# CRISIS IN PIER PROBLEM

## Divergent Views as to Stimson's Attitude.

## TOMKINS URGES ACTION

### Hamburg-American Line Officials Believe Giant Imperator Will Have Long Dock.

Secretary of War Stimson probably has a reason entirely satisfactory to himself for his reported refusal to permit the Hamburg-American Line to make its piers long enough to accommodate the Imperator, according to R. A. C. Smith, chairman of the New York State Port Commission. Mr. Smith expressed this opinion on reading dispatches from Washington published yesterday morning that the Secretary had told representatives of the line they would have to wait until New York committed itself to a definite pier policy before he would permit the extension of the Hoboken pierhead line.

"If the Secretary is reported correctly," said Mr. Smith, "and means he thinks that the city is fooling I do not know what we can do about it, other than that which has been proposed by the Sulzer bill now before Congress. This commission does not believe that the city is trying to cheat or fool anybody as to a future improvement of piers which will enable the city to take care of long steamships inside the pierhead line.

"The city has committed itself through the Board of Estimate and placed itself in a position from which it can never retreat. It is doing everything it can and moving as fast as legal barriers permit to carry out the recommendations of this commission.

**Bill Doesn't Alter Law.**

"We have invited the committee on Interstate and Foreign Commerce, which is considering the Sulzer bill, to make an inspection of the harbor and see for itself what we ask for in the way of readjustment of the pierhead line. We expect the committee will come over next week some time. The Sulzer bill does not change any law. It merely gives much needed relief. It saves the port and holds our commerce."

Commissioner Calvin Tomkins of the Dock Department saw the final solution of the whole problem of the Hudson's east bank in the stand of Secretary Stimson. He said:

"The action of the Secretary of War yesterday indicated that he would insist on a simultaneous settlement of the New Jersey and New York pierhead line questions. It is unfortunate the Board of Estimate has so long delayed consideration of this department's terminal plans. The commerce of the port is suffering and a bad situation has unnecessarily developed into a crisis.

"In my judgment, the War Department should at least permit of temporary pier extensions in the Chelsea district. I believe that when the city shows a disposition to act the War Department will facilitate rather than hamper its action by permitting the pier extensions in the Chelsea district to remain for the time being. The release of $70,000,000 of exempt dock bonds from the debt limit makes immediately possible the creation of much needed port terminals which have been too long delayed."

**Committee Awaits Word.**

President Mitchel of the Board of Aldermen, chairman of the terminal committee of the Board of Estimate, said:

"The terminal committee is perfectly ready to go ahead and act as soon as it gets something to act on. It has always been ready, but it can't originate policies. So far as I know, the city has never received any official communication from Secretary Stimson in answer to its request that the pierhead line be extended. It is not our turn to act now. It is up to the Secretary of War or to the Dock Department."

The Hamburg-American officials who conferred with Secretary Stimson on Thursday had not returned to this city last night. It was said at the Hamburg-American offices, however, that no fear was felt about the line having a pier at which to dock the Imperator when she arrived May 14.

# DISABLED LINER IN TOW

### Devonian Heads for Halifax with Mexico, Minus Propeller.

Although three other steamships knew of her plight and were steaming at full speed to her assistance, the French steamship Mexico, bound from New York to Dunkirk, was picked up yesterday by the Leyland steamship Devonian and taken in tow to Halifax.

The Mexico was disabled about one hundred miles east of Sable Island on Thursday. The first message that came to the French Line office in this city from Captain Houbet stated that the vessel's propeller shaft had been broken and she was pitching heavily. Paul Faguet, the local agent of the line, sent messages to the westbound liner Floride and the eastbound freighter Caroline to go to her assistance. The Wilson freighter Galileo, from Hull, was also nearby.

The Devonian, bound from Liverpool to Boston, was closer than the other three vessels, and after getting to the Mexico, learned that the disabled vessel's propeller had dropped into the sea and that she would have to be taken in tow immediately.

The sea was fairly smooth by the time the Devonian reached her, and Captain Trant offered to tow the Mexico. She has a general cargo worth $1,000,000 and the offer was accepted. Within two hours after sighting the Mexico the Devonian had put out two steel cables and proceeded with her to Halifax at a speed of about seven knots.

Unless bad weather intervenes, the Devonian should have the Mexico in Halifax on Sunday afternoon. The salvage, it is estimated, will amount to about $50,000.

# MISS FLYNN SAYS "FIGHT."

### Warns Silk Workers Against Three and Four Loom System.

Passaic, N. J., Jan. 31.—The move on the part of the manufacturers for a three and four-loom system is a scheme to reduce the wages of the weavers, declared Miss Elizabeth Gurley Flynn, who has been active in the waiters' strike in New York, to-day in an address to the striking silk workers of the Doherty mill, in Lakeview.

Miss Flynn said that if the four-loom system got a footing in the silk district it would not be long before half of the weavers would be thrown out of employment, the labor market would be glutted and manufacturers would have all the help they wanted and at their own price. She pleaded with the weavers to organize and fight the system introduced by the manufacturers.

# 'BIG BILL' CONFESSES ALL

## Tells Ex-Gov. Bates How He Helped to Loot Bank.

## DISCLOSURES KEPT SECRET

### Coleman, Who Stole $350,000, and Self-Accused Accomplice Both Serving Prison Terms.

Boston, Jan. 31.—Ex-Governor John L. Bates, receiver for the National City Bank of Cambridge, issued a formal statement to-day that William J. Kelliher, the confidence man involved in the wrecking of the institution, had made to him a complete statement of all the facts in the case so far as he had knowledge of them.

The bank was robbed by George W. Coleman, a $12-a-week bookkeeper, who had fallen into the clutches of "Big Bill," as Kelliher is known. Coleman was convicted of stealing $350,000, and is now serving a sentence of not less than five nor more than eight years at Greenfield.

After his conviction he appeared as a witness against Kelliher, who was charged with aiding in the looting of the bank. The young man told how he had been induced to go to New York with the promise of rich rewards from a "fixed" faro game, only to find himself later the person defrauded.

It is understood that the receiver never has been satisfied in the three years since the bank was forced into insolvency that all the stolen funds were dissipated, and has hoped through information that he thought Kelliher might give to recover a portion of the stolen money. To what extent Kelliher's statement would aid him, if at all, the receiver refused to say.

Mr. Bates also declined to confirm or deny that Kelliher's revelations were as published here to-day. In the published story the confidence man is quoted as going into the details of his operations much as they were revealed in court. Kelliher is serving a sentence of from fifteen to eighteen years in the Charlestown state prison.

Published versions of the Kelliher statement set forth that the prisoner has named men prominent in law, business and society in New York and Boston as among those who were victimized. It is stated that Kelliher claimed that when he returned to Boston after Coleman's arrest he had with him most of the stolen money and was prepared to turn it over to the receiver, but was induced to do otherwise. He represented that he supposed that by the liberal use of this money his prosecution could and would be stopped. When he was convicted and sent to prison he realized that he had been "double-crossed."

According to the published accounts, Kelliher has told the receiver where some of the bank's money went, and Mr. Bates is preparing to institute civil proceedings against certain persons. The story continues:

At this point in his testimony Kelliher tells Martin J. Walsh's scheme for hiding the money. Thousands are believed to be hidden in a safe deposit vault in a city some distance from Boston. The name of the custodian is withheld until the suit against him is filed.

The story then quotes the confidence man as describing how he swindled other Boston men, as he did Coleman, by inducing them to go to New York, where they became victims in a faro game which they had been led to believe had been "fixed" to their advantage. These men included a prominent politician, who dropped $80,000; a banker, who lost $120,000; a business man, a banker's brother and a judge, the three latter men each contributing $4,000 in a futile effort to rob an imaginary millionaire.

Walsh, who, with Kelliher, got most of Coleman's money, was never apprehended and is thought to have died.

# 5TH ADVANCE IN CRUDE OIL

### Pennsylvania Now $2.40—Consumption Beats Production.

Pittsburgh, Jan. 31.—The rapid advance in the price of the principal grades of crude oil was continued to-day, when at the opening of the market another seven cents were tacked to the price, making Pennsylvania crude, the basis of oil values, $2.40. Other prices announced were: Mercer Black, $1.93; Newcastle, $1.93; Corning, $1.93, and Cabell, $2. Somerset and Ragland were unchanged.

Reports from the principal pipe line companies show that during this month the runs from wells in the Eastern fields, including Ohio and Indiana, have averaged a little more than 115,000 barrels a day, while during the same period shipments have averaged a little more than 118,000 barrels a day—an excess of consumption over production of about 100,000 barrels during January. So prosperous have some of the oil companies become that one Pittsburgh company has declared a 100 per cent dividend.

# MILEAGE BILL IS BEATEN

### Interchangeable System Loses in Vermont Legislature.

Montpelier, Vt., Jan. 31.—A bill compelling the railroads of Vermont to sell interchangeable mileage books was killed in the House by a large majority to-day. The proposed legislation was indorsed by the five Governors of New England in conference here recently.

Washington, Jan. 31.—Raymond Alley and Ira F. Libbey, of Boston, representing travelling men's organizations, urged the House Interstate Commerce Committee to-day to report favorably the Peters bill, requiring railroads to issue interchangeable mileage books, good on all leased, owned or operated lines. The committee was told that the present mileage book system was a great inconvenience to travelling men.

# BIG COAL CONSOLIDATION

### Bankers Announce Completion of the Burns-Curtis-Blaisdell Merger.

Ladenburg, Thalmann & Co. and Spencer Trask & Co. announced yesterday the completion of plans for the consolidation of the business of Burns Brothers and Curtis-Blaisdell Company, wholesale and retail coal dealers, under the name of Burns Brothers, with $2,000,000 7 per cent cumulative preferred and $5,500,000 common stock.

The management will remain unchanged and the officers of the combined companies will be M. F. Burns, president; Frank Burns, A. M. Henry, G. D. Curtis and Solomon Schatzkin, vice-presidents, and G. T. Weaver, treasurer.

## FEWER FAILURES REPORTED.

"Bradstreet's" reports 361 business failures in the United States during the week, against 366 for the previous week, and 312, 290, 232 and 286 for the corresponding weeks of 1912 to 1909. The Middle States had 101, New England 31, Southern 85, Western 73, Northwestern 50, Far Western 28. Canada had 25 against 43 for the preceding week. About 89 per cent of the total number of concerns failing had capital of $5,000 or less and 8 per cent had from $5,000 to $20,000 capital.

# URGE STATE FLYING CORPS

## Aero Club Members Want National Guard Aviators.

## FAVOR CUVILLIER BILL

### Measure Provides for Three Squadrons, Including All Types of Machines.

Nowhere is there more enthusiastic interest in improvements in things military than at the Aero Club of America, at 41st street and Madison avenue. Just now its interest is centred in a bill, introduced in the Legislature a few days ago by Assemblyman Cuvillier, providing for an aviation corps for the national guard. Grover Cleveland Loening, chairman of the technical committee of the club, sent a letter yesterday to twenty Senators and Assemblymen urging them to support the bill. Other prominent members, among them Captain Thomas S. Baldwin, of dirigible fame, did the same.

These letters contain much criticism of the present Congress, which, the writers state, has shown an apathy in regard to military aeronautics that will have to be counteracted by the states. In this New York is urged to take the lead.

Perhaps the most enthusiastic member of the Aero Club on the subject of military aeronautics is Henry Woodhouse, associate editor of the club's journal, "Flying." In his letter to the legislators on Cuvillier's bill he says:

The principal reason why this organization should be started is that, as the example set by the Empire State is usually followed by the other states, this may start activity in this line in a dozen other states by next summer and that would relieve the deplorable condition in which the penuriousness of Congress and the apathy of the Senate have plunged American military aeronautics.

We are among the very least of the sixteen countries represented in the International Aeronautical Federation; and some countries that are not represented in the federation, like Japan and Brazil, are outdistancing us with rapid strides. Only a few weeks ago Brazil voted for the acquisition of twenty aeroplanes and dirigible balloons. That, gentlemen, is more aeronautical equipment than this country ever had.

Other persons who sent letters yesterday were Beckwith Havens, who took part in the army manœuvres in Connecticut last August; Floyd E. Wilder, superintendent of P. F. Collier & Son, and Charles L. Bagot, president of the New York Model Aero Club.

Assemblyman Cuvillier's bill has been read once and referred to the Committee on Military Affairs. It will come up for argument before the Assembly next Wednesday.

The bill authorizes and directs the major general of the state to organize an aviation corps, which shall be a part of the national guard of this state. The corps is to consist of a battalion, divided into three flying squadrons, the first to have three biplanes and three monoplanes, the second to have two hydroaeroplanes and the third to have one aeroplane. The bill provides for a chief aviator, who shall have the rank of major, with power to give pilot certificates. Each flying squadron is to consist of a captain pilot, six first lieutenant pilots, twelve officer students, one corporal mechanic, six private mechanics and as many "observers" as necessary. "Observers" are to be assigned from the signal corps, engineers and artillery.

## U. S. TREASURY FINANCES.

Washington, Jan. 31.—The condition of the United States Treasury at the beginning of business to-day was: Working balance, $88,615,000; in banks and Philippine Treasury, $32,495,472; total of general fund, $144,629,348; receipts yesterday, $2,541,729; disbursements, $1,751,504. The surplus this fiscal year is $4,237,862, as against a deficit of $23,147,647 last year. The figures for receipts, disbursements, etc., exclude Panama Canal and public debt transactions.

## STEEL PROPERTIES BID IN.

Birmingham, Ala., Jan. 31.—In conformity with an order issued by a referee in bankruptcy the properties of the Southern Iron and Steel Company to-day were put up at auction here and were bid in by Edward H. Buss and Daniel Helman, of New York, the price bid being $1,530,000. The security holders remaining out will have fifteen days in which to conform with the reorganization plans.

# ARMY AND NAVY NOTES

## Congress May Be Asked to Investigate Coast Defences.

(From The Tribune Bureau.)
Washington, January 31.

WEAKNESS IN DISAPPEARING GUNS.—Representative Helm, of Kentucky, chairman of the House committee on the War Department's expenditures, believes he has come on a sensational state of affairs in the coast defences of the country, and might ask for an investigation of the subject in the next session of Congress. Mr. Helm gave some intimation of his discovery in the course of the debate on the fortifications bill. He has been informed by an officer of the coast artillery corps that there is a fatal weakness in the disappearing gun carriage, and that our coast defences are practically useless in the presence of naval guns of superior power.

It is asserted that the armament of foreign vessels has a longer range and greater velocity than the guns forming the fortifications of our harbors and that they can remain beyond the range of the American guns on shore and silence them with no more difficulty of operation than lodging projectiles in the vicinity of the land emplacements, throwing up dirt and sand so that it will lodge in the intricate mechanicism of the disappearing gun carriage and place mount and gun out of action. The vulnerability of our coast defences has as yet been lightly touched on by Mr. Helm, largely for the reason, he says, that he is awaiting some more definite information to verify the startling statements which have already reached him.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Lieutenant Colonel GEORGE D. LANDERS, coast artillery, to Hot Springs Army and Navy General Hospital.
Lieutenant Colonel DELAMERE SKERRETT, coast artillery, from Fort Mott to Fort Hamilton.
Major HENRY D. TODD, Jr., coast artillery, to assume command Fort Mott.
Major FREDERICK E. JOHNSTON, coast artillery, from Fort Hamilton to Fort Hancock.
Captain ELIJAH B. MARTINDALE, Jr., coast artillery, from 70th Company to San Francisco February 1.
Captain HARRY J. WATSON, coast artillery, from present duties; detailed assistant inspector coast artillery reserves, organized militia of New York.
First Lieutenant CHARLES C. HERMAN, Jr., 3d Infantry, detailed professor military science, Delaware College, February 14.
First Lieutenant GEORGE F. ROSELLE, Jr., 22d Infantry, detailed professor military science, Louisiana State University and Agricultural and Mechanical College.
Leaves of absence: Captain HERSCHEL TUPES, 1st Infantry, one month on relief from present duties; Captain HENRY M. DICHMANN, 26th Infantry, one month.

NAVY.

Lieutenant (junior grade) R. S. CRENSHAW, detached the Stringham; temporary duty naval radio station, Arlington.
Lieutenant (junior grade) R. L. STOVER, navy yard, Mare Island.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

Jan. 29.—The Tonopah, at Key West; the G-1, at navy yard, New York; the Paulding, at Guacanayabo Bay.
Jan. 30.—The Castine and the D-2, at Key West.

SAILED.

Jan. 29—The Yankton, from Cristobal for Guantanamo.
Jan. 30.—The Petrel, from Guantanamo for Santo Domingo City; the Mississippi, from Philadelphia for a cruise; the Celtic, from Guantanamo for Guacanayabo.

## MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise, 7:11; sunset, 5:17; moon rises, 4:14; moon's age, 25.

HIGH WATER.

| | A.M. | P.M. |
|---|---|---|
| Sandy Hook | 3:44 | 4:30 |
| Governor's Island | 4:27 | 5:22 |
| Hell Gate | 6:17 | 7:12 |

## WIRELESS REPORTS.

The Cameronia, reported as 826 miles east of Sandy Hook at 11:05 a m yesterday, is expected to dock Sunday afternoon.

The Minnehaha, reported as 1,130 miles east of Sandy Hook at noon yesterday, is expected to dock Monday afternoon.

## INCOMING STEAMERS.

TO-DAY.

| Vessel. | From. | Line. |
|---|---|---|
| *Advance | Cristobal, Jan 22 | Panama |
| *Maracaibo | Mayaguez, Jan 26 | Red D |
| *Amerika | Hamburg, Jan 23 | Ham-Am |
| *Celtic | Liverpool, Jan 23 | White Star |
| *Carmania | Liverpool, Jan 25 | Cunard |
| *La Touraine | Havre, Jan 25 | French |
| *Parima | St. Thomas, Jan 27 | Quebec |
| Bovic | Liverpool, Jan 18 | White Star |

SUNDAY, FEBRUARY 2.

| | | |
|---|---|---|
| *Cameronia | Glasgow, Jan 25 | Anchor |
| *Esperanza | Vera Cruz, Jan 25 | Ward |
| *P der Nederlan'n | Hayti, Jan 28 | R D W I |
| Rochambeau | Havre, Jan 25 | French |
| Colorado | Key West, Jan 29 | Mallory |
| C of St Louis | Savannah, Jan 30 | Savannah |

MONDAY, FEBRUARY 3.

| | | |
|---|---|---|
| *Kroonland | Antwerp, Jan 25 | Red Star |
| *Potsdam | Rotterdam, Jan 25 | Holl-Am |
| *Minnehaha | Southampton, Jan 25 | Atl Tr |
| *Panama | Cristobal, Jan 28 | Panama |
| *San Juan | San Juan, Jan 29 | N Y & P R |
| *Bermudian | Bermuda, Feb 1 | Quebec |
| *Westerwald | Inagua, Jan 30 | Hamb-Am |
| Mendoza | Genoa, Jan 19 | Italian |
| Montserrat | Havana, Jan 31 | Spanish |
| Creole | New Orleans, Jan 29 | So Pac |
| El Occidente | Galveston, Jan 28 | So Pac |
| El Mar | New Orleans, Jan 29 | So Pac |

*Brings mail.

## OUTGOING STEAMERS.

TO-DAY.

| Vessel. | For. | Line. | Mail closes. | Vessel sails. |
|---|---|---|---|---|
| New York | S'thampton | Am | 6:30 a m | 9:30 a m |
| Cymric | Liverpool | W S | 8:30 a m | 12:00 m |
| Arcadian | Bermuda | RMSP | 8:00 a m | 10:00 a m |
| Tivives | Jamaica | U F Co | 9:30 a m | 12:00 m |
| Havana | Havana | Ward | 10:00 a m | 1:00 p m |
| Pr Sigism'd | Jamaica | H A | 11:00 a m | 2:00 p m |
| Suriname | Trinidad | RDWI | 11:30 a m | 3:00 p m |
| Sant' Anna | Naples | Fabre | — | 3:00 p m |
| Pennsylvania | Hamb'g | H A | — | 1:00 p m |
| Minneapolis | London | Atl Tr | — | 1:30 p m |
| Trent | Jamaica | R M S P | — | 1:00 p m |
| Borinquen | San Juan | Insul'r | — | 12:00 m |
| Nueces | Tampa | Mallory | — | 1:00 p m |
| C of Savan'h | Savan'h | Sav | — | 3:00 p m |
| Denver | Galveston | Mallory | — | 1:00 p m |
| Proteus | New Orleans | So P | — | 12:00 m |
| El Alba | Galveston | So Pac | — | 3:00 p m |
| Huron | Jacksonville | Clyde | — | 1:00 p m |
| Rio Grande | Brunsw'k | Mal | — | 3:00 p m |

MONDAY, FEBRUARY 6.

| | | | | |
|---|---|---|---|---|
| Advance | Cristobal | Pan | 11:30 a m | 3:00 p p m |

TUESDAY, FEBRUARY 4.

| | | | | |
|---|---|---|---|---|
| K Cecilie | Bremen | N G L | 6:30 a m | 10:00 a m |
| Grenada | Grenada | Frinl'nd | 10:00 a m | 12:00 m |
| Iroquois | San Dom'go | Clyde | 10:00 a m | 1:00 p m |
| Ancon | Cristobal | Panama | 11:30 a m | 3:00 p m |
| A Prince | Rio J'n'o | Prince | 12:00 m | 3:00 p m |
| Ryndam | Rotterdam | H A | — | 10:00 a m |
| City of St Louis | Sav. | Sav | — | 3:00 p m |
| Mohawk | Jacks'ville | Clyde | — | 1:00 p m |

## TRANSPACIFIC MAILS.

| Destination and steamer. | Close in N.Y. P.M. |
|---|---|
| Hawaii, Japan, Corea, China, Philippines (via San Francisco)—Nile | Feb 3, 6:30 |
| Hawaii, Samoan Islands, New Zealand, Australia (via San Francisco)—Sonoma | Feb 6, 6:30 |
| Hawaii, Fiji Islands, New Zealand, Australia (via Victoria)—Makura | Feb. 14, 6:30 |
| Japan, Corea, China (via Seattle)—Awa Maru | Feb. 6, 6:30 |
| Japan, Corea, China (via Seattle)—Otaric | Feb. 10, 6:30 |
| Japan, Corea, China, Philippines (via Victoria)—Empress of India | Feb 14, 6:30 |

## SHIPPING NEWS

### Port of New York, Friday, January 31, 1913.

ARRIVED.

Steamer Pawnee, Philadelphia to the Clyde Ss Co, with mdse. Passed in Quarantine at 11:52 a m.

Steamer Antilles, New Orleans January 26, to the Southern Pacific Co, with passengers and mdse. Passed in Quarantine at 1 p m.

Steamer J M Guffey, Port Arthur January 29, to the J M Guffey Petroleum Co, with oil. Passed in Quarantine at 2:28 p m.

Steamer Alice (Aus), Trieste January 15, Palermo 17 and Algiers 19, to Phelps Brothers & Co, with 61 cabin and 271 steerage passengers and mdse. Arrived at the Bar at 11:30 p m. 30th.

Steamer Thelma (Nor), Sagua January 24 and Matanzas 25, to Bennett, Hvoslof & Co, with sugar. Arrived at the Bar at 7:30 p m, 30th.

Steamer Zacapa (Br), Porto Colombia January 19, Santa Marta 21, Cartagena 22, Colon 23, Kingston 25 and Port Antonio 26, to the United Fruit Co, with 38 passengers, mails and mdse. Arrived at the Bar at 9:15 p m, 30th.

Steamer Rotterdam (Dutch), Rotterdam January 16, to David T Warden, in ballast. Arrived at the Bar at 12:06 a m.

Steamer Kentucklan, Puerto Mexico January 24, via Delaware Breakwater 30, to the American Hawaiian Ss Line, with mdse. Arrived at the Bar at 1:42 p m.

Steamer Pathfinder, Port Tampa for Carteret to the New York and Porto Rico Ss Co, with phosphate rock. Passed in Sandy Hook at 1:10 p m.

Steamer Madison, Newport News and Norfolk, to the Old Dominion Ss Co, with passengers and mdse. Passed in Quarantine at 2:28 p m.

Steamer El Dia, Galveston January 25, to the Southern Pacific Co, with mdse. Passed in Quarantine at 3:20 p m.

SAILED.

Steamers City of Sydney (Br), Halifax; Bellucia (Br), Montevideo; Norhilda (Br), Norfolk; Concettina di Giorgio (Nor), Port Antonio; Jefferson, Norfolk and Newport News; Schildturm (Br), Bombay; Canada Cape (Br), Melbourne; Earl of Forfar (Br), Rio de Janeiro; Mathilda (Nor), Tampico; Silvia (Br), Norfolk; Navahoe, Wilmington, N C, and Georgetown, S C; Grayson, Tampico; Evelyn, San Juan; Jelling (Dan), Havana; Lenape, Charleston and Jacksonville.

PASSED.

Gibraltar, Jan 31—Norfolk Range (Br), New York for Marseilles.
Lizard, Jan 31—Finland, New York for Dover and Antwerp.
Perim, Jan 30—Gutenfels (Ger), Calcutta and Colombo for Boston and New York.

## STEAMERS AT FOREIGN PORTS.

ARRIVED.

Queenstown, Jan 31, 4:17 p m—Baltic (Br), New York for Liverpool (and proceeded).
Amsterdam, Jan 30—Prins Frederik Hendrik (Dutch), New York via West Indies, Venezuela and Havre.
Punta Arenas, Jan 31—Celia (Br), New York and Norfolk via Bahia Blanca for Valparaiso, etc.
Bahia Blanca, Jan 31—Charcas (Br), New York and Norfolk for Valparaiso, etc; Foxton Hall (Br), New York via St Lucia for Valparaiso, etc.
Durban, Jan 30—Bulgarian Prince (Br), New York via Cape Town, etc.
St Thomas, Jan 31, 3 a m—Guiana (Br), New York for Demerara.
Bermuda, Jan 31, 8:45 a m—Bermudian (Br), New York.
Havre, Jan 31, 3 a m—La Lorraine (Fr), New York.
Rio de Janeiro, Jan 27—Comeric (Br), New York via Barbados and Pernambuco.
Gibraltar, Jan 31—Cedric (Br), New York via Madeira for Genoa and Naples, etc.
Libau, Jan 27—Kursk (Russ), New York via Rotterdam.
Southampton, Jan 31—Kaiserin Auguste Victoria (Ger), New York via Cherbourg for Hamburg (and proceeded).
Plymouth, Jan 31—President Grant (Ger), New York for Cherbourg and Hamburg (and proceeded).

SAILED.

St Vincent, C V, Jan 30—Saxon Monarch (Br) (from New York), Manila.
Coronel, Jan 28—Dorothy (Br), New York.
Rio de Janeiro, Jan 31—Spenser (Br) (from Santos), New York; Voltaire (Br) (from Santos), New York.
Malta, Jan 28—Braunfels (Ger) (from Calcutta and Colombo), Boston and New York.
Genoa, Jan 28—Monviso (Ital), New York.
Marseilles, Jan 28—Sydland (Swed), New York.
Algiers, Jan 29—Hyndford (Br) (from New York), Hong Kong.
Antofagasta, Jan 29—Howick Hall (Br), New York.
Barbados, Jan 29—Hyades (Br), (from Montevideo), Havana, Boston and New York.
Calcutta, Jan 29—Bloemfontein (Br), Boston and New York.
St Lucia, Jan 28—Tweeddale (Br) (from New York), Rio de Janeiro and Santos.
Valencia, Jan 28—Manuel Calvo (Span) (from Genoa), New York.

Sandy Hook, N J, Jan 31, 9:30 p m—Wind south, strong breeze; cloudy; rough sea.


## STORAGE NOTICES.

NEW YORK, JANUARY 25, 1913.

**UNION TRANSFER & STORAGE COMPANY**

121, 123, 125 EAST 22ND ST., NEW YORK CITY: To H. B. Abrams, R. S. Adams, J. B. Allen, American Asso. for the Conservation of Crime, William Bahr, Edward Baron, Mrs. W. G. Barson, J. D. Bauman & Co., J. B. Brewer, M. Brown, Miss Mary E. Brown, J. M. Brophy, H. D. Burgoyne, A. S. Cargill, Mrs. M. C. Casey, Mrs. H. K. Chambers, H. L. Cheyney, A. H. Clark, John T. Conover, Mrs. F. V. R. Dey, Mrs. E. Duncan, Mrs. Elie Charlin Edson, Julia Fainson, M. W. Forney, John Fowler, Mrs. E. Haigh, George M. Harris, Dr. Wm. Hemingway, Mr. or Mrs. R. B. Johnston, Mr. or Mrs. Z. T. Jones, John P. Jordan, Jos. Kratina, Mrs. J. M. Leddy, Mrs. W. H. Leonard, Nathan H. Lord, Perkins & Mayer, Exc. Estate of Theresa Lynch, F. M. Mackie, Lizzie Mallon, R. B. Martine, Mrs. E. A. Mason, George W. Maynard, Miss A. Melville, H. H. Merritt, Lillian H. Miller, Miss Lucy Mitchell, M. Morris, Robert Moran, Mrs. J. W. McDonald, Kate McGough, S. A. McIntire, J. McKiernan, D. C. McMurtsie, Mrs. M. Oeters, C. Portugal, Mrs. Minnie Prior, Enoch Rector, Thomas H. Reed, Harry Reuben, Mrs. E. Robertson, J. K. Robinson, W. L. Rose, George Rudloff, Miss Ryder, W. H. Scott, Jr., A. W. Schwartz, Mrs. B. M. or Miss E. M. Sherman, Th. G. Trier, J. Y. Underwood, D. Van Blarcon, Dr. Ira Van Gisen, D. Walker, C. Le Moyne Weeks, Georgian E. B. H. Wood, F. M. York, John F. Harrold, (Edna Aug), Lena Jealio, Mrs. Sarah B. Lovell: You and each of you are hereby notified that the time for the payment of this Company's lien upon the property hereinafter described HAVING EXPIRED, after due notice thereof had been given you, this company will cause such property, to wit: HOUSEHOLD GOODS, PERSONAL EFFECTS AND MERCHANDISE, stored by you or in your name, in its warehouses, to be sold at public auction, according to the statute in such cases made and provided, in its warehouses, 121, 123, 125 East 22nd St., New York City, on WEDNESDAY, FEBRUARY 19, 1913, AT 10:30 A. M., and if the sale thereof is not completed on said date the same will be continued at the same place on each and every Wednesday thereafter, beginning 10:30, and continuing until the sale is completed.

UNION TRANSFER AND STORAGE COMPANY.


# WM. ROCKEFELLER RESIGNS

## Severs His Connection with the Southern Pacific Company.

The resignation of William Rockefeller as a director and member of the executive committee of the Southern Pacific Railroad yesterday added another step in the Harriman dissolution proceedings. He still stays on the Union Pacific board, however, showing that his chief interests are with the system which E. H. Harriman built up. At their meeting the Southern Pacific directors also appointed Hugh Neill secretary, to succeed Alexander Millar; A. D. McDonald, deputy controller, to succeed C. B. Seger, and F. W. Mahl, director of purchases, to succeed W. V. S. Thorne, resigned.

It was also announced yesterday by Union Pacific operating officials that hereafter all traffic department representation joint with the Southern Pacific Company would be discontinued.

Further details of a dissolution plan were given in Wall Street yesterday, which, in addition to providing for the sale of the main line of the Central Pacific to the Union Pacific in exchange for $80,000,000 Southern Pacific stock, between $16,000,000 and $18,000,000 in cash and $6,000,000 in bonds of the Southern Pacific subsidiary, also calls for the sale of the $16,000,000 Southern Pacific stock, which will remain in the Union Pacific's treasury to be sold to its stockholders at 97½.

It is further stated that the distribution of this stock would be underwritten and that the sale will give the Union Pacific approximately $44,000,000 in new money.

# RUTLAND PURCHASE STANDS

## Public Service Commission Won't Cancel Transaction.

Albany, Jan. 31.—The Public Service Commission has dismissed the complaint, made by Tompkins C. Delegan and others, asking the commission to cancel the purchase by the New York, New Haven & Hartford Railroad Company from the New York Central & Hudson River Railroad Company of 23,035 shares of stock of the Rutland Railroad Company.

The petitioners also asked the commission to order that the New Haven company refrain from taking any part in the management or control of the Rutland company. The purchase of the Rutland stock was authorized by the commission in May, 1912.

# BOND DOTS.

A syndicate of leading bankers of Baltimore has secured from Lee, Higginson & Co. $1,000,000 of bonds. This is part of an issue of $2,311,000 4½ per cent Consolidated Gas, Electric and Power Company, of Baltimore. The market price of this issue is said to be 95 and interest.

The City Chamberlain of Oswego, Oswego County, N. Y., will receive proposals until noon February 5 for $200,000 4½ per cent registered sewer bonds, denomination of $500, and 170 $1,000, dated March 1, 1913, and due $20,000 annually from March 1, 1920, to 1929, inclusive. Purchaser to pay accrued interest.

It is stated that Plainfield, Union County, N. J., passed an ordinance authorizing the issuance of $220,000 4½ per cent high school bonds.

According to reports, San Antonio, Bexar County, Tex., will hold an election on February 8 to vote on the proposition to issue $240,000 street improvement bonds.

W. N. Coler & Co., of New York were the successful bidders on January 20 for the $15,000 5 per cent thirty-year coupon waterworks and sewer bonds of Thomasville, Davidson County, N. C.

# LOAN NEARING A CRISIS

## China Must Decide by Next Wednesday or Break Off Negotiations.

It is expected that the negotiations between China and the six power group for the $125,000,000 loan will either be broken off or completed by next Wednesday. This is the Chinese New Year and the year's financial budget must be made up by that date. According to the local bankers interested in the loan the indications are that the negotiations will be successfully concluded.

In such event a temporary advance of $10,000,000 will be made to China, and, if European monetary conditions are favorable, the entire loan will be brought out in the early spring. Should conditions prove unfavorable the six power group will make a further temporary advance of $25,000,000 by April 1, and defer the flotation of the entire loan until a later date.

# TO PAY BACK DIVIDENDS

## Preferred Shareholders Will Get $13,500,000 Cash.

The holders of the 412,333 shares of preferred stock of the American Can Company are soon to receive checks aggregating $13,500,000 in payment of back dividends. This was determined yesterday when the directors authorized an issue of $15,000,000 fifteen-year 5 per cent gold debenture bonds, the proceeds of the sale of which are to be used for this purpose.

Preferred stockholders of the company have never received the full 7 per cent disbursement since payments were begun in the fall of 1903, and as the senior shares were issued under a cumulative clause at the time of organization in the spring of 1901 the present announcement is regarded as an indication that the company is now on a firm financial basis and able to maintain its regular annual payments as well as meet the added bond charges, which will approximate $700,000 yearly.

Of the newly authorized debentures $14,000,000 have been sold to the Guaranty Trust Company of this city and Lee, Higginson & Co., of Boston. The bonds are redeemable at 102½ and interest, and the terms of issue provide for an annual sinking fund of $500,000 annually, which at the date of maturity will amount to half the original issue. The difference of $1,000,000 between the total issue and the amount sold to bankers will be put into the company's treasury to be used for corporate purposes, and the $500,000, minus commission charges to the underwriters, will be used for similar purposes.

Daniel G. Reid, chairman of the executive committee of the American Company, stated at the conclusion of yesterday's meeting that net earnings for the fiscal year ended December 31, 1912, were in excess of $7,500,000, and that net quick assets were more than $14,000,000, on the basis of his statement of income the company earned 17 per cent on the outstanding $41,233,300 preferred stock, which, allowing for the full rate on these shares, is also equivalent to 10 per cent on the same amount of common in the hands of the public. It is stated the company has put more than $11,000,000 of earnings back into the property.

Stockholders of the company will meet next Tuesday at the annual meeting to ratify the action of the directors and to approve the annual report, which will then be made public. The American Can Company has been the subject of much criticism recently because of numerous predictions that the back dividends on the preferred stock would be met from earnings. At the last dividend meeting it was believed in Wall street these payments would be inaugurated by the declaration of the usual quarterly dividend of 1¾ per cent and an additional distribution of a like amount on the arrearage on the preferred shares. When an extra disbursement of only ¼ of 1 per cent was announced the disappointment of the investing public was shown by a sharp decline of the preferred and common shares on the exchange.

Wall street is now predicting, however, that with the full payment of the back dividends on the preferred stock and the establishment of the full 7 per cent rate, payments at the rate of 5 per cent annually on the common stock will be begun within the next six months. The officers of the company are Daniel G. Reid, chairman; F. S. Wheeler, president and treasurer; F. Rudolph, vice-president, and R. H. Ismon, secretary and assistant treasurer. The directors include D. G. Reid, W. F. Dutton, O. H. Bogue, E. C. Converse, F. L. Hine, James MacLean, G. G. McMurtry, W. H. Moore, H. W. Phelps, P. L. Skofield, F. S. Wheeler, J. H. Moore, F. Rudolph and R. H. Ismon.

## BUSINESS TROUBLES.

The following petitions in bankruptcy were filed yesterday in the United States Supreme Court:

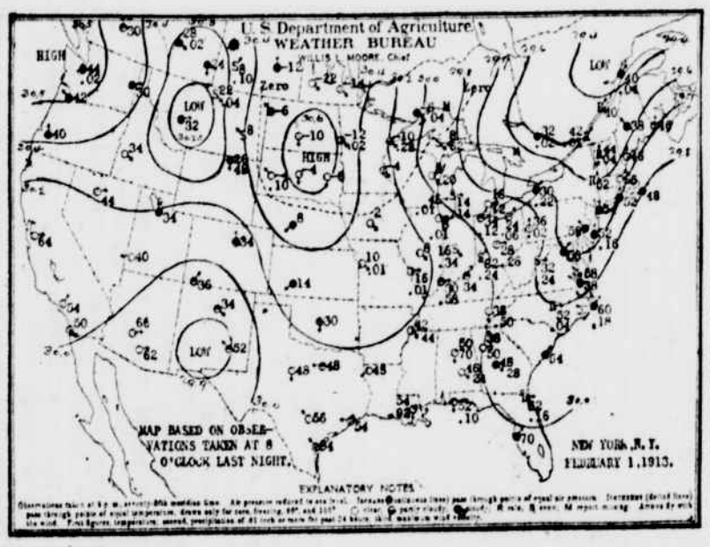
GEORGE VASSAR'S SON & CO. (corporation), No. 1,170 Broadway (involuntary). Judge Holt appointed Harry A. Cushing receiver to carry on the business for 30 days. Liabilities, $100,000; assets, $10,000 to $40,000, due on contracts. Petitioners: Thomas A. Keating, $434; George A. Amos, $768; Arthur C. Wells, $92. Mechanics' liens totalling $25,000 have been filed against it in the last two days.

LUDWIG'S (corporation), No. 9 West 31st street (involuntary). Liabilities, $8,300; assets, $2,500.

ADOLPH RATNER, No. 1,754 Madison avenue and Third avenue and 174th street (involuntary). Petitioners: Abraham Koch, $1,034; Alex. Freedlander, $445, and Louis Wisansky, $247.

Dr. WILLIAM H. GOLDBERG, No. 153 West 129th street (voluntary). Liabilities, $1,653; assets, $80.

FRANK B. RIDGEWAY, Poughkeepsie (voluntary). Liabilities, $15,718; assets, $177.


U. S. Department of Agriculture
WEATHER BUREAU
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