NINE TAKEN OFF SINKING SCHOONER

MEMBERS OF S. P. BLACKBURN'S CREW LANDED HERE.

TWO REFUSE TO LEAVE SHIP

Caught in a Terrific Gale While Bound From Baltimore to Galveston, the Vessel Becomes Waterlogged — About to Settle When British Steamship Tiverton Goes to Rescue — Engineer and Cook Stick to Craft.

Rescued from the four-masted schooner S. P. Blackburn, while the vessel was sinking during a terrific southwest gale last Tuesday about 100 miles east of Cape Hatteras, nine members of the crew were brought here by the British steamship Tiverton, commanded by Captain William Leask, which arrived yesterday from Batoum, Russia. Two other members of the schooner's crew preferred to go down with the sinking craft rather than jump into the sea to be rescued by a life saving crew from the Tiverton.

The rescued men include Captain Norman McLeod, of Boston, master of the Blackburn; Mate John S. Scott, 2615 Barclay street; Second Officer Eugene Santigo, and Seamen Antonio Silva, Antonio J. Santos, John Monteirs, John Britto, Manuel Britt and Alfred Tavares, all Portuguese from the Cape Verde Islands, who were shipped from this port. Those who preferred to go down with the ship were F. Windell, engineer, of Cleveland, O., and the colored steward, Robert Perry, whose home is at 1310 Division street, this city. It is the opinion of Captain McLeod that both men have gone to their death, for when last seen the Blackburn was rapidly settling.

The rescue of the men was effected under the most trying circumstances, and was successfully accomplished by Chief Officer A. Palmer, with a volunteer crew from the Tiverton, consisting of D. Cavallaros, C. D. Coughlan, W. Asberg, F. Petersen and K. Johansen, all seamen.

Buoys Declined by Two.

According to Captain Leask it was about 4:30 o'clock last Tuesday morning that the schooner was first sighted. Signals of distress were flying in the rigging, but it was then too early to make out just what character of craft it was. The Tiverton hove to for several hours, and then headed to windward of the schooner.

Though a southwest gale was blowing at the time and made a tremendous sea, Chief Officer Palmer's call for volunteers was answered quickly, and in a short time the port lifeboat was manned by an able crew, carrying with them lifebuoys and lines. At the side of the schooner the seas threatened to dash the lifeboat to pieces and it was necessary to lay off the vessel about 15 yards.

Buoys were thrown to those on the vessel and all that could swim jumped into the raging sea and were picked up. Windell and Perry, however, lost their nerve, and, being unable to swim, refused to jump. Both men then turned away and went into one of the deck houses.

Then followed a struggle by those in the lifeboat to get back to the Tiverton. Finally on getting alongside, all but two men were hauled safely on the deck of the steamer when a huge sea struck the lifeboat, dashing it against the side of the ship. By means of lines the remaining two men were hauled on deck after being waist deep in water, and none too soon, for another sea struck the lifeboat and smashed it into bits.

Sailed From This Port.

According to Captain McLeod, the schooner S. P. Blackburn sailed from this port January 21, laden with 2,500 tons of coal destined for Galveston. After passing out the Virginia Capes the vessel encountered a severe southwest gale with terrific seas. It was at noon Sunday when the ship showed signs of distress. Two of the masts became loose, tore large holes in the deck, and then broke in two. The foremast also began to break from aloft and huge pieces of timber crashed to the deck.

For two days the crew manned the pumps, but the water steadily grew higher in the hold. The vessel had become unmanageable and was in a sinking condition when the Tiverton hove in sight.

Captain McLeod and Chief Officer Scott expressed the highest praise for the officers and crew of the Tiverton. They had lost all their personal effects, and all they had were the clothes on their backs.

The S. P. Blackburn was owned by Percy & Small, of Bath, Maine, and was built by the owners in 1896. The vessel was 233.7 feet long, 43.9 feet wide, and 20.1 feet depth of hold. It was a well-known trader here and was represented by Gray Irelan & Co. Immediately on the arrival of the shipwrecked crew word of the disaster was sent the owners, who, believing that possibly the schooner might still be afloat, sent a request to the revenue cutter service at Washington to have a cutter make a search for the vessel.

In hope of saving the lives of the two men, Captain Bertholf, commandant of the Revenue Cutter Service, at Washington, yesterday ordered the cutter Onondaga, at Norfolk, to steam at full speed to the place where the Blackburn was left sinking. The vessel was then 300 miles east-southeast of Cape Henry, Va.

The Tiverton also has to its credit the rescue of crews at two other times. On October 8, 1912, while bound from Progresso, Mexico, the vessel picked up the master and seven seamen of the schooner Henry Weller, which was found bottom up off Frying Pan Shoals. The men had been clinging to the wreck for five days and four nights. They were landed at Boston. The same crew which effected that rescue were those who saved the crew of the S. P. Blackburn.

On October, 1908, while the Tiverton was en route from Pensacola, Florida, for Newport News, it picked up two seamen off Jupiter, who were found clinging to a piece of wreckage.

Lived on Bananas Six Days.

Nathaniel Howe, alias Joseph Griffith, a Jamaican stowaway, found on the Norwegian fruit steamship Susua, which reached port yesterday from Santa Marta, Central America, was brought before the local immigration authorities to explain how he got to this country and to show cause why he should not be returned for attempting to land in violation of the immigration laws.

At first Howe maintained that his name was Joseph Griffiths, that he was a seaman by profession and showed a seaman's discharge book in which was a memorandum of the vessels on which he had been employed. After close questioning by one of the officials, however, he finally confessed that his name was not Griffiths, but Nathaniel Howe, and that he had bought the discharge book from a sailor for a shilling.

Howe confessed he was a Jamaican by birth, that he went to Central America to obtain work, became stranded and finally becoming desperate, stowed away on the Susua to try his luck in this country. For six days, he said, he had subsisted on ripe bananas, which he found in the hold and would not have been discovered but for the fact that when the vessel was near the Virginia Capes the weather got cold and tarpaulins were placed on the hatches.

The tarpaulins made it very dark in the hold where the stowaway was hiding and becoming frightened he began to pray. His prayer was heard by the officers of the ship and he was ordered to come out on deck. During the remainder of the voyage he was given employment in chipping paint. Howe was sent to the City Jail for safe keeping until the Susua sails, when he will be returned.

Schooner Viking Ashore.

Ashore on the north side of Guadeloupe, the American schooner Viking, commanded by Captain Tilton, which sailed from this port January 9, laden with 1,550 tons of coal destined for Martinique, is lying in a dangerous position and leaking, according to dispatches. The vessel took the bottom on the night of January 29.

The Viking is the vessel that picked up the three Bermudian pilots who were driven out to sea in their boat, over which considerable uneasiness was felt for their safety. After being picked up by Captain Tilton they were safely landed at Bermuda January 20. When the Viking sailed from this port Captain Tilton was joined by his wife, who is accompanying him on the voyage. It is not thought by the officials of Gray, Irelan & Co., the vessel's agents at this port, that the lives of those on board are in any danger. George Tooker, of New York, is the managing owner of the vessel.

THRILLING RESCUE OFF CAPE HATTERAS

The six members of the crew of the steamship Tiverton, who volunteered to man a lifeboat in a heavy sea and row to the schooner S. P. Blackburn that was fast sinking last Tuesday morning. They rescued the captain of the Blackburn and eight members of his crew. Those in the picture are: Front Row (left to right)—J. D. Coughlin, boatswain; A. Palmer, chief officer, and H. Johansen, seaman. Back Row—W. Asberg, seaman; J. Petersen, seaman, and D. Cavalloras, carpenter.

CAPT. NORMAN McLEOD, OF BOSTON, Master of the schooner Blackburn.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, JAN. 30.

High Water for January 31.

1:20 A. M.....0.6 Foot | 2:54 P. M.....1.3 Feet

Vessels Bound for Baltimore.

STEAMERS.

AMSTELDIJK (Dutch) sailed from Rotterdam 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), from Hamburg, sailed from Fayal Jan 25.
ATHENIANIA (Br) sailed from London Jan 10 for Baltimore via Boston.
BORNEO (Aust) sailed from Huelva Jan 25.
BELLORADO (Br), from Havre, sailed from St Michaels Jan 21 for Hampton Roads and Baltimore.
BIRKHALL (Br), at Las Palmas Jan 23.
BOSNIA (Ger), from Hamburg, at Boston Jan 29.
BROOKWOOD (Br) sailed from Tyne Dec 28 for Tenerife.
BURNBY (Br) sailed from Genoa Jan 23.
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 motor ship), Hamburg for Boston and Baltimore, sailed from Queenstown Jan 27.
CORONIADIS (Greek), at Venice Nov 25.
DAPHNE (Ital) cleared at New York Jan 30 for Norfolk.
EL CORDOBES (Br) sailed from Liverpool Jan 4 for Baltimore.
ELSWICK HOUSE (Br), at New York Jan 18.
EMERALD WINGS (Br), sailed from London Jan 1 for Philadelphia.
FISHPOOL (Br) sailed from Garrucha Jan 15 for Philadelphia.
FRIDTJOF NANSEN (Nor) cleared at Philadelphia Jan 29.
GAFSA (Br) sailed from Huelva Jan 8.
GANGES (Br) sailed from Smyrna Jan 4 for Baltimore via New York.
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.
HERMES (Nor) sailed from Norfolk Jan 17 for Colon.
JANETA (Br), from Vizagapatam, sailed from Gibraltar Jan 15.
JETHOU (Nor) sailed from Marseilles Jan 10 for Baltimore via Delaware Breakwater.
KENTUCKY (Dan) sailed from Grimsby Jan 16 for Philadelphia and Baltimore.
LINGFIELD (Br), at Barry Jan 2.
LORD ROBERTS (Br), from Montevideo, at New York Jan 25.
NORFOLK (Br) sailed from Oran Jan 15 for Baltimore.
PHECTA (Dutch) sailed from Charleston, S C, Jan 30.
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 Dec 27 for United States.
RIO TIETE (Br), from Rio Janeiro, sailed from St Lucia Jan 21 for Baltimore.
ROBERTO COVERDALE (Br) sailde from Batoum Jan 15.
TANCRED (Nor) sailed from Colon Jan 22.
TEMPLEMORE (Br) sailed from Liverpool Jan 21.
TUGELA sailed from Rio Janeiro Jan 28.
VALDURA (Br), from Bombay for Philadelphia and Baltimore, sailed from Azores Jan 19.
WANDBY (Br) sailed from Teneriffe Jan 21.
WEARBRIDGE (Br), at Vizagapatam Dec 31.

SHIPS AND BARKS.

RAKAIA (Br), at Port Spain Dec 16.

SCHOONERS.

CALUMET, Boston for Baltimore, at Delaware Breakwater Jan 30.
DOROTHY PALMER sailed from Tampa, Fla, Jan 24 for Baltimore.
EDWARD H COLE sailed from Tampa, Fla, Jan 13.
J E DU BIGNON sailed from Savannah, Ga, Jan 13.
LYDIA M DEERING sailed from Saunderstown Jan 25 for Providence and Baltimore.

Arrived.

Stmr Georgian (Br), Fortay, from Antwerp, to Atlantic Transport Company, with merchandise At Pier 7, Canton.
Stmr Tiverton (Br), Leisk, from Batoum via Oran, to Gustavus & Co, with licorice root. At Young's Pier.
Stmr Aldershot (Br), Jacobsen, from New York, to Gustavus & Co; ballast. At Curtis Bay.
Stmr Lord Charlemont (Br), West, from Penarth, to Atlantic Transport Company; ballast. At Pier 6, Canton.
Stmr Ruth, Risk, from Boca Grande, to S P Blackburn & Co. with phosphate rock.
Stmr Atlanta, Short, from West Point, to Chesapeake Steamship Company, with passengers and merchandise.
Stmr Kershaw, Johnson, from Boston, to Merchants and Miners Transportation Company, with passengers and merchandise.
Stmr Manna-Hata, Charles, from New York, to New York and Baltimore Transportation Company, with merchandise.
Stmr City of Norfolk, Thomas, from Norfolk, to Chesapeake Steamship Company, with passengers and merchandise.
Stmr. Floride, Almy, from Norfolk, too Baltimore Steam Packet Company, with passengers and merchandise.
Lighthouse stmr Jessamine, from a cruise.
Barge I D Fletcher, Rice, from Norfolk, to Maryland Steel Company.
Schr Laurena Bramble, Springfield, from Rappahannock River, with lumber.
Schr Louisa, Fields, from Bayboro, N C, with lumber to Elm City Lumber Company.
Schr John R P Moore, Banks, from York River, with lumber.
Schr Alice Hughes, Malone, from Rappahannock River, with lumber.
Schr Wild Flower, Bulger, from Rappahannock River, with lumber.

Cleared.

Stmr Wyneric (Br), Bonner, for Bremerhaven (cleared 28)—Robert Ramsay Company.
Stmr Frednes (Nor), Andersen, for Havana—The Joseph R Foard Company—The Joseph R Foard Company.
Stmr Sosua (Nor), Bjonness, for Santa Marta—United Fruit Company.
Stmr Strathendrick (Br), Brown, for Rotterdam and Amsterdam—Dresel, Rauschenberg & Co.
Stmr Virginia (Br), Morgan, for Rotterdam—Louis Muller Company.
Stmr Euxinia (Dan), Lund, for Copenhagen—Robert Ramsay Company.
Stmr Breynton (Br), Lyberg, for Hamburg—Atlantic Transport Company.
Stmr Hoylebank (Br), Porter, for Tampico via Vera Cruz and Norfolk—The Joseph R Foard Company.
Stmr Florida, Almy, for Norfolk—Baltimore Steam Packet Company.
Stmr City of Norfolk, Thomas, for Norfolk—Chesapeake Steamship Company.
Stmr Atlanta, Short, for West Point—Chesapeake Steamship Company.
Stmr Kershaw, Johnson, for Boston—Merchants and Miners Transportation Company.
Stmr Manna-Hata, Charles, for New York—New York and Baltimore Transportation Company.
Stmr Peter H Crowell, Kent, for Providence—Gray, Irelan & Co.
Stmr George Hawley, Johnstone, for Galveston—The Joseph R Foard Company.
Schr Alice Holbrook, Ellis, for Mayport—Gray, Irelan & Co.
Barge City of Washington, McKay, for Providence—S M Hamilton Coal Company.
Schr Sandy Hook, Hingerty, for Elizabeth City, N C—Wathen & Co.
Schr Maine, Jones, for Walkerton, Va—Wathen & Co.

Sailed.

Stmrs City of Norfolk, for Norfolk: Florida, do; Manna-Hata, New York; Atlanta, West Point.

Sparrows Point.

Passed down at 8:50 A M, stmr George Hawley, for Galveston; 9:20 A M, schr Holbrook, for Mayport (tow tug Lauretta Spedden); 9:30 A M, stmr Java (Aust), for Barcelona, and stmr Anglo-Patagonian (Br), for Rotterdam via Norfolk; 10:30 A M, ang Suthern, towing barges 16City of Washington, for Providence, and Florence O'Brien, for Norfolk; 11:10 A M, cutter Apache, for a cruise; 1:45 P M, stmr Peter H Crowell, for Boston; 4:15 P M, stmr Frednes (Nor), for Havana.

Cove Point.

COVE POINT, MD., January 30.—Weather: Hazy; wind S; moderate breeze.
Passed down, 1:40 P M, stmr Sverre (Nor), for Norfolk.

Cape Henry.

CAPE HENRY, VA., January 30.—Weather: 8 A M, clear; wind SW; 12 miles. Noon, clear; wind SW; 12 miles. 4 P M, clear; wind SW; 14 miles.
Passed in at 1:40 A M, stmr Essex, from Providence (toward Norfolk); 2 A M, New England steamer, from Boston (toward Norfolk); 5 A M, stmr Howard, from Boston (toward Norfolk); 11:20 A M, stmr Parthian, from Jacksonville via Savannah; 1:20 P M, stmr Joseph W Fordney, from Boston; 2:40 P M, stmr Brandenburg (Ger), from Bremerhaven.
Passed out at 1:40 A M, stmrs Stagpool (Br), for Avonmouth, and Nelson, for Norfolk; 12:40 P M, stmr Suwannee, for Jacksonville via Savannah.

Arrived from Baltimore.

Stmr Chatton (Br), Novorossisk 25th inst.
Stmr Katie, Norfolk, Va, 30th inst.
Stmr Merrimack, Savannah, Ga, 30th inst (and proceeded for Jacksonville).
Stmr Nelson, Norfolk 30th inst.

Memoranda.

Stmr Harz (Ger sailed from Port Eads, La, 30th inst for Copenhagen and three safe ports in Denmark, via Norfolk.
Stmr Somerset, Jacksonville for Baltimore, arrived at Savannah 30th inst (and proceeded).
Stmr Sirius (Ger) sailed from Port Eads, La, 30th inst for Stettin via Norfolk.
Stmr Rockpool (Br) sailed from Rio Janeiro 28th inst for Newport News.
Stmr Indore (Br) sailed from Galveston 30th inst for Liverpool.
Stmr Argo (Br), Marseilles for Baltimore, passed Gibraltar 22d inst.

Spoken.

Bark Bruce Hawkins, Philadelphia to Savannah, at 11:45 A M Jan 30, 15 miles S¼W of Cape Fear Bar, becalmed; asked to be reported (by pilot boat St Charles).

Charters.

Nor stmr Fridtjof Nansen, 23,000 quarters grain, hence to Rotterdam or Avonmouth, 3s 1½d, February.
Dutch stmr Phecada, 18,000 quarters grain, hence to Rotterdam, 3s 1½d, February.

Exports.

Stmr Batavia (Ger), for Hamburg (cleared Jan 22)—Canned vegetables, canned fruits, furniture, stoves and parts, sewing machines, guns, organ, saw, cartridges, clocks, household and and personal articles of small values as per bill of Montgomery Ward & Co, attached to shipper's manifest; 102 bales cotton sweepings, 61 casks manganese oxide, 52 brls tobacco extract, 65 bales hog hair, 108 bales hair plaster, 335 brls mineral lubricating oil, 124 cakes and 194 bars copper, 225 pkgs agricultural machinery repairs, 10,150 feet walnut lumber, 42,180 feet walnut logs, 1lot of nickel slags, 300 tcs neutral lard, 1,550 tcs pure lard, 1,500 half brls pure lard, 500 boxes pure lard, 2 tcs beef casings, 10 brls heads for buckets, 700 brls inedible white grease, 2,829 sacks corn flour, 1,100 sacks barley feed, 27,761 sacks hominy feed, 2,667 sacks livestock feed, 2,000 sacks corn oil cake, 1,000 sacks corn oil meal, 17 hhds Md leaf tobacco, 156,414 feet walnut logs, 65 brls mineral seal oil, 3 bolts and 6 cases cotton duck, 7 bales compressed rap woolen, 10 bales hog hair, 16,000 bu No 2 Northern wheat in bulk (Canadian), 51,428 bu mixed corn in bulk; 5,441 bars, 432 cakes, 2,682 ingot bars copper; 8,579 bars copper, 993 brls mineral petroleum lubricating oil. Value, $527,565.
Stmr Frednes (Nor), for Havana—20 cases No 2 Osborn canned corn, 20 cases No 3 Oral brand tomatoes, 10 cases No 1 Oral brand oysters, 10 cases No 3 Oral brand catsup in glass, 10 cases No 1 Oral brand sauce baked beans, 3 cases No 1 Oral brand plain baked beans, 2 cases No 3 Oral brand sauce baked beans, 2 cases No 3 plain Oral brand baked beans, 25 cases No 1 Oral brand canned oysters. Cargo to be completed.
Stmr Hoylebank (Br), for Tampico via Vera Cruz and Norfolk—2,500 tons ¾-inch bituminous coal. Value, $7,000.
Stmr Breynton (Br), for Hamburg—94,285 bu mixed corn in bulk. Value, $51,385.71. Cargo to be completed.
Stmr Strathendrick (Br), for Rotterdam and Amsterdam—140 tcs neutral lard. Value, $6,734. Cargo to be completed.
Stmr Virginia (Br), for Rotterdam—120,750 bu Manitoba No 2 Northern spring wheat in bulk (Canadian). Value, $117,328.86.
Stmr Euxinia (Dan), for Copenhagen—2,000 tons flour, 30 tons fat backs and middles in boxes, 100 tons oilcake meal. Value, $126,560. Cargo to be completed.
Stmr Sosua (Nor), for Santa Marta—ballast.

Atlantic Coast and Gulf Wind and Weather Report.

U. S. DEPARTMENT OF AGRICULTURE, LOCAL OFFICE OF WEATHER BUREAU,
8 P. M., FRIDAY, January 30.

Stations.	State of Weather.	Direction of Wind.	Velocity of Wind.
Portland	Clear	S	6 miles
Boston	Clear	SW	10 miles
Nantucket	Clear	SW	14 miles
Block Island	Clear	SW	16 miles
Providence	Clear	S	8 miles
New York	Clear	S	8 miles
Philadelphia	Clear	S	6 miles
Atlantic City	Clear	SW	14 miles
Baltimore	Clear	S	5 miles
Norfolk	Clear	S	12 miles
Hatteras	Clear	SW	8 miles
Charleston	Clear	S	4 miles
Jacksonville	Clear	SE	6 miles
Tampa	Clear	E	4 miles
Pensacola	Cloudy	SE	20 miles
New Orleans	Cloudy	SE	10 miles
Galveston	Cloudy	SW	8 miles
Corpus Christi	Clear	SE	6 miles

Wireless Reports.

BROW HEAD, January 30.—Stmr Kaiserin Auguste Victoria, New York for Cherbourg and Hamburg, 300 miles south at 9:20 A. M. Due Cherbourg 7.20 A M.
Stmr President Grant, New York for Plymouth and Hamburg, 130 miles southwest at 11:20 A M. Due Plymouth 8 A M Friday.
CAPE RACE, January 30.—Stmr Cameronia, Glasgow for New York, 1,200 miles east of Sandy Hook at noon. Due N Y Sunday.
SABLE ISLAND, N. S., January 30.—Steamer Amerika, Hamburg for New York, 900 miles east of Sandy Hook at noon. Dock 8:30 A M Sunday.
Stmr Rhein, Bremen for Philadelphia and Baltimore, 400 miles east of Delaware Breakwater at noon.
Stmr Prinz Adalbert, Hamburg for Philadelphia, 360 miles east of Cape Henlopen at noon.

Steamers to Sail from New York.

Steamer.	Destination.	Sails.
La Savoie	Havre	Jan 31
Caronia	Gib'r-Naples	Jan 30
P F Wilhelm	Bremen	Jan 30
Pennsylvania	Hamburg	Feb 1
Cymric	Liverpool	Feb 1
Sant' Anna	Naples-M'lles	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
Alice	Naples-Trieste	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
Mauretania	Plymouth	Feb 8
Amerika	Hamburg	Feb 3
Minnehaha	London	Feb 8
Martha Washington	Naples-Trieste	Feb 8
Cameronia	Glasgow	Feb 8
Oceanic	Southampton	Feb 8
Birma	Rot'dam	Feb 11
Potsdam	Rotterdam	Feb 11
Kroonland	Dover-Antwerp	Feb 12
Ancona	Naples-Genoa	Feb 12
Mauretania	Plymouth	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

American Ports.

BOSTON, MASS., January 30.—Sailed, steamer Nanna, for Norfolk.
CHARLESTON, S. C., January 30.—Arrived, stmrs Aagot (Nor), from Hamburg; Mohawk, Jacksonville (and proceeded New York); Arapahoe, New York (and proceeded Jacksonville).
DELAWARE BREAKWATER, January 30.—Arrived, schrs Hugh de Payens, New York for Brunswick; Victor C Records, do for Wilmington, N C; Ella L Davenport, do for a Southern port.
Passed up, stmrs Epsom (Br), Rotterdam via Boston for Philadelphia; Emil L Boas (Ger), Hamburg for do.
Passed out, stmr Fairmead (Br), Philadelphia for Norfolk.
NORFOLK, VA., January 30.—Arrived, stmrs Aurecle (Br), from London; Pallanza (Ger), Newport News (and cleared for Rotterdam and Hamburg); Sangstad (Nor), New York; Wegadesk (Nor), Philadelphia; Berwindmoor (Br), Newport News; schrs F & T Lupton, New York; Robert W McCurdy, Boston; Margaret Thomas, New York; Lucie Wheatley, do; Eleanor Bolles, do.
Sailed, stmr Strathairly (Ger), for Rotterdam; Matfen (Br), Fecamp; schrs Eleanor A Percy, Tampico; Sylvia C Hall, St Georges, Bermuda; Clifton, Tampico; Cora F Cressy, Newport News.
NEWPORT NEWS, VA., January 30.—Arrived, stmr Fernandina (Br), from Brunswick (and sailed for Bordeaux and Manchester); schr Wm E Downes, Fall River.
Sailed, stmr Tyr (Nor), for Port of Spain.
NEW YORK, January 30.—Arrived, steamers Huron, from Jacksonville and Charleston; Barbarossa, Bremen; President Lincoln, Hamburg; La Flandre, Ghent; Helen, Calbarien; Mora, Chromo, N J; Olinda, Nipe; Matoppo, Yokohama via Boston; Arcadian, Bermuda; Guantanamo, Tampico; Coya, Montevideo; Guerre, Santa Cruz; New York, Southampton.
Sailed, stmrs Luis for Alicante; Paula, Flushing; Paloma, Matanzas; Trojan, Valparaiso; Glenelyre, Melbourne; Emanuele Accame, Oran; Hyburn, Hull; Morro Castle, Havana; Lerje, Palermo; La Savoie, Havre; Caronia, Naples; Prinz Friedrich Wilhelm, Bremen.
PHILADELPHIA, January 30.—Arrived, stmrs Chiswick (Br), from Santiago; Joseph J Cueno (Nor), Port Antonio, etc; Dorchester, Jacksonville and Savannah; Tuscan, Boston; schr George P Hudson, do.
Sailed, stmrs Santa Clara (Br), Sagua; Kilsyth (Br), Havana; Persian, Savannah and Jacksonville; Itasca, Providence, etc; schrs John J Hanson, Huanacoa, P R; Edwin R Hunt, San Juan, P R.

Foreign Ports.

ALGIERS—Arrived, Jan 30, stmr Franconia, from New York.
ANTWERP—Sailed, Jan 29, stmr Batiscan, for Delaware Breakwater.
BOULOGNE—Arrived, Jan 30, stmr Nieuw Amsterdam, from New York.
DARTMOUTH—Sailed, Jan 30, stmr F A Tamplin, for Norfolk.
FALMOUTH—Returned, stmr Bulysses, Tyne for Philadelphia.
GLASGOW—Sailed, Jan 30, stmr Mongolian, for Halifax and Philadelphia.
LONDON—Sailed, Jan 30, stmr Minnewaska, for New York.
LYTTLETON—Arrived, Jan 29, stmr Harpagus, New York for Portland, Ore.
MADEIRA—Arrived, Jan 29, stmr Cedric, New York for Genoa.
MANCHESTER—Sailed, Jan 29, stmr Delaware, for Philadelphia.
QUEENSTOWN—Sailed, Jan 30, stmr Oceanic, for New York.
SHIELDS—Sailed, Jan 29, stmr Kirby Bank, for Savannah.
ST. MICHAELS—Sailed, Jan 30, stmr Start Point (from London), for Philadelphia.
Sailed, stmr Ghent; Helen, Calbarien; Mora, Chromo, N J; Olinda, Nipe; Matoppo, Yokohama

MRS. SIMCOE HAD ITCHING HUMOR ALL OVER HEAD

Tried Everything. Almost Gave Up Hope. A Little Resinol Cured.

Kansas City, Mo., Oct. 11, 1912.—"Sores began to break out all over my head and on the inside of my ears. They would gather and run, and where it would run it would make another sore, and my head finally got so bad, the way it itched was terrible. I slept with my head wrapped up to keep from scratching in my sleep, it was so severe. I also had dandruff and falling hair. I tried several different salves and took different kinds of blood medicines, but nothing seemed to do any good. We were talking of cutting my hair off.

"I had been troubled almost two years and almost gave up all hope of ever being cured, when a friend advised me to get Resinol. I got a jar and began using it with Resinol Soap, and found relief after a few applications. We used the first jar of Resinol Ointment, and about one-half of another, and I was entirely cured." (Signed) Mrs. W. R. Simcoe, 1809 Belleview Street.

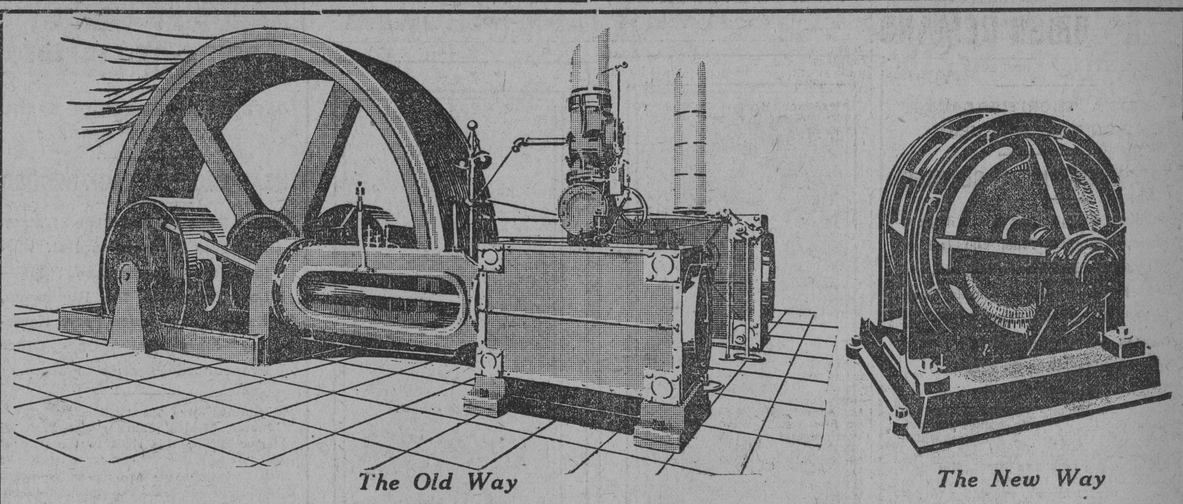
Better proof, even than such a letter is to try Resinol yourself and see how quickly the itching stops and stubborn skin or scalp eruptions disappear. Resinol Ointment and Soap are sold by all druggists. For free trial, write to Dept. 6-T, Resinol Chem. Co., Baltimore, Md.

Safeguard to Woman's Health

Thousands of women are using various forms of antiseptics as preventatives of disease and safeguards to good health. Many such preparations in use are actually worthless and positively dangerous.

Tyree's Antiseptic Powder is absolutely safe to use, and has been recommended by physicians for more than twenty-one years. Unequaled as a preventive of contagious disease, unsurpassed as a douche and highly efficacious in avoiding contagion, healing diseased tissues, ulcers and delicate membrane passages. A 25-cent package will make two gallons standard antiseptic solution. Sold by druggists everywhere. Send for booklet and free sample.

J. S. Tyree, Chemist, Washington, D. C.



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