RAILROADS GOT SHIP BUSINESS

Coastwise Trade Killed After Free Delivery, Now Ordered Stopped, Began.

(Continued from First Page.)

day of business on the water front. Commerce has increased to proportions that folks do not realize, but where has he gone? One by one steamers and the old four and six masters have left the harbor never to come back. All of this commerce now moves by railroad."

Again Mr. Koogle would not state that rates now pointed to by the railroads, with free delivery thrown in, did not design and effect the securement of this business.

Docks Now Decayed.

Georgetown's wharves and docks, many of them, have fallen into decay and disuse. They no longer provide causeway for commerce. Those in operation, are handling local river business, in sand, stone, gravel. Some few foreign vessels make the port of Georgetown, but they, too, handle heavy freight for local use, such as asphalt and slag paving block. All the general commerce and merchandise to the value of well over a million dollars a year, imported through the port of Georgetown, comes by railroad from New York or Philadelphia.

Some of the old merchants who did a business years ago that brought a title of merchant prince, and who are still fighting along, do not wish to be quoted.

Washington merchants who are militant, energetic, and progressive, are more active than ever today in organizing a great fight to bring back the natural advantages that have not accrued to the city's benefit because they have become dormant as carriers of the community's commerce.

Shipping Throttled.

Joseph H. Lee, who, as ship chandler in Georgetown, has watched the rise and fall of the shipping business, declared today that there can be no doubt that Washington's shipping has been throttled by the railroads.

More than twenty years ago, he says, the Clyde line ran its freight boats from Philadelphia to Washington. Their business was prosperous. Then, as Mr. Lee expresses it, "the railroads got after them and put them out of business."

Also back in other days Washington's supply of coal came by boats and barges chiefly. Mr. Lee estimates that at least two-thirds of the quantity used here came by water. Now, he estimates that less than one-third reaches here by water. Only two firms handle water business.

The railroads make a rate on coal which is 15 cents higher than the barge rate, but the lower water rate is offset by the steamer charge. This would put the water lines and the railroads on an equal footing, but Mr. Lee explains that the railroads made a further concession which the water people could not meet. The barges would bring a complete shipment of, say, 500 tons. The dealer had to pay for the entire quantity, and have the deliver made all at one time. The railroad, on the other hand, would send the shipment along a car or two at a time if the dealer wanted it in a small lot. Or he could receive it in larger quantities.

Eliminated Competition.

This advantage, Mr. Lee believes, resulted in the almost total elimination of the coal shipping business by water lines.

While he has no figures on the elimination of the steamship line of twenty years back, he declared positively that it was a case of the rail lines driving the steamers out of the business of carrying general freight to Washington.

This statement squares with the contention of The Times and the Baltimore Merchants' Association that the railroads at present are eliminating their store door delivery plan because they do not have the active, serious competition they had twenty years or more ago.

Basis Of Merchants Fight.

The fight against the elimination of free store delivery will be based on the contention first advanced in The Times. This paper has maintained that the action of the carriers is a case of jumping a rate established in the first place to meet water competition, because that competition is now eliminated or reduced.

The petition sent to the I. C. C. by A. E. Beck, traffic manager for the Merchants and Manufacturers' Association, claims a violation of the water competition clause of the interstate commerce act.

This clause says: "Whenever a carrier by railroad shall, in competition with a water route or routes, reduce the rates on the carriage of any species of freight to or from competitive points, it shall not be permitted to increase such rates unless, after hearing by the Interstate Commerce Commission, it shall be found that such proposed increase rests upon changed conditions other than the elimination of water competition."

Stand Taken By Times.

The Times first took the stand that the railroads originally granted the free store-door delivery concession in order to meet water competition. Now that they are eliminating it, The Times has contended, the move amounts to the raising of a rate, made originally "in competition with a water route or routes."

The petition of Mr. Beck for the Baltimore merchants is as follows:

"The attention of the commission is called to the effect of these tariffs—a material advance in the rates from points in New England, New York, Philadelphia, and intermediate points to Baltimore. This collection and delivery service has been in effect in Baltimore for a great number of years, and the arrangement under which it is performed makes it an accessorial service and within the term transportation used in the act to regulate commerce.

"The withdrawal of the tariffs also will result in an increase, in that less service will be performed by the carriers for the same amount of money, so far as nearly all commodities rated under the first three classes of the official classification are concerned.

"In behalf of the merchants and manufacturers of Baltimore and the members of the Merchants and Manufacturers' Association of that city, the commission is respectfully requested to suspend, under the provisions of section 15 of the act to regulate commerce, the tariffs named above until a full hearing may be had and the reasonableness of the proposed increase in rates determined.

"It is respectfully submitted that if the proposed rates, under the proposed tariff adjustment, become effective, the cost of transportation of the articles under the first three classes, from the territory above mentioned, will be nearly always doubled and in some instances tripled, and further, that the proposed action of the carriers is in direct violation of the last clause of section 4 of the act to regulate commerce."

Officials of the local commercial bodies decided this afternoon to await the action of the Merchants and Manufacturers' Association, of Baltimore, general meeting tomorrow before taking further action. Arrangements will be made for a conference of representatives of the three bodies after the Baltimore organization takes action.

The Interstate Commerce Commission probably will take early action in the matter of setting a date for a hearing on this petition, inasmuch as both Washington and Baltimore merchants are anxious for a decision as soon as possible.

F. T. Moran, chairman of the freight and transportation committee of the Chamber of Commerce, today denied the statement of a morning paper that the Chamber had dropped the idea of getting a continuance of the store door delivery plan. As a matter of fact, Mr. Moran's committee has taken steps to have a joint meeting of the Chamber of Commerce and Retail Merchants, and there is no intimation of dropping this end of the fight.

Secretary Columbus, of the Retail Merchants' Association, declared today that Washington undoubtedly would put in a separate petition, seeking to have the present delivery plan maintained.

At any rate, Washington and Baltimore commercial organizations will stand together in the present fight.

The executive committee of the Merchants and Manufacturers' Association of Baltimore, is scheduled to meet today to discuss plans for the fight, and a general meeting of the body is called for tomorrow.

With these meetings completed, Washington and Baltimore will have the basis for united action. Then a conference of all the organizations interested will be called at an early date, so that the fight may be carried on immediately and vigorously.

Second Rate War Planned.

Business organizations undoubtedly will soon take steps to meet the opportunity of making this city the actual commercial gateway to the South. Serious freight rate discrimination, working against Washington, as shown in The Times yesterday, will probably be made the subject of a second rate war.

At present, the commercial organizations prefer to fight the store-door delivery proposition solely, but the Southern rate fight appears today to be assured.

Secretary Columbus, of the Retail Merchants' Association, came out strongly today in favor of an investigation of the Southern rate discrimination subject as it affects Washington. Then he would favor filing a case with the Interstate Commerce Commission to get a more equitable adjustment. Secretary Grant, of the Chamber of Commerce, also favors fighting the Southern rate.

As pointed out in The Times yesterday, Baltimore and Alexandria get the advantage over Washington in many cases, thus shutting Washington out of the race for commercial business in the South.

Share of Trade Possible.

Traffic Manager Watts of the Freight Audit and Adjustment Company, Inc., points out that it is not necessary to make Washington a manufacturing city to gain for it a position of business supremacy. But Washington, by grasping its present opportunity, Mr. Watts says, can have a share in the Southern wholesale trade, which now goes to Alexandria and Baltimore.

As matters now stand, Washington does practically nothing in the way of commercial distribution to the South. Yet with a more equitable freight rate adjustment, he says, Washington could come into its own—and without detracting from the beauty of the city as a residential and social center.

HAWTHORNE TO GET FREEDOM SHORTLY

Julian Hawthorne and Dr. William J. Morton, of Boston, probably will be released in a short time from the Federal prison at Atlanta, as recommendation for their parole has been made to the Attorney General by the Federal parole board. The Attorney General received the recommendation today.

July 24 is the date upon which these two men, convicted of using the mails to defraud in a mining promotion scheme, become eligible for parole. The Federal parole board heard their case last May and made the recommendation on the day it may legally be resolved into action by the Attorney General.

Mr. McReynolds today said he had not yet had time to consider the report, but will do so at the earliest opportunity.

President J. V. LaDow, of the parole board, refused to discuss this report today, saying the law forbids it. It is admitted, however, at the Department of Justice that only favorable reports are referred to the Attorney General.

Forger Sentenced To Long Prison Term

Henry M. Thornton, who was arrested several months ago while in the office of Congressman Howard of Georgia with a fake letter from a Georgia law firm, was sentenced to a year and a half in the penitentiary on a charge of forgery and false pretenses. The indictment was based on a check for $350 passed on E. J. Arnoff, private secretary to Senator Martine of New Jersey.

The police claim that Thornton has served time in Ohio, and that he is now wanted in three other cities for different offenses. His arrest in Congressman Howard's office was due to the strange coincidence that a member of the Georgia law firm happened to be in the office when Thornton presented the bogus letter.

Senators and Experts Plan Boll Weevil War

Senators Ransdell and Bankhead of Alabama, Williams and Vardaman of Mississippi, Robinson of Arkansas, Fletcher of Florida, Gore of Oklahoma, Smith of South Carolina, and Smith of Georgia, and a number of the Congressional delegations from these States had an informal conference with officials of the Department of Agriculture today to discuss ways and means of making more effective the department's fight against the cotton boll weevil.

The conference discussed the present line of campaign against the weevil and listened to suggestions. The conference will no doubt have a bearing on appropriations for the work of exterminating this greatest of cotton pests.

Commissioner Siddons Quits As Head of Club

Commissioner Siddons announced today his resignation as president of the Monday Evening Club. Mr. Siddons was elected to that office at the day meeting. He had been vice president. While feeling that as Commissioner, he should no longer hold office, he will retain his membership.

Charles F. Nesbit, first vice president, will succeed to the presidency, holding office until the next meeting of the club in October, when it is probable an election will be held to fill the unexpired term.

WASHINGTON AND NEW YORK FINANCIAL NEWS

WASHINGTON GAS AT LOWER LEVEL

Price Drops Today to Below 85, Ending Recent Boom in Stock.

Washington Gas went to still lower levels in today's trading on the local Stock Exchange, touching 84¾ and closing 84½ bid and 85½ offered. This issue again formed the bulk of a small day's business. One hundred and twenty-five shares sold at 85, twenty-five at 84⅞, twenty-five at 84¾, and a single share at 88¼. The last sale was at 85.

The governing board of the exchange held a special meeting this morning, at which it is known the recent flurry in Gas stock was the subject of consideration. No announcement was made to the exchange, however, and President Benjamin Woodruff said that no announcement would be made for a day or two.

Indications today point unmistakably to the conclusion that the boom in Gas stock is over, for the present at least, and that the stock has found the level at which investors are willing to take it.

There were a few sales of small lots of Mergenthaler at 213 and one of five shares of Lanston at 79. A quotation lot of Washington Railway preferred sold at 88.

The only bond buying was in Railway 4's, $3,000 of which sold at 83.

The Fidelity Storage Company announced today that it has just paid its fourteenth semi-annual dividend of 3½ per cent to holders of record July 1.

Cuno H. Rudolph, former president of the board of District Commissioners, today resumed his position as an active vice president of the National Metropolitan Bank.

EXPERT FIXES DATE OF RECOVERED BUST

The bust stolen from the national museum at Athens and dug up out of a cellar at Baltimore, where it had been buried, was not that of a girl, but of a boy. It was not made a thousand years before Christ, but about a hundred years before. It has no historical value, as it is merely a portrait bust of some little boy who lived in the second century, B. C., and is valuable mostly because of its antiquity. Also, the bust is more Roman than Grecian in its influence.

These conclusions were reached by Dr. H. S. Washington, of the Carnegie Geophysical Laboratory after an examination of the bust at the Greek legation last night in the presence of a Times reporter.

Dr. Washington, who was for five years connected with the American School at Athens and assisted in many excavations of archaeological interest declares that the bust does not show the lines of the best Grecian period. There is more of a Roman influence about the piece of sculpture. Moreover, he says, the Greeks of the earlier period from which the work was supposed to have dated, did not make portrait busts. That came in later with the Romans.

But Dr. Washington is convinced of one thing. The statue is a genuine antique. It is not an imitation. It is not of Parian marble, he says, of which most of the Greek masterpieces were made, but had more the appearance of being Pentelic, a stone found near Athens, which also was much used in early works of sculpture.

It would be impossible, Dr. Washington said, to place any great monetary value on the bust. It was not, he said, a reproduction of any historical character, and has only its extreme age to give it added value.

Californian Scores Men Who Urge Intervention

"Coward and murderer," were the terms applied by Congressman Kent of California today, in a circular letter sent to each member of Congress, to any man who, unwilling to risk his own life in defense of his property holdings in Mexico, should send American troops there to be killed in the same errand.

"As one financially interested in Mexico," he said, "inasmuch as I would not jeopardize my own life, nor the lives of my sons to protect my property, I would be a coward and a murderer if I should send any of my countrymen to death in behalf of that property.

"The lives of American soldiers should not be sacrificed, the people's treasure should not be wasted, in protecting the property rights of citizens who have taken a chance on the laws and conditions of peoples beyond our control."

Gunboat on Way To Mexican Coast

Assistant Secretary of the Navy Roosevelt has received word from the gunboat Wheeling, stating that she had left Key West last night for Frontera, Mexico, to look out for American interests there.

The acting Secretary has not yet received a report from Rear Admiral Cowles, commanding the American fleet in the Gulf of Mexico, in response to his order of yesterday directing that inquiries be made at Guayamas regarding the fate of Assistant General Superintendent Hinds of the Mexican Southern Pacific railroad, who is reported as being held a prisoner for ransom by Mexican bandits.

The War Department has declined a request of private citizens of El Paso, Tex., to permit a party of 250 of them to go into the interior of Mexico to rescue Americans in danger there.

Suggests Annexation Of Mexican Territory

Senator Hitchcock of Nebraska today suggested the possibility of the annexation to this country and cession by Mexico of a strip of territory in northwestern Mexico as compensation for the losses of American citizens in way of property and lives.

Washington Stocks.

	Bid.	Asked.
GOVERNMENT BONDS		
U. S. Reg. 2's	96½	97½
U. S. Coupon 2's	96½	97½
U. S. Reg. 3's	102⅞	102⅞
U. S. Coupon 3's	102⅞	102⅞
U. S. Reg. 4's	110⅝	111⅞
U. S. Coupon 4's	110⅝	111⅞
GAS BONDS.		
Georgetown Gas 5's	...	107
Washington Gas 5's	107	108
RAILROAD BONDS.		
Cap. Traction R. R. 5's	108½	109¼
Columbia R. R. 5's	99¾	101
Columbia R. R. 6's	100	102
Wash. Ry. and Elec. 4's	82⅝	83¼
MISCELLANEOUS BONDS.		
Potomac Elec. Con. 5's	99¾	100½
Potomac Elec. Lt. 5's	105	...
C. & P. Telephone 5's	103	...
American Tel. & Tel 4's	95	...
American Tel. & Tel. 4½'s	95	...
PUBLIC UTILITY STOCKS.		
Capital Traction	117½	118½
Wash. Ry. & Elec., com	89	90½
Wash. Ry. & Elec., pr	88	88½
N. & W. Steamboat	190	205
*Washington Gas	84½	85½
Eastern Light & Fuel	...	111
Amer. Tel. & Telga	126	...
TYPE MACHINE STOCKS.		
Mergenthaler Linotype	212	213
Lanston Monotype	78½	79
MINING STOCKS.		
Greene-Cananea	5½	...
NATIONAL BANK STOCKS.		
American National Bank	168	175
Capital National Bank	215	...
Columbia National Bank	250	...
Commercial Nat. Bank	195	208
Farm. and Mech. Nat. Bank	...	265
Lincoln Nat. Bank	150	...
Metropolitan Nat. Bank	195	200
Riggs National Bank	570	...
National Bank of Wash	240	260
Federal Nat. Bank	135	...
TRUST COMPANY STOCKS.		
Amer. Sec. & Trust	290	...
*National Sav. and Trust	260	270
*Union Trust	135	...
*Wash. Loan and Trust	225	250
United States Trust	134	150
Continental	114½	116
SAVINGS BANK STOCKS.		
Citizens Savings Bank	17	...
Home Savings	275	...
Union Savings Bank	246	...
Bank of Com. & Sav	13	17
East Wash. Savings Bank	16	17
FIRE INSURANCE STOCKS.		
Arlington Fire Insurance	13¼	13¾
Corcoran Fire Insurance	19	...
Firemen's Fire Insurance	20	22
Ger. Amer. Fire Ins.	290	...
Nat. Union Fire Ins.	6	...
TITLE INSURANCE STOCKS.		
Columbia Title Insurance	6¼	7½
MISCELLANEOUS STOCKS.		
Chapin Sacks	160	220
D. C. Paper Mfg. Co.	134	...
Graphophone com	...	50
Graphophone pfd	...	80
Security Storage	200	210
Washington Market	17¼	...

Sales Today on Local Exchange

Washington Railway and Electric preferred, 25@88.

Washington Gas, 1@88½, 25@85, 25@85, 25@85, 50@84¾, 25@85, 25@84¾, 25@85.

Mergenthaler, 1@213, 5@213, 10@213.

Lanston, 5@79.

After call—Washington Railway and Electric 4's, $1,000@83, $1,000@83, $1,000@83.

New York Cotton Market.

Furnished to The Washington Times by A. G. Plant & Co., 1415 G street northwest.

	Open.	High.	Low.	2:45
October	11.36	11.41	11.23	11.28
December	11.30	11.35	11.17	11.23

Army and Navy

ARMY.

Captain WILLIAM D. A. ANDERSON, corps of engineers, upon the completion of his duty at Selingsgrove, Pa., will proceed to Camp Perry, Ohio and report for duty as inspector-instructor with the battalion of engineers, Ohio National Guard.

First Lieutenant RICHARD D. LA GARDE, infantry, is detailed as a range officer for the national and international matches, Camp Perry, Ohio, August 15 to September 9, 1913.

First Lieut. WALTER W. MERRILL, Third Field Artillery, recruiting officer, will proceed to Peoria, Ill., and assume charge of the recruiting station at that place during the absence of First Lieut. GEORGE H. PAINE, Field Artillery, recruiting officer.

Capt. DANIEL P. CARD, Medical Corps, will make not to exceed eight visits to New York city between August 1 and November 1, 1913, for the purpose of special study.

Capt. FREDERICK R. SHAW, Eighth Infantry, is relieved from treatment at the Letterman General Hospital, the Presidio of San Francisco, Cal., and will proceed to Fort Bayard, N. M., and report for observation and treatment.

By direction of the President, Col. DANIEL CORNMAN, Seventh Infantry, is detailed as a member of the army retiring board appointed to meet at Texas City, Tex.

By direction of the President, Capt. SAMUEL A. PRICE, Twenty-third Infantry, will report in person to Brig. Gen. CLARENCE R. EDWARDS, for examination by the retiring board.

Lieut. Col. TYREE R. RIVERS, Thirteenth Cavalry, upon the expiration of his present leave of absence will proceed to Winchester, Va., and report for duty for a period not to exceed fifteen days, and at the expiration of this period will comply with orders heretofore given him.

First Lieut. GEORGE H. PAINE, Field Artillery, recruiting officer, will proceed at the proper time to Sparta, Wis., for duty until August 10, 1913, and upon completion of this duty Lieutenant Paine will return to his proper station.

NAVY.

Captain W. R. RUSH, detached command Hancock, to command Washington.

Commander F. L. CHADWICK, detached command Washington, to command Montana.

Commander R. H. LEIGH, detached Navy Department, to command Galveston.

Commander J. H. SYPHER, detached command Missouri, to special duty Navy Department.

Lieutenant Commander HAYNE ELLIS, detached Naval Recruiting Station, Kansas City, Mo., to leave.

Lieutenant LEWIS COXE, detached Pacific Reserve Fleet, to Galveston as executive officer.

Lieutenant L. J. CONNELLY, detached Navy Yard, Boston, Mass.

Lieutenant (junior grade) H. J. ABBETT, to Naval Recruiting Station, Kansas City, Mo.

Lieutenant (junior grade) L. F. KIMBALL, to Navy Yard, Boston, Mass.

Ensign R. H. DAVIS, detached Bureau of Ordnance, to Arkansas.

Ensign J. H. FALGE, detached Arkansas, to Utah.

Ensign S. P. TRACHT, detached Utah, to Galveston.

Medical Inspector R. P. CRANDALL, detached Norfolk, Va., to command Naval Hospital, Canacao, P. I.

New York Market.

(By Times' Direct Wire.)

	High.	Low.	Close.	Yes. Close.
Amal. Copper	70⅝	68¾	70⅝	69¼
Amer. Beet Sugar	26½	25½	26½	24½
American Can	33½	31¼	33	32¼
Amer. Can. pfd	93¾	92¼	93¾	92⅞
Amer. C. & F., com	44¼	44	44¼	44
Amer. Cotton Oil	37½	36½	37	38
Amer. Ice Securities	22	21⅞	22	22
Amer. Locomotive	31	30⅛	31	30
Amer. Smelting	63⅝	61½	63⅝	62
Amer. Sugar & R.	111⅝	111	111⅝	111⅝
Amer. Tel & Tel	128⅝	128	128⅝	128
American Tobacco	218	217	218	214⅞
Amer. Tobacco, pfd	98	97½	98	98
Am. Writ. Paper pf.	23⅝	23⅝	23⅝	22½
Atchison	98½	98	98	97½
Anaconda	35½	34⅝	35¼	34⅝
Balt. & Ohio	98	97	97⅝	98¼
Bethlehem Steel	34½	32⅞	34½	33⅞
B. F. Goodrich	31½	31	31½	31
Brooklyn R. T.	88	87¾	87¾	87½
Canadian Pacific	218⅝	216⅝	218⅝	217¾
California Petrol.	18½	17⅝	18½	17
Central Leather	24½	23½	24⅝	23⅝
Cen. Leather pf.	92⅞	92⅝	92⅞	92½
Ches. & Ohio	54½	52⅞	54½	53½
Chino Con. Copper	37⅝	36½	37⅝	36⅝
Chicago & G. W.	14	14	14	14
Chi., Mil. & St. P.	105¼	104½	105¼	104⅝
C., Mil. & St. P. pf.	135½	135½	135½	135½
Chicago & N. W.	128⅝	128⅝	128⅝	128⅝
Col. Fuel & Iron	31½	29½	31½	30⅝
Consolidated Gas	132	131	132	131
Corn Products	10⅝	9⅞	10⅝	9⅞
Corn Products pfd	66	66	66	65½
Del., L. & West	390½	390½	390½	390
Erie	26⅝	26⅛	26⅝	26⅛
Erie 1st pf.	41½	40¼	41½	40
General Electric	140	140	140	140¼
Great North. pf.	124⅛	124¼	124⅛	124⅛
Great North. Ore	34⅛	33½	34⅛	33⅝
Illinois Central	115½	113½	113½	113½
Inter. Metro.	16	15⅝	15⅞	15½
Inter. Metro. pf.	59	56⅝	58½	58⅝
Inter. Harvester	106¼	106⅛	106⅛	106⅛
Lehigh Valley	149½	148½	149½	149
Louis. & Nash.	133½	132¼	133¼	132½
Kan. City & South.	27½	27½	27½	27¼
Mex. Petrol.	58½	56⅝	57½	56¾
Missouri Pacific	32½	31⅝	32⅝	31⅝
M., K. & T.	22⅝	21⅝	22⅝	22⅝
M., St. P. & S. S. M.	126	125⅝	126	124¼
Nat. Biscuit com	118¼	116	118¼	114½
National Lead	49½	48⅝	49½	48
Nevada Con. Copper	16⅛	16	16⅛	15⅞
N. Y., O. & W.	29½	29½	29½	29¼
N. Y., N. H. & W.	101	99⅝	100⅝	100⅛
N. Y. Central	98⅞	98¼	98⅞	98
Northern Pacific	108⅝	108⅛	108⅝	108½
Norfolk & Western	105¼	105	105¼	104⅞
People's Gas of Chi.	116⅝	113	115¼	113
Penn. R R	114	113⅝	113⅝	113⅞
Pres. S Car com	24⅝	24½	24⅝	24⅝
Ray Con. Copper	18¼	17⅝	18¼	17⅝
Rail Steel Sp'gr com.	26	25⅝	26	25½
Reading	161½	159⅝	161½	160
Rep. Iron & Steel	25¼	23½	25¼	24¼
Rep. Iron & Steel pfd	86⅝	85¼	86⅝	85
Rock Island	17	16½	16⅞	16¼
Rock Island pfd	28⅝	27½	28¼	26⅝
Southern Pacific	93⅞	92¼	93⅞	93¼
Southern Railway	23¼	22⅝	23¼	22½
So. Rwy., pf	78	78	78	76
Tennessee Copper	30¼	29⅝	29⅝	29⅝
Texas & Pacific	15⅞	15½	15⅞	14⅝
Union Pacific	149¼	147¼	149¼	148⅝
Union Pacific, pfd	84	84	84	83⅞
U. S Rubber, com	60	59½	60	59
U. S. Rubber 1st pf.	104	104	104	104
U. S. Steel	58	56⅝	58	56½
U. S. Steel, pfd	107	106⅝	106⅝	106½
Utah Copper	46⅝	45¼	46⅝	45⅝
Va.-Car Chem	25	25	25	25
Wabash, com	2½	2½	2½	
Western Md	40⅞	40½	40⅞	41
W. Union Tel	64	64	64	
Westinghouse Elec.	63	61⅞	63¼	61½
Woolworth	90	89	90	

BONDS.

	High.	Low.	Close.	Yes. Close.
Atchison Convt. 4's	97½	97½	97½	97¼
B. R. Tran. Con. 4's	87⅝	87½	87½	87⅝
B. & O. Gen. 4's	89¼	89¼	89¼	89⅝
C., B. & Q. Joint 4's	94⅝	94	94½	94
C., R. I. & Pac. 4's	57⅞	56¼	57⅞	55½
Inter-Met. 4½'s	76	75¼	76	76⅝
North. Pac. 4's	93⅞	93⅞	93⅞	93
Penna. Con. 3½'s, 1915	96¼	96¼	96¼	96¼
U. Pac. Con. 4's	91½	91⅜	91½	91¼
U. S. Steel 2d 5's	99½	99¼	99½	99¼

New York Curb Market.

Furnished to The Washington Times by Harriman & Co., New York, G. B. Chipman, Manager Local Branch, Colorado Building.

	Bid.	Asked.
Anglo-American Oil	19¼	19¾
Atlanta Goldfield	15	16
Bay State Gas	¼	½
Braden Copper	6⅞	7
British Columbia Copper	2⅛	2⅜
International Rubber	7½	9
Chicago Subway	1¼	4
Cobalt Lake	62	66
Giroux Mining	1⅛	1½
Greene-Cananea	6⅞	7
Kerr Lake	3⅝	3⅞
La Rose Con.	2¼	2⅜
Manhattan Transit	1⅛	1⅜
McKinley-Darragh	1¼	1⅜
Nipissing Mines	8⅝	8½
Ohio Copper	½	⅝
Standard Oil N. J.	360	362
Tonopah Belmont	6¼	6⅜
Tonopah Mng. of Nevada	4½	4¾
Tri-Bullion	⅞	⅞
United Cigar Stores	81½	82
United Cigar Stores pfd	109	115
Yukon Gold	2	2¼
Goldfield	1⅝	3
Jim Butler	75	75

Chicago Grain Market.

Furnished to The Washington Times by A. G. Plant & Co., 1415 G street northwest.

Wheat.	Open.	High.	Low.	2:45
September	87	87⅛	86⅞	87
December	90⅝	90⅝	90⅜	90½
Corn—				
September	62¼	62⅝	62	62⅜
December	59⅝	59½	58⅝	59

The Munsey Trust Company

Capital, $2,000,000
Fully Paid In

3 per cent paid on Checking Accounts

4 per cent paid on Savings Accounts

Interest figured on daily balances—the only square way to compute interest, the only way that gives the depositor full measure interest.

FRANK A. MUNSEY
President

ACTIVE LEADERS SHOW STRENGTH

Standard Stocks Are Strong, But Majority of List Shows Little Change.

NEW YORK, July 24.—The strength of the active leaders was the feature of today's trading on the New York stock exchange. Steel rose 1¼. Union Pacific 1⅝, Reading 1¼, Copper 1¼, and Smelters 1⅝. The balance of the list was not so favorably affected, and even levels with fractional changes up or down was the rule. Baltimore and Ohio reacted and sold down 1½, but made up half of that loss. New Haven sold to below par, going to 99⅝ and recovering to 100⅝ by the end of the third hour. California Petroleum turned upward, gaining 1½. People's Gas gained ⅝, and Consolidated gained 1. Beet Sugar, Biscuit, and American Tobacco also made good gains. The easier tendency of money undoubtedly had much to do with the strength of the leaders.

It was rumored that a prominent operator had negotiated a long loan of $1,000,000, and proposed to use it in a bull campaign on the standard stocks. There was some indication of a return of gold, also. The Merchants' National Bank today received $250,000 from Canada.

The subtreasury gained $1,346,000 from the banks yesterday, making the gain $4,743,000 since Friday.

The Bank of England rate remains unchanged. Consols were firm.

The Baltimore and Ohio railroad has sold $5,000,000 of 4 per cent bonds it had in the treasury, for improvements.

Wholesale Produce Market

Eggs—Nearby, fresh, 21c per doz., southern, 20c per doz.

Cheese—New York, new, 16½c per lb.; flat, 15c per lb.

Butter—Elgin prints, 30c per lb.; tubs, 29½c per lb.; process, 27c per lb.

Live Poultry—Hens, 15c per lb.; roosters, 10c per lb.; turkeys, 17@18c per lb.; spring chickens, 18@19c per lb.; ducks, 14@15c per lb.

Green Fruits—California oranges, $5.50@6.50 per box; peaches, $2.00@$3.00 per crate; lemons, $8.00@9.00 per box; pineapples, per crate, $3.25@$3.75; Florida grapefruit, $5.00@6.00 per box; apples, per bbl.; $3.00@3.50; cherries, 10@12c per box; blackberries, 15c per box; pears, $2.00@2.25 per box.

Vegetables—Potatoes, new, $1.00@2.00 per bbl.; onions, Texas, $1.30 per crate; per bbl., $2.00@2.40; cabbage, $1.00@1.75 bbl.; lettuce, $2.30 per bbl.; beets, $1.00@2.50 per 100 bunches; tomatoes, home grown, $1.50@2.25 per box; spinach, $2.00 per 100 bunches; yams, $2.10@3.00; celery, $1.00@1.25 per dozen; squash, $2.00@2.50 per bbl.; Lima beans, $1.00@2.50 bu.; kale, per bbl., 50@75c; corn, $1.00@$1.25 per crate; string beans, $2.00 per bbl.

Live Stock—Veal calves, 9@9½c per lb.; spring lambs, 7@8c per lb.

Receipts of sheep, lambs, calves, and poultry heavy, and market lower.

Realty Transfers

Sherwood's Addition to Brookland—Charles S. Rockwood et ux. to William D. Rockwood, part lot 8, block 6, $10.

Trinidad—William P. J. Tobin et ux. to W. Walton Edwards, lot 803, square 4076, $10.

Sheriff Estate—Frank T. Rawlings et ux. to Albert E. Collins, lots 34 to 37, square 5206, $10.

Scheutzen Park—John I. Garrison to Percy S. Anderson, lot 41, block 2, $10.

720 F street northeast—Perry S. Anderson to John I. Garrison, lot 53, square 891, $10.

523 Seventh street southeast—William E. Ward et ux. to Ethel B. Harrell, part lot 31, square 877, $10.

Ingleside—James Martin et ux. to Harry L. Light, lot 47, block 19, $10.

1330 Fairmont street northwest—Rachel Katz to Belle Block, lot 72, block 31, Columbia Heights, $10.

Hall place northwest, near W street—Emanuel Spelch, jr., et al., trustees, to Brooke Cross and Raymond D. Pierce, executors, lot 349, square 1300, $1,000.

FINANCIAL

CAPITAL $1,000,000
EARNED SURPLUS $1,000,000

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WHILE AWAY it is a great satisfaction to know that one's business interests are being safely guarded.

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The Washington Loan and Trust Company,
Cor. 9th and F Sts.
JOHN JOY EDSON, President.

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Full particulars on application.

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SWARTZELL, RHEEM & HENSEY CO.,
727 15th ST. N. W.

PROPOSALS

OFFICE OF THE COMMISSIONERS, DISTRICT OF COLUMBIA, July 18, 1913.

SEALED PROPOSALS will be received at the office of the Secretary of the Board of Commissioners, Room 509, District Building, until 2 o'clock, P. M., Monday, July 28, 1913, for furnishing and installing, complete, electric lighting fixtures, conduits, telephone, clock and bell systems, at Normal School No. 162, located on Georgia ave., between Howard Place and Fairmont Street, Northwest, Washington, D. C. Blank forms of proposal, specifications and all necessary information may be obtained from the Chief Clerk, Engineer Department, Room 427, District Building, Washington, D. C. CUNO H. RUDOLPH, JOHN A. JOHNSTON, CHESTER HARDING, Commissioners, D. C. 1—

AUCTION SALES

ON SATURDAY, AUGUST 9, 1913, at 10 o'clock a. m., in front of United States Storage Company's warehouse, 418-420 19th st. N. W., Washington, D. C., there will be sold at Public Auction, to enforce liens for storage charges, etc., due and unpaid, all Goods, Furniture, Household and Personal Effects on storage in names of L. T. Bronson, Sam