and to become acquainted with the trade facilities of our city.

In the excursion now proposed the merchants of Baltimore will enter into direct competition with those of Philadelphia. The Eastern Shore of Maryland has long been the recruiting ground, so to speak, of the big department stores in the City of Penn. For years they have offered special inducements to the people of Delaware and the Maryland counties to come to Philadelphia for their purchases. Railroad lines have favored them, and the merchants of the rival city have grown rich out of Maryland trade.

But the construction of the Queen Anne Railway has interfered with that game. It has opened direct communication with this city, and it is now possible for our merchants to enter that field on equal terms with their competitors. The trade, however, in that section is to be educated to the advantages offered here, as well as won from its old associations. For this reason the movement may not be marked with instantaneous success. But there can be no doubt of ultimate triumph, and the game is worth pursuit and capture.

All that is needed is carefully laid plans and attention to the smaller details of the excursion to attract a large following. Once here, our merchants should see that their prospective customers should never more feel drawn toward Philadelphia in search of bargains.

A Record-Breaking Month.

April, 1898, bears off the palm for a record-breaking grain month from the port of Baltimore. The total exports were 7,815,592 bushels of all kinds of cereals. Corn led with 6,006,930 bushels, followed by 1,151,024 bushels of wheat, 329,165 bushels of rye and 328,473 bushels of oats. For the first time corn was sent from Baltimore to Egypt, and a shipment was made of wheat to Italy and Portugal, something unusual for this port.

Mercantile Trust & Deposit Co.

The stockholders of the Mercantile Trust & Deposit Co. have authorized the directors to issue additional stock to the amount of $1,000,000. This will give the company a capital of $2,000,000, besides a surplus of over $1,000,000, making it one of the strongest institutions of its kind in the country. The new stock will be allotted to the stockholders at $125 a share, or a share in excess of the par value. The market value of the present outstanding stock is about $200 a share. The premium thus secured will be added to the surplus.

Steel Rails for Siberia.

The Maryland Steel Co., at Sparrow's Point, is at work filling a contract for 30,000 tons of steel rails for the Trans-Siberian Railway. The material is to be shipped within three months to Vladivostock, the terminus of the line on the Asiatic coast. This great railroad is being constructed by the Russian government at enormous expense to connect its Asiatic possessions with St. Petersburg. The line when completed will be nearly 5000 miles long, and branches into Manchuria and down to Port Arthur are talked of. It was begun in 1893, and may be ready for traffic as early as 1900.

[Continued from first page.]

years quarters were obtained at 205 East Fayette street. Mr. R. H. Lucke having obtained control of the business, it was moved in March last to the corner of Calvert and Water streets. Here most comfortable and commodious quarters were fitted up, and the establishment has entered upon a prosperous career at the stand formerly occupied by Gabriel D. Clark & Co., jewelers.

Rudolph H. Lucke, whose portrait appears herewith, was born in Germany, coming with the family to this country when a child. He was educated to the vocation of his father, and acquired valuable experience not only at the cutting-board, but upon the road as a solicitor for trade. Mr. Lucke is affable and popular with his patrons, besides being a trained and expert tailor. Whoever is fortunate enough to fall into his hands will not only be artistically clothed, but will derive great satisfaction from association with an intelligent and capable tradesman. His taste is unerring, and the choice of fabrics left to his judgment cannot go wrong.

Clearance of Vessels and Shipments Therein During War with Spain.

The following instructions have been issued to collectors of customs regarding the clearance of vessels from United States ports during the war with Spain:

1. Clearance will be refused to any vessel for a port or place blockaded by the United States.

2. Clearance will be refused to any vessel carrying goods which are contraband of war for any Spanish port.

3. Clearance will be refused to any vessel carrying coal for any Spanish port.

4. Clearance will be refused to any American vessel for any Spanish port.

5. Up to and including May 21, 1898, clearance will be granted to any Spanish merchant vessel now in any port or place of the United States for any foreign port, except a port blockaded by the United States, provided that such vessel shall not have on board any officer in the military or naval service of Spain, or any coal (except such as may be necessary for the voyage), or any article prohibited or contraband of war, or any dispatch of or to the Spanish government. Collectors will issue a certificate to any such vessel on clearance, reciting that said vessel has complied with the provisions of the proclamation of the President of the United States, signed April 26, 1898, and by virtue of that proclamation is entitled to continue her voyage if met at sea by any United States ship, except to a blockaded port. To the certificate shall be attached a copy of the proclamation aforesaid.

Clearance in ballast will be granted to any Spanish merchant vessel which, prior to April 21, 1898, shall have sailed from any foreign port bound for any port or place in the United States, as soon as her cargo is discharged, for any foreign port, except a port blockaded by the United States, provided such vessel shall not have on board any officer in the military or naval service of Spain or any dispatch of or to the Spanish government. Collectors will issue a certificate to any such vessel on clearance, reciting that said vessel has complied with the provisions of the proclamation of the President of the United States, signed April 26, 1898, and by virtue of that proclamation is entitled to continue on her voyage if met at sea by a United States ship, except to a blockaded port. To the certificate shall be attached a copy of the proclamation aforesaid.

6. Clearance will be granted to any American or neutral vessel destined for a neutral port, with a cargo also destined for a neutral port, with regard to the kind of cargo, on compliance with the provisions of law. Where officers of customs have reason to believe that coal or articles considered contraband of war are destined for the use of enemies of the United States, clearance will be withheld until a report has been forwarded to and instructions issued by the department.

7. Clearance will be issued in all other cases in compliance with the provisions of law.

8. Collectors in doubt in any particular application for clearance will telegraph promptly the facts to the department and withhold clearance until instructed.

9. The department declines to give general advice to masters and owners of vessels, shippers, consignees, etc. Any specific case requiring action by the department must be submitted by those concerned to the proper officer of customs, who, if in doubt, will communicate with the department and await instructions before taking action.

Officers of the Bay Line.

Stockholders of the Old Bay Line Co. met on May 2 and elected the following directors: Messrs. R. Curzon Hoffman, Louis McLane, Charles F. Mayer, Arthur George Brown, Simon Frank, of Baltimore; W. P. Savage and Charles Chauncey, of Philadelphia, and Eli Chauncey, of New York. The directors re-elected Mr. Hoffman president unanimously. Other incumbent officers were re-elected. Mr. Frank succeeds Hon. William Pinkney Whyte, who retires as a director.

General Notes.

An English invention of recent date is a power wire cut attachment, which will cut from 3000 to 4000 bricks per hour on an average; in one brickyard the record was broken when 4800 bricks were cut in one hour.

In Scotland, from time out of mind, beech and hornbeam have been esteemed the best woods for golf clubheads, with ash the favorite for shafts. In this country hickory is considered best for shafts and dogwood and persimmon for heads.

A full cargo of locomotives and agricultural implements was shipped from the port of Philadelphia a few days ago on the British steamer Majestic. This cargo is part of the contract placed with the Baldwin Locomotive Works by the Russian government some time ago. Ten locomotives will be delivered at Hangar. Twelve engines and also 358 packages of agricultural implements will go to Helsingfors. The engines will be used on the new Trans-Siberian railway. The balance of the cargo, consisting of 100 barrels of pork and agricultural implements, goes to Copenhagen.

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