CIBAO ARRIVES WITH BANANAS

BRINGS 17,000 BUNCHES FROM SANTA MARTA.

ENCOUNTERED HEAVY SEAS

Fruit Is Brought Here for United Fruit Company—The Steamship Pennsylvania, Building at Sparrows Point for the American-Hawaiian Steamship Company, Will Be Launched Saturday—Jessamine to Leave on Trip.

There reached port yesterday morning the Norwegian fruit steamship Cibao, commanded by Captain Danielson, from Santa Marta, bringing a cargo of 17,000 bunches of bananas to the United Fruit Company. The officers of the steamship say that since sailing from Santa Marta on March 20 strong easterly winds were met, with heavy seas to Cape Hatteras. From that Cape to the Virginia Capes there were southeast to southerly winds, with moderate seas.

The American schooner John L. Treat, which arrived at Pensacola Tuesday from Matanzas, reports passing, in latitude 26° 30′ north and longitude 84° 35′ west, the Dutch schooner Neptune, abandoned, with all sail set and a full cargo of lumber on board. The vessel apparently was not damaged. An attempt was made by the Treat to tow the Neptune to Pensacola, but the hawser parted during the night, and the next morning the abandoned schooner was not in sight. Two men went on board the schooner, but found no sign of life.

The steamship Pennsylvania, being built by the Maryland Steel Company at Sparrows Point for the American-Hawaiian Steamship Company, of New York, is expected to be launched next Saturday.

The lighthouse tender Jessamine is scheduled to sail on a beacon building and repair trip to the lighthouses in the Fifth district, which includes the Patuxent and Potomac Rivers and Cherrystone houses at Cape Charles City, Va., following which the tender will go to the North Carolina Sounds on similar duty.

ABOUT TUGS AND TOWS.

Storm King arrived with the schooner Eleanor F. Bartram laden with phosphate rock from Port Tampa, Fla.

Dauntless arrived with the schooner Fannie Palmer with phosphate rock from Port Tampa, Fla.

Britannia brought in barge No. 58 from Norfolk for the Texas Oil Company.

Uncle Sam arrived with one lighter from a down-the-bay point.

Tug R. H. Riehl sailed with barge Calvin T. Davidson bound for Norfolk.

Atlas left with two barges and the tug Baltimore sailed with barge Dio Tieti for Norfolk.

NOTES OF THE SHIPPING.

Steamer Columbia, of the Chesapeake Steamship Company, was yesterday taken to the lower yard of the Skinner Shipbuilding and Drydock Company for minor repairs, cleaning and painting bottom.

Captain Scott, of the British steamship Lockwood, which docked at Girard Point piers yesterday, from Rio Janeiro, reports having passed a bell buoy adrift March 17, latitude 22 north, longitude 65.02 west.

An advisory storm warning was sent out last night from Cape Hatteras to Eastport. High southwest winds are predicted, with squalls, which will shift to northerly this morning.

The Japanese have purchased the British steamship Asama, which arrived at Philadelphia yesterday morning from Fowey with a cargo of china clay. The Asama will load a cargo of case oil here for the Far East, where she will be delivered to her purchasers.

The steamship Pennsylvanian, now being built by the Maryland Steel Company, at Sparrows Point, for the American-Hawaiian Steamship Line, will be launched next Saturday.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, MARCH 26

High Water for March 27.
10:38 A.M.....1.4 Feet | 10:44 P. M.....0.6 Foot

Vessels Bound for Baltimore.

STEAMERS.

ASTORIA (Br), arrived at Philadelphia from Narvik March 23.
BOSNIA (Ger) sailed from Hamburg March 12 for Baltimore via Boston.
BRIKA (Br) at Marseilles Feb 28.
CORONIADIA (Grk), at Alexandria Feb 7.
CASTLEMOOR, (Br), from Vizagapatam for Baltimore, arrived Suez March 23.
CITY (Br), sailed from Huelva March 14.
CHEMINITZ (Ger), sailed from Bremen March 20 for Baltimore via Philadelphia.
DEN OF RUTHVEN (Br), sailed from Liverpool March 22 for Baltimore.
DUNSTER (Br), sailed from Genoa March 15.
ELK (Nor), sailed from Gibraltar March 15.
FIFE (Br), sailed from Huelva Feb 27.
GLENRIDGE (Br), sailed from Tenerife March 18 for Baltimore via Pensacola.
GRACIANA (Br), at Philadelphia March 16.
GEORGIAN (Br), at London Feb 20.
GURRE (Dan), at Philadelphia March 20.
GANGES (Br), at Avonmouth March 17.
HILDAWELL (Br), sailed from Trieste Feb 19 for Baltimore via Huelva.
HAXBY (Br), sailed from Naples March 7.
HARTLEPOOL (Br), at Hamburg March 1.
HORSLEY (Br), sailed from Immingham March 13 for Hampton Roads.
HORACE A. STONE sailed from Port Tampa March 23.
HOLESIDE (Br), off Cape Trafalgar Feb 17 for Trieste.
INKULA (Br), at Antwerp Feb 26.
INGLEMOOR (Br), sailed from Marseilles march 23.
JAVA (Aust), at Barcelona Feb 22.
KATIE (Nor), sailed from Tampa Marj March 19.
LORD CHARLEMONT (Br), sailed from Cardiff March 8.
LORD DOWNSHIRE (Br), at Cardiff March 5.
LAKONIA (Br), sailed from Glasgow March 13 for Baltimore via Norfolk.
LUZON (Aust), sailed from Constantinople March 12.
LADY CARRINGTON (Br), sailed from Bahia Blanca March 3 for Baltimore via Leghorn.
MARESFIELD (Br), at Port Said Feb 25.
MALMSTEAD (Nor), cleared at New York March 20.
NORMAN MONARCH (Br), sailed from Hamburg March 9.
OOSTDIJK (Dutch), sailed from Bagnoli Feb 21 for Baltimore via La Coulette.
PARTHENIA (Br), sailed from Glasgow March 26.
PRINCIPESSE LEOTITIA (It), sailed from Algiers March 16 for Baltimore via New York.
QUEEN WILHELMINA (Br), sailed from Middlesboro March 19.
STRATHNESS (Br), sailed from Barry March 3.
TANTALLON (Br), sailed from Cardiff Feb 25 for Baltimore via Portland.
TEMPLEMORE (Br), sailed from Liverpool March 14.
WOODS (Br), sailed from Palo March 10.
WILBERFORCE (Br), sailed from London Feb 26 for Baltimore via Boston.
WINNIE (Br), sailed from Burntisland Feb 19 for Porto.
VIRGINIA (Dan), sailed from Chrisiania March 8 for Vecchia ana Baltimore.
WYNERIC (Br), sailed from Antwerp March 9.

SCHOONERS.

ADDIE M LAWRENCE sailed from Portland March 7.
ALICIA B CROSBY, sailed from Portland 17.
ALICE MAY DAVENPORT, sailed from Port Tampa March 23.
MARIA O'TEEL, from Tampa, spoken on March 10, 12 miles south of Alligator Reef, Fla.
WOODWARD ABRAHAMS, sailed from Gulfport March 3 for San Juan.
JOHN B. BIEMILLER, sailed from Port Tampa March 24 for Baltimore.
LARGO LAW sailed from Philadelphia for Narvik.
NORTHLAND, sailed from Pascagoula March 24 for Baltimore.

For Colds Coughs

You could not please us better than to ask your doctor about Ayer's Cherry Pectoral for coughs, colds, croup, bronchitis. Thousands of families always keep it in the house. J. C. Ayer Co., Lowell, Mass.

RIO CLARO sailed from Philadelphia for Rio Janeiro.

Arrived.

Stmr Cibao (Nor), Danielsen, from Santa Marta, to United Fruit Company, with bananas. At Pier No. 1, Pratt street.

Stmr Gaston, Edgar, from Norfolk, to Baltimore Steam Packet Company, with merchandise.

Stmr Anthony Groves, Jr, McNamee, from Philadelphia, to Ericsson Line, with passengers and merchandise.

Stmr Malden, Smith, from Boston, to New England Coal and Coke Company, ballast. At Curtis Bay.

Stmr Powhatan, Ryan, from Providence, to Merchants and Miners' Transportation Company, with passengers and merchandise.

Stmr Columbia, Bennett, from Norfolk, to Chesapeake Steamship Company, with passengers and merchandise.

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

Barge No. 58, from Norfolk, Va., to The Texas Company, oil.

Schr Eleanor F. Bartram, Pinkham, from Port Tampa, to Master, with phosphate rock.

Schr Fannie Palmer, Wylie, from Port Tampa, to Gray, Irelan & Co., with phosphate rock.

Schr Anna M D Roehle, Garret, from North Carolina, to Walker & Myers, with lumber.

Schr Katie H. Tilghman, from Urbanna, Va., with cord wood.

Cleared.

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

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

Stmr Columbia, Bennett, for Norfolk—Chesapeake Steamship Company.

Stmr Joseph W. Fortney, Keene, for Boston—Davis Coal and Coke Co.

Sailed.

Stmrs Powhatan, for Providence; Merrimack, for Jacksonville via Savannah; Columbia, for Norfolk; Alabama, for Norfolk.

Sailed—Stmr Cyclops, from Tacoma, Liverpool.

Sparrows Point.

SPARROWS POINT, March 26.—Passed down at 10:45 A M, tug R. H. Riehl, towing barge Calvin T. Davidson, for Norfolk 1:20 P M, tug Atlas, towing 2 lighters; 3:10 P M, tug Baltimore, towing barge Rio Tiete.

Cove Point.

COVE POINT, March 26.—Weather: Cloudy; wind, SW; fresh breeze.

Passed down at 11:15 A M, tug Toconey; 12:45 P M, stmr Senator (Nor), for Gibara; 4 P M, tug Bohemia, towing 4 barges.

Cape Henry.

CAPE HENRY, VA., March 26.—Weather, 8 A M cloudy; wind S; 22 miles. Noon clear; wind SW; 32 miles. 4 P M cloudy; wind SW; 20 miles.

Passed in at 9:40 A M, stmr Kershaw, from Boston (toward Norfolk); noon, stmr Suwanee, from Jacksonville via Savannah.

Passed out at 10 P M March 25, stmr Hippolyte Dumois (Nor), for Santa Marta; 4 A M, stmr Rhein (Ger), for Bremerhaven; 6 A M, stmr Juniata, for Boston via Newport News; 9:40 A M, stmr Pennine Range (Br), for Aalborg; 9:40 A M, stmr Joseph W. Fortney, for Boston.

Imports.

Stmr Katie (Nor), from Port Maria—14,008 bunches bananas, 105 bags cocoanuts, 221 brls oranges.

Stmr Cibao (Nor), from Santa Marta—18,000 bunches bananas.

Exports.

Stmr Lord Iveagh (Br), for Belfast and Dublin—(Cleared March 20)—60,000 bus mixed corn, 3,741 sacks flour, 1,000 sacks linseed oilcake, 1,000 sacks corn oilmeal, 50 sacks rye feed, 645 bags and 32 cases wire nails, 1,364 bags wire nails, 2 cars slate, 19,600 feet black pipe, 5 crates wood, 11,300 feet oak lumber, 18 bales oak lumber, 12 crates wheels. Value, $87,051. For Dublin—42,857 bus corn, 225 bdls brooms, 693 bags linseed oilcake, 12 hhds tobacco, 59 washing machines, 7 cars slate, 9 cases step ladders, 1 box repairs, 1,142 bags wire nails, 1,280 reels barb wire, 142 pkgs mowers and reapers, 2 boxes advertising matter, 245 pkgs honey box timber.

Stmr Talisman (Nor), for Guantanamo—2,335 tons bituminous coal. Value, $5,604.

Stmr Clearpool (Br), for Copenhagen—243,647 bus mixed corn. Value, $135,445.

Stmr Pennine Range (Br), for Aalborg—212,939 bus mixed corn. Value, $119,245.

Stmr Haakon (Nor), for Port Limon—2,335 tons bituminous coal. Value, $5,431.

Stmr Windermere (Br), for Tampico—3,595 tons bituminous coal. Value, $8,640.

Stmr Wearbridge (Br), for Hamburg—243,179 bus corn. Value, $134,894.

Charters.

Schr Singleton Palmer (2,357 tons), coal, Baltimore to Boston; private terms.

Arrived from Baltimore.

Stmr Emerald Wings (Br), arrived Alexandria 19th inst.

Stmr Ottar (Nor), arrised Havana 19th inst.

Stmr Hermes (Nor), arrived at Algieres 15th inst.

Stmr Grangewood, Norfolk, arrived at Buenos Ayres 23d inst.

Willkommen, Philadelphia, arrived at Gothenburg 23 inst.

Tug Savage, towing barges Nos. 7, 9 and 17, arrived Boston 19th inst.

Stmr Energie (Ger, tank), hence for Tuxpan, passed Sand Key 24th inst.

Memoranda.

Stmr Indian, Boston 26th inst.
Stmr Nantucket, Providence 26th inst.

Wireless Reports.

SABLE ISLAND, March 26.—Stmr C. F. Titegen, Copenhagen for New York, signalled 900 miles east of Sandy Hook at 10:45 P M March 25. Dock 10 A M Friday.

Stmr New York, Southampton for New York, signalled 740 miles east of Sandy Hook at 5 A M. Dock late Thursday or 8 A M Friday.

Stmr Neckar (Ger), Bremen, for New York, 726 miles east of Sandy Hook March 26.

SIASCONSETT, MASS., March 26.—Finland, Antwerp for New York, signalled 237 miles east of Sandy Hook at 9 A M. Dock 8 A M Thursday.

NEW YORK, March 26.—Mauretania, Liverpool, for New York, signalled 1,462 miles east of Sandy Hook at 5 P M. Dock 8 A M Friday.

SHOREHEAD, March 26.—Stmr La Provence, New York, for Havre, signalled 200 miles southeast at 11:18 A M. Due Havre 10 A M Thursday.

LIZARD, March 26.—Signalled—Stmr Marquette, Philadelphia for Antwerp.

Steamers to Sail from New York.

Steamer.	Destination.	Sails.
K A Victoria	Hamburg	Mar 27
France	Havre	Mar 27
Megantic	Liverpool	Mar 27
Kaiserin Aug Victoria	Hamburg	Mar 27
Principe di Piemonte	Naples-Genoa	Mar 27
Oscar II	Copenhagen	Mar 27
Volturno	Rotterdam	Mar 27
Branbenburg	Bremen	Mar 27
Carmania	Liverpool	Mar 28
Berlin	Gib'r-Naples	Mar 28
Verona	Naples-Genoa	Mar 29
Finland	Dover-Antwerp	Mar 29
Minnetonka	London	Mar 29
New York	Southampton	Mar 29
Adriatic	Liverpool	Mar 29
Calabria	Naples	Mar 29
Columbia	Glasgow	Mar 29
Roma	Napies-Marseilles	Mar 31
New Amsterdam	Rotterdam	Apr 1
Kronprinz Cecille	Bremen	Apr 1
Mauretania	Liverpool	Apr 2
Birma	Rotterdam-Libau	Apr 2
Espagne	Havre	Apr 3
C F Tietgen	Copenhagen	Apr 3
Celtic	Liverpool	Apr 3
Patricia	Hamburg	Apr 3
St Paul	Southampton	Apr 4
Rochambeau	Havre	Apr 5
Hamburg	Naples-Genoa	Apr 5
Oceanic	Southampton	Apr 5
Lapland	Dover-Antwerp	Apr 5
Mesaba	London	Apr 5
Stampalia	Naples-Genoa	Apr 5
Ivernia	Gibraltar-Naples	Apr 5
Russia	Rotterdam-Libau	Apr 5
Cameronia	Glasgow N...NNNAp	Apr 5
Noordam	Rotterdam	Apr 8
P P Wilhelm	Bremen	Apr 8
Canada	Naples-Marseilles	Apr 8
R d'Italia	Naples-Genoa	Apr 8
Argentina	Naples-Trieste	Apr 8
La Lorraine	Havre	Apr 10
United States	Copenhagen	Apr 10
President Grant	Hamburg	Apr 10
Philadelphia	Southampton	Apr 11
Amerika	Hamburg	Apr 12
Olympic	Southampton	Apr 12
Chicago	Havre	Apr 12
Cedric	Liverpool	Apr 12
Kroonland	Dover-Antwerp	Apr 12
Minneapolis	London	Apr 12
Franconia	Liverpool	Apr 12
Prinzess Irene	Gib'r-Naples	Apr 12
Pr Kurfuerst	Bremen	Apr 12
Ryndam	Rotterdam	Apr 15
Madonna	Naples M'lles	Apr 15
Campanello	Rotterdam	Apr 15
Cunpania	Liverpool	Apr 15
Tacfrmina	Genoa	Apr 16
Baltic	Liverpool	Apr 17
Bremen	Hamburg	Apr 17
France	Havre	Apr 17
Majestic	Southampton	Apr 19
Haverford	Dover-Ant'p	Apr 19
Perugia	Naples	Apr 19
Minneapolis	London	Apr 19
America	Naples Genoa	Apr 19
Czar	R'dam-Libau	Apr 19
G Washington	Bremen	Apr 19
Moltke	Naples Genoa	Apr 19
K W d Grosse	Bremen	Apr 22
Rotterdam	Rotterdam	Apr 22
Germania	Naples-M'lles	Apr 23
Mauretania	Liverpool	Apr 23
Oceania	Naples Trie'e	Apr 23
Provence	Havre	Apr 24
Cincinnati	Hamburg	Apr 24
Adriatic	Liverpool	Apr 24
Hellig Olav	Copenhagen	Apr 24
Uranium	Rotterdam	Apr 24
New York	Southampton	Apr 25

American Ports.

NEW YORK—Arrived—Stmrs Emanuele Accame, Marseilles; Havana, Havana; Vizcaina, Nuevitas; Maracas, Port Spain; Mohawk, Jacksonville and Charleston; Clyde, Colon; Prins Sigismund, Kingston; Arcadian, Bermuda; Moltke, Havana; Exeter City, Bristol; Abertour, Naples; Adriatic, Naples.

Sailed—Stmrs Brighton, Port Limon; Joseph L. Cuneo, Baracoa; Condor, Perth Amboy; Bermudian, Bermuda; Braunfels, Melbourne; Caracas, San Juan; Metapan, Colon; Huron, Charleston and Jacksonville; Megatic, Liverpool; Venezia, Marseilles.

PHILADELPHIA, March 26.—Arrived—Stmrs Trafalgar (Nor), Imataca; Verono (Ital), Naples, via New York; Asama (Br), Fowey; Sangstad (Nor), Preston; Verona (Nor), Santa Marta; Tuscan, Boston; New York, Norfolk, Pawnee, New York; schr Florence Creadick, Wilmington, Delaware.

NEWPORT NEWS, VA., March 26.—Sailed—Stmrs Eskaami (Br), Cienfugos; Barcelona (Br), Norfolk; George E. Warren, Portland; shcr Oakley C. Curtis, Portland.

DELEWARE BREAKWATER, DEL., March 26.—Passed up—Stmr Poolster (Dutch), Rotterdam for Philadelphia.

Passed out—Stmrs Merion (Br), Philadelphia for Liverpool; Flawyl (Br), do, for Havana; Lovland (Nor), do, for Preston and Banes; Annetta (Br), do, for New York; Admiral Schley, do, for Port Antonio; Ontario, do, for Jacksonville; New Orleans, do for Providence.

Foreign Ports.

GENOA, March 21.—Arrived—Stmr America, New York.

ANTWERP, March 25.—Arrived—Stmr Kroonland, New York.

NAPLES, March 26.—Arrived—Stmr Canopic, Boston.

PLYMOUTH, March 25.—Arrived—Stmr Ascania Portland for London.

LONDON, March 26.—Arrived—Stmr Minnehaha, New York.

LIVERPOOL, March 26.—Arrived—Stmr Campania, New York.

SOUTHAMPTON, March 26.—Sailed—Stmr Oceanic, New York.

PATRAS, March 25.—Sailed—Stmr Pannonia, from Trieste, New York.

A PAQUIN EVENING GOWN

—Underwood & Underwood.

Latest fashion from Paris. The gown is of ivory brocade with draped skirt. The corsage is draped with black chiffon.

"GREAT MISTAKE," SAYS MR. BRYAN

EX-ATTY. GENERAL WRITES TO PRESIDENT WILSON.

Advice Tendered in the Reported Participation of the Chief Executive of the Nation in the Democratic Senatorial Situation in Maryland—Mr. Bryan Adds "He Might Be" a Candidate.

Former Attorney General William S. Bryan has addressed a letter to President Wilson, in which he says the President will make "a great mistake" if he takes part in the Democratic senatorial situation in Maryland. Mr. Bryan is one of several prominent Democrats who have addressed letters to the President on the same subject.

Mr. Bryan yesterday made public his letter to the President. It follows:

Dear Mr. President:

I do not know whether you will remember me. I was at the University of Virginia with you during the session of 1879-80, and was a fellow-member of the Jefferson Literary Society.

I was somewhat younger than you, and much less prominent in college affairs, and that is one of the things that makes me doubt whether you will remember me.

After leaving the university I studied law in Baltimore. After being admitted to the bar I practiced my profession here.

I have been City Counselor and City Solicitor of Baltimore, and Attorney General of Maryland.

At the last election I was chosen as one of the presidential electors from this state and had the pleasure of casting an electoral voto for you.

I have also been president of the Baltimore City Bar Association.

Some of my friends who are quite influential in public affairs in this state have requested me to be a Democratic candidate for the short term in the United States Senate to succeed Senator Rayner.

I have not yet determined whether or not I shall enter the contest against Hon. Blair Lee. Personal and professional considerations make me feel disinclined to do so.

While I am on terms of warm personal friendship with both Messrs. William L. Marbury and William Cabell Bruce, I am favorable to the re-election to the Senate of Ex-Gov. John Walter Smith.

My reason for troubling you with this letter is that it has been publicly stated very often and very confidently that you were favorable to the election of Mr. Marbury and opposed to the re-election of Governor Smith, and that you would lend the weight of your influence to further Mr. Marbury's candidacy.

I think that it would be a great mistake for you to take any part in our local senatorial contest. Doing so, in my judgment, would injure both your own political standing in this state and also the chances of Democratic success at our next election for members of the Maryland General Assembly.

Society of 1812.

The National Society, Daughters of the War of 1812, State of Maryland, will give a card party on Friday, April 4, at the Arundell Club, 1000 North Charles street. This will be one of the largest social events of the season. Members of the Sons of the War of 1812 have been invited. Mrs. W. Burns Trundell is chairman of the card party and announced yesterday that arrangements had been completed. The society recently elected Mrs. James D. Iglehart president.

At Fountains & Elsewhere Ask for "HORLICK'S"

The Original and Genuine MALTED MILK

The Food-drink for All Ages.

At restaurants, hotels, and fountains. Delicious, invigorating and sustaining. Keep it on your sideboard at home. Don't travel without it.

A quick lunch prepared in a minute. Take no imitation. Just say "HORLICK'S."

Not in Any Milk Trust

GREAT GOUCHER MEETING TODAY

DAUGHTER OF PRESIDENT WILSON TO SPEAK.

She Will Bring a Message of Personal Sympathy and Encouragement From Her Father—Others Who Will Make Addresses—Special Musical Program Has Been Arranged.

Goucher College workers in this city expect this to prove a red-letter day in the campaign to raise the $200,000 necessary to keep the institution in this city, for not only will Miss Jessie Woodrow Wilson, daughter of President Wilson, address a public meeting to be held at Ford's Grand Opera House at 4 o'clock this afternoon on behalf of the college, but will read a personal message of encouragement to the workers from her father. A large audience is expected to attend the meeting, for not only is interest increasing daily in the affairs of the college, but a number of Baltimore women will seize the opportunity to see Miss Wilson, who is herself a graduate of the famous institution. The use of the Opera House has been given free of charge to the committee of arrangements, and elaborate plans have been made to insure the perfect success of the affair.

Besides Miss Wilson, addresses will be made by Miss Elizabeth M. Carroll, of the Arundell School, who will preside, and by Dr. Lillian Welsh. Brief talks will be made by girls from the Western and Eastern High Schools, and a set of resolutions drawn up by the students of the Girls' Latin School will be read. A special musical program has been arranged by Miss Henrietta Baker, director of music in the public schools, and a number of college songs will be sung by the Goucher and high school girls.

Miss Wilson will leave Washington this morning at 10 o'clock, arriving at Union Station about 10:58. There she will be met by Dr. and Mrs. Hans Froelicher, whose guest she will be while in the city. Miss Wilson will be entertained at a luncheon at 1 o'clock by Miss Lulie Hooper at her home, St. Paul and Twenty-third streets, and at the close of this function will proceed to the Opera House. A dinner in her honor will be given at 7 o'clock this evening by Dr. Lillian Welsh, and tonight she will attend a box party given in honor of Dr. and Mrs. Froelicher by George Solter, the well-known attorney, who is also one of the trustees of the college. Besides Miss Wilson, those in the party will be Dr. and Mrs. Froelicher, Mitchell Froelicher, George Solter, Gen. Lawrason Riggs, Dr. Lillian Welsh and Miss Mary G. White. Miss Wilson will remain over night at the home of her hosts, and will return to Washington tomorrow morning.

The final rally for the college will be held Saturday afternoon at the Hotel Emerson, and interesting reports will be made by the captains of the various collecting teams and by a number of individual collectors. Further steps to bring the needs of the college before the public were taken yesterday by the distribution of 10,000 blue and yellow lapel buttons bearing the inscription I Have. Have You? in the center, and the words Goucher College around the border.

Loses Two Fingers.

While operating an ice machine at the Hotel Emerson yesterday morning, Gus Fitchullus, 603 South Hanover street, had two fingers cut off his right hand. The injuries were dressed at the Mercy Hospital.

RAILROADS GAIN POINT IN COURT

JUDGE DUFFY RENDERS AN IMPORTANT DECISION.

AS TO SWITCHING CHARGES

He Overrules That Part of the Order of the Public Service Commission Which Provides for Connecting-line Switching Charges and Intermediate Switching Charges—Allows Flat Rate for Yard Switching to Stand.

Judge Duffy in Circuit Court No. 2 yesterday handed down an opinion in which he overruled that part of the Public Service Commission's decision which provided for connecting line switching charges and intermediate switching charges. The opinion of the court allows that part of the commission's order to stand which fixed a flat rate of $1 a car for yard switching—that is, a movement of a loaded car from one track of a terminal to another track of the same terminal of the same carrier.

The rate of not over $5 a car for industrial switching was also allowed to stand. Industrial switching is a movement of a loaded car from one terminal of a carrier to another terminal of the same carrier. Connecting-line switching, which the court overruled, is a movement of a loaded car from a terminal of one carrier to the terminal of another carrier, the terminal facilities of two carriers only being used; when whole movement is within the Baltimore switching district, $6 per car; when part of movement is beyond said district, $3 per car.

Intermediate switching, which Judge Duffy overruled, is the movement of a loaded car from the terminal of one carrier over the terminal tracks of a second carrier to the terminal of a third carrier; when whole movement is within the Baltimore switching district, $7.50 per car; when partly within and partly without said district, $4 per car.

A Lengthy Opinion.

The opinion of Judge Duffy is quite lengthy. It covers about 20 typewritten pages and contains a history of the controversy.

In 1911 several commercial exchanges in Baltimore instituted one proceeding before the Public Service Commission and another before the Interstate Commerce Commission against the railroads which had terminals in Baltimore city. The object of the two proceedings was the same. It was to obtain a reduction of the high rates which were then prevailing for transporting cars from the terminals or tracks of one railroad to the terminals or tracks of some other road within the city. The proceeding before the Interstate Commerce Commission culminated May 14, 1912, in a direction to the railroads to establish within 30 days joint rates for the interchange of interstate traffic, and the maximum rates which the railroads were permitted to charge for this service were set forth.

In the proceedings before the Public Service Commission testimony was taken, and on May 31, 1912, an order was passed by which a switching district was established, which contains the city of Baltimore and a little territory outside of the city limits, unimportant in amount. The order further provided certain flat per car rates for moving cars within the district, which are substantial reductions from the rates established for the same service by the roads. The two proceedings in the courts were instituted by the Baltimore and Ohio Railroad, the Baltimore Belt Railroad and the Pennsylvania lines against the Public Service Commission to enjoin the enforcement of the commission's order.

He Gives an Example.

"The difficulty out of which this controversy grows will be made plain by an example," states Judge Duffy. "The rate on brick from Frederick to Camden Station by the Baltimore and Ohio Railroad is 65 cents per ton. From the same point by Pennsylvania lines to Calvert Station is $1 per ton, because of the greater distance. The joint rate of brick from Frederick to Baltimore by B. & O. to Bayview Junction and then by the Pennsylvania lines to Calvert Station is 85 cents per ton, but if the brick are consigned by B. & O. to Camden Station, and must for any reason be shifted to Calvert Station, the charge between the two stations via Bayview Junction, the switching charge is $1 per ton. It will thus be seen that it costs as much to switch these brick from Camden Station to Calvert Station as it does to transport them from Frederick to Calvert Station by the Pennsylvania lines, and if the brick are billed from Frederick to Baltimore by B. & O. to Camden Station, and then from there to Calvert Station, it will cost $1.65, or 80 cents more a ton than if they come by B. & O. to Calvert Station by joint rate.

"With the establishment of joint rates the switching difficulty is diminished. With a joint rate that is reasonable, there can be no public need for a switch rate, and it seems to me the view the Interstate Commerce Commission took of the branch of this controversy it decided, for it treated it as a joint rate question.

"It is apparent that if the B. & O. transports a train of cars loaded with brick from Frederick to Baltimore, and then via Bayview Junction transfers it to Calvert Station, using its own locomotive and train crew, and there unload and delivers the brick to the consignees, using its own employes to do it, this would come within section 18 of the act. But the fact that the train happens to be transported from Bayview Junction to Calvert Station by the engine and crew of the B. & O. is not important. If the Northern Central is compelled to take all cars tendered at the junction by the B. & O. and transport them to Calvert Station, and then use its terminal for unloading and delivery, will not the Northern Central be excluded pro tanto from the use of its terminal for business coming over its own lines? The testimony shows that both the Pennsylvania lines and the B. & O. in and about their terminals and on the tracks within the switching district are sometimes congested with traffic. If this be true, to compel either of these roads to receive cars from the other roads and perform the other requirements in accordance with the order of the commission, might be to take away the use of their terminals in a very effective manner.

As to the M. & P.

The Northern Central and the Maryland and Pennsylvania both touch York. The Northern Central reaches the harbor and has large elevators there and has terminals in different parts of the city. The Maryland and Pennsylvania Railroad has but one small terminal at North avenue bridge, does not reach the harbor and has no elevators. Should the Maryland and Pennsylvania be put in position to compete with the Northern Central Railroad for the trade between York and Baltimore by giving it the right of access to the Northern Central Railroad's terminal? It is apparent that the small road, without having spent one cent to reach the waterfront and to equip itself with a grain elevator, would be given this colgn of vantage if the switching rate is low enough to be absorbed by it.

It is obvious that if the commission's order in this case is valid it has power to supplement that order by requiring the Northern Central Railroad to enlarge its terminals, if necessary, so as to accommodate the business of that road, plus the business sent to its terminals by the Maryland and Pennsylvania Railroad.

To protect itself from such competition the road must, under the proviso, close its terminals to its competitors, or it must resort, as it does, to a switching rate sufficiently high to prevent its competitors from absorbing that charge.

I am of the opinion that to prevent such competition for the road to seal up its terminal to its competitor as to this switching practice is not illegal.

As additional testimony was adduced before the court which was not given before the commission, a copy of the testimony was sent sent back to the commission for such action as the commission may want to take.

No More Constipation

It's Me For Olive Tablets!

That is the joyful cry of thousands since Dr. Edwards produced Olive Tablets, the substitute for calomel.

Dr. Edwards, a practicing physician for 17 years and Calomel's old-time enemy, discovered the formula for Olive Tablets while treating patients for chronic constipation and torpid livers.

Dr. Edward's Olive Tablets do not contain calomel, but a healing, soothing laxative.

No griping is the "keynote" of these little sugar-coated tablets.

They cause the bowels and liver to act normal. They never force them to unnatural action.

Dr. Edwards' Olive Tablets are so easy to take that children do not regard them as "medicine" at all.

If you have a "dark brown mouth" now and then—a bad breath—a dull, tired feeling—sick headache—torpid liver and constipated, you'll find quick, sure and only pleasant results from one or two little Olive Tablets at bedtime. They're perfectly harmless.

Thousands take one every night just to keep right. Try them.

"Every little Olive Tablet has a movement all its own." 10c and 25c per box.

The Olive Tablet Co., Columbus, O.

Insurance Statements

CHARLES R. GANTZ
GENERAL AGENT,
1019-21 Munsey Bldg., Balto., Md.

BY THE INSURANCE DEPARTMENT.
CONDENSED STATEMENT
SHOWING THE CONDITION OF THE
STATE MUTUAL LIFE ASSURANCE COMPANY,
OF WORCESTER, MASS.,
December 31st, 1912.

Total income during the year	$7,666,456.40
Total disbursements during the year	5,479,873.14
ASSETS.	
Real estate owned by Company	$1,684,836.23
Mortgage loans on real estate	10,837,837.98
Loans secured by collateral	5,000.00
Loans to policyholders on the Company's policies	5,477,289.35
Premium notes on policies in force	44,430.00
Bonds and stocks owned by Company (book value)	21,185,253.54
Cash in office and in banks and trust companies	829,525.04
Interest and rents due and accrued	506,809.09
Due from other companies for reinsurance	15,076.56
Net uncollected and deferred premiums	707,430.72
Loans to corporations	50,000.00
Loans on personal security	7,660.95
Gross assets	$41,562,129.06
ASSETS NOT ADMITTED.	
Loans on personal security $7,845.32	
Book value of ledger assets over market value 577,816.54	
	585,661.86
Total admitted assets	$40,776,467.20
LIABILITIES.	
Net reserve	$36,190,449.00
Present value of amounts not yet due on supplementary contracts	263,360.21
Liability on cancelled policies	1,329.07
Total policy claims	88,838.00
Dividends left with Company	386,163.69
Premiums paid in advance	71,920.14
Interest paid in advance	175.33
Commissions due to agents	193.45
Salaries and other expenses due or accrued	3,305.25
Estimated amount hereafter payable for Federal, State and other taxes	90,000.00
Dividends due policyholders	574,566.91
Special reserves	35,780.00
Medical and legal fees	4,970.50
For unreported death losses in 1912	19,427.02
Unassigned funds (surplus)	3,043,107.61
Total liabilities	$40,776,467.20

Amount at risk in United States December 31, 1912	$159,110,801.00
Amount written in Maryland during 1912—(Ordinary)	675,720.00
Premiums in Maryland in 1912—(Ordinary)	184,657.71
Losses paid in Maryland in 1912—(Ordinary)	129,240.51
Losses incurred in Maryland in 1912—(Ordinary)	134,388.51

STATE OF MARYLAND, OFFICE OF THE STATE INSURANCE DEPARTMENT, BALTIMORE, MD., February 28, 1913.—I hereby certify that the above is a true abstract, taken from the annual statement of the STATE MUTUAL LIFE ASSURANCE COMPANY for the year ending December 31, 1912, now on file in this Department.
WM. MASON SHEHAN,
mh27-1aw3w Insurance Commissioner.

BY THE INSURANCE DEPARTMENT.
CONDENSED STATEMENT SHOWING THE CONDITION OF THE
United States Life Insurance Company In The City of New York
DECEMBER 31st, 1912.

Total income during the year	$1,269,211.19
Total disbursements during the year	1,496,042.92
ASSETS.	
Real estate owned by Company	$277,668.15
Mortgage loans on real estate	3,143,010.00
Loans to policyholders on the Company's policies	1,332,077.45
Premium notes on policies in force	55,826.00
Bonds and stocks owned by Company (book value)	3,094,098.70
Cash in office and in banks and trust companies	155,302.50
Agents' balances	1,506.41
Interest and rents due and accrued	89,259.13
Market value of real estate over book value	4,831.85
Net uncollected and deferred premiums	53,164.48
Gross assets	$8,206,744.67
ASSETS NOT ADMITTED.	
Agents' balances more than three months due $1,506.41	
Premium notes and loans to policyholders in excess of net value of their policies 1,619.04	
Book value of ledger assets over market value 166,372.28	
	169,497.73
Total admitted assets	$8,037,246.94
LIABILITIES.	
Net reserve	$7,454,677.00
Present value of amounts not yet due on supplementary contracts	84,072