FORTY-FIVE DAYS TO CROSS OCEAN

LINER ASSYRIA, FROM HAMBURG, DAMAGED BY BLOW.

WAS FORCED BACK 600 MILES

With Coal Supply Rapidly Diminishing, Vessel Abandons Attempt to Reach Halifax and Turns Back to Azores Before Gale—Lifeboats Lost and Deck Fittings Demolished—Trying to Kill Motor-towing Craft Bill.

When the Hamburg-American liner Assyria, commanded by Captain Truemann, reached port yesterday from Hamburg, the vessel was minus four of its lifeboats, many of the ventilators were swept away and considerable damage was in evidence about its decks as a result of encountering in the North Atlantic the terrific hurricane of January 9 and 10.

That the vessel had been through a strenuous voyage was attested by the officers, who said it was the worst experience through which they had ever passed in crossing the Atlantic. In the midst of the hurricane, when great seas swept over the ship carrying away four of the lifeboats, demolishing deck fittings and twisting off strong iron ventilators as though they were made of pasteboard, there were grave fears that the vessel would not survive the merciless pounding of the seas.

The Assyria sailed from Hamburg December 23, and counting the time when it put back to Horta, in the Azores, to make repairs and take on additional fuel, it has been 45 days making the passage, which under ordinary weather conditions could be made in about 19 days. For 24 hours, starting on January 9, when the hurricane struck the ship, the vessel was hove to to ride the mighty seas which threatened to engulf it.

The vessel's coal supply getting dangerously low, its course was set for Halifax, which was then the nearest port, and which it was thought could be reached before the last ton of fuel gave out. This plan was frustrated, however, by the continuous heavy head gales, and when about 800 miles distant from the Nova Scotian port, the steamship was turned about and run before the gale to the Azores, 600 miles back on its course.

On reaching the Horta, in the Azores, on January 15, the supply of coal almost had run out. For 10 days the Assyria remained at that port making temporary repairs. While there six other big liners put into that port more or less damaged and short of fuel. Completing repairs the Assyria sailed on January 25 and met another severe gale, during which the vessel was hove to for many hours.

The Assyria brings 3,000 tons of general cargo consigned to the Atlantic Transport Company.

The Johnson Damaged by Fire.

The harbor and river tug William A. Johnson caught fire from some unknown cause about 5 o'clock yesterday morning while lying at Chases Wharf and but for the prompt work of the fireboat Deluge would probably have been a total loss. The fire was discovered by Boatswain Morgan, of the customs boarding vessel Guthrie, lying at a nearby wharf, who immediately sent in an alarm.

In a few seconds the Deluge arrived and several powerful streams of water were played on the blazing vessel. The damage to the vessel is believed to be heavy, as the greater portion of the deck and pilot-house has been burned so badly that it will have to be rebuilt, and the deck timbers also furnished food for the flames.

Capt. Frank C. Hoffman, master of the Johnson, stated that the tug was tied up at Chases Wharf about 7:30 o'clock Thursday night after towing a scow to the Old Bay Line wharf. "When I left with the members of the crew the vessel was apparently all right," said Captain Hoffman. "How the fire started I do not know, but it must have originated around the boiler."

The tug is owned by G. Stewart Johnson and was under charter to the Chesapeake Lighterage and Towing Company. Several days ago the tug Dalzelline, owned by the Baker & Whiteley Coal Company, while tied up at Jackson's Wharf, early in the morning caught fire in a mysterious manner and was badly damaged amidships.

Trying to Kill Motor-boat Bill.

Widespread indignation is still heard among owners and masters of Bay sailing craft as a result of the bill recently introduced by request in the House of Representatives by Congressman J. Charles Linthicum, directing that all motorboats engaged in towing vessels be required to carry the same number of licensed officers and men and the same equipment as steam towing craft.

So aroused are the opponents of the bill that every effort is being made to have it killed before it gets in the hands of a committee. From all sections of the tidewater counties of both Maryland and Virginia protests are being heard characterizing the proposition as a piece of special legislation for a favored few at the expense of thousands of masters and owners of vessels throughout the country, who by means of the gasoline propelled yawlboat are able to compete with strenuous competition and make a good living.

It was stated by one closely connected with the shipping of this port that it was hardly probable that Congress would give favorable notice to the bill in question when it was learned how detrimental its passage would be to the interests of the greater number of shipping men. That the opponents are wideawake to leave no stone unturned to have the bill set aside is evidenced by the rapidity with which the proposition has been made known in the hundreds of little towns and hamlets on both the Eastern and Western Shores of the Bay.

Outside of the interest of the vessel-owners and masters the attention of engine builders and other interests indirectly connected with the boatmen have been aroused and from this source additional protest will in all probability be made.

Shipwork at the Rohde Yard.

Charles L. Rohde & Sons, Canton, have arranged for launching today a large covered lighter built to the order of the Chesapeake Lighterage and Towing Company. The lighter is the last of an order for three built for that concern. It is 86 feet long, 25 feet wide and 8 feet deep.

This concern has also contracted with out-of-town parties for the construction of a hull for a wooden suction dredge. The framing for the craft is now being prepared. It will be 89 feet long, 28 feet wide and 9 feet deep.

The barge P. R. R. No. 702 is at the Rohde yard for hauling out on drydock to stop a leak and to permit of repairs to a damaged rudder, after which it will proceed in tow of a tug for Newport News. General repairs have been completed to the barge Wicomico, owned by the P. Dougherty Company.

ABOUT TUGS AND TOWS.

Ivanhoe sailed for the Capes towing the schooner Paul Palmer laden with steel rails destined for Galveston, Tex.

John T. Donohue sailed from Bath, Me., with the new barge William B. Diggs, bound for Norfolk, and the barge St. John's, which will be picked up at Portland and towed to Boston.

Tug M. W. Hunt arrived towing barge Huelva from Norfolk.

Piedmont brought in barge No. 9 from Boston after dropping barge No. 20 at Lamberts Point, Norfolk.

Dauntless arrived at Hampton Roads at 9:20 A. M. yesterday towing the ship William P. Frye, coal laden, bound for San Francisco.

Steamer Charles F. Mayer passed out the Capes at 2 P. M. yesterday with barge No. 18 for Boston, and was followed by tug Savage with barges Nos. 14 and 25, bound for the same port.

NOTES OF THE SHIPPING.

Harry O. Monsell, assistant keeper of Upper Cedar Point Light Station, has been appointed assistant keeper at Hoopers Island Light Station in place of J. T. Oliver, who has been transferred to Pages Rock.

E. C. Tull, who acted as first officer on the lighthouse tender Sunflower on its recent trip from this port to New Orleans, has reported for duty on the lighthouse tender Orchid.

Late advices yesterday afternoon were to the effect that the steamer Anne Arundel, previously reported aground near Benedict, in the Patuxent River, was still fast on the mud flats. It was expected, however, that the next high water would enable the vessel to float.

A survey will be held today of the tug Dalzelline, which several days ago caught fire while tied up at Jacksons Wharf and received considerable damage amidships. Following the survey, which will determine the full extent of the damage, work will be started to make repairs and get the vessel into commission as soon as possible.

No More Constipation

It's Me For Olive Tablets!

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

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

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

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

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

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

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

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

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

The Olive Tablet Co., Columbus, O.

ARRIVALS AND DEPARTURES

PORT OF BALTIMORE, FEB. 7.

High Water for February 8.

Vessels Bound for Baltimore.

8:03 A. M.....0.9 Foot | 3:26 P. M.....1.2 Feet

STEAMERS.

ANDALUSIA (Br) sailed from Algiers Jan 24.
ANGLO-CANADIAN (Br), at Charleston Jan 23.
ATLAS (Br), at St Vincent Jan 20.
ATHENIANA (Br), from Fowey, at Boston February 4.
BEDEBURN (Br) sailed from Huelva Jan 30.
BELLA (Br) sailed from Port Antonio Feb 5.
BORNEO (Aust) sailed from Huelva Jan 25.
BULGARIA (Ger) sailed from Hamburg Feb 1 for Boston and Baltimore.
BURNBY (Br) sailed from Genoa Jan 23.
CAIRNGOWAN (Br), at Cardiff Jan 23.
CAIRNHILL (Br) sailed from Antofagasta Jan 20 for Rio Janeiro.
CALIFORNIAN, at Wilmington, Del.
CHEMNITZ (Ger) sailed from Bremen 3 A M Jan 24 for Philadelphia and Baltimore.
CHRISTIAN X (Ger motor ship), Hamburg for Boston and Baltimore, sailed from Queenstown Jan 27.
CORONIADIS (Greek), at Malta Jan 11.
DARTMOUTH (Br), at Las Palmas Jan 21.
EMERALD WINS (Br), from London via Bermuda, at Philadelphia Feb 1.
FARMAND (Nor) sailed from Cardiff Jan 18.
GRAMPIAN RANGE (Br) sailed from Middlesboro Jan 18.
HAULWEN (Br), from Bombay, at Suez Feb 5.
HOLTBY (Br), in Tyne Jan 14.
INDRANI (Br) sailed from Glasgow Feb 1 for Newport News and Baltimore.
KASTALIA (Br) sailed from Glasgow Jan 30, via Newport News.
KENTUCKY (Dan), from Immingham for Philadelphia and Baltimore, spoken on Feb 3, in lat 41:16, long 60:15.
LINDENHALL (Br) sailed from Las Palmas February 3.
LORCA (Br) sailed from Huelva Feb 6.
MALTBY (Br) sailed from Garrucha Jan 15 for Philadelphia and Baltimore.
MOHACSFIELD (Br) sailed from Rio Janeiro Jan 29 for Hampton Roads.
MOUNTFIELDS (Br), from Middlesboro, at Savannah Feb 5.
NANERIC (Br) sailed from Hamburg Jan 24 for Boston and Baltimore.
NAVIGATOR (Nor) at St Jago Jan 26.
NECKAR (Ger) sailed from Bremen 5 P M Feb 1 for New York and Baltimore.
PHILADELPHIAN (Br) sailed from London Feb 1
RIPON (Br), from Fowey via Queenstown, at Philadelphia Feb 4.
ROBERT COVERDALE (Br) sailed from Batoum Jan 15.
SANDSEND (Br) sailed from Oran Jan 21 for
SOSUA (Br) sailed from Santa Marta Febб.
STORFOND (Nor sailed from Fernandina Feb 5. New York and Baltimore.
TUGELA sailed from Rio Janeiro Jan 28.
WANDBY (Br) sailed from Teneriffe Jan 21.
WEARBRIDGE (Br) sailed from Perin Jan 21.

SHIPS AND BARKS.

RRAKAIA (Br), at Port Spain Dec 16.

SCHOONERS.

EDWARD J LAWRENCE sailed from Portland Feb 1.
MONTROSE W HOUCK sailed from Tampa, Fla, Feb 4.
J E DU BIGNON sailed from Savannah, Ga, Jan 13.
EDWARD H COLE sailed from Tampa, Fla, Jan 13.
MARY L BAXTER sailed from Tampa Jan 7.

Arrived.

Stmr Assyria (Ger), Meissner, from Hamburg via Fayal, to Atlantic Transport Company, with merchandise. At Pier 6, Canton.

Stmr Roselands (Br), Disney, from Felton, to The Joseph R Foard Company, with iron ore. At Sparrows Point.

Stmr Janeta (Br), Timmins, from Vizagapatam via Bermuda, to The Joseph R Foard Company, with manganese ore.

Stmr York Castle (Br), Mais, from Beira, etc, to The Joseph R Foard Company, with manganese ore.

Stmr Essex, Berry, from Providence, to Merchants and Miners Transportation Company, with passengers and merchandise. At Pier 3, Pratt street.

Stmr Anthony Groves, Jr, McNamee, from Philadelphia, to Ericsson Line, with passengers and merchandise. At Pier 1, Light street.

Stmr City of Norfolk, Thomas, from Norfolk, to Chesapeake Steamship Company, with passengers and merchandise. At Light street.

Stmr Alabama, Smith, from Norfolk, to Baltimore Steam Packet Company. At Light street.

Stmr J H Devereux, Keene, from Boston, to Consolidation Coal Company; light. At Curtis Bay.

Tug Piedmont, Hudgins, from Boston, with barge No. 9, from do, to Consolidation Coal Company; light. At Curtis Bay. Dropped barge No. 20 at Lamberts Point.

Schr Republic, Saunders, from New York, to Gray, Irelan & Co; light. At Curtis Bay.

Schr Minnie and Emma, Ward, from Mattaponi River, with lumber to Thomas A Charshee & Bro.

Schr Henry L James, Thomas, from Norfolk, with lumber to Greenleaf Johnson & Son.

Schr Edward L Martin, Kennard, from Piankatank River, with lumber.

Schr Ada J Campbell, Taylor, from Walkerton, Va, with lumber.

Cleared.

Stmr Amsteldijk (Dutch), De Konig, for Rotterdam—Dresel, Rauschenberk & Co.

Stmr Manx Isles (Br), Buley, for Cristobal—The Joseph R Foard Company.

Stmr Phecda (Dutch), Ree, for Rotterdam—Gill & Fisher.

Stmr Rio Tiete (Br), Henry, for Norfolk, Va—Gustavus & Co.

Stmr Hermod (Nor), Kirseborn, for Newport News, Va—The Joseph R Foard Company.

Stmr Howard, Hudgins, for Boston—Merchants and Miners Transportation Company.

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

Stmr City of Norfolk, Thomas, for Norfolk—Chesapeake Steamship Company.

Stmr Theodore Weems, Jensen, for Georgetown and Charleston, S C—Baltimore and Carolina Steamship Company.

Schr R F Brattan, Harris, for Newbern, N C—Wathen & Co.

Sailed

Stmrs Ericsson, for Providence; Merrimack, Jacksonville via Savannah; Howard, Boston; City of Norfolk, Norfolk; Alabama, do; Theodore Weems, Georgetown and Charleston.

Sparrows Point.

Passed down at 4:15 P M, schr Paul Palmer, for Galveston (tow tug Ivanhoe); 4:45 P M, lightship No. 80, for Cape Lookout Shoals.

Cove Point.

COVE POINT, MD., February 7.—Weather: Clear and calm.

Passed up at 3:15 P M, stmr Norfolk (Br), from Bombay, etc.

Passed down at 2:25 P M, stmr Fridtjof Nansen (Nor), for Rotterdam; 4:40 P M, stmr Newton, for Boston.

Cape Henry.

CAPE HENRY, VA., February 7.—Weather: 8 A M, partly cloudy, wind NE; 14 miles. Noon, clear; wind N; 8 miles. 4 P M, clear; wind N; 2 miles.

Passed in for Baltimore at 3 P M, steamer Gloucester, from Boston (toward Norfolk).

Passed out at 2 A M, stmr Lillie (Br), for Santa Marta; 7 A M, stmr Lord Charlemont (Br), Chesapeake, for New York; 9:20 A M, ship Wm P Frye, for San Francisco (toward Hampton Roads); 10:20 A M, stmr Ascot (Br), for Bremerhaven.

Arrived from Baltimore.

Stmr Volnay (Br), Valencia 5th inst.
Stmr Parthian, Jacksonville 7th inst.

Memoranda.

Stmr Boltonhall (Br), henuce for Aalborg, passed Lizard 6th inst.

Stmr Batavia (Ger), hence for Hamburg, passed Lizard 7th inst.

Stmr Greenbank cleared at New York 7th inst for Baltimore.

Stmr Nordstjernen cleared at New York 7th inst for Baltimore.

Stmr Everett, from Boston, at Norfolk, Va, 7th inst.

Schr Eleanor F Bartram sailed from Norfolk, Va, 7th inst for Tampa.

Schr May W Neville, from New York, at Norfolk, Va, 7th inst.

Charters.

Br stmr Luchana (1984 tons), steel rails, Sparrows Point to Tampico, private terms.

Schr James B Drake (991 tons), phosphate rock, Port Tampa to Baltimore, private terms, Feb.

Schr Eleanor F Bartram (920 tons), phosphate rock, Port Tampa to Baltimore, private terms.

Wireless Reports.

CAPE RACE, February 7.—Stmr La Lorraine, Havre for New York, probably dock Sunday.

Stmr California, Glasgow for New York, probably dock Tuesday.

Steamers to Sail from New York.

Steamer.	Destination.	Sails.
Birma	Rot'dam	Feb 12
Potsdam	Rotterdam	Feb 12
Kroonland	Dover-Antwerp	Feb 12
Amerika	Naples-Genoa	Feb 12
Mauretania	Liverpool	Feb 12
Ultonia	Naples-Trieste	Feb 12
La Lorraine	Havre	Feb 13
Volturno	Rotterdam	Feb 13
Buelow	Bremen	Feb 13
Roma	Naples-M'lles	Feb 14
California	Glasgow	Feb 15
Chicago	Havre	Feb 15
Philadelphia	Southampton	Feb 15
Minnewaska	London	Feb 15
Berlin	Gibraltar-Naples	Feb 15
Laconia	Medit'n Ports	Feb 15
Verona	Naples-Genoa	Feb 15
Pennsylvania	Naples	Feb 15
Kaiser Wilhelm II	Bremen	Feb 18
Adriatic	Egypt	Feb 18
Campania	Liverpool	Feb 19
Argentina	Naples-Trieste	Feb 19
Zeeland	Dover-Antwerp	Feb 19
Patria	Hamburg	Feb 20
Kaiserin Aug Victoria	Hamburg	Feb 20
Provence	Havre	Feb 20
Baltic	Liverpool	Feb 20
Caledonia	Glasgow	Feb 20
Hamburg	Naples-Genoa	Feb 22
Majestic	Southampton	Feb 22
Minnetonka	London	Feb 22
Kursk	Rotterdam-Libau	Feb 22
Canada	Naples-Marseilles	Feb 22
George Washington	Bremen	Feb 22
New Amsterdam	Rotterdam	Feb 25
Finland	Plymouth-Antwerp	Feb 26
Stampalia	Naples Genoa	Feb 26
Pannonia	Gibraltar-Naples	Feb 27
United States	Copenhagen	Feb 27
President Grant	Hamburg	Feb 27
France	Havre	Feb 27
Uranium	Rotterdam	Feb 27
Madonna	Naples-Marseilles	Feb 28
Columbia	Glasgow	Mar 1
Re d'Italia	Naples-Genoa	Mar 1
Carmania	Liverpool	Mar 1
New York	Liverpool	Mar 1
Prinzess Irene	Gibraltar-Naples	Mar 1
Noordam	Rotterdam	Mar 4
Cedric	Egypt	Mar 4
Kronprinzessin Cecilie	Bremen	Mar 4

American Ports.

NEW YORK, February 7.—Arrived, steamers City of Montgomery, from Savannah; Bellorado, Norfolk; Massapequa, San Juan; Almirante, from Kingston; Barihy, Sagua; Mexico, Havana; Aurania, Kingston.

Reported arrival 6th inst of stmr Sandon Hall, from Yokohama, an error.

Sailed, stmrs Breiz Isel, for Auckland; Turrialba, New Orleans; Manhattan, Aarhuus; Alabama, Jacksonville; Scharzfels, Fremantle; Arapahoe, Charleston and Jacksonville; Vigilancia, Nassau; Mandeville, Belize.

PHILADELPHIA, February 7.—Arrived, stmrs Argona (Ital), from Genoa, etc, via New York; Nevrier (Belg), Matanzas; Wearside (Br), Huelva; Frederick, Providence, etc.

Cleared, stmrs Emil L Boas (Ger), for New York; West Point (Br), London; Tuscan, Boston; Aragon, Georgetown, S C; bark Glamis (Nor), Buenos Ayres; schrs Frank W Benedict, Jacksonville; Jacob S Winslow, Mayport.

DELAWARE BREAKWATER, February 7.—Passed up, stmrs Dominion (Br), Huelva for Philadelphia; probably stmr Larimer, Port Arthur for do.

Passed out, stmrs Romford (Br), Philadelphia for Norfolk; Pangalos (Greek), do for do; Ontario, do for Jacksonville, etc; Itasca, do for Providence, etc.

Foreign Ports.

HAMBURG—Sailed, Feb 6, stmr Nordpol, for Norfolk.

HAVRE—Arrived, Feb 6, stmr La Savoie, from New York.

MESSINA—Sailed, Feb 7, stmr Pannonia (from Fiume), for New York.

NAPLES—Arrived, Feb 7, sttmr Principe di Piemonte, from New York.

PLYMOUTH—Arrived, Feb 7, stmr Prinz Friedrich Wilhelm, New York for Bremen.

QUEENSTOWN—Sailed, Feb 7, steamer Baltic (from Liverpool), for New York.

SOUTHAMPTON—Sailed, Feb 7, stmr Kaiserin Auguste Victoria (from Hamburg), for New York.

D. A. R. Wants More Land.

Washington, February 7.—Mrs. Matthew T. Scott, president general of the D. A. R., has appealed to Congress to appropriate $300,000 for land for an addition to Continental Hall, the organization's headquarters here. In a letter to Chairman Sheppard, of the House Buildings and Grounds Committee, she urges immediate action on a bill pending for that purpose.

THE DAY'S WORK

Does it sometimes seem that you simply could not get your work done? Do you constantly feel like sitting down? Perhaps you yawn continually. Then you need

Tutt's Pills

Because your liver is sluggish and should be stirred to activity—at your druggist's, sugar coated or plain.

MAY BE BOUGHT ON RENTAL PLAN

At no other time has there been so great a demand for modern homes at appealing prices as at the present. This demand, although quite general, is a discriminating one, and to meet popular favor the home must be attractive in all respects and replete with the very latest conveniences. Such a property is portrayed in the above cut. This house contains seven rooms and is built on a large lot. It is beautifully situated in an exclusive neighborhood. The interior of the structure, besides being beautifully decorated, is equipped with all of the latest conveniences, including steam heating apparatus and all sanitary plumbing devices. It may be purchased subject to a ground rent of $80 for $2,500, on the basis of $100 cash, the balance like rent.

Location and address of owners given by writing the Real Estate Inquiry Department of The American.

For the Convenience of Its Readers The AMERICAN has established a Real Estate Inquiry Department, which will endeavor to answer all inquiries relative to Real Estate in its many branches. All communications **addressed to the Real Estate Inquiry Department of The American** will receive a ready response.

The purchase of a home may well be stimulated by the idea that not only in investing in realty is the purchaser saving the excess usually paid in rent, but at the same time he is making an investment that is as stable as any personal security of the nature of stocks or bonds, and generally are more profitable. That real estate is as safe as national government bonds is proverbial and the comparison contains much truth. This is particularly true of local real estate, which represents some of the finest values to be found anywhere.

COMMERCIAL

Continued from Tenth Page.

air-cured, common to medium, $4a9; do, good to fine, $9a22. Unsound and badly mixed packages from 1c to 3c lower.

WAREHOUSE STATEMENT.

	Md. hhds.	Ohio. hhds.	Total hhds.
Stocks January 1, 1913	7,287	2,695	9,982
Receipts since	245	60	305
Total	7,532	2,755	10,287
Deliveries since	1,412	1,262	2,674
Stocks today	6,120	1,493	7,613
	Md.	Ohio.	Total
Sales this week	55	10	65
Sales previously	409	2,140	2,549
Sales to date	464	2,150	2,614

Groundleaves to date, 1,500 hogsheads.

POTATOES.—Fairy steady inquiry for prime smooth white potatoes or regular sizes. Choice bright yellow sweets are steady. We quote: White—Nearby, prime, per bu box, 60c; Eastern Shore, Maryland and Virginia, per bu, 60; Western Maryland and Pennsylvania, No. 1, 60a65; do do do, seconds, 40a50; New York, prime, 60a65; Western, prime, per sack, $1.65a1.70. Sweets—North Carolina, per brl, $2.50a2.75; Eastern Shore, $2.25a2.75; choice yellows, per bskt, 90ca$1; Delaware and Jersey, per brl, $2.50a3. Yams, per brl—North Carolina, $1.50a2; Virginia, $1.50a2.

PROVISIONS.—Market higher. Jobbing prices were as follows: Small hams, lb, 17½a18c; large hams, 16½; skinned hams, 16½; California hams, 11½a12; sugar-cured breasts, 15½; dry-salted sib sides, 11½a12; dry salted shoulders, 11¾; bacon shoulders, 12¾; pork, per brl, $22; lard, in tierces, 11a11¼c.

LIVE STOCK ON THE WHARVES.

Calves—The market is firm under light receipts and steady inquiry for the better grades of veal calves. We quote, per lb: Calves—Veal, choice, 11c; do, good, 10a10½; choice, by rail or express, 11½; rough and heavy, per head, $8a17.

Sheep and Lambs—Attractive stock wanted, but very few arriving. We quote: Sheep—Choice, per lb, 3a4c; good, per head, $2a2.50; inferior, 75ca$1.25; old bucks, per lb, 2½a3c, according to quality and condition. Lambs—Choice, smooth and fat, 7½a8c per lb; inferior and poor, small lambs range lower, say from 6c to 7c per lb.

MARKETS IN OTHER CITIES.

Chicago.

CHICAGO, February 7.—Wheat sagged today under selling due largely to the generally favorable crop outlook and to poor prospects for exports. The market closed steady at prices ranging from last night's level to ¼a⅜c below. Corn finished ⅛a¼c down and oats varying from ⅛a¼c off to a shade advance. The outcome for provisions was 5c to 15c increase in cost.

Most reports on winter wheat indicated sufficient snow covering, and said that other conditions were satisfactory. Even Nebraska, where fields have been bare of protection, sent no complaint. Milder temperatures Northwest tended also to renew the courage of the bears, and it was current gossip that a third of the smaller mills at Minneapolis would suffer a shutdown this week.

Several strong swells in the wheat market preceded the final dip. Advances were based to a considerable extent on a rise in prices at Liverpool, accompanied by word that drouth reports continued from India and that there was heavy absorption of wheat by European countries. A sharp falling off, however, in North American shipments proved more than an offset, not to mention foreigners cancelling other orders.

Despite a brisk upturn at Buenos Ayres, corn failed to hold after rallies. Cotton houses were big sellers in the corn pit. Country shipping points, too, gave evidence of more liberal offers.

Relative firmness developed in oats owing to light receipts.

Lively demand for provisions was inspired apparently by an advance in the hog market. Realizing sales on the parts of holders proved much more restricted than has been the rule.

Butter steady; creameries, 27a34½c.

Eggs weak; receipts, 4,076 cases; at mark, cases included, 19a22c; refrigerator firsts, 16½a17½; firsts, 23.

Potatoes steady; receipts, 26 cars; Michigan, 45a47c; Minnesota, 45a47; Wisconsin, 42a47.

Poultry—Alive strong; turkeys, 15c; chickens, 16; springs, 16.

Cash prices: Wheat—No. 2 red, 111a113½c; No. 3 red, 102a109; No. 2 hard, 93a96; No. 3 hard, 91a95; No. 1 Northern, 95½; No. 2 Northern, 89a92; No. 3 Northern, 86a88; No. 2 spring, 89a90; No. 3 spring, 86a88; No. 4 spring, 83a85; velvet chaff, 86a92½; durum, 88a93.

Corn—No. 3, 49¼a50c; No. 3 white, 51a52; No. 3 yellow, 49¼a51; No. 4, 46½a49; No. 4 white, 48½a50½; No. 4 yellow, 46½a49.

Oats—No. 2 white, 36¾a37c; No. 3 white, 34a34¾; No. 4 white, 35a33¾; standard, 35a35¼.

Rye, 63½a64½c. Barley, 50a70c. Timothy, $3a4. Clover, $12a20. Pork, $19a19.70. Lard, $10.45. Ribs, $10a10.05.

New York.

NEW YORK, February 7.—Flour steady but quiet. Buckwheat flour dull. Cornmeal steady. Rye quiet. Barley steady.

Wheat—Spot steady; No. 2 red, 109c elevator and 110½ f o b afloat nominal; No. 1 Northern Duluth, 101½ f o b afloat. Futures were nervous and after advancing on the cables and war news eased off on favorable crop advices, closing unchanged to ⅛c net lower. Export sales, 30 loads. May, 100a100⅝c, closed 100; July closed 98¼; September closed 96¼. Bonded wheat: May closed 97⅝; July closed 97½.

Corn—Spot steady; export, 58½c f o b afloat.

Oats—Spot firm; standard white, 40c; No. 3, 39; No. 4, 37½a38½; natural white, 37a39½; white clipped, 38a42.

Hay quiet. Hops quiet. Hides firm. Leather firm. Pork firm; mess, $20a20.50. Beef firm. Cut meats firm; pickled bellies, 10 to 14 lbs, 13a13½c. Lard firm; Middle West, $10.50a10.60; refined firm; Continent, $11.55; South America, $11.65; compound firm. Tallow firm. Petroleum steady. Wool steady. Rosin quiet. Turpentine steady; machine bris, 46c. Rice firm. Molasses steady. Raw sugar steady; Muscovado, 89 test, $2.93; centrifugal, 96 test, $3.48; molasses, 89 test, $2.73; refined steady.

Butter firmer; receipts, 5,578 tubs. Creamery extras, 37½a38c; firsts, 34a36½; seconds, 30a33; thirds, 27a29; creamery held extras, 34a35; firsts, 31a33; seconds, 28½a30½; state dairy finest, 34a35; good to prime, 29a33; common to fair, 23a28.

Cheese steady and unchanged. Receipts, 1,083 boxes.

Eggs steady; receipts, 8,767 cases. Fresh gathered firsts, 24½a25½c; seconds and lower grades, 21a24; refrigerator firsts, 20a20½; seconds, 18½a19½; thirds and poorer, 12a18.

Live poultry steady; Western chickens, 15c; fowls, 16 1-3; turkeys, 19. Dressed firm; fresh killed Western chickens, 14a18; fowls, 13a17; turkeys, 14a23½.

Cottonseed oil was firm early on covering of shorts, inspired by the strength of crude oil and land, but the undertone was somewhat heavy toward the close under scattered commission-house selling, poor outside demand and bear pressure. Closing prices were unchanged to 5 points net higher. Sales, 8,100 barrels. Prime crude, $5.20a5.34; prime summer yellow spot, $6.30a6.40; February, $6.32; March, $6.31; April, $6.33; May, $6.36; June, $6.37; July, $6.39; August, $6.40; September, $6.49; prime winter yellow, 6.45a7; prime summer white, $6.35a6.40.

Potatoes steady but unchanged. Cabbages steady; red, per ton, $16a18. Freights barely steady; grain by steamer to Liverpool, 3d. Peanuts unchanged.

Philadelphia.

PHILADELPHIA, February 7.—Wheat ½c higher; No. 2 red in export elevator, 103a104c. Corn firmer; No. 2 mixed in export elevator, 55½a56c; No. 2 yellow natural, local, 57½a58c. Oats—Trade fair; unchanged.

Butter firm; Western creamery extra, 37a38c. Eggs—Demand good, unchanged. Cheese quiet, unchanged.

Live poultry weaker; fowls, 16a17c; chickens, 13a17. Dressed poultry scarce, unchanged. Tallow unchanged. Potatoes dull, unchanged.

Minneapolis.

MINNEAPOLIS, Minn., February 7.—Close—Wheat, May, 88⅝; July, 89¼; September, 89⅛a89¼. Closing cash: No. 1 hard, 88⅝; No. 1 Northern, 87a87⅞; to arrive, 86⅞a87⅝; No. 2 Northern 85a85⅞; No. 2 hard Montana, 87⅞. Corn—No. 3 yellow, 44¾a45⅞. Oats—No. 3 white, 31⅞a31¾. Rye—No. 2, 56a58. Bran, $19.50. Flour unchanged.

CATTLE MARKETS.

CHICAGO, February 7.—Cattle—Receipts, 1,500 head; steady. Beeves, $6.50a8.90; Texas steers, $4.90a5.70; stockers and feeders, $4.75a7.60; cows and heifers, $3a7.40; calves, $6.50a10.25.

Hogs—Receipts, 25,000 head; strong at high point of the year. Light, $7.75a8.05; mixed, $7.70a8.05; heavy, $7.55a8; rough, $7.55a7.70; pigs, $6.50a7.80; bulk, $7.85a8.

Sheep—Receipts, 6,000 head; strong. Native, $4.85a6.15; yearlings, $8.50a7.90; native lambs, $6.90a9.

NEW YORK, February 7.—Beeves—Receipts, 1,958 head; steady; steers, $5.00a8.65; bulls, $5.00a6.60; cows, $3.35a6.35. Dressed beef steady; native sides, 9½a13c; Texas, 8½a10.

Calves—Receipts, 390 head; steady; veals, $9.00a12.50; culls, $6a8.50; barnyard calves, $4.50a5.50; fed, $3.75a7. Dressed calves steady; city dressed veals, 15a19c; country dressed, 10a15½.

Sheep and Lambs— Receipts, 3,870 head; steady; sheep (ewes), $4.25a5.50; culls, $3.00a4.00; lambs, $8.00a9.60; culls, $6.00a7.50; yearlings, $6.50 a8.50.

Hogs—Receipts, 2,406 head; steady at $8.25a8.50; roughs, $7.25; stags, $5.00.

PITTSBURGH, PA., February 7.—Cattle steady; supply light. Choice, $8.35a8.60; prime, $8a8.25.

Sheep steady; supply fair. Prime wethers, $6a6.25; culls and commons, $2.50a3.50; lambs, 5a9.10; veal calves, $10.50a11.

Hogs lower; receipts, 15 double decks. Prime heavies, $8; mediums, $8.30a8.35; heavy Yorkers, $8.30a8.35; light Yorkers, $8.60a8.35; pigs, $8.30a8.35; roughs, $6.75a7.25.

KANSAS CITY, MO., February 7.—Cattle—Receipts, 700 head, including 300 Southerns; steady. Dressed beef and export steers, $7.60a8.50; fair to good, $6a7.50; stockers and feeders, $5.75a7.50; Southern steers, $6a7.40; Southern cows, $4a6.50; bulls, $5a6.25; calves, $6.50a9.50.

Hogs—Receipts, 4,200 head; higher. Bulk, $7.65a7.70; heavy, $7.50a7.60; packers and butchers', $7.65a7.75; light, $7.60a7.75; pigs, $6.25a7.25.

Sheep—Receipts, 2,400 head; higher. Colorado lambs, $7.80a8.75; yearlings, $6.25a7.50; wethers, $5.25a5.75; ewes, $4.50a5.25.

NAVAL STORES.

WILMINGTON, N. C., February 7.—Spirits turpentine steady, 41½c; receipts, 4 casks. Rosin steady, $5.40; receipts, 7 brls. Tar firm, $2.20; receipts, 72 brls. Crude turpentine firm, $3, $4 and $4; receipts, 6 brls.

SAVANNAH, GA., February 7.—Turpentine firm, 42½c; sales, none; receipts, 305 casks; shipments, 336; stocks, 21,815. Rosin firm; sales, 1,666 brls; receipts, 734; shipments, 419; stocks, 128,245. Quote: A, B, $5.70; C, D, $5.85; E, $5.85a6; F, $6.05a6.10; G, $6.10a6.15; H, $6.15; I, $6.20; K, $6.60; M, $7; N, $7.05; W G, $7.10; W W, $7.15.

COTTON MARKETS.

NEW YORK, February 7.—There was a renewal of yesterday's buying movement at the opening of the cotton market this morning, but reactions followed an early advance and the close was easy net 6 points lower to 1 point higher.

The market opened steady at an advance of 4 to 6 points and sold about 6 to 8 points net higher before the end of the first hour on covering, foreign buying and support from supposedly bullish spot houses. This advance carried prices about 30 points above the low level of the week and evidently attracted a good deal of realizing, part of which appeared to come from some of the larger recent buyers. Liverpool cables were better than due, and over night spot advices from the South were bullish, while it was anticipated that the week-end figures would show a further decided strengthening of the statistical position. On the other hand press reports that the Moslems might declare a "holy war," and thus prolong the disturbances in the Balkans, created an unfavorable impression, while there were also scattering reports of an easier turn in the market for yarns and coarser cotton goods. The selling did not become particularly aggressive, but liquidation of March against purchases of July by leading trade interests helped to give the market an unsettled appearance during the middle of the day, and offerings increased later with prices closing at about the lowest. Bullish weekly figures had evidently been discounted before their publication.

Spot closed quiet; middling uplands, 12.95; middling Gulf, 13.20; no sales.

Futures closed easy. Closing bids: February, 12.42; March, 12.39; April, 12.23; May, 12.22; June, 12.13; July, 12.17; August, 12.00; September, 11.65; October, 11.59; December, 11.59; January, 11.59.

High and Low: February, 12.53 to 12.53; March, 12.53 to 12.39; May, 12.33 to 12.23; June, 12.20 to 12.20; July, 12.25 to 12.