GREAT TIDAL WAVE 300 MAY BE LOST

Ocracoke Island Believed to Have Been Wave-Swept Clean.

DESOLATION ALONG COAST.

Washington, Newbern, Bell Haven and Other Towns Have Suffered Loss Of Millions.

Raleigh, N. C.—There is a feeling of certainty that Ocracoke Island, on the coast, has been waveswept in the hurricane and that not a living soul of the nearly 500 people of the island escaped. This belief is based on the high tide in the Pamlico Sound.

Morehead City, Beaufort, Newbern, Washington, Bayboro, Bell Haven and dozens of small towns on the coast are reported as having great losses from the fury of the gale.

At Washington the water was waist deep in the street; two railroad bridges, one a mile long, of the Norfolk Southern Line were washed away, docks, steamships, large warehouses, residences and a splendid public building were destroyed and three people were reported dead.

In Newbern the water was several feet deep in the streets. A number of small vessels were sunk, public bridges destroyed and lumber mills badly damaged.

SCENES OF DESOLATION.

Whole North Carolina Coast Suffers From Devastating Storm.

Charlotte, N. C.—Scenes of desolation mark almost the entire North Carolina coast as the result of a hurricane which struck this section. Dispatches coming in over makeshift lines of communication indicate that the town of Bell Haven is wiped off the map, while the town of Washington, N. C., not only suffered from the wind but also lost heavily by floods. The loss in Beaufort county, in which Washington is situated, alone will exceed $2,000,000.

Bridges were swept away by the water and wind at Washington, where buildings crumbled under the fury of the blast as they did at Morehead City, Oriental, Bayboro and a number of smaller towns.

At Newbern several streets were inundated and the thoroughfares were lined with debris. The damage in that city alone probably will exceed $500,000. To add to the terror of the citizens, fire broke out during the tempest and was controlled with difficulty. Two railroad bridges, one of them a mile long, were swept away.

In Aurora 15 housese were destroyed, while at Vandemere the damage was heavy, one firm alone declaring its loss to be at least $40,000. In this city more than 200 cattle and hogs were drowned.

Throughout Eastern North Carolina growing crops are virtually a total loss and no estimate of the devastating effect of the wind and rain can be made. It is believed to be, however, incalculable.

TO WALK ACROSS CONTINENT.

Three New York Men Will Leave Washington Next Sunday.

Washington.—Three New York men—Jack Walters, Alex. Kingston and Samuel Dobrow—left here Sunday for a stroll to the Pacific Coast by way of Florida. The winter will be spent in that state and the jaunt resumed in March. They will carry a letter of introduction from the secretary of the commissioners of the District of Columbia, which they will have countersigned by the mayors of cities and towns along their routes. The tour is being taken for pleasure solely, the men declare.

KING MANUEL MARRIED.

Hohenzollern Princess Becomes His Bride.

Sigmaringen, Germany. — Manuel, former king of Portugal, was married here to Princess Augustine Victoria, daughter of Prince William of Hohenzollern. Cardinal Netto, former archbishop patriarch of Lisbon, conducted the religious ceremony. Count August Zu Eulenburg, grand marshal of the Prussian Court, presided over the civil function.

WILLIAM H. MAULE DEAD.

Millionaire Club Man Stricken With Apoplexy In New York.

New York.—William Henry Maule, millionaire clubman, of Philadelphia, was fatally stricken with apoplexy while conversing with friends at the New York Club, of which he was a member. He died an hour later. Mr. Maule was a wholesale seedsman of Villa Nova, Pa. With Mrs. Maule, he arrived in New York late this afternoon.

EX-SENATOR DEAD.

John Martin, Of Kansas, Passes Away After Illness Of Nine Weeks.

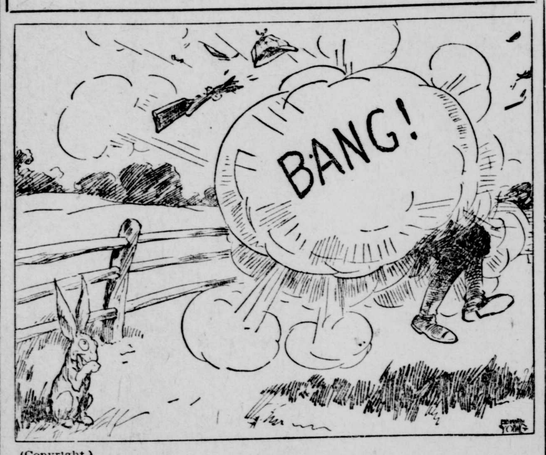
Topeka, Kan., Sept. 3.—John Martin, former United States Senator from Kansas, died today at his home after an illness of nine weeks.

MISSOURI'S WEALTH.

State's Valuation Of Property Is $1,756,000,000.

Jefferson City, Mo.—The state board of equalization has fixed the valuation of property in Missouri at $1,756,000,000. This is an increase of $20,800,000 over the property assessment of last year. Railroads and other public utilities are valued at $188,700,000, an increase of nearly $5,000,000. Nearly half the increase in valuation of real and personal property fell on Kansas City and St. Louis.

FOOL SEASON OPENS



(Copyright.)

WILL PLAY BIG FOOTBALL GAME

Army and Navy Reach an Agreement.

DECIDE UPON POLO GROUNDS.

The Navy Yields To Desire Of Army To Play the Game In New York—November 29th Date Selected.

Washington.—The Army-Navy football game will be played at the New York Polo Grounds on November 29. This was arranged at a conference between Secretary Daniels, Assistant Secretary Breckinridge and the athletice directors of West Point and Annapolis.

"I am very glad," said Secretary Breckenridge after the conference, "to say that the difficulty has been obviated through the generosity of the Navy in yielding to the desire of the Army to hold the game this year at the Polo Grounds. The reason for the desire of the Army to play the game at the Polo Grounds is the superior seating capacity and arrangements of the grounds for such a competition. It is not thought there will be any difficulty in obtaining satisfactory arrangements with the management of that field. Such generosity as the Navy has displayed in the present negotiations is bound to create an even more cordial feeling and cement more firmly that friendship which ever should and will exist between the two services."

It is understood that the management of the Polo Grounds will provide 12,500 seats for both the Army and Navy, with the privilege for each of them to purchase, in case of need, an additional 3,000. In case the two branches of the services should use only 25,000 seats, the sum of $24,000 would be given the Army and Navy relief fund. That gives the Army and Navy the benefit of 31,000 seats, which is more than the entire seating capacity at Franklin Field, where they received 20,000, the balance going to the University of Pennsylvania.

TRAIN ROBBED ON THE FLY.

Three Men Drive Alongside Moving Freight and Steal $400 Worth Of Goods.

New York.—A unique train robbery by three men, who, in an express wagon drawn by a galloping horse, kept pace with the moving cars while they rifled a freight shipment, was disclosed by the arrest of Louis Mopty and Roger Mulchy, drivers. A New York Central freight train started for up-State on a track which ran along Eleventh avenue for some distance. An express wagon fell in behind the cars and the horse was whipped up as the train's speed increased.

By the time six blocks were covered the men had picked the lock on the third car and stolen silk and linen worth $400. A detecttve, who pursued on foot and fired a revolver at the men, was outdistanced.

SENATE PROBE ENDS.

Investigators Into "Insidious Lobby" Take An Indefinite Recess.

Washington, Sept. 3.—The Senate lobby investigating committee today finished its probe of the alleged lobby activities of the National Manufacturers' Association, and took an indefinite adjournment. Further sessions of the committee will not be held until the tariff bill is disposed of by the Senate.

SHOOTS BLACK HANDER.

He Threatened Man's Life For Price Of Theatre Ticket.

Hazleton, Pa.—Alleging that Frank Grillo, who has served time for Black Hand crimes in Luzerne county came to his home and threatened to kill him, after he had declined to give the price of admission to a theatre, Frank Delucca, of Hazleton, shot Grillo dead on the steps of the Delucca home. Delucca surrendered.

ANOTHER ARMY FLYER KILLED.

Lieutenant Moss L. Love Plunges 300 Feet To Death.

San Diego.—First Lieutenant Moss L. Love, Signal Corps, U. S. A., was instantly killed near here when his aeroplane plunged 300 feet to the ground at the army aviation school. Shortly before the accident he began to descend from an altitude of approximately 2,000 feet. When 300 feet from the ground watchers say they saw a puff of smoke on the machine and it dropped like a shot.

21 DEAD IN WRECK NEARLY 50 INJURED

Express Train Filled With Vacationists in Collision.

ENGINE THROUGH PULLMANS

Most Of the Victims Wealthy Vacationists—Third Serious Accident In a Year—Sections Crash In Fog.

New Haven, Conn.—Twenty-one persons were killed and nearly 50 injured, some of whom may die, in a rear-end collision shortly before 7 o'clock on the New York, New Haven and Hartford Railroad, six miles north of here.

The first section of the White Mountain Express, bound for New York, speeding along at probably 40 miles an hour in a thick fog, rushed by a danger signal, it is said, and crashed into the rear of the second section of the Bar Harbor express, standing 100 feet beyond the block signal.

The White Mountain engine cleaved through the two rear Pullman cars, both of wood, splitting them in two and tossing their wreckage and threescore of mangled human beings, some alive and some dead, on each side of the track.

The third car, also of wood, and occupied by 40 boys on their way from a summer camp at Monmouth, Maine, was lifted into the air and almost completely off the track. The car fell on its side crumpled up, two of the boys being crushed to death and several others injured.

Some of the victims of the two rear Pullmans were hurled from their berths over a fence paralleling the track 50 feet distant, while mattresses, bedding and clothing found lodgment in the telegraph wires.

It was the third serious wreck which the New Haven has suffered within a year, and inaugurated the first day of the regime of Howard Elliott, the newly elected head of the road. Mr. Elliott, returning from his summer home in New Hampshire to assume his duties, passed over the scene of the disaster on an earlier train, less than an hour before.

Practically all the passengers on both trains were returning home from summer vacations, and all but two of a camping party of nine, guests of S. Crozer Fox, of Elkins Park, Pa., coming back from Maine, were wiped out. Fox was among those killed.

No one was hurt in the White Mountain train.

WOMAN KILLED IN BED.

Twelve-Year-Old Girl Wounded and Unconscious In Yard.

Washington, Pa.—Mrs. Jennie Black went to the home of Mrs. Josephine Province Price, near here. When she entered the yard she stumbled over the unconscious and bruised body of 12-year-old Bertha Fox, Mrs. Price's granddaughter. Running from the house, she found Mrs. Price dead in her bed, a bullet hole through her head. The motive for the crime, which may result in a double murder, is lacking.

Mrs. Price, who was 50 years old, was the wife of Oliver Price and a member of one of the wealthiest families of this section.

The little girl found dying in the ard was fully clothed, while her grandmother's body was barged only in a nightgown. It is believed Mrs. Price was killed while she slept.

$30,000,000 STEEL COMPANY.

Large Plant Will Be Erected Near Mobile, Ala.

Mobile, Ala.—Coupled with the announcement that Chicago and Denver capitalists had perfected plans for launching a $30,000,000 steel corporation to be known as the Southern Steel Company, was the statement that iron ore for the company's plants will be imported from Cuba. It also was stated that the promoters of the company had acquired 8,000 acres of land on Mobile river, on which it was proposed to erect a $5,000,000 steel plant.

RODE THROUGH OPEN DRAW.

Lucy Beach and Lawrence Blakeman Meet Death In Auto.

St. Joseph, Mich.—Lucy Beach, 20 years old, and Lawrence Blakeman, aged 19, college mates, rode to their deaths in an automobile through an open draw in the river bridge here. The bodies have been recovered. Coroner Samuel Wise has started an investigation based on rumors that proper danger signals were not displayed at the approach to the bridge. The victims were prominent socially.

CROP CONDITIONS MUCH IMPROVED

Timely Rains Have Proved Very Beneficial.

AHEAD OF LAST YEAR.

The Corn Situation In the West Brightens Considerably, Although the Crop Will Be a Short One.

Washington.—"Crops are looking up."

This, in a nutshell, is the 1913 crop outlook, according to the Department of Agriculture. Crop conditions are officially deemed generally satisfactory. American land and the American farmer are proving their ability to "come back."

"Crop conditions in the last two weeks have greatly improved," said Dr. Galloway. "Especially is this true in the West, where timely rains have helped materially. The rains have particularly aided the corn crops; they have had a beneficial effect, too, on grasses which will furnish fall feed for live stock. This is an important item, as the harm by drouth to the corn crop decreased the supply of fodder.

"In the South crop conditions have been generally favorable during the last fortnight. In certain parts of the South corn and cotton will go ahead of last year's crop. This is true in the western portion of the southern belt, for instance, in Texas, etc.

"Rains have materially helped the corn crop, although it will be short considerably, of course. Farmers in many sections who expected a half crop or no crop at all are now confident of better results. Kansas and Nebraska were hit hardest by the drouth, but for 10 days, practically, rains have broken this dry spell.

"Information at hand of crops already harvested indicate the best wheat crop in years, especially in Kansas, where the crop of this staple, to a certain extent, will make up for the loss of corn by drouth.

"The oat crop will be good.

"We have not full information as to the spring wheat crop, but the winter wheat crop, now harvested, is most satisfactory.

"There will probably be a short crop of potatoes as compared with last year, which was an exceptional year."

DEATH IN AUTO RACE.

Four Drivers Killed and Two Injured When They Crash Together.

Nashville, Tenn.—Death claimed a heavy toll in the Labor Day automobile speed races at the State Fair grounds, when four of the six high-powered cars entered in the 25-mile free-for-all were wrecked and rendered into a mass of twisted steel and splintered wood on the far side of the mile track opposite the big grandstand, wherein were packed 5,000 persons. Four of the dare-devil racers were killed, two received minor injuries, while four escaped without injury of any sort.

SPAIN IN EMBASSY CLASS.

Joseph E. Willard Likely To Be First Ambassador.

Washington. — The United States Legation at Madrid will be raised immediately to an embassy as the result of the passage by the House of the Senate bill to authorize the President to appoint an ambassador to Spain at $17,500 a year. The President has urged the change and Joseph E. Willard, former Lieutenant-Governor of Virginia, has been mentioned as the probable first Ambassador to Spain.

MILLIONS IN TRADING STAMPS.

Thomas A. Sperry, Who Made Fortune, Is Dead.

New York.—Thomas A. Sperry, who made a fortune out of trading stamps, died at his city residence here. Mr. Sperry was president of the Sperry & Hutchinson Company and a pioneer in the trading-stamp business. His fortune is estimated at $10,000,000. Mr. Sperry returned a few days ago from Europe so ill that he had to be taken ashore in a wheel chair.

STARVED THROUGH GRIEF.

Wm. Beidleman, Aged 96, Fasted For Fifty-Six Days.

Harrisburg, Pa.—William Beidleman died here, after a fast of 56 days, during which time he ate but two small pieces of toast. Mr. Beidleman was close to 96 years of age. His fast was due to grief at the death of a close relative, and he declared when asked why he did not eat, that he had no desire to take food.

EXCLUDE POLICEMEN.

Not Allowed In Big Labor Parade In St. Louis.

St. Louis, Mo.—Resentment at the action of the police in the recent strikes of telephone operators and of waiters caused the labor organizations to exclude all policemen from the labor parade here. Fifty thousand men marched in the parade. One hundred and seventy-six unions were represented.

BEEF CHEAPER ABROAD.

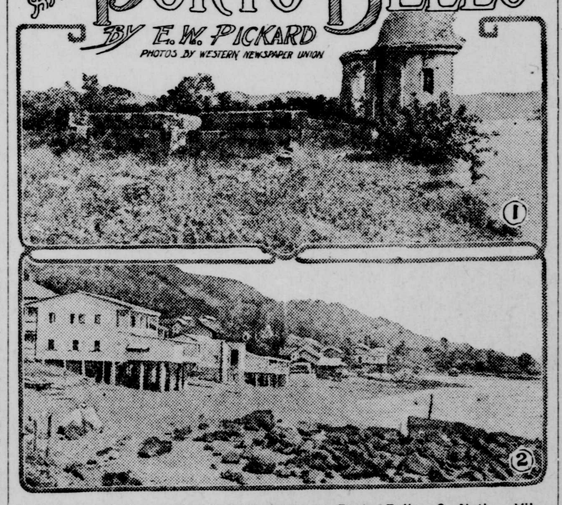
Letter From Minister Showing This Read To the House.

Washington. — Representative Kinkead, of New Jersey, by way of proving his assertion that American beef is sold cheaper in Europe than in this country, read a letter to the House from Rev. J. J. Lawrence, of Binghamton, N. Y., saying that in England recently he bought both American and Argentine beef at prices almost 50 per cent. lower than the prevailing American prices.

TABOGA ISLAND AND PORTO BELLO

BY E. W. PICKARD

PHOTOS BY WESTERN NEWSPAPER UNION



1—Remains of One of the Spanish Forts at Porto Bello. 2—Native Village on Taboga Island.

"Down verdure-clad slopes and terracing reaches
Where orange and mango and pineapple grow,
One wanders through Eden to ocean-washed beaches—
An Eden that only the sun-children know."

Thus James S. Gilbert, the late lamented poet of Panama, wrote of Taboga Island. It was so enticing that I determined to be one of the sun-children for a day or two and so steamed away in a little launch twelve miles out into the Pacific to that beauty spot. It is all that Mr. Gilbert called it, and more, and it is no wonder that the sanitarium, established there by the French canal company and reopened by the Americans, is so well patronized. If you are a canal employe—white—and have been ill, the doctor may be kind enough to send you over to Taboga for two weeks to recuperate. If you are a mere visitor you can put up at the unpretentious little hotel conducted by William Jones, the American six-footer who looks like a miner and dances like a cotillon leader. In either case you will be fortunate, for you will find those "verdure-clad slopes" gorgeous with flowers and alive with brilliant birds, and the "ocean-washed beaches," the finest places in the world for a swim. You can sail about the pretty bays with the native fishermen, or you can climb up the hills where the boys are vociferously driving the kine home to be milked, or you can merely lie in the shade and dream dreams of the Spanish galleons and the buccaneers. A more delightful place for rest and the repair of shattered nerves would be hard to find.

Taboga has a history, too, small as it is. De Luque, the second bishop of Panama, looked upon the island, saw that it was good and established there his country residence. In fact he maintained a household there the year round, for, like many another churchman of the old days, he did not adhere closely to the rule of celibacy. His memory is preserved by a bathing place in a stream that runs down the mountain side, called the Bishop's Pool. It was reserved for the use of him and his retinue. Above it is the Family Pool, for women and children, and still higher up is the Pool of the Letters, for the men. The last one derives its name from the inscription "J. F. B., Ohio" carved on a near-by rock. This is a reminder that in 1852 the Fourth infantry, U. S. A., crossed the isthmus en route for garrison duty in California, having sailed from New York on the United States mail steamer Ohio. Cholera was prevalent at the time in Panama and the American soldiers and the sailors from the Ohio were attacked by the disease, about eighty of them dying. Some of the sick were left on Taboga island to recover, and evidently one of them did recover sufficiently to climb up to the bathing pool and leave the record that is a mystery to the native inhabitants of this day. Incidentally U. S. Grant, then a captain, was with the Fourth infantry on that trip.

If you climb up the hill, following this stream most of the way, you will come to a place at the summit of a pass called Las Cruces. There, set in cement, are three small crosses commemorating the most exciting incident in the island's history. According to a Spanish work written early in the last century, a shipload of Peruvian pirates came sailing up the coast in 1815 and decided Taboga was a good place to loot. They landed and drove the small Spanish garrison out of the village and up the mountain. But in the pass the soldiers rallied, the inhabitants came to their assistance and there, says the chronicler, a most bloody combat raged for hours. Finally the pirates were routed and fled to their ship, leaving three men dead on the field of battle!

The isthmus reeks with history, some of the most interesting passages of which have to do with Porto Bello. But the visitor who goes there with mind full of the mighty fights and great trade of the old Spanish days will be woefully disappointed by the town as it now is. Romance, commerce, everything attractive has fled long ago from that place and Porto Bello is nothing but a dirty, immoral little village, full of low cantinas, slatternly natives and mangy curs. At each side of the town is the ruin of a Spanish fort, its picturesqueness marred by fishermen's nets and the local washing hung up to dry.

Thus the work of man has decayed, but Nature is as kind as ever to Porto Bello. Its bottle-shaped harbor is one of the prettiest to be found, with promontories guarding the entrance, beautiful hills on both sides and entrancing little rivers meandering down from the mountains and through the jungle into its upper end. One hill opposite the town boasts the remains of three unusually interesting Spanish forts. One is at the water's edge, another several hundred yards up the slope, and these two were once connected by a covered stone stairway the ruins of which still provide the easiest means of ascending. On the summit of the hill is the third fort, a mighty square tower surrounded by a deep moat. The walls are almost intact but the roof has fallen in and the fortress is full of trees and shrubbery.

With these three forts, two others protecting the harbor entrance, the two at the ends of the town and another just above it, Porto Bello might well seem to have been impregnable, yet it was taken twice by the English. Sir Francis Drake planned to capture it in 1596, but just as his ships were about to begin the attack Drake died and was buried in the mouth of the harbor. Dispirited by the loss of their leader, the English sailed away, but Capt. William Parker took up the project in 1602. With two ships he got past the first forts at night and after a desperate fight captured and sacked the city, carrying off 10,000 ducts' worth of plunder.

The second taking of Porto Bello was the first notable exploit of Henry Morgan, the famous buccaneer, as an independent commander of a fleet. Sailing into what is now Colon harbor, he took his men up a river in canoes, landed at a place called Estera Longa Lemos and marching through the jungle, attacked the city from the rear. First capturing the castle above the town, he shut the garrison in one room and blew them and the fort to pieces with gunpowder. The governor, the citizens and the rest of the soldiers, surprised and terror-stricken, were soon driven into one of the other forts and for hours they bravely withstood the assaults of the buccaneers until, as Esquemeling tells us, Captain Morgan began to despair of the whole success of the enterprise. Finally he had a number of ladders made and forced the priests and nuns whom he had captured to set them up against the walls. Many of these poor creatures were killed by the defenders, but at last the ladders were placed and the buccaneers swarmed up them carrying fireballs and pots of powder which they kindled and hurled among the Spaniards. The garrison surrendered at discretion, but the gallant governor defended himself so obstinately that the English were forced to kill him. Morgan remained in Porto Bello several weeks, plundering the place and torturing the citizens to induce them to reveal the hiding places of their riches.

Though an important place in the transshipment of gold from the west coast of South America, Porto Bello never was a large town, but for several weeks each year it was very populous. This was at the time of the annual fair, when the galleons from Spain were in the harbor waiting for the mule trains to bring the gold from Panama. Then merchants and adventurers from all that part of the world gathered in the village and trade was brisk in the big building now called the custom house, whose ruined walls still are standing. Merchandising, drinking and fighting divided the time until the galleons set sail for Spain with their golden cargoes.

Getting Up Speed.

"Well, George," said a Georgia man not long ago to an old darky in his employ, "I understand that you intend to give your son an education."

"Dat's my intention, suh," responded George. "I knows myself what 'tis to struggle along widout learnin' an' I has determined my son ain't going to have no sich trouble as I's had."

"Is your son learning rapidly?"

"He shore is, sah. Las' week he done wrote a lettah to his aunt what lives more'n 20 miles from yere, an' after-while he's going to write to his aunt dat lives 'bout 50 miles from yere."

"Why doesn't he write to that aunt now?" smilingly asked the employer.

"He kaint write so fur yit, sah. He kin write 20 miles fust rate, but I tole him not to try 50 miles till he gits strongah wif his pen."—Chicago Record-Herald.

Jollying the Doctor.

Doctor—When I started out in my profession I had to cultivate patience.

Friend—And now you plant patients, eh, doc?

COMMERCIAL

Weekly Review of Trade and Market Reports.

Dun's Review says:

"Evidences of reviving commercial and industrial activity steadily multiply and business optimism is becoming widespread. This spirit of confidence finds a reflection in the more general anticipation of future requirements, and since merchandise stocks at all leading points must be replenished, prospects are encouraging for a satisfactory fall and winter season."

Bradstreet's says:

"In some respects trade reports suggest somewhat more irregularity. Western advices indicate conservative buying, presumably a reflex of reports of reduced crop yields, but at the same time they proclaim that trade is equal to or in excess of that done at this time last year, when operations certainly were growing. On the other hand, the more important Eastern markets, particularly those having to do with textiles, display more vim, house trade has enlarged and mills instead of making concessions are insisting upon higher prices."

Wholesale Markets

NEW YORK.—Wheat—Spot easier; No. 2 red, 95½c; elevator, New York export basis, and 97 f o b afloat; No. 1 Northern, Duluth, 98¾ f o b afloat.

Corn — Spot easier; export, 83c nominal f o b afloat.

Butter—Creamery extras, 29½@29¾c; firsts, 27@28¾; seconds, 25½@26½; state dairy, finest, 28@28¼; process, firsts, 24½@25; seconds, 23@23½; factory, current make, firsts, 23½@24; seconds, 23.

Live Poultry—Firm; chickens, 20@21c; fowls, 17@18; turkeys, 15. Dressed, irregular; fresh-killed Western chickens, 17@23; fowls, 15@19½; turkeys, 18@20.

PHILADELPHIA.—Wheat car lots, in export elevator and August: No. 2 red, spot and August, 89@89½c; steamer, 87@87½c; No. 3 red, 86@86½c; rejected, "in," 83@83½c; No. 1 Northern Duluth, 99½c@$1.00½.

Corn—Car lots for local trade, as to location: No. 2 yellow, natural, 84½@85c; steamer yellow, natural, 84@84½c.

Oats—No. 2 white, old, 48½@49c; do, new, 46½@47c; standard white, old, 47½@48c; do, new, $45½@46c; No. 3 white, old, 46½@47c; do, new, $45@45½c; No. 4, new, 42½@43½c; sample, new, 39@41c.

Live Poultry—Fowls, as to size and quality, 16@17c; broiling chickens, as to quality, 15@17½c; old roosters, 12@12½c; ducks, 14@15c; pigeons, old, per pair, 23@25c; do, young, per pair, 18@20c.

Butter — Western, solid-packed creamery, fancy specials, 32c; extra, 29½@30c; extra firsts, 28½@29c; firsts, 27@28c; seconds, 25@26c; nearby prints, fancy, 33c; extra, 31@32c; firsts, 30@31c; seconds, 27@28c; jobbing sales of fancy prints, 36@39c.

Eggs — Pennsylvania and nearby firsts, free cases, $8.70; Pennsylvania and nearby current receipts, free cases, $8@8.10; Pennsylvania and nearby seconds, $6.30@6.90; Western, extra firsts, $8.40; seconds, $6@6.30; candled and recrated, fresh eggs, jobbing at 33@36c per dozen; cold storage eggs, per case, extra, $7.80; firsts, $7.50; seconds, $6.60@7.20.

BALTIMORE.—Wheat—No. 2 red spot and September, 91c; October, 91¾.

Corn—Quote car loads prime nearby yellow on spot at $4.10@4.20 per barrel.

Oats—No. 2 white, new, 46; Standard white, new, 45@45½; old, 47½ asked; No. 3 white, new, 44¾; old, 46½ asked; No. 4 white, new, 43@44.

Rye—No. 1 Western, domestic, new, 74@77; No. 2, do, 70@72; bag lots, nearby, as to quality, new, 60@70.

Hay—No. 1 timothy, $17.50@18.00; standard timothy, $17; No. 2 timothy, $16.50; No. 3 timothy, $14.00@15.50; light clover mixed, $16.00@16.50; No. 1 clover mixed, $15.50@16.00; No. 2 clover mixed, $14.00@15.50; heavy clover mixed, $15.50@16; No. 1 clover, $15.50@16.00; No. 2 clover, $13.50@15.00.

Straw—No. 1 straight rye, new, $14.00@14.50; No. 2 straight rye, new, $14.00; No. 1 tangled rye, $10.00@11.00; No. 2 tangled rye, $9.00@10.00; No. 1 wheat, $7.50; No. 2 wheat, $7.00; No. 1 oat, $8.00@9.00; No. 2 oat, $7.00@8.00.

Butter—Creamery, fancy, 29½c; do, choice, 28@29; do good, 26@27; do, prints, 29@31; do, blocks, 28@30; ladles, 22@23; Maryland and Pennsylvania rolls, 21@23; Ohio, rolls, 21@22; West Virginia, rolls, 21; store-packed, 21; Maryland, Virginia and Pennsylvania, dairy prints, 21; process butter, 24@26.

Cheese—Jobbing lots, per lb, 17@18c.

Eggs—Maryland, Pennsylvania and nearby firsts, 25c; Western firsts, 25; West Virginia firsts, 24@25; Southern firsts, 23. Recrated and rehandled eggs, ½c to 1c higher.

Live Poultry—Chickens, old hens, heavy, 16c; do, small to medium, 15; do, old roosters, 10; do, spring, large, 19; do, small to medium, 19. Ducks, old, 12; do, spring, three pounds and over, 13; do, smaller, 12. Pigeons, young, per pair, 20; do, old, 25. Guinea fowl, old, each, 30; do, young, 1½ lbs and over, 55; do, smaller, 35@45.

Live Stock

CHICAGO.—Hogs—Bulk of sales, $7.85@8.60; light, $8.35@9.20; mixed, $7.60@9.15; heavy, $7.40@8.80; roughs, $7.40@7.70; pigs, $4@8.80.

Cattle—Steady to 10c higher.

Beeves—$6.90@9.25; Texas steers, $6.75@7.75; stockers and feeders, $5.50@7.90; cows and heifers, $3.65@8.60; calves, $9@12.25.

Sheep—Native sheep, $2.85@5; yearlings, $5.26@6.10; native lambs, $5.55@8.10.

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