NEW ACTIVITIES FOR OLD COLLEGE

A MOVE TO IMPROVE MARYLAND AGRICULTURAL.

THE GOVERNOR'S AID ASKED

City-wide Congress Is Interested in the Institution—Valuable Recommendations Contained in Report of a Special Committee of That Body—A Suggestion That Representative Bodies Be Requested to Co-operate.

Timely and valuable recommendations, bearing on new activities and a broader field for the Maryland Agricultural College are contained in a report which a special committee of the City-wide Congress has completed and which that body has approved.

Interest in the old college was aroused in the congress by its recent partial destruction by fire and by a belief that the institution could be made of greater usefulness to the farmers of Maryland. This interest prompted the appointment of a committee to look into the past and present work of the college, to ascertain the state's legal interest in it, to ascertain its needs and to make such recommendations for its betterment as seemed to be practicable. The committee was headed by Dr. D. H. Steffens and Herbert Sheridan, the latter being chairman, and W. M. Ellicott. The committee was enlarged by the addition of Dr. A. R. L. Donme, Dr. D. H. Steffens and Messrs. John M. Dennis, Asa B. Gardiner, Jr., C. Bosley Littig and J. Colin Vincent.

Governor's Aid Sought.

After approving the committee's work the City-wide Congress adopted a resolution recommending that "Governor Goldsborough call a meeting of representatives of various bodies and interests of Baltimore city and state to consider both the latent possibilities of agricultural development of Maryland and to determine what should be done with respect to the Maryland Agricultural College in order that these possibilities under its leadership may be so utilized as to further the best interests of the state."

The representative bodies as enumerated are:

The press of the city and state, all farmers' organizations, Maryland Agricultural College, City-wide Congress, Board of Trade, embracing city trade organizations; Johns Hopkins University, Board of State Aid and Charities, State Board of Education, Bureau of Immigration, Associated Boards of Trade of Maryland, all transportation companies of the state, the United States Department of Agriculture, the Federated Women's Clubs of Maryland.

At the meeting the report suggests that important subjects bearing on the welfare of the college be considered. Among these subjects are that the training of the college be directed with a view to better education on food products; that the plan of study be so arranged as to interlock with the general educational system of the state; the employment of convict labor for benefit of agricultural interests; the subordination of military discipline to general education, and that a continuance of federal aid be made possible. This aid amounts annually to $85,000.

In its general report the committee takes a strong ground against the abandonment of the site of the college and its location elsewhere. The many advantages of the proximity of the college to Washington are pointed out.

Another recommendation is that the legal status of the college as between its trustees and the state shall be ascertained.

Opportunities Neglected.

"If we compare," continues the report, "the Maryland Agricultural College with like institutions in other states (and to be fair we must take population and other conditions into account), one fact stands out—we have not availed ourselves of our opportunities. Here is an agricultural college, the oldest in this country, in many respects ideally located near Washington with its opportunities for general culture—libraries, museums, galleries, opportunities such as are possessed by no other college for obtaining the best lecturers in America besides experts from every other country who visit the national capital—which has some 200 students, only one-third of whom are taking some phase of agricultural study, while two-thirds are taking engineering.

"We cannot shut our eyes to the regrettable fact that in the administration of the affairs of this institution as compared with similar institutions in other states, there have been both serious errors and grave neglect.

"While other states made and are making most liberal provisions by appropriating a regular tax levy for their agricultural colleges, we compelled the trustees and faculty of this institution at every session of the legislature to neglect their proper duties and spend weeks and months at Annapolis imploring and supplicating appropriations to erect the necessary buildings for their work.

"Thus what seemed to some political work, was really a distasteful task forced upon the authorities by our failure to make proper and adequate provisions for this institution. To illustrate the effect of an opposite policy: It has been truthfully said that a paltry $10,000 per year spent for a period of five years upon increased corn production would put $1,000,000 into the pockets of our Maryland famers.

"As an evidence of what may be accomplished in this direction a letter written by Mr. B. H. Crocheron, principal of the Agricultural High School at Sparks, Md., is appended. In this letter great results are shown by growing certain kinds of corn."

The committee dwells at some length on the defects of the college which are not organic and which can be easily remedied.

Fritz Bruch

—Photo by Mishkin, N. Y.

Young Berlin 'cellist, who will collaborate with Theodore Hemberger, violinist, at the recital at the Peabody Conservatory of Music tomorrow afternoon.

HERR'S FRIENDS FAIL

To Have Him Restored to Former Rank of Fire Captain.

A vigorous but unsuccessful effort was made yesterday by a number of friends of former Captain John R. Herr to have the Board of Fire Commissioners restore him to his former rank. Congressman Konig, Councilmen Heller, Durm and Jung, Dr. William S. Gilroy, former Justice Charles Friedel and a score of East Baltimore business men called on the board and urged the members to reconsider their act of last week, when they reduced Mr. Herr to the ranks.

Former Captain Herr was charged with failing to comprehend a signal of the department and took the members of No. 4 Engine Company to a fire in the eastern section of the city, outside of his field of operation. This left a big business territory uncovered, according to the Fire Commissioners. He was summoned to appear before the board and his explanation evidently failed to convince the board, for they voted to reduce Herr from a captain to a plain fireman.

Councilman Heller made an eloquent plea in behalf of the former officer. He said that the Commissioners ought not to hold the fireman responsible because he made an error. "He has been an officer of the department for a long time," said Mr. Konig. "He has shown that he possesses executive ability and keen foresight. Besides, he is said to be a brave fireman. Therefore, I think that the punishment that you have inflicted on him is too severe."

Dr. Heller said that if a man in his employ made a blunder he would never think of punishing the man. "It is only when the same man makes a number of costly mistakes that I would think of punishing him," he said. "You tried Mr. Herr on the charge of not comprehending the signal of a district chief. He mistook the call for a second alarm. He showed that he was on the job. Besides, he was anxious to do his duty and evidently did not wait until the call was finally completed, which is, I understand, a very common occurrence."

Congressman Konig and Councilmen Durm and Jung spoke along the same lines. Mr. Konig then presented a long petition to the board containing a list of names of business men, petitioning the commissioners to "restore the title of captain to Mr. Herr." Dr. Gilroy spoke of the fireman's good reputation and said that it gave him pleasure to speak good of one whom he thought deserving.

After the addresses, the Commissioners held a whispered conference. Later, President Richard H. Johns announced that "while the petition would be accepted and placed on file, the board regretted that it could not reopen the case."

It was stated after the meeting by a member of the board that in reducing former Captain Herr to a plain fireman it took into consideration several additional costly errors he is said to have made in the past year.

The Commissioners decided to buy a pulmoter, a recent invention designed to restore persons asphyxiated with gas and smoke to life. The cost of the pulmoter is $185, and it will be placed in the fire ambulance.

The board sent a letter to Building Inspector Stubbs asking him to restore the building at 1019 West Lombard street, as it desired to reinstate No. 8 Engine Company. An automobile truck will be placed therein.

DEPUTY AUDITOR NEXT WEEK

Way Seems to Be Paved for Filling Long Existing Vacancy.

All indications point to a breaking of the deadlock over the deputy state auditorship when the Board of Public Works meets next week. No meeting will be held tomorrow, as General Vandiver will go to Philadelphia to attend the funeral of his brother-in-law.

The General yesterday laid the way open for the ending of the deadlock when he announced that he would withdraw his candidate, Thomas J. Murray, if Comptroller Harrington would consent to withdraw his man, William H. Thomas, Jr. General Vandiver added that he and his other Democratic colleague could then get together and vote for some other expert accountant. General Vandiver and Mr. Harrington held a long conference yesterday.

Yesterday State Auditor Ray, tired of waiting until he received an assistant, began the work of auditing the books in the State Tobacco Warehouse. Mr. Ray is making this examination at the solicitation of the Democratic state inspector who served under the Crothers administration, and who has been unable to obtain a release from his bond because his books have not been audited.

State Senators on Visit.

Though there was no special event on hand, many members of the last Maryland State Senate were in the city yesterday and for the most part saw each other. Among the members of the upper House who were here were Senator Beck, of Kent; Senator Andrew, of Harford; Senator Hammond, of Howard; Senator Lee, of Montgomery, and Senator Price, of Wicomico. The latter was in conference with former Senator Gorman during the morning. Senators Beck and Lee also had a little talk at the Rennert, while Senator Andrew dropped in about town. Senator Lee had a conference with former Governor Warfield.

TWO WOMEN SAVED FROM OPERATIONS

By Lydia E. Pinkham's Vegetable Compound—Their Own Stories Here Told

Beatrice, Neb.—"Just after my marriage my left side began to pain me and the pain got so severe at times that I suffered terribly with it. I visited three doctors and each one wanted to operate on me but I would not consent to an operation. I heard of the good Lydia E. Pinkham's Vegetable Compound was doing for others and I used several bottles of it, with the result that I haven't been bothered with my side since then. I am in good health and I have two little girls."—Mrs. R. B. Child, Beatrice, Neb.

The Other Case.

Cary, Maine.—"I feel it a duty I owe to all suffering women to tell what Lydia E. Pinkham's Vegetable Compound did for me. One year ago I found myself a terrible sufferer. I had pains in both sides and such a soreness I could scarcely straighten up at times. My back ached, I had no appetite and was so nervous I could not sleep, then I would be so tired mornings that I could scarcely get around. It seemed almost impossible to move or do a bit of work and I thought I never would be any better until I submitted to an operation, but my husband thought I had better write to you and I did so, stating my symptoms. I commenced taking Lydia E. Pinkham's Vegetable Compound and soon felt like a new woman. I had no pains, slept well, had good appetite and could do almost all my own work for a family of four. I shall always feel that I owe my good health to your Vegetable Compound."—Mrs. Hayward Sowers, Cary, Maine.

ANDERSON ASKS LEE QUESTIONS

WANTS TO KNOW SENATOR'S POSITION ON LOCAL OPTION.

FOR BASIS FOR OPINION

Superintendent of the Antisaloon League Failing to Receive a Reply to a Letter Addressed to Democratic Candidate for the U. S. Senate, Now Propounds Questions, Answers to Which Are Wanted by Temperance People.

Superintendent W. H. Anderson, of the Anti-Saloon League, tiring of his failure to receive a reply to a letter addressed to Blair Lee, as well as to other Democratic candidates for the United States Senate, asking them to state their position on local option legislation, yesterday addressed Mr. Lee a second letter containing a series of questions to which answers are requested.

Mr. Anderson's letter follows:

Dear Sir: In the last session of the Maryland legislature and after consultation with its enemies, you fathered an amendment to the Anti-Saloon League's Local Option Bill, which was used by the liquor interests as an excuse for killing the bill entirely.

The league, in order to avoid the possibility of doing you an injustice, has withheld its statement of opinion as to your motives in the hope that you would embrace the opportunity to convince the public that they were commendable.

Since you have not embraced this opportunity I hereby ask you certain questions, the answers to which, or your refusal to answer, will afford the temperance people a basis for their own opinion on the question of your good faith:

1. Did you offer this amendment, which you yourself have admitted came from the liquor interests, for the purpose of defeating all local option legislation at the last session, or for the purpose of getting some meritorious local option bill passed?

2. Did or did not the representatives of the liquor interests with whom you talked assure you that if you fathered this amendment they would agree that the bill as so amended might go through?

3. If they did so agree and have deceived you, why have you not denounced them and cleared yourself of complicity by declaring your intention to use your influence to get the measure passed in the future in order to prove your good faith?

4. If you were seeking to pass the Local Option Bill, why did you not consult its accredited representatives before destroying its chances, instead of coming and going through the form of asking us to help you pass it after you had made its passage impossible?

5. Are you for or against the return to either house of the next legislature of Mr. Cummings, of your county, who helped you pull the liquor interests out of danger at the last session?

6. Why did you refuse to carry out the plan proposed by the Anti-Saloon League which would have given the Local Option Bill one more chance of life and would have established your own good faith beyond question, provided you were acting in good faith?

7. Do you believe that the Christian temperance people of your county and state, whose support you are asking for, have a right to know your attitude upon liquor legislation and your relation to the liquor interests, or do you consider it an impertinence for them or their recognized representatives to interrogate you on these points?

8. If the liquor interests, recognizing that some local option bill must be passed, should again come to you with a proposition that you advocate such changes in the Local Option Bill as will make it measurably satisfactory to them, will you again comply with their request?

9. Is it not true that you offered this amendment in the hope that the liquor interests and their political allies would feel more kindly toward your future political ambitions, and that your failure to declare squarely in favor of the application of Democratic principles to this question, as has been done by Mr. Straus, is due to a desire to be free again to come to the rescue of the liquor traffic, if you believe that such action will further your political fortunes?

10. If this be true, why should you expect to be treated any differently from the other men who helped kill the Local Option Bill?

BISHOP ON BIRTHDAY WALK

Dr. Wilson, 79, Much Improved—Receives Congratulations.

Bishop Alpheus W. Wilson, dean of the bishops of the Methodist Episcopal Church South, yesterday celebrated his seventy-ninth birthday. He was the recipient of many letters and telegrams of congratulation from his friends in all parts of the state and country.

Bishop Wilson, who has been confined to his home for the past several days, was much improved yesterday, and celebrated his birthday by taking a short walk. He is suffering from asthma.

Born in this city in 1834, he was the son of the late Rev. Norval Wilson. In 1853 he was received into the Baltimore Conference, and joined the Southern branch of the church when the Baltimore Conference of the Methodist Episcopal Church South was organized. He was elected secretary of the Board of Missions in 1878, and was made a bishop in May, 1882.

Bishop Wilson has traveled all over this country, and has made several tours of the world. He was a delegate to the Ecumenical Methodist Conference in London three times, and made two visits to Brazil on mission inspection in 1892 and 1903. He also has written two books, Missions and Witness to Christ, that have had an extensive circulation. His home in this city is at Park Place and Laurens street.

POSLAM MOST DEPENDABLE SKIN REMEDY

"Dependable" is a term appropriately applied to Poslam, the remedy which so readily heals diseased skin and so quickly banishes unsightly affections.

If your skin is not in the perfect condition in which it should be, and is affected with any eruptional trouble, the benefits of Poslam are too important for you to overlook. Nothing is so rapid and effective in permanently curing eczema, acne, tetter, pimples, scalp scale, all forms of itch and every surface disorder.

POSLAM SOAP improves and beautifies the skin and hair, prevents roughness, purifies the scalp. All druggists sell Poslam (price, 50 cents) and Poslam Soap (price, 25 cents). For free samples, write to the Emergency Laboratories, 32 West 25th Street, New York City.

little joe's
Going to Start
A Real
Sensation
SEE TO-MORROW'S AMERICAN

DETAILS OF LOSS OF ULSTERMORE

CREW OF TEMPLEMORE BRING FACTS INTO PORT.

SHE SANK ON JANUARY 22

Big Johnston Liner, Which Left This Port on January 9, Scraped Bottom of the Reventment Wall in Crosby Channel, near Liverpool, England—The Ship Broke in Half With a Loud Report—Has Been Abandoned.

Details of the loss on January 22 of the Johnston Line steamship Ulstermore, that sailed from this port for Liverpool January 9, and which broke in two after grounding at the entrance to the River Mersey and became a total loss, were learned yesterday through the officers of the steamship Templemore, which arrived here yesterday. A graphic account as to how the huge vessel met its doom is told in the Liverpool Echo of January 23 and in part is as follows:

When only within 12 miles of its destination the British steamship Ulstermore, druing a blizzard, scraped the bottom on the reventment wall in the Crosby Channel, while en route from Baltimore for Liverpool, and the tide receding, she broke in half and has been abandoned a total wreck. A pilot had been taken on the ship at Point Lynas, which is 48 miles from Liverpool. When the vessel struck there was a scraping sound and the ship quivered from stem to stern. At first it was not thought that the matter was of a serious nature and the only inconvenience would be the delay in waiting for the return of the tide. It was then decided to lighten the cargo in order to facilitate the floating of the vessel.

Broke With Loud Report.

When the Ulstermore broke in two the sound was like a peal of thunder and there followed great excitement among the crew, most of whom were in the forward part of the ship. An attempt was made to launch a lifeboat, but the angle in which the ship lay jammed the boat when it was suspended some feet above the water. About that time pilot boat No. 3, in command of Captain Nicholas Morgan and Captain Rogers, came along. Those on the pilot boat heard the report and witnessed the appalling sight of the Ulstermore breaking in two.

In the face of the terrific blizzard raging, the pilot boat was gotten as near as possible to the steamer, which seemed literally falling to pieces, with dense volumes of steam bursting from the engine-room. Provisions were launched from the pilot boat and these were placed alongside the Ulstermore to save the crew, who left the ship by means of a rope ladder down its side. It was two hours before the 51 men were all taken off the ship and safely put on board the pilot boat, which later landed them at Liverpool.

The accident attracted a large number of tugboats, but these were unable to get near the liner to be of any assistance, and, besides, it was very dangerous. The two halves of the Ulstermore assumed an extraordinary position, the bow of the vessel was pointing in one direction and the stern another, while amidships the hull was still in another position, brought about by the twisting of the vessel when it broke in half.

Struck Bank of Stone.

The reventment on Taylors Bank, where the Ulstermore struck, is a submerged bank of stone deposited on the surface of the concaves of the channel side of Taylors Bank extending for a length of 13,200 feet. The ridge of stone is about 45 feet wide and 11 feet high from the crest to the base and was put there to check the erosion of the channel banks.

The reventment was only completed about two years ago and it was believed then by many that in the course of a few years it would prove a serious obstruction to the safe navigation of the channel by the big Atlantic liners. The Ulstermore proved to be the first vessel to meet with disaster. Last reports are to the effect that salvage operations could not be successfully carried out, owing to the bad weather then prevailing.

The afterpart of the steamer has since become detached and fallen to the bottom of the channel, while the forward and amidship sections are solidly impaled on the wall of stone. The wreck of the Ulstermore proved a harvest to the fishermen in the vicinity, who abandoned their regular quest of catching fish to secure valuable cargo which floated from the wreck.

Wireless Station on Custom-house.

There is being erected on top of the Custom-house a radio receiving station, which will be in charge of A. C. Pickells, the government radio inspector in this district. The purpose of erecting the wireless outfit is to enable the inspector to keep in touch with radio conditions in the district. One of the objects to be attained is to enable Inspector Pickells to keep informed of the operations of amateur wireless operators, who, it is said, persist in interrupting authorized government and commercial messages, which, as before announced, is a violation of the government rules concerning radio communication.

The station will have a radius of about 150 miles, and is intended for receiving purposes only. The antenna is stretched from the flag poles on the east and north sides of the building and will be in operation within the next few days.

Tug Dalzelline Damaged by Fire.

Tug Dalzelline, owned by the Baker and Whiteley Coal Company, caught fire early yesterday morning while lying at Jackson's Wharf, and the vessel was considerably damaged amidships. The fire was discovered by Chief Engineer Meyers, who was asleep on the vessel. He was aroused by the crackling of the flames and, blinded by the dense smoke, he made a futile attempt to put out the fire. Finding that the flames were gaining headway, an alarm was sent in, to which the fireboat Cataract responded, and in a short time subdued the flames, but not before considerable damage had been done. The origin of the fire is unknown, but it is supposed to have started in the coal bunkers. The tug will be immediately repaired and placed in commission.

Anne Arundel Reported Aground.

Advices through the local Maritime Exchange state that the steamer Anne Arundel, of the Baltimore, Chesapeake and Atlantic Railway Company, is ashore at Benedict, Patuxent River. It was learned at the office of the company that the steamer sailed from this city Tuesday afternoon to make its accustomed landings on the Patuxent, and in all probability grounded as the result of the extreme low water. Benedict is well up the Patuxent River, and the vessel is absolutely in no danger, and the only inconvenience is the delay for the return of the tide. The Anne Arundel was due to arrive at this port last night.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, FEB. 5.

High Water for February 6.

6:25 A. M.....0.8 Foot | 7:21 P. M.....1.3 Feet

Vessels Bound for Baltimore.

STEAMERS.

ARGO (Br) sailed from Genoa Jan 22.
ATLAS (Br) sailed from Cardiff Jan 5 for St Vincent.
ASSYRIA (Ger), from Hamburg, sailed from Fayal Jan 25.
ATHENIANA (Br), from Fowey, at Boston February 4.
BORNEO (Aust) sailed from Huelva Jan 25.
BEDEBURN (Br) Huelva Jan 30.
BIRKHALL (Br), at Las Palmas Jan 23.
BROOKWOOD (Br), at Teneriffe prior to Jan 8.
BURNBY (Br) sailed from Genoa Jan 23.
CAIRNGOWAN (Br), from Nicolaieff for Baltimore, passed Southend Jan Jan 16.
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 Malta Jan 11.
DARTMOUTH (Br) sailed from Cardiff Jan 12 for Las Palmas.
EMERALD WINGS (Br), from London via Bermuda, at Philadelphia Feb 1.
FARMAND (Nor) sailed from Cardiff Jan 18.
HAULWEN (Br), from Bombay, at Suez Feb 5.
HARTLEPOOL (Br), at Newport News Jan 30.
HERMES (Nor), at Colon about Jan 27.
HOLTBY (Br), in Tyne Jan 14.
INDRANI (Br) sailed from Glasgow Feb 1 for Newport News and Baltimore.
JANETA (Br), from Vizagapatam, at Bermuda Feb 1 (for coal).
JETHOU (Nor) sailed from Hampton Roads Feb 5 for Baltimore.
LINGFIELD (Br) sailed from Barry Jan 12 for Las Palmas.
MALTBY (Br) sailed from Garrucha Jan 15 for Philadelphia and Baltimore.
MARIA (Dutch) sailed from Huelva Jan 15.
NECKAR (Ger) sailed from Bremen 5 P M Feb 1 for New York and Baltimore.
MOUNTFIELDS (Br), from Middlesboro, at Savannah Feb 5.
NORFOLK (Br) sailed from Oran Jan 15 for Baltimore.
PHILADELPHIAN (Br) sailed from London Feb 1
PUTNEY BRIDGE (Br) sailed from New York Jan 28 for Hamburg.
RIPON (Br), from Fowey via Queenstown, at Philadelphia Feb 4.
ROBERT COVERDALE (Br) sailed from Batoum Jan 15.
SANDSEND (Br) sailed from Oran Jan 21 for New York and Baltimore.
TUGELA sailed from Rio Janeiro Jan 28.
WEARBRIDGE (Br) passed Galle Jan 6.
YORK CASTLE (Br) passed Ascension Jan 12.

SHIPS AND BARKS.

RRAKAIA (Br), at Port Spain Dec 16.

SCHOONERS.

EDWARD J LAWRENCE sailed from Portland
MONTROSE W HOUCK sailed from Tampa, Fla, Feb 4.
J E DU BIGNON sailed from Savannah, Ga, Jan 13.
EDWARD H COLE sailed from Tampa, Fla, Jan 13.

Arrived.

Stmr Hermod (Nor), Kirseborn, from Daiquiri, to The Joseph R Foard Company, with iron ore. At Sparrows Point.

Stmr Valdura (Br), McMorran, from Bombay via Gibraltar, to The Joseph R Foard Company, with manganese ore. At ore pier, Canton.

Stmr Templemore (Br), Jones, from Liverpool, to Johnston Line Foreign Agency (Ltd).

Stmr Lillie (Br), Blay, from Santa Marta, to United Fruit Company, with bananas. At Pier 1, Pratt street.

Stmr Powhatan, Ryan, from Providence, to Merchants and Miners Transportation Company, with passengers and merchandise. At Pier 3, Pratt street.

Stmr Alabama, Smullen, from Norfolk, to Baltimore Steam Packet Company, with passengers and merchandise. At Light street.

Stmr City of Norfolk, Thomas, from Norfolk, to Chesapeake Steamship Company. At Light street.

Stmr Charles, Machen, from Boston, to Consolidation Coal Company. At light. Dropped barge No 14 at Sewalls Point.

Schr John A Curtis, Larimore, from Rappahannock River, with lumber to Thomas A Charshee & Bro.

Schr Thomas A Jones, Elliott, from Rappahannock River, with lumber.

Schr Thomas A Jones, Elliott, from Rappahannock River, with lumber.

Barge Mary C McNally, from Norfolk, to Thomas A Charshee & Bro.

Cleared.

Stmr Lord Charlemont (Br), West, for Belfast, Dublin and Cardiff—Atlantic Transport Company.

Ascot (Br), Dudley, for Bremerhaven—A Schumacher & Co.

Stmr Lillie (Br), Blay, for Santa Marta—United Fruit Company.

Stmr Merginack, Herbert, for Jacksonville via Savannah—Merchants and Miners Transportation Company.

Stmr Alabama, Smullen, for Norfolk—Baltimore Steam Packet Company.

Stmr Powhatan, Ryan, for Providence—Merchants and Miners Transportation Company.

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

Schrs Kate H Tilghman, Smith, and Margaret and F Moore, Hidden, for Cambridge, Md, and schr William H Meekins, Rounds, for Pocomoke City, Md—Wathen & Co.

Sailed.

Stmrs Somerset, for Jacksonville via Savannah; Powhatan, Providence; City of Norfolk, Norfolk; Alabama, for do.

Sparrows Point.

Passed down at 12:20 P M, schr Bayard Hopkins, for Wilmington, N C; 3:25 P M, stmr Georgian (Br), for London.

Cove Point.

COVE POINT, MD., February 5.—Weather: Clear; wind N; fresh breeze.

Passed up at 7:20 A M, tug Howard Reeder, towing 1 barge; 11:20 A M, schr Dorothy Palmer, from Port Tampa (tow tug Ivanhoe); 4:45 P M, tug Savage, towing barge No 12, from Boston (dropped barge No 25 at Sewalls Point, for Norfolk).

Passed down at 6:20 A M, unknown tug, towing 6 barges; 2:35 P M, revenue cutter Apache, for Patuxent River; 4:55 P M, stmr Sif (Nor), for Norfolk.

Cape Henry.

CAPE HENRY, VA., February 5.—Weather: 8 A M, clear; wind NW; 20 miles. Noon, clear; wind NW; 14 miles. 4 P M, clear; wind N; 8 miles.

Passed in at 4:40 P M, stmr Barcelona (Ger), from New York; 5 P M, stmr Suwanee, from Jacksonville via Savannah; 5:40 P M, stmr Luchana (Br), from Felton.

Passed out at 5 A M, stmr Falls of Nith (Br), for Rotterdam; 6 A M, stmr Grecian, for Boston; 8:40 A M, schr Mary W Bowen, for Providence (in tow tug Storm King); 9 A M, stmr Mannahatta, for New York; 11:20 A M, tug Georges Creek, towing barges Nos 6 and 27, for Boston.

Passed out Feb 4, at 9:30 P M, stmr Maiden, for Boston.

Arrived from Baltimore.

Stmr Soestdyk (Dutch), Rotterdam 4th inst.
Stmr Main (Ger), Bremen 4 P M 4th inst.
Stmr Coningsby (Br), Rotterdam 4th inst.
Stmr Burnsfield (Br), Hamburg 4th inst.
Stmr Tafna (Br), Hull 5th inst.
Stmr Asama (Br), Leith 3d inst.
Stmr D N Luckenbach, Jacksonville, Fla, 5th.
Schr Wm J Quillen, Jacksonville, Fla, 5th inst.
Schr The Josephine, Savannah, Ga, 5th inst.
Schr Malcolm Baxter, Jr, Boston 4th inst.

Memoranda.

Stmr Haddon Hall (Br), from St Vincent, C V, arrived in Hampton Roads 5th inst (for orders).

Stmr Rhein (Ger), Philadelphia for Baltimore, passed out Delaware Breakwater 5th inst.

Stmr Haulwen (Br), from Bombay for Philadelphia and Baltimore, at Suez 5th inst.

Stmr Silvertirch (Br), hence for Cavite, at Port Natal previous to 5th inst.

Stmr Delphine (Ital), hence via Norfolk for Rotterdam, passed Lizard 3d inst.

Stmr J H Devereux, Boston for Baltimore, passed out Highland Light 3:20 P M 4th inst.

Stmr Cretan sailed frob Jacksonville, Fla, 5th inst for Baltimore via Savannah.

Schr Alice M Lawrence, hence for Portland, passed Vineyard Haven 4th inst.

Schr Emma F Angel sailed from Key West, Fla, 5th inst for Philadelphia.

Schr Dean E Brown, from New Bedford, at Fernandina, Fla, 5th inst.

Schr Elizabeth T Doyle sailed from Pensacola 5th inst for Cienfuegos.

Schr Governor Cobb sailed from Key West, Fla, 5th inst for Havana.

Schr John L Treat, from Havana, at Pensacola 5th inst.

Charters.

Stmr Hilton (2423 tons), coal, hence to Mayport, private terms.

Schr S P Blackburn (858 tons), lumber and ties, Tampa to Baltimore, private terms.

Exports.

Stmr Marina (Br), for Glasgow (cleared Jan 31)—520,000 feet oak lumber, 10,000 feet oak logs (round), 20,000 feet hickory lumber, 20,000 feet poplar lumber, 20,000 feet hickory lumber, 30,000 feet walnut boards, 10,000 feet walnut lumber, 20,000 feet hickory logs (round), 20,000 feet ash logs, 841 crates singer wood, 2,600 bdls maple blocks, 10,391 bdls skelp steel, 120 bdls and 12 crates brooms, 299 brls paraffine wax, 357 brls mineral lubricating oil, 109 brls paraffine wax, 14,639 sacks flour, 500 sacks rolled oats, 1,000 brls rosin, 95 cases handles, 322 hhds tobacco, 1 box wood mouldings, 80 brls glucose, 33 bags handles, 8,629 feet oak logs, 4,704 feet walnut logs, 14,200 feet white oak boards, 277 bags asphaltum, 1,016 brls crude fish oil, 119 bales hoghair, 2,777 ingot bars copper, 800 brls mineral paraffine wax, 1,488 brls mineral lubricating oil, 2,660 feet hickory logs, 17,469 feet oak logs, 57,794 feet oak planks, 35 cases (2 doz each) No 2 canned vegetables, 65 cases (4 dozen each) No 1 canned oysters. Value, $209,723.

Stmr Euxinia (Dan), for Copenhagen (cleared Jan 30)—17 brls glassware, 20,000 feet oak lumber, 4 tcs tobacco, 17 brls tuberose bulbs, 661 bags timothy seed, 85,714 bu mixed corn, 206 bags timothy seed. Value, $55,238.

Stmr Breynton (Br), for Hamburg (cleared Jan 31)—238,571 bu corn, value $150,932; 24,000 bu wheat (Canadian). Value, $23,520.

Stmr Lord Charlemont (Br), for Belfast, Dublin and Cardiff.—For Belfast—500 sacks flour. Value, $3,020. For Dublin—17,142 bu mixed corn. Value, $9,428.57. For Cardiff—500 sacks flour. Value, $1,700. Cargo to be completed.

Stmr Ascot (Br), for Bremerhaven—15 hhds Va tobacco. Value, $3,600. Cargo to be completed.

Stmr Lillie (Br), for Santa Marta—ballast.

Imports.

Stmr Lillie (Br), from Santa Marta—15,000 bunches bananas.

Stmr Kronprins Olav (Nor), from Felton—6,600 tons iron ore.

Stmr Hermod (Nor), from Daiquiri—4,800 tons iron ore.

Stmr Tancred (Nor), from Daiquiri—5,700 tons iron ore.

Atlantic Coast and Gulf Wind and Weather Report.

U. S. DEPARMENT OF AGRICULTURE,
LOCAL OFFICE OF WEATHER BUREAU.
8 P. M., WEDNESDAY, February 5.

Stations.	State of Weather.	Direction of Wind.	Velocity of Wind.
Portland	Clear	SW	12 miles
Boston	Clear	W	10 miles
Nantucket	Clear	W	18 miles
Block Island	Clear	W	24 miles
Providence	Clear	SE	4 miles
New York	Clear	W	18 miles
Philadelphia	Clear	SW	6 miles
Atlantic City	Clear	NW	4 miles
Baltimore	Clear	SW	4 miles
Norfolk	Clear	SE	6 miles
Hatteras	Clear	E	4miles
Charleston	Clear	SE	8 miles
Jacksonville	Clear	NE	4 miles
Tampa	Cloudy	W	8 miles
Pensacola	Clear	SW	10 miles
New Orleans	Clear	Calm	— miles
Galveston	Clear	E	8 miles
Corpus Christi	Cloudy	NE	6 miles

Wireless Reports.

SABLE ISLAND, February 5.—Stmr Oceanic, Southampton for New York, will dock Friday.

Steamers to Sail from New York.

Steamer	Destination.	Sails.
Mendoza	Naples	Feb 8
Florida	Havre	Feb 8
Rochambeau	Havre	Feb 8
Amerika	Hamburg	Feb 3
Mauretania	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	Liverpool	Feb 12
Ultonia	Naples-Trieste	Feb 12
La Lorraine	Havre	Feb 13
Volturno	Rotterdam	Feb 13
Buelow	Bremen	Feb 13
Roma	Naples-M'les	Feb 14
California	Glasgow	Feb 15
Chicago	Havre	Feb 15
Philadelphia	Southampton	Feb 15
Minnewaska	London	Feb 15
Berlin	Gibraltar-Naples	Feb 15
Laconia	Medit'n Ports	Feb 15
Verona	Naples-Genoa	Feb 15
Perugia	Naples	Feb 18
Kaiser Wilhelm II	Bremen	Feb 18
Adriatic	Egypt	Feb 18
Campania	Liverpool	Feb 19
Argentina	Naples-Trieste	Feb 19

American Ports.

BOSTON, MASS., February 5.—Arrived, stmr Menominee, from Antwerp.

Sailed, stmr Saxonia, for Liverpool.

CHARLESTON, S. C., February 5.—Arrived, stmr Madrileno (Span), from Liverpool; schr Helen H Benedict, Norfolk.

DELAWARE BREAKWATER, February 5.—Passed up, stmr Itasca, from Providence, etc, for Philadelphia.

Passed out, stmrs Admiral Dewey, Philadelphia for Port Antonio; Nestorian (Br), do for Liverpool; Chiswick (Br), do for Tampico; Berkshire, do for Savannah and Jacksonville; Joseph J Cunneo (Nor), do for St Marc; Elise Marie (Ger), do for Malmo.

GALVESTON, TEX., February 5.—Arrived, stmrs City of Mexico (Nor), from Tampico; El Rio, New York.

Sailed, stmrs Thurland Castle (Br), for Antwerp; Concho, New York.

JACKSONVILLE, FLA., February 5.—Arrived, stmrs Bayamon, from New York; Dorchester, Philadelphia; Shawmut, do; Huron, New York; schrs Helen W Martin, do; Goodwin Stoddard, do; Laura C Anderson, Philadelphia.

Sailed, stmr Lenape, for New York; schr Lizzie M Parsons, do.

NORFOLK, VA., February 5.—Arrived, stmrs Provida (Ital), from Newport News; Tavian (Br), Fernandina; Virginia (Aust), New York; Syrus (Ger), New Orleans (and cleared for Stettin); Irthington (Br), New Orleans; Bellardo (Br), Havre; Trebia (Br), Boston.

Sailed, stmrs Induna (Br), for Antwerp; Sinam (Br), Nipe, Cuba; Agenoria (Br), Bremen; Hillglade (Br), Cette, France; Horsley (Br), Galveston.

NEWPORT NEWS, VA., February 5.—Arrived, stmrs Hermon Hall (Br), from St Vincent; Coastwise, Beverly.

Sailed, stmrs Maylands (Br), for Havana; Hoyle Bank (Br), Vera Cruz and Tampico; naval collier Caesar, master's orders. Jane Palmer, Boston; Luther T Garretson, Charleston.

NEW ORLEANS, LA., February 5.—Cleared, stmrs El Sirdo, for New York; El Paso, Havana.

NEW YORK, February 5.—Arrived, steamers Kroonland, from Antwerp; Berlin, Naples; Martha Washington, do; Ancona, do; Victoria Luise, Kingston; Vasari, Buenos Ayres; Laurentic, Havana; Orozal, Valencia; Coya, Perth Amboy; Arapahoe, Jacksonville and Charleston; Hylas, Buenos Ayres via Boston; Cubana, Matanzas.

Arrived, stmr Potsdam, from Rotterdam.

Sailed, stmrs Carmania, for Liverpool; Lapland, Antwerp; Alice, Patras; Annetta, Kingston; Zacapa, do; Christopher, Para via Norfolk; Gurre, Norfolk; Bermudian, Bermuda; Maracaibo, Mayaguez; Frances, Newport News; Apache, Charleston and Jacksonville.

PHILADELPHIA, February 5.—Arrived, stmrs Amelia (Br), from Puerto Cortez; Arna (Br), Antofagasta; Hermia (Br), Cardenas; Craigendorn (Br), Bahia via St Lucia; Quantico, Jacksonville and Savannah.

Cleared, stmrs Pangalos (Gr), for Norfolk; Santa Cruz, San Francisco and Seattle via New York; Alleghany, Boston