TWO VESSELS STRIKE BOTTOM

SCHOONER DRAKE FLOATED; ROWANMORE HELD FAST.

WERE NEARING THE CHANNEL

Former Vessel Laden With Phosphate Rock From Port Tampa, Fla., and the Rowanmore Has a General Cargo Aboard From Liverpool—New Steel Collier Jason Given Successful Builder's Trial Trip in Chesapeake Bay.

As a result of the low tide yesterday two vessels, the Johnston Line steamship Rowanmore, from Liverpool, and the big coasting schooner James B. Drake, from Port Tampa, Fla., went aground. The Drake was floated late in the afternoon by the tug M. Mitchell Davis, and proceeded to its wharf, but the Rowanmore up to a late hour was still hard and fast, but it was expected to float the vessel on the return of high water. Failing in that, part of the cargo will be lightered.

The Drake, which was the first to get aground, was in tow of the tug Davis, which also had in tow the schooner Addison E. Bullard. Both of these vessels were laden with phosphate rock form Port Tampa, Fla., and are represented here by W. A. Blake & Co. When off the Cut-off Channell below Seven Foot Knoll, the Drake stuck on a lump, and in spite of repeated efforts of the tug she refused to budge. The tug then proceeded with the Bullard, which was docked, and returning in the afternoon on the rise of the tide, succeeded in floating the Drake.

The Rowanmore took the bottom between 10 and 11 o'clock yesterday morning off the entrance of the channel leading into Curtis Bay. The steamer had just been released from Quarantine, and it was while attempting to bring the vessel's bow toward the channel to head for the city that the stern struck bottom and held the vessel fast. In the afternoon the tugs Brittannia and Dalzelline were sent to the Rowanmore's assistance. The Rowanmore was last here in April, 1912, and has on board about 7,000 tons of general cargo.

Ready for Official Trials.

A successful builders' trial trip was made yesterday by the huge steel collier Jason, under construction by the Maryland Steel Company for the United States government. In charge of Capt. J. R. Thompson, with a crew made up at the steel company's plant, the Jason left the pier at Sparrows Point and spent several hours in the Chesapeake Bay maneuvering and testing the engines. On the return to the marine department the officials making the trip reported that the Jason met with every requirement expected of its builders, and there was not a hitch in the running of the engines, and the rate of speed met every expectation.

After some minor work on the ship the Jason will be taken to the Curtis Bay coal piers, where it will take on about 12,500 tons of cargo and bunker coal, and sail for the Delaware Breakwater to take on the committee of government experts for the standardization tests, etc. If everything works well the Jason will then go to the Norfolk Navy Yard, where the tests of the discharging devices will be made.

BLUE AND DISCOURAGED

Mrs. Hamilton Tells How She Finally Found Health in Lydia E. Pinkham's Vegetable Compound.

Warren, Ind.—"I was bothered terribly with female weakness. I had pains and was not regular, my head ached all the time, I had bearing down pains and my back hurt me the biggest part of the time, I was dizzy and had weak feelings when I would stoop over, it hurt me to walk any distance and I felt blue and discouraged.

"I began taking Lydia E. Pinkham's Vegetable Compound and am now in good health. If it had not been for that medicine I would have been in my grave a long time ago."—Mrs. Artie E. Hamilton, R. F. D. No. 6, Warren, Ind.

Another Case.

Esmond, R. I.—"I write to tell you how much good your medicine has done me and to let other women know that there is help for them. I suffered with bearing down pains, headache, was irregular and felt blue and depressed all the time. I took Lydia E. Pinkham's Vegetable Compound and commenced to gain in a short time and I am a well woman today. I am on my feet from early morning until late at night running a boarding-house ad do all my own work. I hope that many suffering women will try your medicine. It makes happier wives and mothers."—Mrs. Anna Hansen, Esmond, Rhode Island.

—Advertisement.

more, as previously reported, will not be proceeded with by the board. Arrangements have been made with the masters of a number of fishing boats for them to work on the vessel at low water and land any cargo that might be salved.

With 7,000 tons of iron ore shipped from Felton, Cuba, the British steamship Konakry, commanded by Captain Hampsan, reached port yesterday after an uneventful passage. Following the discharge of the cargo the Konakry is to leave in ballast for New York, where it will load a general cargo destined for ports on the west coast of Africa.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, MARCH 3.

High Water for March 4.

4:00 A.M.....0.7 Foot | 5:06 P. M.....1.1 Feet

Vessels Bound for Baltimore.

STEAMERS.

ARNDALE (Br) sailed from Huelva Feb 25.
BELGIA (Ger) sailed from Hamburg for Boston and Baltimore Feb 21.
CAROLINA E de PEREZ (Span) sailed from Huelva Feb 15.
CASTLEMOOR sailed from Vizagapatam Feb 27.
CHATTON (Br), from Batoum, sailed from Algiers Feb 25.
CITY (Br) sailed from Tyne Feb 5 for Huelva.
CLEARPOOL (Br) sailed from Naples Feb 26.
COLUMBIAN (Br) sailed from Antwerp Feb 21.
CORONIADIS (Greek), at Tripoli Jan 14, 1912.
COUNTESS WARWICK (Br), from Huelva, at Philadelphia Feb 27.
DALLINGTON (Br), at Philadelphia March 1.
DALTONHALL (Br) sailed from Middlesboro Feb 20.
DINSDALEHALL (Br), for Philadelphia and Baltimore, passed Cape Spartel Feb 14.
DOROTHY sailed from Boca Grande Feb 26.
EIR (Nor) sailed from Constantinople Feb 6 for Poti, Philadelphia and Baltimore.
ELLEN (Nor), from Bombay, at Fayal Feb 23.
FINN (Nor) sailed from Huelva Feb 15.
FRIEDA, Sabine, March —.
GLENBRIDGE (Br), for Huelva, at Teneriffe Feb 3.
GORDON CASTLE (Br) sailed from Port Natal Feb 15.
GRACIANA (Br) sailed from Cardiff Feb 24 for Philadelphia and Baltimore.
HANNOVER (Ger) sailed from Bremen Feb 20 for Philadelphia and Baltimore.
HAILEYBURY (Br), from Bombay, sailed from Madeira Feb 25 for Philadelphia.
HILTON, at Carteret.
HULTON (Br) sailed from Las Palmas Feb 19.
HOWICK HALL (Br) sailed from Rio Janeiro Feb 23.
INKUM (Br) sailed from Hamburg Feb 14 for Boston and Baltimore.
ISLE OF JURA (Br) sailed from Colon Feb 21 for Nipe Bay.
LANCASTRIAN (Br) sailed from Antwerp February 23.
LILLIE (Br) sailed from Santa Marta Feb 27.
LORD CHARLEMONT (Br), at Belfast Feb 22.
LORD IVEAGH (Br) sailed from Cardiff Feb 22.
LAKONIA (Br), Glasgow, March —.
OLAF (Nor) sailed from St Michaels Feb 12 for Hampton Roads.
PENNSYLVANIA (Dan) sailed from Newcastle Feb 17 for Philadelphia.
PENNINE RANGE (Br) sailed from Fowey Feb 16 for Boston.
PLATEA (Greek) sailed from Garrucha Feb 18.
PRINCIPESSA LAETITIA (Ital) at Genoa Feb 10.
SENECA (Br) sailed from Batoum Feb 23 for Philadelphia and (or) Baltimore.
SOESDYK (Dutch) sailed from Rotterdam Feb 15 for New York.
TANTALLON (Br) sailed from Cardiff for Portland, Me, Feb 25.
TEESPOOL (Br) sailed from Genoa Feb 23.
TRITONIA (Br) sailed from Glasgow Feb 15, via Newport News.
VEDAMORE (Br) sailed from Liverpool Feb 28.
WEARBRIDGE (Br) sailed from Gibraltar Feb 9.
WESTONBY (Br) sailed from Civita Vecchia Feb 10.
WILHELMINA, at St Andrews Feb 18.

SCHOONERS.

ADA F BROWN, from Boston, at Delaware Breakwater Feb 26.
AUGUSTUS H BABCOCK sailed from Delaware Breakwater for Baltimore Mar 2.
ORLANDO V WOOTTEN sailed from Fernandina Feb 27.
LYDIA McL BAXTER, sailed from Port Tampa for Baltimore Mar 2.
WM H YERKES sailed from Tampa Feb 28.

Notice to Mariners.

MARLAND—Annapolis Harbor—Dredged channel buoy No. 12, spar, was reported missing February 24, and will be replaced as soon as practicable.
By direction of the Commissioner of Lighthouses.
E. C. RULAND, Lighthouse Inspector.

Arrived.

Stmr Phelan (Br), from Liverpool, with merchandise to Johnstone Line Foreign Agency, Ltd.
Stmr Ravelston (Br), McGregor, from New York, ballast; The Allouph R. Foard Company.
Stmr Newton, Abbott, from Boston, ballast; to New England Coal & Coke Company. At Curtis Bay.
Stmr Theodore Weems, Jensen, from Georgetown and Charleston, S C, with merchandise, to Baltimore and Carolina Steamship Company.
Stmr Suwanee, Kirwan, from Jacksonville via Savannah, with merchandise and passengers, to Merchants & Miners' Transportation Company.
Stmr City of Norfolk, Thomas, from Norfolk, with merchandise and passengers, to Chesapeake Steamship Company.
Stmr Alabama, Smullen, from Norfolk, with merchandise and passengsr, to Baltimore Steam Packet Company.
Stmr Chesapeake, Delano, from New York, with merchandise, to New York and Baltimore Transportation Company.
Stmr Grecian, Brigg, from Boton, with merchandie and passengers, to Merchants and Miners' Transportation Company.
Schr Jane Palmer, Gleason, from, light; to Claridge & Woodall. At Curtis Bay.
State stmr Gov P S Thomas, from a cruise.
Schr James B Drake, Willey, from Port Tampa, with phosphate rock, to W A Blake & Co.
Schr Hattie Nickerson, Howard, from Wattopony River, with lumber.
Schr L O Spenser, from a Virginia port, with lumber.
Schr Three Brothers, from a Virginia port, with lumber.
Schr Sedonia Curley, Curley, from Rappahannock River, with lumber.
Schr R B Speden, Verlander, fro ma Virginia port, with lumber.
Schr Walter Higgins, from Walkerton, Va, with lumber, to Wehr & Edwards.
Schr Manoway, Brown, from Rappahannock River, with lumber.
Schr Etta, Taylor, from a Virginia port, with lumber.
Schr Anna Camp, Brown, from Piankatank River, with cordwood.

Cleared.

Stmr Bulgaria (Ger), Filler, for Hamburg—Atlantic Transport Company.
Stmr Craighill (Br), Dowler, for New Orleans—Atlantic Transport Company.
Stmr Batiscan (Br), Griffiths, for Rotterdam—John T Fahey & Co.
Stmr Alabama, Smullen, for Norfolk—Baltimore Steam Packet Company.
Stmr Indian, Payne, for Boston—Merchants and Miners' Transportation Company.
Stmr Suwanee, Kirwan, for Jacksonville and Savannah—Merchants and Miners' Transportation Company.
Stmr Gaston, Edgar, for Norfolk—Baltimore Steam Packet Company.
Stmr Chesapeake, Delano, for New York—New York and Baltimore Transportation Company.
Stmr City of Norfolk, Thomas, for Norfolk—Chesapeake Steamship Company.
Stmr Newton, Abbott, fo rBoston—New England Coal & Coke Company.

Sailed.

Stmrs Merrimack, for Jacksonville via Savannah; Alabama, for Norfolk; City of Norfolk, for Norfolk.

Sparrows Point.

SPARROWS POINT, MD, March 3.—Passed down at 9:20 A M, collier Jason, on trial trip, and returned; 3:20 P M, tu Dauntless, towing one barge; 4:20 P M, stmr Newton, for Boston.

Cape Henry.

CAPE HENRY, VA, March 3.—Weather: 8 A M, clear; wind SW; 8 miles. Noon, clear; wind SW; 12 miles. 4 P M clear; wind SW; 12 miles.
Passed in at 10:40 A M, stmr Everett, from Boston for Norfolk; 1:40 P M, stmr Dorothy, from Boca Grande.
Passed out Mar 2 (midnight) stmr Robert Coverdale (Br), for Copenhagen; Mar 3, 1 A M, stmr Kronprins Olav (Nor), for Alexandria.

Exports.

Stmr Neckar (Ger), for Bremerhaven (cleared Feb 25)—4 brls tobacco extract, 154,286 bu mixed corn, 10,000 bu oats, 1,067 bls mineral lubricating oil, 2 brls calf bladers, 892 brls bungs and bushings, 21 bales rags, 100 bales cotton, 200 sacks flour, 600 bags barley bran, 1,365 bags hominy feed, 2 boxes furniture stock, 2 bales gelatine, 35,594 ft pine lumber, 600 sacks flour (for Norway), 500 sacks flour (for Sweden), 10 cases plug tobacco, 45 hhds Va tobacco; 2,069 ingot bars, 811 bars, 317 cakes and 9,830 plates copper; 30,080 bu Canadian wheat; 125 tcs, 2,700 tubs, 40 boxes, 250 half bbls and 100 brls lard; 1 box finished moldings, 550 brls wood handles, 27 hhds Va tobacco, 13 hhds Ky tobacco, 6,880 bags dried grains, 1,101 bags ground corn oilcake, 2,650 sacks flour (for Denmark), 450 sacks flour (for Finland), 6,680 bags hominy feed, 750 bags bark, 46,156 ft shortleaf pine lumber, 6 boxes safety valves. Value $263,029.
Stmr Kronprins Olav (Nor), for Alexandria, Egypt—5,000 tons bituminous coal. Value $12,500.
Stmr Robert Coverdale, for Copenhagen—215,000 bu mixed corn. Value, $118,25.
Stmr Batoia, for Rotterdam (cleared Feb 24)—70 tcs olea oil, 10 cakes, 7,690 ingot bars and 16,295 bars copper, 85 tcs oleo oil (tallow), 95 tcs indelible oil, 55 hhds Md leaf tobacco, 80 hhds Va stems, 4,168 brls, 689 hhds and 85 pipe staves, 25 tcs lard, 50 tcs, 1,100 firkins, 1,200 tubs and 250 half brls pure lard, 45 hhds Ky leaf tobacco, 1,334 sacks hominy feed, 1,100 sacks corn oilcake, 6,159 sacks flour, 33 pkgs glassware, 75,714 bu mixed corn, 94 pkgs consisting of 74 knife grinders, 40 binders, 248 mowers and 125 reaping attachments, 11 boxed organs and 1crate actions, 2,228 pcs and 792 bdls black, 648 pcs galvanized and 408 pcs red steam pipe, 432 brls carbon black, 60 bales compressed feathers, 1,726 sacks wheat oats, 8,564 sacks linsed oilcake, 455 brls mineral lubricating oil. Value, $472,991.
Stmr Bulgaria (Ger), for Hamburg—100 brls crude Menhaden oil. Value, $1,111.88.
Stmr Batiscon (Br), for Rotterdam—165,714 bu mixed corn. Value, $148,971.

Imports.

Stmr Konakry (Br), from Felton, Cuba—7,000 tons iron ore.
Stmr Redaburn (Br), from Huelva—5,105 tons pyrites.

Miscellany.

Captain Packer, of the Clyde liner Navahoe, reports passing a nun buoy adrift off Cape Lookout. He also sighted an unknown schr dangerous near Lookout Shoals, but was unable to tell whether she was anchored or ashore.

Atlantic Coast and Gulf Wind and Weather Report.

U. S. DEPARTMENT OF AGRICULTURE.
LOCAL OFFICE OF WEATHER BUREAU.
8 A. M., MONDAY, March 3.

Stations.	State of Weather.	Direction of Wind.	Velocity of Wind.
Portland	Cloudy	SW	6 miles
Boston	Cloudy	SW	12 miles
Nantucket	Clear	SW	26 miles
Block Island	Clear	SW	26 miles
Providence	Clear	SW	8 miles
New York	Clear	SW	20 miles
Philadelphia	Clear	S	12 miles
Atlantic City	Clear	SW	10 miles
Baltimore	Clear	S	3 miles
Norfolk	Clear	SW	14 miles
Hatteras	Clear	SW	8 miles
Charleston	Cloudy	S	4 miles
Jacksonville	Clear	NE	6 miles
Tampa	Clear	S	6 miles
Pensacola	Cloudy	NE	4 miles
New Orleans	Cloudy	SE	4 miles
Galveston	Cloudy	SE	10 miles
Corpus Christi	Cloudy	SE	10 miles

Wireless Reports.

Stmr Frieda (Am), from New York for Sabine and Baltimore, was 863 miles south of Scotland at 7 P M March 1.
Stmr Parthian, from Jacksonville for Baltimore, was off Cape Romain at 7A M March 1.
Stmr Howard, from Baltimore for Boston, was 12 miles NE of Winter Quarter Lightship at 7:30 P M March 1.
Stmr Essex, from Baltimore for Providence, was off NE and lightship at 5 P M March 2.
Stmr Kershaw, from Baltimore for Boston, was off Block Island at 7 P M March 2.

Steamers to Sail from New York.

Steamer.	Destination.	Sails.
Noordam	Rotterdam	Mar 4
Cedric	Egypt	Mar 4
Kronprinzessin Cecilie	Bremen	Mar 4
Mauretania	Liverpool	Mar 5
Vaderland	Dover-Antwerp	Mar 5
Oceania	Naples-Trieste	Mar 5
Campanello	Rotterdam	Mar 6
La Lorraine	Havre	Mar 6
Celtic	Liverpool	Mar 6
Pretoria	Hamburg	Mar 6
P F Wilhelm	Bremen	Mar 6
Germania	Naples-M'iles	Mar 7
Italia	Naples	Mar 8
Cameronia	Glasgow	Mar 8
Rochambeau	Havre	Mar 8
Czar	Rot'dam-Libau	Mar 8
Minneapolis	London	Mar 8
Lapland	Dover-Antwerp	Mar 8
Oceanic	Southampton	Mar 8
America	Naples-Genoa	Mar 8
Ryndam	Rotterdam	Mar 11
Cincinnati	Naples-Genoa	Mar 11
Franconia	Liverpool	Mar 12
Pennsylvania	Hamburg	Mar 12
La Touraine	Havre	Mar 13
Hellig Olav	Copenhagen	Mar 13
Laurentic	Liverpool	Mar 13
Kleist	Bremen	Mar 13
Caronia	Gib'r-Naples	Mar 15
Europa	Naples-Genoa	Mar 15
Koenig Albert	Algiers-Genoa	Mar 15
Philadelphia	Southampton	Mar 15
Kroonland	Dover-Antwerp	Mar 15
Minnehaha	London	Mar 15
Chicago	Havre	Mar 15
Amerika	Hamburg	Mar 15
California	Glasgow	Mar 15

American Ports.

CHARLESTON, S C, March 3.—Arrived, stmrs Regnator (Nor), from Middlesboro, Eng; Mohawk, from Jacksonville and proceede to New York; Carib, from Boston and proceeded to Jacksonville; Commanche, from New York and proceeded to Jacksonville.
CLAYMONT, DEL, March 3.—Arrived, bark Foohing Suey, from Port Arthur.
DELAWARE BREAKWATER, March 3.—Arrived, schrs Lewis H Goward, from Philadelphia for Mayport; Edward Smith, from New York for Virginia; Grace Van Dusen, from do for do; Elizabeth Gilbert, from New York for Jacksonville and Havanna.
Passed up, stmrs Minnesotan, from Puerto, Mexico for Philadelphia; Tabor (Nor), from Nima Nima for do; Dorchester, from Savannah and Jacksonville for Philadelphia.
Passed out, schr George P Hudson, rfom Philadelphia for Boston; stmr Manitou (Br), from Philadelphia for Antwerp.
GALVESTON, TEX, March 3.—Arrived, stmrs El Oriente, from New York; Hippolyte Dumois (Nor), from Bocas del Toro; Penwith Castle (Br), from Tampa.
MOBILE, ALA, March 3.—Arrived, stmr San Mateo, from New Orleans.
NEW YORK, March 3.—Arrived, stmrs Prins Willem V, from Paramaribo; Tel Cros, from Rouen; Marengo, from Hull; Westerwald, from Inagua; Alabama, from Cardenas; Stolzenfels, from Calcutta; Tiglath, from Nassau; Bermudian, from Bermuda; Sarnia, from Colon; Mandeville, from Belisle; Cameronia, from Glasgow; Lapland, from Antwerp.
Sailed, stmrs Dakota, for Puerto Mexico; Ottar, for Baltimore; Wray Castle, for Hongkong; Maracas, for Trinidad.
NEWPORT NEWS, V, March 3.—Arrived, stmrs Harald (Nor), from New York; Frednea (Nor), from Boston; Avenger (Nor), from Perth Amboy; North Point (Br), from Liverpool; Slotsdyk (Dutch), Rotterdam via Baltimore and cleared for Rotterdam via Norfolk; Tritonia (Br), from Glasgow; G E Waren, from Portland; schrs Singleton Palmer, from Portland; Lewiston, from Boston.
Sailed, stmrs Brookwood (Br), for Ayonmouth; Furtor (Br), for Barbados; Mexicano (Nor), for Vera Cruz, Tampico and New Orleans; schr Mary E Harper, for Beverly; J H Devereaux, for Boston.
NORFOLK, VA, March 3.—Arrived, stmrs Olaf (Nor), from Barry; Chelston (Br), from New York and sailed for Cartogona; Mytegia (Ger), from Port Arthur; Deutschland (Ger), from New Orleans and cleared for Flushing for orders; Sicilia (It), from Galveston and sailed for Genoa; Tamma (Nor), from New Orleans and sailed for Aaarhuus and Aalborg; Erhard (Ger), from Galveston and sailed for Bremen.
Sailed, Navy colliers Ajax and Orion, for Guantanamo; stmr Lockwell (Br), for Rio de Janeiro.
PORT EADS, Marc h3.—Arrived, stmrs Yoro (Br), from Celba; Brunswick, from Tampa; Ellis (Nor), from Port Barrios; Chalmette, from Havana; Anglo-California (Br), from Chilian ports; Dagfin (Nor), from Cardenas.
Sailed, stmrs Horace (Br), for Rio de Janeiro via New York; Maria di Giorgio (Nor), for Puerto Cortez.
PHILADELPHIA, PA, March 3.—Arrived, stmrs Brand (Nor), from Macoris; Independencia (Nor), from Matanzas; Edenhall (Br), from Guayabal; Paraguay, from Sabine; Tuscan, from Boston.
JACKSONVILLE, March 3.—Arrived, stmrs Cretan, from Baltimore and sailed on return; Berkshire, from Philadelphia and sailed on return.
Sailed, stmr Arapahoe, for New York; schr Helen W Martin, for New York.
KEY WEST, March 3.—Arrived, stmr Olicette, from Port Tampa and sailed for Havana; Mascotte, from Havana and sailed for Port Tampa; Halifax (Br), from Havana.
Sailed, stmrs Miami (Br), from Nassau; Governor Cobb, for Havana.
SOUTHWEST PASS, March 3.—Arrived, stmrs Georgeio (Ger), from Hamburg via Antwerp and Cuban ports; Creole (Br), from New York; Turrialba (Br), from Bocas del Toro via Colon.
Sailed, stmr Geestemunde (Ger), for Tampico.
SAVANNAH, GA, March 3.—Sailed, stmrs Nacoochee, for Boston; Parthian, for Jacksonville; Frederick, for Jacksonville.
TAMPA, FLA, March 3.—Arrived, schrs William E Downes, from Newport News; Calumet, from Baltimore.
Sailed, stmr Algiers, for Philadelphia.
SIASCONSETT, March 3.—Stmr Rochambeau, from Havre for New York, 300 miles E of Sandy Hook at noon. Dock 9 A M Tuesday.
WILMINGTON, N C, March 3.—Arrived, stmr Navahoe, from New York.

Foreign Ports.

ALGIERS, March 3.—Arrived, stmr Laconia, from New York via Funchal, Cadiz, etc.
BREMEN, March 3.—Arrived, stmr George Washington, from New York; Mar 1, stmr Rosebank, from Pensacola.
BOULOGNE, March 3.—Sailed 1st, stmr Rotterdam, from Rotterdam for New York.
Sailed Mar 1, stmr Barbarossa, for New York.
DUBLIN, March 3.—Arrived 1st, stmr Lord Downshire, from Baltimore.
GIBRALTAR, March 3.—Passed Mar 2, supposed Argentina, from New York for Naples.
Arrived, stmr Perugia, from New York for Naples.
LIZARD, March 3.—Passed Mar 2, stmr Volturno, from New York for Rotterdam.
HULL, March 3.—Arrived 2d, stmr Strathnairn, from Baltimore via Newcastle.
ROTTERDAM, March 3.—Arrived 1st, stmrs Fridtjof Nansen, from Baltimore; Phecda, from Baltimore; 2d, Teviotdale, from Philadelphia.
SUEZ, March 3.—Arrived 2d, stmr Hohelfels, from Calcutta for Philadelphia.
LEITH, March 3.—Arrived 1st, stmr Queen Wilhelmina, from Philadelphia.
TRIESTE, March 3.—Arrived, stmr Ultonia, from New York via Naples.

STOMACH GONE BAD SOUR, GASSY, UPSET?

"Pape's Diapepsin" Cures Indigestion, Gas, Heartburn or Dyspepsia in Five Minutes.

Time it! In five minutes all stomach distress will go. No indigestion, heartburn, sourness or belching of gas, acid, or eructations of undigested food, no dizziness, bloating, foul breath or headache.

Pape's Diapepsin is noted for its speed in regulating upset stomachs. It is the surest, quickest and most certain remedy in the whole world and besides it is harmless.

Millions of men and women now eat their favorite foods without fear—they know now it is needless to have a bad stomach.

Please, for your sake, get a large fifty-cent case of Pape's Diapepsin from any drug store and put your stomach right. Don't keep on being miserable—life is too short—you are not here long, so make your stay agreeable. Eat what you like and digest it; enjoy it, without dread of rebellion in the stomach.

Diapepsin belongs in your home anyway. It should be kept handy, should one of the family eat something which doesn't agree with them or in case of an attack of indigestion, dyspepsia, gastritis or stomach derangement at daytime or during the night it is there to give the quickest, surest relief known.

—Advertisement.

Save Goucher College

$200,000 Will Do It.
Notify The American
Of Amount
You Will Subscribe.

PLAN TO WIPE OUT BLUE LAWS

MR. BINSWANGER INTRODUCES AN ORDINANCE.

INTEREST AMONG SOLONS

Laws That Have Been on Statute Books for 50 Years Are Not Enforced and, Therefore, Create Disrespect for Law, Says Councilman From Fourteenth Yard—Opposition Expected — Desire to Thresh Out Matter.

Saying that the so-called "Sunday blue laws," which have been on the statute books for nearly 50 years, are not enforced and, therefore, create a disrespect for the law, Councilman Augustus C. Binswanger, of the Fourteenth ward, introduced an ordinance in the First Branch City Council last evening, calling for their repeal. The measure was referred to the Committee on Police and Jail, of which Councilman John J. O'Meara is chairman.

The ordinance created considerable interest among the councilmen and a number of them privately urged its immediate passage. They pointed out that the laws were not enforced, could not be if the authorities desired it; were made for another age and otherwise impressed the younger and rising generation with the belief that all laws were simply meaningless words and nonsensical decrees.

Mr. Binswanger's ordinance provides the repeal of sections 1, 2 and 3 of article 43 of the Baltimore City Code of 1893. One of the sections that the solon called particular attention to stipulates that every person who shall fish, hunt, pitch quoits for money, fly a kite, play bandy or ball or any other game of sport on the Sabbath Day shall be fined. The measure also provides for the repeal of the section making it unlawful for any person to drive any cattle, droves of horses, mules, sheep or hogs through the city on the Sabbath.

"An investigation of the Sunday laws shows that the foregoing section is embraced in another article, and hence would remain untouched," said Mr. Binswanger. "I believe that it is a wise law if enforced, and so my ordinance would really not affect it."

Mr. Binswanger's ordinance would repeal the following sections of the Baltimore city code:

Every person who shall within the city on the Sabbath Day sell or offer to sell at any wharf or on board any boat or in any market house or carry through the streets for sale any watermelons or other fruit, cakes, ice-cream or other confectionery, or any kind of liquor or other articles, shall for such offense pay a fine of $5.

Every person who shall fish, hunt, pitch quoits or money, fly a kite, play bandy or ball or any other game or sport on the Sabbath Day within the limits of the city shall for such offense pay a fine of $1; and every ordinary or public garden keeper who shall suffer or allow in or upon his premises any kind of gaming or sport on the Sabbath Day shall, for every individual so permitted to offend, pay $10.

It shall not be lawful for any band or number of musicians, excepting military companies when called out by the state or municipal authorities, to parade in any of the streets, lanes or alleys of the city on the Sabbath Day with instrumental music under a penalty of $20 for each member of said band so parading for each and every offense.

All fines and penalties imposed for the violation of the provisions of this article shall be recovered as other fines and penalties imposed by ordinance are recoverable, and when collected shall be paid to the comptroller.

Mr. Binswanger also offered an ordinance, which was also referred to the Committee on Police and Jail, making it lawful and permissible for any vehicle of any description to carry ice upon the streets or highways of Baltimore city for the purpose of selling the same on Sunday.

"An investigation of the city charter discloses the fact that the City Council had the power to repeal the 'blue law.' The general welfare and police laws enable the Council to have jurisdiction over the city."

Mr. Binswanger said that he knew that there would be opposition to his ordinance, but that he would like to have the matter discussed in a rational and peaceful manner. It could not be argued, he said, that the blue laws were enforced and, therefore, it was manifest that other laws were brought into bad repute because of the laxity of the authorities with those measures.

"Why make the law a laughing stock and a nonentity?" asked Mr. Binswanger. "Let's remove these blue laws and if necessary adopt sane and sensible measures instead."

OPPOSE BIGGS PLAN

The City Council Goes on Record Against It.

At the request of Councilman Harry Cummings, of the Seventeenth ward, the First Branch City Council last night went on record as being opposed to the plans of the School Board to change the curriculum in the Colored High School. The School Commissioners adopted a resolution calling upon the board of superintendents to investigate the advisability of exchanging the academic courses in the secondary school. It is their purpose to have manual training and domestic science taught there instead, according to Mr. Cummings.

"The Colored High School was started 20 years ago, and more than 500 young men and women graduated therefrom," said the colored representative of the branch. "About 300 of that number have engaged in the profession of teaching. The little colored boys and girls are being taught by them in the colored schools. The colored population is growing every day. We have more than 90,000 persons of our race in Baltimore.

"Our young men and women are fully capable of digesting the serious studies which have been taught in our high school for the last two decades. I cannot understand what prompted the School Commissioners to take the step they did. I ask this Council to go on record as being opposed to their action."

A resolution embodying Mr. Cummings' views was then offered and unanimously adopted.

Councilman Cummings also offered an ordinance asking the cit yto appropriate $1,500 for decorating Druid Hill avenue, between Eutaw street and Lafayette avenue, during the week of August 25, when the Colored Knights of Pythias will hold their biennial convention. The ordinance was given one reading and referred to the Committee on Ways. The event will be the biggest social function of the year for the colored people of Baltimore and Mr. Cummings feels that the city ought to co-operate in making it a success.

The Council also passed a resolution, offered by Mr. Cummings, giving the colored delegates and their wives the use of the iceboat Latrobe, during one of the days of the convention, in order that they may visit some nearby resort.

The following ordinances were given the final readings:

Providing for identification of persons selling goods of their own production.

Use of iceboat Latrobe to the Association of Railway Claim Agents.

Use of iceboat Latrobe to Free Summer Excursion Society.

Will Close Fifteen Minutes Earlier.

One of the effects of the Eight-hour Law passed by Congress concerning postal clerks will be the closing of the cashier's office of the local Postoffice 15 minutes earlier every day. The cashier's division will be open to the public from 9 A. M. to 4:45 P. M. daily, except Sundays and holidays.

SEVERAL FIRMS SUFFER FIRE LOSS

BLAZE DAMAGES BALTIMORE STREET BUILDING.

CONFINED TO SECOND FLOOR

While Thousands of Persons Were Returning From Work and the Streets Crowded, Fire Broke Out at 503-505 East Baltimore Street. Joseph Kann Probably the Heaviest Loser—Firemen Make Quick Work of Blaze.

Men and women on their way home from shops, factories and offices were delayed last night when the cars were tied up by a fire at 505 East Baltimore street.

The fire was in the factory of J. Kann & Co., manufacturers of shirtwaists, and it was discovered about 6:20 o'clock by a man walking on Gay street, who saw smoke issuing from a window of the second floor of the building. He sounded an alarm from Box 12, Baltimore and Frederick streets, and the prompt arrival of firemen probably prevented a serious blaze.

NEWS ITEM FEB. 20, '13.

Sold To BERNHEIMER

ENTIRE STOCK OF WAISTS
PIECE GOODS
LACES & EMBDS.
SALE STARTS
At Bernheimers'
IN A FEW DAYS
WATCH NEWSPAPERS FOR FULL PARTICULARS

HOLLAND'S LETTER TO THE AMERICAN

A DAILY ARTICLE ON BUSINESS AND FINANCE.

The Morgan & Co. Letter Addressed to the Pujo Committee as an Economic Treatise — Exhibits the Modern Tendency Toward Publicity in Financial Matters—Written With Art.

BY HOLLAND.

New York, March 3.—The remarkable letter signed by J. P. Morgan & Co. and addressed to the Hon. A. P. Pujo, chairman of the committee on banking and currency at Washington, must have been prepared within two or three weeks' time. As the associates of Mr. Morgan, who are presumed to have written this communication, are busily occupied with many things, exacting in their nature, both of time and of mental concentration, swift preparation clearly points to profound understanding—at least from the point of view of those who have to do with very large financing and are responsible for the wise direction of vast deposits—of the fundamental economic principles upon which modern banking and financing are based.

This of itself explains, in part at least, the authority which the house of J. P. Morgan & Co. has secured. Mr. Morgan's partners are men who are qualified to write economic treatises or to occupy professional chairs in our universities.

This feature of the communication is one which has gradually and yet strongly impressed itself upon the minds of those who have read the treatise. It was not spoken of on the day of publication of the letter, but after a few days' reflection it did occur to some of our business men to say that not the least of the important features of this communication is the fact that it must have been done in the few hours extending through two or three weeks that could be spared from the responsibilities that are upon this banking house.

An Economic Treatise.

The communication has been for a day or two described as an economic treatise. It is spoken of as having all of the characteristics which make a treatise of that kind valuable. If the premises are accepted then the argument is convincingly logical.

Another feature of the communication which has commanded attention not only in this city but elsewhere, notably in Boston and Philadelphia, is the freedom from any of the technical phraseology or the characteristic methods of the lawyer in the preparation of his brief. This judgment is well founded. The work is that of men not trained in the practice of the law, although some of Mr. Morgan's associates have as an accessory to their business taken up the study of law, reading Blackstone and Kent and listening to law lectures at night.

At the annual dinner or banquet of the Chamber of Commerce in this city last fall Senator Elihu Root spoke impressively and convincingly when he said that one of the chief difficulties which business men and men of public life confront, and one of the obstacles to the preparation of sound and adequate legislation, is the misinformation, or lack of information, which characterizes the people in one or more sections of the country so far as the material activities of the other sections are concerned. The only remedy for this is the extension of the modern spirit of publicity and the creating opportunities whereby all the people can be well informed respecting all of the business, financial and commercial activities of the United States.

The communication signed by Mr. J. P. Morgan has already been characterized as one of the best demonstrations of the cordiality with which the men of affairs at this time are accepting the spirit of publicity.

It has sometimes been asserted that it might have been well if the governors of the New York Stock Exchange had prepared a lucid, brief and yet comprehensive statement in form and in character of what the real purposes, principles and dominating characterizations of the New York Stock Exchange are.

Secrecy and the Exchange.

Some of the warmest friends of the exchange have felt free to criticise the almost secret-society methods which in the past have characterized the management of the exchange. A recently published treatise by William C. Van Antwerp, written for the purpose of informing the public of the real character and methods of the New York Stock Exchange, contains a criticism of the secretive methods which for many years have been regarded as the proper attitude of the governors of the exchange toward the public. This has necessarily led to the fear that the governors desire to cover up something. It was, in fact, nothing more than a custom.

The communication from the representatives of Mr. Morgan's firm to Chairman Pujo is spoken of here as probably the best exemplification of the modern spirit of publicity. Even if its premises are not accepted, its statements will be accepted as a frank and sincere expression of the views of men who are associated with some of the largest financing, domestic and international (of our time) upon the fundamental economic law of banking and financing.

Another feature of this communication which has commanded more and more attention is the facility and felicity with which the English language is sued to explain the principles which many regard as dry and abstruse. The style is spoken of as lucid, even when it is used to express profound thought. It is also a model of conciseness, and yet is somewhat elaborate in explanation.

Style of this kind, it is recognized by those who have given thought to this feature, cannot be mastered except by a person who thinks clearly. This style of itself tends to explain the authority and influence which the house of J. P. Morgan & Co. has obtained, especially in the world of very large financing and banking. No one who does not think clearly, at least from the premise to the conclusion, and at the same time think quickly is competent to pass judgment upon the great propositions which are almost daily laid before our abler bankers. Cloudy thinking in finance is fatal. Although not all of those who are able to think clearly as well as profoundly are also able to express in language their thought with clearness and conciseness in the form of a treatise designed for the general public, no one can prepare a treatise of this kind who is not capable of clear as well as profound thinking.

Written With Skill.

There is a good deal of skill displayed in the preparation of this communication. It was with unconscious art, no doubt, that the communication begins with a