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*Oceanic.....Mar. 8 *Majestic .....Mar. 22
Philadelphia.....Mar. 15 New York.....Mar. 29
*White Star Line Steamer.
PHILADELP'A, QUEENSTOWN, LIVERPOOL.
Welshman.....Mar. 18 Merion.....Mar. 22

RED STAR LINE
LONDON—PARIS VIA DOVER—ANTWERP.
Vaderland.....Mar. 5 Kroonland.....Mar. 15
Lapland.....Mar. 8 Zeeland.....Mar. 22

WHITE STAR LINE
PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Oceanic.....Mar. 8 Majestic .....Mar. 22
*Philadelphia.....Mar. 15 *New York.....Mar. 29
*American Line Steamer.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Celtic.....Mar. 6 Megantic.....Mar. 27
Baltic.....Mar. 20 Adriatic.....Mar. 29

Atlantic Transport Line
NEW YORK—LONDON DIRECT.
Minneapolis.....Mar. 8 Minnewaska.....Mar. 22
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S. S. VICTORIA LUISE - - - APRIL 10

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Apr. 2, 1 A. M. | May 21, 1 A.M., July 2, 1 A.M.
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Franconia, Mar. 12, 10 AM Campania, Mar. 19, 1 AM
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Koenig Albert Mar. 15
Berlin Mar. 29
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§Pennsylvania....Mar. 12 | Pres. Lincoln...Mar. 20
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{Ritz-Carlton a la Carte Restaurant.
Madeira, Gibraltar, Algiers, Naples, Genoa
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S.S.Hamburg (11,000 tons) April 5, 9 A.M.
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S. S. GRAF WALDERSEE.....APRIL 14
S. S. PRINZ OSKAR.....APRIL 24
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RHEIN.....Wednesday, March 19, 2 P.M.
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LORD LINE. BALTIMORE TO BELFAST, DUBLIN AND CARDIFF.—S. S. Lord Iveagh (Belfast, Dublin and Cardiff), Mar. 11; S. S. Lord Charlemont (Belfast and Dublin), Mar. 27.
HAMBURG-AMERICAN LINE. BALTIMORE TO HAMBURG.—S. S. Bulgaria, Mar. 4; S. S. Inkum, Mar. 12; S. S. Belgia, Mar. 21; S. S. Bosnia, April 10; S. S. Inkula, April 19. d&S
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Palatial Steel Steamers, carrying U. S. MAIL and equipped with Marconi Wireless Telegraph, leave Company's Pier, LIGHT STREET, foot of Barre, DAILY, including SUNDAY, at 6:30 P. M., for
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PIER 8—4:10 P. M. daily, except Saturday and Sunday, Saturday 3:00 P. M., for Claiborne and points to Ocean City.
PIER 9—5 P. M. Sun. and Wed. for Great Wicomico and Piankatank Rivers.
PIER 1, PRATT ST.—5 P. M. Tues., Thurs., Sat. for Wicomico River. 5 P. M. Mon., Wed. and Fri. for Nanticoke River. 5 P. M. Tues. and Fri. for Crisfield, Onancock and Pocomoke River. 5 P. M. Mon. and Thurs. for Crisfield, Tangier, Onancock and Pocomoke River. 4 P. M. Sun. and 5 P. M. Wed. for Crisfield, Pungoteague and Occohannock.
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PIER 4—2 P. M. Tues., Thurs. and Sat. for Bay Landings and Patuxent River.
PIER 2—12 noon Sun., 4:30 P. M. Tuesday and Thursday for Fredericksburg. 4:30 P. M. Wed. for Sharp. 4:20 P. M. Fri. for Tappahannock.
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7:40 A.M.—For York, except Sunday.
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9:25 A.M.—For Belair, except Sunday.
12:05 P.M.—For Belair, except Saturday & Sunday.
12:30 P.M.—For Belair, Sunday only.
1:35 P.M.—For Belair, Saturday only.
3:20 P.M.—For York, except Sunday.
4:05 P.M.—For Delta, Sunday only.
5:05 P.M.—For Belair, except Sunday.
6:05 P.M.—For Delta, except Sunday.
11:00 P.M.—For Delta, Sunday only.
11:40 P.M.—For Belair, except Sunday. d&S

SOUTHERN RAILWAY
PREMIER CARRIER OF THE SOUTH.
N. B.—Following schedules published only as information. Trains lv. Balto. via P. R. R.
2:46 A. M.—For Memphis, Nashville.
7:30 A. M., 9:04 A. M., 9:14 P. M.—For Asheville, Atlanta, Birmingham, New Orleans.
3:23 P. M.—For Atlanta, Birmingham, Tourist car for California Mon., Wednes., Thurs., Friday and Saturday.
4:40 P. M.—For Salisbury, Asheville, Charlotte, Columbia, Aiken, Augusta, Savannah, Jacksonville.
8:20 P. M.—Knoxville, Chattanooga, Birmingham, Shreveport, New Orleans, Texas.
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No. 1 Hard.....$7.25 No. 2 Sunbury..$7.75
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PEA.....$5.75
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Free 25 Bundles Kindling Wood
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WILSON CABINET AS IT NOW LOOKS

Its Personnel as Coming From an Authoritative Source.

NAMES GO TO SENATE TODAY

THREE NEW MEN ARE GIVEN PORTFOLIOS.

The Slate Announced Several Days Ago Stands, With the Addition of Vice Chancellor Lindley M. Garrison, of New Jersey, as Secretary of War; David F. Houston, of Missouri, as Secretary of Agriculture, and Franklin K. Lane as Secretary of Interior.

Washington, March 3.—Though President-elect Wilson will not send the names of his cabinet to the Senate until tomorrow afternoon, authoritative information as to its personnel came from members of his official family when he arrived today. Washington now accepts the following slate as constituting the final selections of the President-elect:

Secretary of State—William Jennings Bryan, of Nebraska.

Secretary of Treasury—William G. McAdoo, of New York.

Secretary of War—Lindley M. Garrison, of New Jersey.

Attorney General—James McReynolds, of Tennessee.

Postmaster General—Representative Albert Burleson, of Texas.

Secretary of the Navy—Josephus Daniels, of North Carolina.

Secretary of the Interior—Franklin K. Lane, of California.

Secretary of Agriculture—David F. Houston, of Missouri.

Secretary of Commerce—Representative William C. Redfield, of New York.

Secretary of Labor—Representative William B. Wilson, of Pennsylvania.

Many of these names have been known for several days and chief interest centered in the revelation of those who would receive the portfolios of War, Agriculture and Interior.

The selection of Vice Chancellor Garrison, of New Jersey, to be Secretary of War, is in line with the idea the President-elect had that the head of the War Department should be a man of unusual administrative ability. Supervision of the island possessions of the United States, including the Philippines and the Panama Canal Zone, will be important factors under the new administration, and this burden will fall on the head of the War Department. Vice Chancellor Garrison is a close friend of Mr. Wilson and is regarded as one of the best men New Jersey has ever elevated to the bench.

The choosing of David Franklin Houston, chancellor of Washington University, St. Louis, Mo., for the portfolio of Agriculture, also occasions little surprise, as Mr. Wilson's intimate knowledge of agricultural questions has led him to seek a man familiar with the processes of advancing scientific farming and allied questions in this country. Mr. Houston was president of the Texas Agricultural and Mechanical College for a number of years.

For the portfolio of Secretary of the Interior, it is said, Mr. Wilson has been influenced to select a Westerner of legal training. Franklin K. Lane's experience as interstate commerce commissioner, it is assumed, has fitted him for executive and judicial tasks involved in administering the public land policy of the country.

TWO MEN LOSE GOOD POSITIONS

Appraisers Sharretts and Chamberlain Are Dismissed.

TAFT TAKES DRASTIC ACTION

DECLARES CHARGES AGAINST THEM PROVEN.

The Commission Which Made the Report Upon Which the President Ordered Their Summary Removal Recommended a Complete Change in Organization of the Board—Report Declares Mr. Sharretts Had a Wrong Conception of His Position.

Bureau of The Baltimore American,
1410 Pennsylvania Avenue,
Washington, March 3.

Thaddeus S. Sharretts and Roy H. Chamberlain, members of the board of general appraisers of New York city, were today summarily removed from office by President Taft. Mr. Sharretts is a Baltimorean and has served on the board of general appraisers since 1888, longer than any other man. The charge on which both men are removed is malfeasance in office.

The removal was announced in a statement issued at the White House late this afternoon as follows:

"The President today sent the following letter to Thaddeus S. Sharretts and Roy H. Chamberlain:

"'Charges having been preferred against you, and the matter having been by me referred to Winifred T. Denison, Esq., assistant attorney general; William Loeb, Jr., Esq., collector of customs, port of New York, and Felix Frankfurter, Esq., law officer, Bureau of Insular Affairs, as a committee to investigate the same; and a hearing having been accorded you before that committee with reference to such charges, and the committee having reported to me under date of February 15, 1913, that the charges made against you are sustained and advising your removal because of malfeasance in office, and such finding being approved by me;

"Now, therefore, in the exercise of the authority vested in me by the Constitution and laws of the United States, you are hereby removed from the office of general appraiser of merchandise, this removal to take effect forthwith.

"WM. H. TAFT."

CHARGES AGAINST SHARRETTS.

While the general charge against both of the appraisers is "malfeasance in office," it is stated that the investigation preceding the removal did not discover that a single dollar had been misappropriated. In detail, the charge is that Mr. Sharretts had an improper conception of his official duties and of the judicial character of his office. The committee making the investigation of the charges against Sharretts reported to the President that it had discovered that he had asked the Baltimore and Ohio Railroad to stop its express train at Bradshaw, Baltimore county, for him when he went there for week-ends. His family spent their summers there. It was reported by the committee that they found that as an inducement to the railroad company to so stop the trains Sharretts had told officials of that road that he was in a position to throw a great deal of freight of shippers in the direction of that railroad; that he would get his friends to do this. The committee reported that it had found that he was not able or in a position to do any such thing.

Another charge against Mr. Sharretts which the committee found against him was that he did not properly decide some of the cases that came before him; that some of these cases were decided on hardly more than protests. The committee found that while Mr. Sharretts did not sit in cases coming before the board in which his son was interested as a lawyer, that he did sit in cases which were on all fours with other cases in which his son was the counsel.

Mr. Sharretts has been a member of the Board of General Appraisers since the organization of that body. The late Senator Arthur P. Gorman was responsible for the making of this board a nonpartisan body and it was upon his recommendation that Mr. Sharretts was appointed.

REORGANIZATION PROPOSED.

Abolition of the Board of United States General Appraisers or radical changes in its structure and functions were recommended in the report to President Taft of the commission which investigated that body. The present system under which questions of appraisals are appealed to the board—a judicial and not an investigatory tribunal—was condemned as ineffective and as one of the chief reasons why fraudulent undervaluations "have flourished unobstructed to so wide an extent and for so long a time."

Appeals from a collector of customs' decision on classification questions should go to a judicial tribunal, while appeals on appraising questions should go to an investigating body.

To accomplish the reform, the commission made several alternative suggestions, giving precedence to a recommendation that the board be reduced in number and changed into a court of customs to try all protests against classifications by collectors of customs. Or, it was added, the board of general appraisers should be abolished and the present Court of Customs Appeal removed to New York and increased in number, should be given original as well as appellate jurisdiction in classification cases, sitting as single judges in the first instances with appeal to the full court.

THE THIRD ARBITRATOR

W. L. Chambers Selected to Act in the Firemen's Dispute.

Washington, March 3.—Wm. L. Chambers, of Washington, D. C., former chief justice of the International Court at Samoa and a former member of the Spanish Treaty Claims Commission, was today chosen as the third arbitrator in the wage dispute between the Eastern railroads and their firemen. W. W. Atterbury, vice president of the Pennsylvania Railroad, and Albert Phillips, vice president of the firemen's organization, are the others.

RAW, COLD, BITING WINDS

aggravate catarrhal colds and bronchial disorders, and if neglected often lead to pneumonia or consumption.

SCOTT'S EMULSION drives out colds and corrects bronchial troubles. It soothes and heals the affected membranes. It makes healthy flesh, rich blood and strengthens weak lungs. Nothing is so good as *Scott's Emulsion* for stubborn coughs and colds.

INSIST on SCOTT'S.

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ARMY AND NAVY

Orders Issued to Officers From Departments in Washington.

Bureau of The Baltimore American,
1410 Pennsylvania Avenue,
Washington, March 3.

The following orders to army officers have been issued:

Leaves—First Lieutenant James G. Boswell, infantry, eight days; Major Lawrence S. Miller, Quartermaster Corps, to April 6; First Lieutenant William H. Bell, Eleventh Cavalry, three days; Captain Samuel B. McIntyre, Quartermaster Corps, three months; Captain Richard P. Rifenberick, retired, Recruiting Officer, to Jefferson Barracks, Missouri, for treatment at the hospital at that post; Second Lieutenant William D. Geary, Twelfth Cavalry, to Thirteenth Cavalry, at Columbus; Major Edward P. O'Hern, Ordnance Department, to school of fire for field artillery at Fort Sill, Oklahoma, for instructions; First Lieutenant Lawrence W. McIntosh, Ordnance Department, from Sandy Hook Proving Ground, to Frankford Arsenal, Pennsylvania; Colonel William T. Wood, infantry, to retiring board at Washington, D. C., for examination; First Lieutenant John C. H. Lee, Corps of Engineers, from duty in this city to Galveston, for duty with Company M, Battalion of Engineers.

Movements of vessels:

Arrived—Nebraska, at Tampico; Nashville, at New Orleans; Ontario, Sonoma, at Norfolk.

Sailed—Orion, from Hampton Roads for Guantanamo; Caesar, from Hampton Roads for Newport; Ajax, from Hampton Roads for Algiers, en route Cavite; Salem, from Ponta Delgada for Gibraltar; Virginia, from Tampico for Vera Vruz; Colorado, from Mazatlan for Guayamas.

CAN FLY OLD GLORY

Right Granted the Yacht Diana in Bill Passed by House.

Washington, March 3.—A bill to enable the commodore of the New York Yacht Club to fly the United States flag from the peak of the yacht Diana was passed by the House today, and was the vehicle of a denunciation by Democratic Leader Underwood of the "indefensive monopoly and trust in the coastwise trade."

Mr. Underwood said he advocated the measure as an act of justice toward a ship formerly the Lawrence, built at Glasgow, burned to the decks at Hoboken, N. J., in 1905, and four-fifths rebuilt in an American shipyard as a pleasure yacht, but yet unable to fly the American flag, because of the coastwise shipping laws.

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Again last Saturday the sets went like "hot cakes." But the publishers have just about completed the original order and The American will be forced to withdraw this big book bargain soon. Readers are urged to present the coupon this week.

FRIDAY AND SATURDAY

Clip the Cyclopedia coupon from another page of this issue, present it at this office as explained therein, and get

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Here is a laxative—not a purgative—but a pleasant, easy-to-take tablet that tastes just like candy, that children like, that is ideal for invalids and aged persons. We guarantee it not to cost you a penny if it does not satisfy you. Don't doubt or hesitate—make us prove it.

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We believe your doctor will tell you that about 95 per cent of all human ills are indirectly caused by unclean and constipated bowels. You know the first question the doctor asks when you consult him is, "Are your bowels regular?"

When your bowels are not naturally exercised such as they would be if you took a good brisk walk of six or seven miles a day out in the open, they require artificial exercise and a corrective tonic that will soothe and strengthen while regulating the bowels to natural action.

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We have so much faith in Rexall Orderlies as the safest, most dependable, easiest-to-take, quietest acting and most thoroughly good remedy for bowel trouble, that we offer them with our positive guarantee that if they do not satisfy for any reason whatever, we will hand back the money you paid for them.

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If your tongue is coated, if your breath is bad, if your food does not digest easily, if you feel dizzy at times, if you are bilious, if you are irritable, if you suffer headache, just try Rexall Orderlies because the chances are that you are simply suffering constipation.

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