed. Under the evidence in the case the conclusion was reached that the situation in Baltimore required the establishment of a switching district and per car charges for switching movements, and an order was passed accordingly. The order has not been put into effect, however, as proceedings have been instituted in the Circuit Court of Baltimore City to review the commission's findings.

Commutation Rates.

Old Frederick Road Improvement Association against the United Railways and Electric Company was instituted to compel the defendant corporation to establish commutation rates upon its suburban lines. Under Section 16, of the original act, common carriers are permitted to issue mileage, excursion and commutation tickets. It was considered that this is permissive only and that the commission had no power to compel the issuance of such tickets. In a proceeding, in which the lawfulness of certain "Residents' Books" of tickets that had been issued for a long time by the company upon some of its suburban lines was raised, the commission was reluctantly constrained to declare them unlawful. A good deal of criticism of the commission and the company ensued, and an appeal was made to the general assembly, the outcome of which was Chapter 162, of the Acts of 1912, by which the commission was authorized to establish commutation rates. Considering that this act was mandatory, the commission in this case passed an order establishing commutation rates upon all of the suburban lines of the company. The case consumed much time which was mainly devoted to an effort to effect a settlement that would be acceptable to the public and the company. It is a source of regret that this could not be accomplished and that the rates established by a majority of the commission appear to be unsatisfactory to the people concerned; but it is hoped that after they are put into effect on February 1, 1913, the public will find that a substantial benefit has accrued to them.

On January 2, 1912, an order was passed in the telephone case, which had been pending for sometime, prescribing rates for telephone service in Baltimore city, the rates to be effective May 1, 1912, as to all of the schedules except the unlimited business service, which was to be superseded October 1, 1912, by measured service, provided certain conditions in relation thereto were complied with by the company. Shortly before the latter date a petition was filed on behalf of the Protective Telephone Association praying for an extension of the effective date to April 1, 1913, to enable the petitioners to present new evidence upon the subject. The extension was granted, but the date which fixing new evidence was limited to January 1, 1913. Subsequently, by agreement of parties, the measured rate was to be put into effect January 1, 1913, and the time for filing evidence advanced to the first of the following April; the company waiving the three-year period, for which the rates were to stand under the original order. The effect of all this is that the telephone situation is opened for further investigation.

Other cases of general interest, which it is not necessary to discuss in detail are mentioned by the commission.

Detail of Accidents.

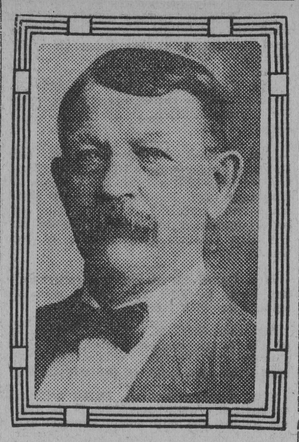
A detailed statement of deaths and injuries resulting from accidents on all kinds of utilities under the jurisdiction of the commission is submitted. It is to be regretted that they show considerable increases over the figures of the preceding year. The totals for the year ending September 30, 1912, are 179 killed and 9,308 injured, an increase of 37 or 26 per cent. killed, and 1,180 or 14.4 per cent. injured. Much the greater part of the injuries are trivial and mainly due to carelessness on the part of the public. We do not know of any way to prevent this cause of thousands of mishaps. Study of the table shows that in the case of steam railroads the increase in fatalities to the public is due principally to trespassing on the property of the companies. Passengers show an increase of one killed, but there is a marked decrease in the number of passengers injured. There was an increase of two in employes killed, confined entirely to trainmen who show an increase of 10, while trackmen, yardmen, switchmen and others show a decrease of eight. Injuries to employes show an increase of 122.

In the operation of electric railways the public killed number 33, an increase of 2; the injured, 6,365, an increase of 680; employes, 4 killed, the same as last year; injured, 1,367, an increase of 190. The grand totals are increased in the present report by the inclusion of telephone companies which have not heretofore reported accidents.

We are now arranging to hold a conference with railway officials at an early date, in the hope of obtaining stricter discipline and supervision of employes upon whose attention to duty the safety of the traveling public so largely depends.

The matter of accounting by small companies continues to be a source of vexation. They have not the means to employ skilled accountants, and do not seem to understand the directions printed in the forms sent out for annual reports. There would seem to be no recourse other than to send an accountant to visit them and open books for them in accordance with the rules of the commission, and this plan may be adopted.

Congressman Konig



—Photo by Betz.

His constituents in the Third Maryland Congressional district last night tendered him a banquet at the Hotel Junker. There were several hundred East Baltimoreans present.

MAJOR YELLOTT CROSS-EXAMINED

HE AND MR. CAREY EXCHANGE REPARTEE AT TOWSON.

NO EXPLOSIONS, HOWEVER

Nestor of Baltimore County Bar Questioned Relative to Statements Made by Him in Circular, at Meetings and in Interview. Trouble Over Erasure of Memorandum From Blueprints Cleared Up by Mr. Morse.

Replete with repartee was the hearing of the county sewer case in the Circuit Court at Towson yesterday, for Major John I. Yellott, nestor of the Baltimore county bar, was cross-examined by Francis K. Carey, senior counsel for the Suburban Sewerage Company. While he made some sharp retorts to some of the questions of his inquisitor, there were no verbal explosions such as have marked the examination of other prominent witnesses.

When the case was opened by Judge Duncan yesterday, T. Scott Offutt, one of the lawyers for the plaintiffs, arose and announced that he had been to see R. B. Morse, sanitary engineer for the State Board of Health. He asked him regarding the erasure of certain figures on some of the blueprints. The lawyers said that Mr. Morse told him that he had erased the figures which were merely calculations on the cost of excavations which he had put on the papers himself, and which he had a right to rub off. Mr. Morse is now ill at his home. The discovery that the figures had been rubbed out caused quite a stir in the courtroom on Friday.

Judge Duncan expressed his pleasure that the matter had been explained. He said that the incident reminded him of the story of the woman who had all of the symptoms of a disease until the family doctor arrived, when it was found that all of the symptoms had disappeared.

Major Yellott Called.

When Major Yellott was called to the stand Mr. Carey said:

"I consider it an honor," said Mr. Carey, "to cross-examine the nestor of the Baltimore county bar."

"I accept the compliment," responded Major Yellott, "at its full face value."

Referring to the explanation of the erasures from the blueprints, Mr. Carey asked Major Yellott if he didn't think that your counsel is the mare's nestor of Baltimore county?"

"If I recollect correctly," said Major Yellott, "Mr. Offutt said on Friday that he did not intend to impute the responsibility for the erasures to counsel on the other side, or to any one particularly. It now appears that the memoranda was made and removed by Mr. Morse."

"The Lord gave and the Lord hath taken away," said Mr. Carey.

"I don't see anything the Lord had to do with this matter," replied the witness.

Major Yellott requested his counsel not to make any objections to the questions of Mr. Carey, as he wished him to have all the sway that he desired.

Admits He Wrote Circular.

He acknowledged the authorship of a circular which denounced the sewerage purchase as "a Get-rich-quick Wallingford scheme designed to put over on Baltimore county for $600,000 a sewerage plant that cost its promoters less than $100,000."

"I stand by every word of it," declared Major Yellott.

Mr. Carey questioned Major Yellott relative to statements that he had made at public meetings that the purchase of the sewerage plant would double the tax rate. The witness said he meant if the cost of the plant was levied on the property benefited.

Mr. Carey said: "Don't you know that it would only increase the tax rate of the county 2¾ cents, even if the tax for the entire cost of the sewerage plant were levied in one year."

"That would be 2¾ cents of tax rate illegally and fraudulently levied," responded the witness.

Major Yellott said that he never heard that Percy G. Ligon and J. Robert Read, two engineers who testified for the plaintiffs, had been discharged from the service of the Suburban Company, and that he had positive information to the contrary.

$500,000 of Velvet, He Says.

"I have always believed," said Major Yellott, "that there was $500,000 of velvet in this deal."

Mr. Carey read an interview which appeared in a newspaper and in which Major Yellott was reported to have said that he thought that it was desirable to secure the removal from office of County Commissioners Charles L. Mattfeldt and Henry P. Mann, but in his opinion the only way it could be done would be to place sticks of dynamite under their chairs, but this was not advisable, as there would have to be considerable cleaning up afterwards.

"I don't recall having made the exact statement, but it reflects my sentiments," said the witness.

Mr. Yellott denied that he had any personal ill feelings toward the two county commissioners personally, but that he was bitterly opposed to some of their official acts.

The case will be resumed today, and Robert B. Morse, sanitary engineer of the State Board of Health, will conclude his testimony, which was interrupted by his illness.

Mr. Edmonds Much Better.

Richard H. Edmonds, editor of the Manufacturers' Record, who has been confined to the house for the last two weeks by a severe cold, is much better, and expects to be out this week.

John H. Gildea

—Photo by Janvier.

He will be elected president of the Chamber of Commerce tomorrow.

DESCRIBES HER COSTUME

Suffragist Trumpeter Says It Will Be Gorgeous.

Miss Adele N. King, the Baltimore miss who is to ride in advance of General Jones' suffrage army when it marches from this city to Washington, smilingly told of her plans for the history-making ride yesterday. Miss King is very pretty—so pretty that she will probably be one of the contestants in the much-heralded beauty contest which is to form one of the features of the votes for women campaign in the capital city during inauguration week. She is an equestrienne, too, and when she comes galloping into the various hamlets and towns which line the Columbia pike, on the way to Washington, clad in the picturesque costume, at present in the process of construction, and blowing a fanfare, she ought to attract some attention.

Miss King described her costume for the benefit of feminine readers of The American.

"It's going to be lovely!" the modern Paul Revere exclaimed delightedly when asked for a description of it. "I am to dress as a Sixteenth Century herald, you know, and I'm going to be gorgeous. Purple and white is to be the color scheme. My hat will be a purple creation, surmounted by a flowing white plume. My jacket will be made of rich purple velvet, slashed with white silk. I shall wear tights and huge riding boots with golden spurs."

As soon as the weary wanderers have been safely piloted into their destination the little herald intends to ride straight to the President, in whose presence she will render Hail to the Chief on her trusty cornet. During the big parade on March 3 she is to ride in front of one of the Maryland floats, accompanied by her eight-year-old sister, Carola, who is said to be one of the youngest cornetists in the country.

Recruits for the parade are turning up daily. Drs. Lilian Welsh and Mary Sherwood have both signified their intention of helping to represent Maryland in Washington, and scores of letters addressed to "Lieutenant" Keller or "Captain" Hooker, saying that the writers will parade, are reaching headquarters at 817 North Charles street.

It seems that General Jones' army is destined to reach Baltimore considerably larger than when it departed from New York. All along the way workers for the cause are planning to join the redoubtable little leader. This holds especially true of New Jersey's stalwart daughters, who are flocking to the votes-for-women standard in droves.

A dispatch from Washington, received at the Just Government League house yesterday, tells of an additional float for the parade. The clerks of the Indian Department are getting it up, and it is intended to portray the position which Indian women held in certain parts of the country under the old tribal regime—a position relatively higher politically than the position occupied by the American woman of today. The women on the float are to be real Indians and their costumes will come from the Smithsonian Institution.

George R. Gaither will give an address during the course of a tea to be held tomorrow afternoon at the Equal Suffrage League headquarters, 829 North Charles street. He will tell the members what kind of a suffrage bill would prove most feasible for Maryland at present.

CUMBERLAND DUGAN IS 83

Attributes Longevity to Employment of Same Cook for 24 Years.

Blessed with good health, good eyesight and a vigorous constitution, as he himself declared, Cumberland Dugan, one of Baltimore's most prominent business men, yesterday celebrated his eighty-third birthday, with a quiet dinner to members o his family at his home, 930 Calvert street.

Mr. Dugan, in spite of the inclement weather, was at his desk at his office yesterday morning, and stated that it was the happiest birthday that he had ever passed. Mr. Dugan makes his home with three of his unmarried daughters and two unmarried sons, as his wife died about a year and a half ago.

"I attribute my long and vigorous life," said Mr. Dugan, "to the fact that I have been chewing tobacco for 62 years, have had the same cook for 24 years, and the same waiter for 21 years. The youngest of my 11 children is 40 years old, and the youngest of my 20 grandchildren is about three months. The rooms of my city house are not spacious enough to properly entertain them all, but I hope to have as many as possible of them dine with me this evening."

Among other guests were Mr. Dugan's brother-in-law, General Buchanan, of Washington.

Mr. Dugan has been engaged in the hardware business for the past 61 years, is a lifelong and enthusiastic Democrat, and is also a director of the Metropolitan Savings Bank.

TO WIDEN YORK CHANNEL

Mayor Hears From Lieut. Col. Lansing H. Beach.

Mayor Preston received word yesterday from Lieutenant Colonel Lansing H. Beach, government engineer for this state, that York Spit Channel will be widened. The United States Board of Engineers for Rivers and Harbors has approved the plan which recommends that the channel, which leads indirectly into the city's harbor, be widened to 1,000 feet. The improvement will necessitate an expense of $305,250 for the first construction. There will also be an allowance of $20,000 annually for the maintenance of the channel depth.

Mayor Preston believes that the widening of York Spit Channel will eventually prove of much benefit to local steamboat companies and the shippers of Baltimore. A deeper channel naturally quickens water-borne traffic, thus resulting in a further development of the city's commerce. The Mayor will apprise the various business organizations of the city of the news.

Miss Frame, Teacher, Ill.

Miss Mary E. Frame, former teacher of Primary School, No. 22, is ill at the home of her sister, Mrs. Alice F. Starr, near Cockeysville.

SHIPPING NEWS

Continued from Tenth Page.

which is to load a full cargo of grain at this port, destined for Copenhagen.

Light vessel No. 71, which has been at this port for the past three months undergoing extensive overhauling, has arrived at Portsmouth, Va., to be fitted with wireless outfit by the Navy Department. On completion No. 71 will relieve light vessel No. 72, now stationed on Diamond Shoals.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, JAN. 27.

High Water for January 28.

11:38 A. M.....1.2 Feet 11:35 P. M.....0.8 Foot

Vessels Bound for Baltimore.

STEAMERS.

AMSTELDIJK (Dutch) sailed from Rotterdam Jan 11-for Baltimore via Newport News.

ARNE (Nor) sailed from Coronel December 25.

ASCOT (Br), sailed from Havana Jan 16 for Matanzas.

ASTORIA (Br), from Narvik for Philadelphia and Baltimore, at St Michaels Jan 25 (lost funnel, boats, etc).

ASSYRIA (Ger), at Fayal Jan 15.

ATHENIANIA (Br) sailed from London Jan 10 for Baltimore via Boston.

BELLORADO (Br), from Havre, sailed from St Michaels Jan 21 for Hampton Roads and Baltimore.

BIRKHALL (Br), at Las Palmas Jan 23.

BOSNIA (Ger) sailed from Hamburg Jan 14 for Boston and Baltimore.

BRANDENBURG (Ger) sailed from Bremen Jan 16 for Baltimore.

BROOKWOOD (Br) sailed from Tyne Dec 28 for Teneriffe.

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.

CORONIADIS (Greek), at Venice Nov 25.

DAPHNE (Nor), at New York Jan 24, for Boston and Baltimore.

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.

FRIDTJOF NANSEN (Nor) at Philadelphia Jan 24.

GAUSA (Br) sailed from Huelva Jan 8.

GANGES (Br) sailed from Smyrna Jan 4 for Baltimore via New York.

GEORGOLAN (Br) sailed from Antwerp Jan 12.

GLENAEN (Br) sailed from Huelva for Philadelphia Jan 20.

GRAMPIAN RANGE (Br) sailed from Middlesboro Jan 18.

HARTLEPOOL (Br), from Rio Janeiro, sailed from St Lucia Jan 22 for Baltimore.

HELMES (Nor) sailed from Norfolk Jan 17 for Colon.

HOYLE BANK (Br) sailed from New York Jan 26 for Baltimore.

JANEJA (Br), from Vizagapatam, sailed from Gibraltar Jan 15.

JETHOU (Nor) sailed from Marseilles Jan 10 for Baltimore via Delaware Breakwater.

JOLANDO DI GIORGIO (Nor) sailed from Port Antonio Jan 24 for Baltimore.

KENTUCKY (Dan) sailed from Grimsby Jan 16 for Philadelphia and Baltimore.

LINGFIELD (Br), at Barry Jan 2.

LORD CHARLEMONT (Br) sailed from Penarth Jan 15.

LORD ROBERTS (Br), from Montevideo, at New York Jan 25.

NORFOLK (Br) sailed from Oran Jan 15 for Baltimore.

RHEIN (Ger) sailed from Bremen Jan 18 for Philadelphia and Baltimore.

RIPON (Br), from Tovey, sailed from Queenstown Jan 11 for Baltimore via Philadelphia.

RIVER PLATE (Br) sailed from Bombay Dec 27 for United States.

RIO TIETE (Br), from Rio Janeiro, sailed from St Lucia Jan 21 for Baltimore.

ROBERT COVERDALE (Br) sailde from Batoum Jan 15.

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 Aden Jan 14.

WANDBY (Br) sailed from Teneriffe Jan 21.

WEARBRIDGE (Br), at Vizagapatam Dec 31.

SHIPS AND BARKS.

BAKAIA (Br), at Port Spain Dec 16.

SCHOONERS.

CALUMET, from Boston for Baltimore, sailed from Vineyard Haven Jan 22.

DOROTHY PALMER sailed from Tampa, Fla, Jan 24 for Baltimore.

EDWARD H BAIRD sailed from Norfolk Jan 24 for Baltimore.

EDWARD H COLE sailed from Tampa, Fla, Jan 13.

J B DU BIGNON sailed from Savannah, Ga, Jan 13.

LYDIA M DEERING sailed from Saunderstown Jan 25 for Providence and Baltimore.

Arrived.

Stmr Jolando di Giorgio (Nor), Egeland, from Port Antonio, to Atlantic Fruit and Steamship Company, with bananas. At Pier 2, Pratt street.

Stmr Egda (Nor), Olsen, from Huelva, to Robert Ramsay Company, with pyrites. At A A Company, Canton.

Stmr Marina (Br), Young, from Newport News, to Robert Ramsay Company, cargo in transit. At Locust Point.

Stmr Maskinonge (Br), Griffiths, from Rotterdam, to Gustavus & Co; ballast.

Stmr Gloriana (Br), Davies, from Philadelphia, to Gustavus & Co; ballast.

Stmr Suwannee, Kirwan, from Jacksonville via Savannah, to Merchants and Miners Transportation Company, with passengers and merchandise.

Stmr Juniata, James, from Boston, to Merchants and Miners Transportation Company, with passengers and merchandise.

Stmr Juniata, James, from Boston, to Merchants and Miners Transportation Company, with passengers and merchandise.

Stmr Chesapeake, Delano, from New York, to New York and Baltimore Transportation Company, with merchandise.

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.

Stmr F J Luckebach, Rodick, from Port Tampa, to George R Dilkes & Co, with phosphate rock. At Baugh's.

Stmr Nelson, Thompson, from Tuxpan, to U S Asphalt and Refining Company, with oil. At Curtis Bay.

Schr William B Herrick, Murphy, from Hillsboro, to Gray, Irelan & Co, with plaster rock. At Curtis Bay.

Schr Emily E Burton, Todd, from Rappahannock River, with lumber to Lord Dill & Co.

Schr Carrie E Wright, Lumpkin, from Rappahannock River, with lumber, to order.

Schr Emma A Faulkner, Larimore, from Great Wicomico River, with lumber.

Schr Gracie May, Bristow, from Piankatank River, with cordwood.

Schr Ida O Robinson, White, from Mattapony River, with lumber.

Schr Anna Belle, Ailsworth, from Rappahannock, with lumber.

Schr Bayard Hopkins, Harrison, from York River, with lumber.

Schr James H Dashields, from Choptank River, with cordwood.

Barges Nos 3 and 52, from Norfolk, to Standard Oil Company.

Schr Alma Stubbs, Henly, from Coan River, with lumber.

Barge Magnolia, Krupp, from Port Arthur via Hampton Roads, to The Texas Oil Company, with oil.

Barge City of Washington, McKay, from Providence, to S M Hamilton Coal Company; light.

Barge Swansboro, Vetra, from Plymouth, N C, with lumber to Homer Lumber Company.

Cleared.

Stmr Lord Downshire (Br), Davis, for Belfast and Dublin—Atlantic Transport Company.

Stmr Stagpool (Br), Campbell, for Avonmouth—John T Fahey & Co.

Stmr Westhampton (Br), Dow, for Sunderland—Gill & Fisher.

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

Stmr Suwannee, Kirwan, for Jacksonville via Savannah—Merchants and Miners Transportation Company.

Stmr Chesapeake, Delano, for New York—New York and Baltimore Transportation Company.

Stmr Nantucket, Hatch, for Providence—Merchants and Miners Transportation Company.

Stmr Gloucester, McDorman, for Boston—Merchants and Miners Transportation Company.

Stmr Juniata, James, for Boston—Merchants and Miners Transportation Company.

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

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

Tug Piedmont, Hudgins, for Boston, with barge No 15, Linardy, and barge No 24, Tobiasen, for Boston—Consolidation Coal Company.

Schr William Linthicum, for Newport News, Va—C C Paul & Co.

Schrs Virginia Rulon, Messick, for Suffolk, Va; Alert, Scott, Rappahannock River; Lizzie V Hall, Townsend, for Newport News, Va, and gasoline barge Louisa, Brice, for Port Royal, Va—Wathen & Co.

Sailed.

Stmrs City of Baltimore and Virginia, both for Norfolk; Merrimack, Jacksonville via Savannah.

Sparrows Point.

Passed down at 11:20 A M, stmr Alum Cliffe (Br), for Havana; 2:45 P M, tug Piedmont, towing barges Nos 15 and 24, for Boston; 3:30 P M, stmr Westhampton (Br), for Sunderland.

Cape Henry.

CAPE HENRY, VA., January 27.—Weather: 8 A M, raining; wind S; 2 miles; dense fog. Noon, raining; wind W; 12 miles. 4 P M, raining; wind N; 20 miles; nearly dense fog.

Passed in at 8 A M, stmr Pallaza (Ger), from Hamburg via Boston (at anchor, awaiting orders); 4:20 P M, stmr Sverre (Nor), from Daiquiri.

Passed out Jan 26, at 10:20 P M, stmr Columbian (Br), for Havre and Antwerp.

Arrived from Baltimore.

Stmr Heighington (Br), Norfolk 27th inst (and cleared for Hamburg.

Stmr Pennine Range (Br), Rotterdam 25th inst.

Stmr Glamorgan (Br), Hamburg 24th inst.

Stmr Earl of Elgin (Br), Antwerp 29th inst.

Stmr Kastalia (Br), London 26th inst.

Stmr Platea (Greek), Oran 25th inst.

Stmr Somerset, Jacksonville, Fla, 27th inst (and proceeded to Jacksonville).

Sailed for Baltimore.

Stmr Parthian, Jacksonville, Fla, 27th inst.

Memoranda.

Schrs Sallie C Marvil and Sadie C Sumner anchored at Mayport 27th inst.

Schr Emma F Angel, from Savannah, arrived at Key West 27th inst.

Charters.

Stmr Mountfield (Br), 20,000 quarters grain, hence to Leixoes or Oporto, 4s 6d, February.

Schr Alice Holbrook (643 tons), coal, hence to Mayport, private terms.

Exports.

Stmr Lord Downshire (Br), for Belfast and Dublin.—For Belfast—25,714 bu mixed corn. Value, $14,271.43. For Dublin—17,142 bu mixed corn. Value, $9,600. Cargo to be completed.

Stmr Westhampton (Br), for Sunderland—99,403 bu No 2 Northern Manitoba wheat (Canadian) in bulk and bags. Value, $97,415.60.

Stmr Kattos (Nor), for Havana (cleared Jan 18)—100 cases canned pears, 6 cases brushes, 50 bags potatoes, 1,085 bales hay, 10 bbls of paint in bulk, 125 boxes and 1 bbl canned meats (tin, cork and paper), 500 sacks oats, 310 bdls galvanized pipe, 443 bdls Danish bowls, 240 bdls iron pipe, 300 brls cement, 24 trucks, 12 car bodies, 3 bdls ends, 12 bdls doors, 24 bdls sides, 12 bdls posts, 1 bdle separatcins, 12 cane cars, 2 bdls door separations, 300 sacks flour, 120 drums caustic soda, 6,005 rolls roofing paper, 1 case cotton hosiery, 530 bdls iron pipe, 150 pcs iron pipe, 3,000 sacks oats, 341 cases tinplates, 573 bdls iron, 70 cases lubricating oil, 1 brl and 1 half brl and 4 kegs bolts, 230 bdls and 70 pcs iron pipe, 201 pkgs printing paper, 500 reels barbed wire, 110 kegs staples, 14,155 pcs and 89 rolls sewer pipe, 644 bdls paper bags. Value, $14,036.

Stmr Stagpool (Br), for Avonmouth—109,200 bu white corn, value $63,336; 234,600 bu No. 2 white oats, value $89,148.

Imports.

Stmr Venango (Br), from Middlesbro, England—1,620 tons ferromanganese, 621 bdls wire rods in coils, 222 bales paper stock.

Stmr Egda (Nor), from Huelva—3,778 tons pyrites.

Stmr Jolando di Giorgio (Nor), from Port Antonio—11,539 bunches bananas, 929 bags cocoanuts, 200 bags pimento, 144 bags ginger, 1 bag bitterwood.

Stmr Nelson, from Tuxpan—1,638,000 American gallons crude petroleum in bulk in steamer's tanks.

Wireless Reports.

NEW YORK, January 27.—Stmr Barbarossa, Bremen for New York, 960 miles east of Sandy Hook at noon. Dock 8:30 A M Thursday.

NANTUCKET, MASS., January 27.—Stmr Oscar II, Copenhagen for New York, 325 miles east of Sandy Hook at noon. Dock 11 A M Tuesday.

SABLE ISLAND, January 27.—Stmr Kronprinzessin Cecilie, Bremen for New York, 600 miles east of Sandy Hook at 10 A M. Dock 4 P M Tuesday.

Steamers to Sail from New York.

Steamer	Destination.	Sails.
Vaderland	Dover-Antwerp	Jan 29
Campania	Liverpool	Jan 29
La Savoie	Havre	Jan 29
Pennsylvania	Hamburg	Jan 30
Argonia	Gib'r-Naples	Jan 30
P 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
Noordam	Rotterdam	Feb 1
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
Florida	Havre	Feb 8
Rochambeau	Havre	Feb 8
Amerika	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
Umbria	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
Philadelphia	Southampton	Feb 15
Minnewaska	London	Feb 15
Berlin	Gibraltar-Naples	Feb 15

American Ports.

NEW YORK, January 27.—Arrived, stmrs Afghanistan, from Santiago; Silvia, London; Virginia, Barcelona; Paula, Shields; Magdalene, Rivera; Bermudian, Bermuda; City of Colombo, Calcutta via Boston; Norbilda, Colon; Allemania, Kingston; Comanche, Jacksonville, etc; Cloudide Cuneo, Genoa, Automedon.

Sailed, stmrs Zeuderdyk, for Rotterdam; Molina, Macoris.

PHILADELPHIA, January 27.—Arrived, stmrs English Monmarch (Br), Hewitt, Trujillo; Rubenmere (Br), Charleston; Comanchee (Br), London; Pennoil (Ger), Dover; Sinox (Ger), Hamburg via Fayal; Nestorian (Br), Liverpool; Oregonian, Puerto Mexico; Algiers, Tampa, etc; Alleghany, Boston; Persian, Jacksonville and Savannah.

Foreign Ports.

ALEXANDRIA—Sailed, Jan 27, stmr Adriatic, for New York.

LONDON—Sailed, Jan 26, stmr Minnesota, for Philadelphia.

MARSEILLES—Arrived, Jan 27, stmr Madonna, from New York.

QUEENSTOWN—Arrived, Jan 27, stmr Haverford, Philadelphia for Liverpool.

SCILLY—Passed, Jan 27, stmrs Kaiser Wilhelm II, New York for Bremen; Minnetonka, do for London.

CASCARETS SURELY STRAIGHTEN YOU OUT

No Headache, Biliousness, Upset Stomach, Lazy Liver or Constipated Bowels by Morning.

Are you keeping your bowels, liver and stomach clean, pure and fresh with Cascarets, or merely forcing a passageway through these alimentary or drainage organs every few days with Salts, Cathartic Pills, Castor Oil or Purgative Waters?

Stop having a bowel wash-day. Let Cascarets thoroughly cleanse and regulate the stomach, remove the undigested, sour and fermenting food and foul gases, take the excess bile from the liver and carry out of the system all the decomposed waste matter and poisons in the intestines and bowels.

A Cascaret tonight will make you feel great by morning. They work while you sleep—never gripe, sicken or cause any inconvenience, and cost only 10 cents a box from your druggist. Millions of men and women take a Cascaret now and then and never have Headache, Biliousness, coated tongue, Indigestion, Sour Stomach or Constipated Bowels. Cascarets belong in every household. Children just love to take them.

WOMAN COULD NOT WALK

She Was So Ill—Restored to Health by Lydia E. Pinkham's Vegetable Compound.

Pentwater, Mich.—"A year ago I was very weak and the doctor said I had a serious displacement. I had backache and bearing down pains so bad that I could not sit in a chair or walk across the floor and I was in severe pain all the time. I felt discouraged, as I had taken everything I could think of and was no better. I began taking Lydia E. Pinkham's Vegetable Compound and now I am strong and healthy."—MRS. ALICE DARLING, R. F. D. No. 2, Box 77, Pentwater, Mich.

Read What Another Woman says:

Peoria, Ill.—"I had such backaches that I could hardly stand on my feet. I would feel like crying out lots of times, and had such a heavy feeling in my right side. I had such terrible dull headaches every day and they would make me feel so drowsy and sleepy all the time, yet I could not sleep at night.

"After I had taken Lydia E. Pinkham's Vegetable Compound a week I began to improve. My backache was less and that heavy feeling in my side went away. I continued to take the Compound and am cured.

"You may publish this if you wish."—MISS CLARA L. GAUWITZ, R. R. No. 4, Box 62, Peoria, Ill.

Such letters prove the value of Lydia E. Pinkham's Vegetable Compound for woman's ills. Why don't you try it?

TO JOIN IN SAFETY RALLY

B. & O. Men Accept Pennsy's Invitation for Monday.

The general safety committee of the Baltimore and Ohio system has accepted the invitation of the Pennsylvania Railroad to participate in the joint "safety first" meeting of all railroads entering Baltimore, which will be held at the Lyric next Monday evening.

J. W. Coon, assistant to general manager and chairman of the Baltimore and Ohio safety boards, announced yesterday the decision of his road to take part in the meeting and informed Gamble H. Latrobe, of the Pennsylvania, who will act as chairman of the meeting. A large number of Baltimore and Ohio employes, including trainmen, shopmen, switchmen and those in other grades of service, will attend the safety rally, and there will be a representative delegation of Western Maryland employes present.

A meeting similar to the one which will be held at the Lyric is planned for Wilmington, Del., where the railroad men of all lines will take part in a meeting which will be held at night and to which the public will be invited. The Baltimore and Ohio safety committeemen will join with the Pennsylvania at the Wilmington meeting, which will be held next week; and next month a "safety first" meeting will be held at Pittsburgh. The Pittsburgh gathering will embrace all lines with terminals in that city.

FACE COVERED WITH PIMPLES

**Suffered Three Years. Used Resinol. Now Not a Pimple to Be Seen