SOLDIERS ON BORDER MAY FACE HUNGER IF TRAINS STOP RUNNING

Food and Other Supplies Are Carried Over the Single Track Lines in Texas

STRIKE PERIL REALIZED

By CARL L. ZEISBERG

Mr. Zeisberg, the Evening Ledger staff correspondent with the Pennsylvania troops on the Mexican border, is familiar with conditions there.

A regiment of United States National Guardsmen receives an order to entrain. Down come tents; stores and equipment are packed; where two hours before stood a town of canvas there is a bare site, littered with canvas bundles, wagons, boxes and groups of men.

They wait for the troop train.

A consignment of provisions is ordered rushed from a supply depot to a waiting regiment. Sacks of potatoes, cases of corned beef, boxes of hardtack are hustled to the quartermaster depot railway siding.

They wait for the provision train.

This in time of industrial peace, when the railroads are in a position to bend every energy toward filling the arteries of transportation that are so vital to military efficiency. It is a true picture of what occurred in the mobilization of the National Guard, its transportation to the Mexican border and the transfer of small detachments to threatened points, with the railroads taxing every resource to complete the task.

What, then, would happen if the railroads were crippled by an internal war, a civil strife waged by the 400,000 trainmen who have been ordered to strike?

PRESIDENT'S PLEA.

The very obvious answer actuated President Wilson when he completed his recommendations to Congress for anti-strike legislation with a sixth paragraph asking that he power be placed in his hands to commandeer railroads and rolling stock and to draft into the military service of the United States the men needed to operate the trains.

The American army on the border, virtually all the military forces of this country, would be in a serious predicament if stagnation or even confusion overcame the railway systems of the United States. Food and other supplies for the troops are carried over the single-track lines that spread across Texas like slim fingers. Cut off or crush any one of the digits and a considerable body of men suffers. Cut off the hand at the wrist or bruise the muscles and the nerve that moves the army and that gives it life is gone. Food, all-important in the maintenance of a fighting force, is gone, unless other hands reach out and bridge the gap.

PROBLEM OF VICTUALING

The victualing, clothing and arming of the soldiers on the border depend upon open railroad communication with the remainder of the country, particularly the East, where the factories are massed. True, there are vast stores of military goods at several points within the border, like Fort Sam Houston, from which requisitions for rations and equipment are filled. But these supply depots are mere transfer points through which flow the ever-moving streams of supplies from many sources. Bottle up the sources and the reserve stores dwindle into nothing, for the maw of an army of 100,000, such as Uncle Sam has spread along the border, is insatiable. It calls more particularly for food, tons upon tons of it, but it calls also for medical supplies, uniforms, shoes, axes, ammunition, rifles, horseshoes, rope, canvas and a thousand and one other articles. For these articles, in the amount required, the army depends upon the industrial districts of the country.

MOBILITY AFFECTED.

How the East is connected with the soldiers on the Mexican border may be illustrated with a brief picture taken from almost any regiment. A pile of gray-green ammunition boxes stands beside a tent, past which a sentry stalks. He reads the stencil marks on the wall of the tent. It bears the name of a Connecticut manufacturer. He reads the black letters on the end of an ammunition box. They spell "Frankford Arsenal."

But it was not merely the supplying of the army that President Wilson had in mind when he asked for power to assume charge of the railroads in case of military necessity. The border guard not only would be virtually cut off from its supplies in the event of a strike paralyzing the railroads, but its own mobility would be nil.

The Mexican border, from Brownsville along the snake-like Rio Grande to El Paso and thence westward to Nogales, is 1200 miles in extent. Sudden shifts of troops along this boundary line would be impossible with experienced trainmen missing from cab and car. The troops are halfway across the continent. More serious would be the problem of transporting them, for any reason now unforeseen, back to their home stations.

WILSON URGES RECALL OF RAIL STRIKE ORDER

Continued from Page One

to lose. In effect, they say, if the men carry out their strike orders while Congress is actually debating on measures favorable to labor, there would be a tremendous reaction in the country against the union men that might turn the entire trend of events.

Thus far, however, the brotherhoods have indicated no intention of rescinding their strike order.

Public opinion is bound to aid the President in his request for postponement of the calling of a strike, according to those in close touch with the situation today. It is the hope and belief of the Administration officials that following the President's action of yesterday there will be an immediate response from the country urging delay of any strike action by the employes until Congress has had time to pass the legislation before it.

The railroad strike tying up every piece of rolling stock in the country will be in effect Monday, brotherhood men said today.

INCLUDES ALL UNION MEN.

The order for it includes every brotherhood man in the United States—both in passenger and freight traffic.

While the freight men are the only ones making demands, the passenger men are included in the strike order.

The reason that they also did not make demands is that the eight-hour day now applies to passenger service, while the pay is based on mileage, or, on the slow trains, on a monthly guarantee.

The unions have decided formally that President Wilson's legislative program will not alter their determination to strike; prominent brotherhood men reiterated today that only railroad acceptance of the eight-hour-day-ten-hour-pay proposal can head off the tie-up.

WORK ON LEGISLATION.

The Senate interstate commerce committee at 10 o'clock today began drafting the legislation urged by President Wilson yesterday in his address before the joint session of the House and Senate. The committee faced the prospect of bitter progressive Republican opposition. There was no chance of completing the program before the strike order goes into effect on September 4, leaders admitted.

The committee plans to work day and night in an effort to lay all the suggested legislation before the Senate within a few days. Leaders were divided in their opinions as to how long the President's program would delay adjournment of Congress. Senator Kern, the majority leader, thought it would be possible to dispose of the entire program and adjourn within two or three weeks. He made this statement after a conference with Senator Smoot, one of the Republican leaders.

REPUBLICANS WARY.

Progressive Republican Senators promptly bristled up and said, "Smoot wasn't running things," and promised spirited fighting over various features of the program. Senator La Follette, of Wisconsin, the leading authority of the Senate on railroad affairs, will hurry back from Wisconsin to lead the opposition.

Notices have been sent to all Senators that only illness would be accepted as excuse for absence. This brought the majority of about thirty, many of whom were busy campaigning in their home States, hurrying back to the capital. With a full attendance leaders believe they can maintain a quorum for night sessions and enable the Senate to dispose of the program in about half the time than otherwise.

The Adamson bill to increase the Interstate Commerce Commission from seven to nine members has slumbered for months. The Administration plan contemplated forcing this bill out of the committee, and attaching to it the President's eight-hour day law and his proposals for the investigation of all future strike controversies by a government commission.

House leaders were willing to assure the President that if he could put his program through the Senate, the House would agree to the measures without delay.

FIRST LEGISLATIVE STEPS TAKEN FOR WILSON PLAN

WASHINGTON, Aug. 30.—The first legislative step on the floor of either House was taken early this afternoon when Senator Lewis, Illinois, introduced two resolutions which are along the lines of the proposals President Wilson made to the joint session yesterday.

The first was an amendment to the Interstate Commerce act providing for two additional members of the Interstate Commerce Commission and divis on of the proposed nine members into three sections of three members each. Each section, under the amendment, would be assigned to certain districts, thereby necessitating repeal of the original act, wh ch provides that the commission shall sit only in the District of Columbia. Arrangement is made for joint action by all three sections "when necessity demands."

The second resolution provides that railroads "whenever necessity ex sts for increasing wages or readjusting hours of labor" can apply to the commission for the rate increases to meet such losses.

Both resolutions were referred to the Interstate Commerce Committee.

SENATOR CHARGES POLITICS DELAYS STRIKE ADJUSTMENT

WASHINGTON, Aug. 30.—The first formal effort of Congress to rush through legislation to prevent the railroad strike ended temporarily in a snarl today, when bitter charges were made that certain Senators are "attempting to make political capital out of a disastrous situation."

The charges were made by Senator Robinson, Arkansas. They followed a statement in committee by Senator Cummins and another Republican whose name could not be learned. These Senators, it was stated, declared that since the date of the strike had been set and that a strike appears to be inevitable, there was no need to rush through legislation that might afterwards prove inadequate to hold for all time as law.

"The strike is not inevitable," Robinson is quoted as saying. "It seems to me that at a time like this when the nation is facing the most disastrous industrial situation in our history, members of all parties should stand together regardless of party or personal ambition.

"I have seen evidence the last two weeks, and it appears to have come to a head here, of a deliberate attempt to bring the strike about for whatever political reaction such a catastrophe might cause."

The meeting grew so stormy that the committee adjourned the session, after passing a resolution agreeing to hear the employes, the railroad managers and the shippers in the Senate office building tomorrow. Just before adjournment, however, the committee dec ded tentatively to meet again this afternoon.

Differences later were partly patched up when Senator Robinson told the Senators with whom he has had differences that his remarks were not meant to be personal, but that he could not refrain, in the face of what he believes to be "an effort on somebody's part to block any attempt at prevention of the strike," from speaking his mind.

Following this morning's meeting of the committee, Chairman Newlands gave out the tentative draft of the legislation proposed by the President.

The measure giving the President authority to operate the railroads for military necessity reads:

"If at any time any railway engaged in interstate commerce or in the transportation of the mail shall cease to operate or shall be seriously hindered in its operation because of a strike of its employes, the President shall have power to direct the operation of such railway whenever in his judgment essential to military purposes and to that end he may employ such part of the military forces or such civil agents or draft into the service of the United States such persons as may be necessary."

The eight-hour workday measure provides "eight hours shall be deemed the measure or standard for services of trainmen actually engaged in interstate transportation." The same bill provides also for appointment by the President of a commission of three to be known as "the wage commission," two of whom are to be persons respectively recommended by the railways and their employes.

"The commission shall observe the administrative and financial effects of the institution of the eight-hour standard workday as above defined," the measure provides.

The bill then prov des:

"The President shall transmit the report of the wage commission to the Interstate Commerce Commission, and upon these findings and such other facts as it may consider germane the Interstate Commerce Commission shall reach a decision as to what extent, if any, the change in the standard work day necess tates an increase in the freight rates of the railways affected in order to conserve their efficiency and secure a fair return on the capital invested.

"Pending the report of the wage commission and the decision of the Interstate Commerce Commission, the compensation of railway employes subject to this act for a standard eight-hour work day shall not be reduced below the present standard day's wage.

"The wage commission shall also study the problems of the compensation for services of employes engaged in the operation of trains and the service of interstate railroad transportation for the purpose of determining whether in the judgment of said commission power to fix and regulate the wages of such employes ought to be vested in some public body."

The President's recommendations regarding arbitration were embodied in various amendments to the existing law and follow closely the Chief Executive's suggestions.

The penalty clause to the arbitration amendments reads:

"Any railroad company declaring or causing a lockout or any officer or agent of any railroad company who assists or participates in declaring or causing a lockout contrary to the provisions of this act shall be liable to a fine of not less than $500 nor more than $5000 for each day or part of a day that such lockout exists.

"Any officer, agent or employe of any organized body of labor or labor organization who declares or causes a strike contrary to the provisions of this act shall be liable to a fine of not less than $500 nor more than $5000 for each day or part of a day that such strike exists.

"Any person who incites, encourages or aids in any manner any employer to declare or continue a lockout or any person who aids in any manner any officer, agent or employe of any organized body of labor or labor organization in declaring or causing a strike contrary to the provisions of this act shall be guilty of a misdemeanor and liable to a fine of not less than $10 nor more than $100."

WESTERN RAILROADS RUSH FOOD SUPPLIES; EMBARGO SEPTEMBER 2

Chicago Yards Crowded With Cars in Effort to Reach Destinations Before Next Monday

MANY CITIES AFFECTED

CHICAGO, Aug. 30.—Chicago, the greatest railway center in the world, is fighting in the face of local difficulties to transfer thousands of cars of freight in time for the cars to reach their destination ahead of September 2, the date declared by many western railroads for an embargo on perishable freight.

The 27 railway lines entering Chicago, this number being exclusive of different divisions of the same roads, have been preparing, however, to handle an enormous amount of freight east and west within the next week.

The embargo on perishable freight, railway officials said, will principally affect live stock. Exceptionally heavy receipts of hogs, cattle and sheep at the Chicago, Kansas City, East St. Louis and other markets are anticipated before the embargo becomes effective.

Chicago's freight yards were scenes of extraordinary activity. Preparations were made to handle every single carload of freight possible between now and the date set for the threatened strike, September 4.

Commission houses, hotels and restaurants today began to store up huge quantities of food in the event of a strike. Hotel owners said Chicago is better prepared to face a strike situation than any other large city because of the immense stockyards here. There possibly would be a shortage of milk, butter and eggs, they said. Railroad officials asserted the first trains they would attempt to run would be to carry milk and fresh vegetables. Enough butter and eggs are in storage here to last for a month, but an extra supply will be placed in storage, officials said, before Monday.

NEW YORK, Aug. 30.—Many of the railroads, among them the New York, New Haven and Hartford, have announced that, because of the impending strike of the four transportation brotherhoods they would refuse to accept all shipments of freight that could not be delivered at destination before September 4, the date for the threatened walk-out of the employes. The Pennsylvania, the New York Central, the Erie and the Delaware, Lackawanna and Western, which are the big carriers serving New York city, are contemplating similar action and may announce embargoes tomorrow.

In addition to refusing to accept freight that cannot be delivered before September 4, some western roads issued warnings last night that passengers who did not reach their destinations before the time limit probably would be subjected to delays and other inconveniences.

KANSAS CITY, Mo., Aug. 30.—The Santa Fe, "Katy" and Burlington roads have put an embargo on certain classes of freight shipments. The Burlington ordered that no freight shipments be received that could not be delivered to their destination by September 2.

CHICAGO FREIGHT HANDLERS THREATEN STRIKE TODAY

CHICAGO, Aug. 30.—Six thousand freight handlers in Chicago will walk out at 1 o'clock today unless an agreement is effected between union heads and the railroads before that hour. The number represents virtually all the handlers in the city. The trouble is a result of the refusal of the roads to permit union agents to collect dues from members on company property.

Michigan Central Bars Live Stock

DETROIT, Mich., Aug. 30.—The Michigan Central Railroad today announced that, beginning immediately, the company would refuse to accept for shipment any perishable freight or live stock. The order was issued by General Manager E. D. Bronner. The embargo, it was hinted, will be spread to other Michigan roads shortly.

Union Pacific Declares Embargo

KANSAS CITY, Mo., Aug. 30.—An embargo on all kinds of freight was placed in effect on the Union Pacific Railroad today. No freight that cannot be delivered by noon Saturday is being accepted.

FREIGHT EMBARGO ON P. R. R. TOMORROW

Continued from Page One

determined until the extent of the strike is ascertained.

The statement of the company, which is the first of the three railroads centering in this city to declare an embargo, was as follows:

In view of the impending nation-wide strike of the enginemen, conductors, firemen and trainmen in the freight and yard services, the Pennsylvania Railroad Company, the Philadelphia, Baltimore and Washington Railroad Company and the West Jersey and Seashore Railroad Company have been compelled to issue the following embargo notices on freight, to apply to shipments from all points for all destinations:

Item 1. Effective at close of business Thursday, August 31, 1916, embargo all shipments of explosives and inflammables of every kind and description.

Item 2. Effective at close of business Friday, September 1, 1916, embargo all shipments of perishable freight, including livestock, live and dressed beef, dressed poultry and fresh fruits and vegetables.

Item 3. Effective at close of business Saturday, September 2, 1916, embargo all freight of all kinds from all points for all destinations.

As soon as practicable on or after September 4, which is the date set for the strike to become effective, these embargoes will be modified to permit resumption of the movement of foodstuffs and perishable freights. Other modifications will be made as promptly as circumstances permit. It will not be possible, however, to give definite information on these points until the railroad companies can ascertain accurately on next Monday what force of employes will be available for the movement of traffic.

PREPARING FOR STRIKE.

The Pennsylvania Railroad and its associated lines are at present filled with freight, a great part of which is moving toward the great centers of population. The purpose of the embargoes is to clear the lines up as far as possible, so that congestion and confusion will be avoided at the opening of the strike, and the management will have the best possible opportunity to reorganize the service with the greatest practicable speed.

In the event that the strike orders should be withdrawn before Monday, September 4, the embargoes will be canceled by wire.

All freight described under embargo items 1, 2 and 3, which may be in transit will not be accepted from the New York, Philadelphia and Norfolk Railroad, Cumberland Valley Railroad, Cornwall and Lebanon Railroad, Spurrows Point and Baltimore Railroad, Pennsylvania lines west of Pittsburgh, or other connecting lines at any junction point after date and hour in each item above named, regardless of date on which shipment was accepted as indicated by date on billing.

All bills of lading issued on and after Wednesday, August 30, 1916, and until further notice, must bear the following notation: "This shipment accepted subject to delay, loss and damage, account of threatened strike."

Station agents at all points of the Pennsylvania lines east of Pittsburgh are being notified today to urge that special efforts should be made by all parties interested to remove from the premises or cars of the railroad all explosives and inflammables before 6 p. m. on September 2, and all perishable freight on or before Monday, September 4. This applies to all explosives, inflammables and perishables, whether in stations or in transit.

EXPRESS SUBJECT TO DELAY

The management of the Pennsylvania Railroad has notified the Adams Express Company that after today all shipments over the lines of the Pennsylvania Railroad must be accepted subject to delay, and that no live stock or perishables should be accepted that cannot be delivered on or before Saturday, September 2. Notice is also given that the developments of the next day or two may determine whether or not it will be necessary to place express shipments under a complete embargo pending the results of the strike call.

READING AND B. & O. DELAY.

No embargo has yet been placed by the Philadelphia and Reading Railway, it was announced this afternoon at the general manager's office. Asked if the railroad expected to announce such an embargo, the answer was:

"We don't know if we'll have to."

Should the Baltimore and Ohio Railroad decide on a similar defensive measure the order would come from the general offices at Baltimore, officials here said. No word has been received ordering such action.

The Pennsylvania Railroad is ready to cope with a strike if it is called, officials declared today.

READY FOR POSSIBLE TROUBLE.

Buildings owned or rented have been made ready for use as dormitories and barracks at Thirty-second and Market streets, Thirtieth and Race streets and Thirty-third and Arch streets in this city.

Railroads in this city are said to have enough arms on hand to equip 3000 men as guards, and rumor has it that the Pennsylvania has arranged to get arms from the Remington Company at Eddystone. This was denied at Eddystone and Broad Street Station.

Although they refuse to discuss the strike preparations in detail, railroad officials say that they will be fully prepared when the walk-out takes place. The men who have agreed to remain loyal to the company are ready to take the places of the strikers at an instant's notice, it is said. One official even went so far as to say that reserves have been assigned to the places now occupied by union men. "The reserves are perfectly familiar with the nature of their various duties in case of a strike," he said; "therefore very little time will be lost in the filling of vacancies.

EMPLOYES ON ALERT.

Keen interest in the strike preparations of the company has been manifested by both union and nonunion employes. In discussing the matter yesterday a union man said that so far as preparing for violence is concerned the company is merely wasting its time. "It will be unnecessary for us to resort to such methods in order to bring the company to terms," he said. "The strike will be conducted in an orderly manner. There will be no tearing up of rails, wrecking of cars and dynamiting of buildings. In fact, such a course would be more or less ridiculous when it is known that all we will have to do is bide our time in order to win out."

It was also learned yesterday that the railroads have called upon the large industrial plants for aid in case of emergency. Hundreds of employes of these shops, it is said, have signified their willingness to aid the railroads. If the strike goes through the company will obtain engineers, mechanics and shop employes in this manner. In the event of a strike a railroad officials say that this city will not find itself isolated.

P. R. R. TO PAY DIVIDEND.

Despite the pending breach between the company and its employes, it was officially announced yesterday that the regular quarterly dividend would be paid tomorrow to 90,772 stockholders. Since the paying of the May dividend there has been a decrease of 3397 in the number of stockholders. This decrease, however, the company officials say, is not due to the threatened strike, but to the effects of the European war and the recent mobilization of American securities as collateral for the new British loan.

Of the 90,772 stockholders, 85,088 are Americans and own 93¾ per cent of the stock. Four-fifths of the holders own 100 shares or less, and of these 29 per cent, or more than 26,000 holders, own 10 shares or less.

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Part of Wilson's Plans Finds Favor in Congress

WASHINGTON, Aug. 30.

INQUIRY among Senators, including Progressive Republicans and Democrats, showed the following as being most likely to be acceptable to Congress in the railway situation:

The eight-hour proposition.

Authorization of a committee to study and report to Congress on the effect of the eight-hour proposition.

Provision for mediation, conciliation and arbitration with a clause compelling full public investigation of every phase of the dispute before a strike or lockout may be lawfully attempted.

Lodgment in the hands of the President of the power, in case of military necessity, to take over control of the railroads.

Fight on the other two suggestions of the President—enlargement of the Interstate Commerce Commission and explicit approval by Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates—appeared inevitable.

COUNTRYWIDE RUSH TO GET BACK HOME; EMBARGO ON FREIGHT

Vacations Cut Short and One Western Road Warns Passengers of Strike Inconvenience

NEW YORK FEELS GRIP

NEW YORK, Aug. 30.—First effects of the impending nation-wide railroad strike, which would tie up the commerce of the country, were being felt today—four days before the walkout of the 400,000 members of the big four brotherhoods is scheduled.

Probably never in the history of railroading have the big lines of the country faced such a situation as is now presented. Many lines already have put an embargo on all freight which cannot be delivered before September 4. Shippers and buyers are making frantic efforts to move goods or laying in an extraordinary supply before the tie-up becomes effective.

Persons on vacations, or away from home on business, are cutting their trips short. Warning has been given by one road in the Middle West that passengers may suffer inconvenient delays if the strike goes into effect, and reports here today indicate a country-wide scramble to get back home.

The New York, New Haven and Hartford Railroad was the first to declare an embargo on freight in the eastern district. The New York Central, Pennsylvania, Lackawanna, Erie and New York, Susquehanna and Western were expected to follow suit. The passenger departments of all lines today reported heavy demands being made upon them from all points by the thousands of summer travelers. No attempt is made by the roads to minimize the probable effect of a strike on passenger traffic.

Not only are the railroads feeling the effects of the impending strike, but banks are also being flooded with demands from big business houses, endeavoring to purchase supplies in practically "train-load lots" in some instances. This means more than trebling their usual orders in most cases, and consequent hurried arrangements for financing the deals.

The embargo announced by the New Haven, and the possibility that other roads would take similar action, created the greatest consternation among shippers. Owing to the heavy traffic and car shortage under normal conditions, it is realized that the railroads may not be able to handle any more freight than is now actually on hand. This would mean business houses which failed to get in their extra orders prior to this week will probably be caught short.

All produce houses and other firms dealing in perishable goods were making frantic efforts to get shipments now en route delivered. Once the strike is in effect, the food supply in a majority of the larger cities of the country will probably not hold out more than a week, unless some way is found of getting foodstuffs to them, it is estimated.

In the meantime eastern roads are making preparations for the strike, endeavoring to arrange for men to operate trains. All workers not affiliated with the brotherhoods are called upon to stand by the companies. The Erie has issued a notice that employes remaining loyal will be at the head of their service rosters and will be regarded as senior employes of the company. Warning is also given that men joining the strike leave the service of the company and lose all rights and privileges.

Despite the orders of the four brotherhoods that all employes must avoid trespass and interference with property in the strike, the New Haven road has asked sheriffs and police officials in towns along its lines to be prepared to protect the railroad property if necessary.

STRIKE MAY MAROON WILSON AND HUGHES IN KENTUCKY

Both Candidates Will Speak in State Next Week

LEXINGTON, Ky., Aug. 30.—If a strike on the railroads is in effect next Monday and Tuesday Woodrow Wilson and Charles E. Hughes will be marooned in Kentucky, and automobiles will have to be used to transport them and their parties out of Kentucky. Wilson comes to accept for the nat on the Abraham Lincoln farm at Hodgenville, Ky. He will speak Monday afternoon and expects to leave that night for Washington.

On Monday Mr. Hughes speaks in Nashville, coming on here that night to speak Tuesday afternoon. If the strike comes arrangements are already being made to bring Mr. Hughes here from Nashville, about 200 miles.

Democrats and Republicans alike are taking no chances on their respective standard bearers being delayed.

PHILADELPHIA MARKETS

GRAIN AND FLOUR

WHEAT—Receipts, 170,153 bush. The market ruled weak and 2c lower under bearish speculation in the West. Demand was fair. Quotations: Car lots, in export elevator—No. 2 red, $1.39@1.41; No. 2 southern red, $1.39@1.41; spot, $1.41@1.44; No. 2 southern red, $1.42; steamer No. 2 red, $1.38@1.41; No. 3 red, 1.42; steamer No. 2 red, $1.38@1.41; No. 3 red, $1.38@1.41; rejected A, $1.35@1.38; rejected B, $1.38@1.41; rejected 2d, $1.35@1.38; rejected B, $1.32@1.35.

CORN—Receipts, 12,550 bush. Trade was quiet, but prices ruled steady. Quotations: Car lots for local trade, as to location—Western No. 2 yellow, 96@97c; do, steamer yellow, 95@96c; do, No. 3 yellow, 93@94c; do, No. 4 yellow, 90@91c.

OATS—Receipts, 22,188 bush. Demand was moderate with no change in prices. Quotations: No. 2 white, 53@53½c; standard white, 52@52½c; No. 3 white, 50½@51½c; No. 4 white, 49@50c; sample oats, 46@47c.

FLOUR—Receipts 1045 bbls. and 555,351 lbs. in sacks. There was little trading and the market ruled weak, in sympathy with the downward movement of wheat. Quotations per 196 lbs. in wood: Winter, clear, $6@6.25; do, straight, $6.40@6.80 do, patent, $7@7.50; Kansas, clear, cotton sacks, $6.50@6.75; do, straight, cotton sacks, $7@7.25; do, patent, cotton sacks, $7.40@7.60; spring, first clear, $6.50@7.25; do, patent, $7.50@8.25; do, favorite brands, $8.50@8.75; city mills, choice and fancy patent, $8.50@8.75; city mills, regular grades—Winter, clear, $6@6.25; do, straight, $6.50@6.80; do, patent, $7@7.50.

RYE FLOUR was in small supply and steady, but quiet. We quote nearby at $6@6.50 per bbl. and western at $6@7.

PROVISIONS

The market ruled firm, with a fair jobbing demand. Following are the quotations: City beef, in sets, smoked and air dried, 26c; western beef, in sets, smoked, 28c; city beef, knuckles and tenders, smoked and air dried, 28c; western beef, knuckles and tenders, smoked, 29c; beef hams, $28@30; pork, family, $28@28.50; hams, S. P. cured, loose, 18½@19c; do, skinned, loose, 19½@20c; do, do, smoked, 20½@21c; other hams, smoked, city cured, as to brand and average, 19½c; hams, smoked, western cured, 19½c; do, boiled, boneless, 34c; picnic shoulders, S. P. cured, loose, 14c; do, smoked, 15c; bellies in pickle, according to average, loose, 16½c; breakfast bacon, as to brand and average, city cured, 22c; breakfast bacon, western cured, 21c; lard, western, refined, tierces, 15¼c; do, do, do, tubs, 15½c; lard, pure city, kettle rendered, in tierces, 15½c; do, do, do, tubs, 15½c.

REFINED SUGARS

The market was quiet but steady. Refiners' list prices: Extra fine granulated, 7c; powdered, 7.10c; confectioners' A, 6.90c; soft grades, 6.25@6.85c.

DAIRY PRODUCTS

BUTTER—The market for fancy stock ruled firm, with demand absorbing the limited offerings. Quotations: Western solid-packed creamery, fancy specials, 35c; extra, 33@34c; extra firsts, 32@32½c; firsts, 31½c; seconds, 29½@30½c; nearby prints, fancy, 36c; do, average extra, 34@35c; do, firsts, 32@33c; seconds, 30@31c; jobbing sales of fancy prints, 39@42c.

EGGS—Receipts of fine fresh eggs were light and the market was 30c per case higher under a good demand. Quotations: In free cases, nearby extra, 34c per doz.; nearby firsts, $9.60 per standard case; nearby current receipts, $9.30 per case; western, extras, 34c per doz.; western, extra firsts, $9.60 per case; do, firsts, $9.30 per case; fancy selected candled fresh eggs were jobbing at 38@39c per doz.

CHEESE—The market ruled firm under light offerings and a fair demand. Quotations: New York, full cream, fancy, 19c; specials higher; do, do, fair to good, 18@18½c; part skims, 10@16c.

POULTRY

LIVE—The market ruled firm under light offerings and a fairly active demand, and fowls were slightly higher. Quotations: Fowls, as to quality, 19@21c; roosters, 14@15c; spring chickens, according to quality, weighing 1¾@2 lbs. and over apiece, 23@24c; spring chickens, smaller sizes, 19@22c; white Leghorns, according to quality, 18@21c.; ducks, as to size and quality, 15@17c; pigeons, old, per pair, 25@28c; do, young, per pair, 18@22c.

DRESSED—The market ruled firm, with demand readily absorbing the offerings of desirable stock. Quotations: Fresh-killed, dry picked fowls, 12 to 5 lbs. dry-picked, fancy selected, 23½c; do, weighing 4½@5 lbs. apiece, 22c; do, 3½ to 4 lbs. apiece, 20@21c; do, 3 lbs. apiece, 20@21c. Fowls, scalded, dry picked, fancy, dry-picked—Northern Indiana and Illinois, weighing 4@5 lbs. apiece, 22½c; southern Indiana and Illinois, weighing 4 lbs. apiece 22c; smaller sizes, 19@21c. Old roosters, dry-picked, 16c. Broiling chickens, Illinois, large, 25@26c; do, Indiana, large, 24@25c; do, small sizes, 22@23c. Broilers, Delaware, fancy, 30@32c; broilers, other nearby sections, weighing 1½@2 lbs. apiece, 28@30c; broilers, western, smaller sizes, 26@27c. Ducks, nearby, spring, 19@20c. Squabs, per doz., nearby, weighing 11 to 12 lbs. per doz., $7@10; white, weighing 9 to 10 lbs. per doz., $5.50@6.50; 5.25; white, weighing 8 lbs. per doz., $4.50@5; 4.10; do, do, weighing 7 lbs. per doz., $3.75@4; 3.60; do, do, 6@6½ lbs. per doz., $3.25@3.50; dark, $2.25@2.75; small and No. 2, 60@$1.25.

FRESH FRUITS

Choice stock was in fair request and generally steady, as follows. Apples, Virginia and West Virginia, per bbl.—Winesaps, $3@3.50; Blush, $3@3.50; Smokehouse, $3@3.50; fair to good, $2@2.50. Apples, Delaware and Maryland, per hamper—Fancy, $1@1.25; fair to good, 35@75c. Lemons, per box, $6@7. Pineapples, per crate, Florida, $1@2. Peaches, Virginia, per carrier—Elberta, $1.50@2; Belle, $1@1.50; Carmen, $1@1.50; Mountain Rose, $1@2. Pears, North Carolina, per bbl., $3@5. Grapes, North Carolina Delaware, per crate, 75@$1.50. Watermelons, southern, per car, $100@225.

VEGETABLES

The market ruled steady on choice stock of most descriptions, with demand fair. Quotations: White potatoes, per bbl.—No. 1 Eastern Shore, $2.50@3; No. 2 Eastern Shore, $1@1.25; Norfolk, $2.50@3; No. 2 Norfolk, $1@1.25. White potatoes, Jersey, per basket, $1@$1.10. Sweet potatoes, North Carolina and Eastern Shore, per bbl.—No. 1, $1.75@2; No. 2, $1@$1. Onions, Pennsylvania, per hamper, $1@1.15; do, do, per 100-lb. bag, $2.25@2.50. Washington, per 100-lb. bag, $2@2.25; do, Virginia, per basket, $1@1.25.

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