D.L.&W. TRIAL NEAR END

TRUESDALE ON STAND.

Juror Asks Question of Vice-President Caldwell.

Assertions that lighterage fees, as charged, were paid by the Delaware, Lackawanna & Western Railroad to Lowell M. Palmer, and emphatic denials that these fees ever reached the American Sugar Refining Company, came from Vice-President Caldwell and President Truesdale, of the Lackawanna, and from Lowell M. Palmer himself, and were the substance of the testimony yesterday in the trial of the Lackawanna, for the alleged violation of the Elkins law, in the United States Circuit Court. Before the afternoon session adjourned the defence had rested its case and counsel for both prosecution and defence had addressed the jury. Judge Holt will charge the jury this morning.

Mr. Caldwell resumed the stand yesterday morning and was cross-examined by United States Attorney Stimson. In reply to the question whether the officials of the railroad knew the destination of the money paid on the lighterage claims, the witness said that he especially concerned himself with such knowledge, reporting upon it to his associates, who were equally interested. Then one of the jurors addressed Mr. Caldwell. "How was it," he inquired, "if the Trunk Line Association apportioned the sugar traffic between the roads and assigned 6 per cent to the Lackawanna out of the total westbound traffic, that it became necessary to pay Mr. Palmer anything to get the business? Would not the road have gotten its 6 percent just the same under the apportionment whether it paid Mr. Palmer a penny or not? What obligation to Mr. Palmer was the road under?"

Mr. Caldwell replied that the road would have received its pro rata share without paying Mr. Palmer, but that it felt that, as Mr. Palmer suffered a loss because the lighterage business had been diverted from his terminal by reason of the road's contract with the Starin Company, the allowance of extra lighterage to him was only fair as between man and man. The road had all the more reason for doing so, he said, because the other roads paid Mr. Palmer 4 1-5 cents a hundred lighterage, while the Lackawanna paid the Starin Company only 2 cents a hundred.

H. C. Bly, a member of the Trunk Line Association, was then called and said that the other members of the Trunk Line Association as well as himself knew of the contract between the Lackawanna and Mr. Palmer.

President Truesdale made an admirable witness, answering the questions put to him concisely and volunteering no information. He, as well as Mr. Caldwell, was sure, absolutely so, that the payments the road made to Mr. Palmer did not go to the Sugar Trust. The Trunk Line Association apportioned the westbound sugar traffic among the railroads without any advice from the sugar company, he understood.

Mr. Stanchfield, special counsel for the defence, turned Lowell M. Palmer over to General Counsel Jenny, of the Lackawanna, for examination. Mr. Jenny asked the witness if he had turned over any portion of the lighterage money paid to him by the defendant to the Sugar Trust or to any of its subsidiary companies for any reason whatsoever. Mr. Stimson objected, but Judge Holt directed the witness to answer the question.

"No, sir," he said "not a cent of it ever went to the American Sugar Refining Company." In his cross-examination he said that he had tried to carry out the wishes of the Trunk Line Association in routing the sugar shipments.

Mr. Stanchfield, in his closing argument, reviewed the testimony of the president and vice-president of the defendant road and of Mr. Palmer, and asked the jury if they thought men holding such important positions would knowingly purjure themselves. Mr. Stimson said that in view of the testimony of President Truesdale and Vice-President Caldwell there could be little doubt that the money was paid to Mr. Palmer as asserted, but that it still constituted a violation of the Elkins law.

MONEY FOR NEW PIERS.

Sinking Fund Commission Grants $29,000,000 for Bensel's Projects.

The commissioners of the sinking fund at a meeting yesterday approved Dock Commissioner Bensel's request for a bond issue of $29,000,000, the proceeds to be applied to building nine new piers from 28th to 38th street and from 57th to 61st street, in Brooklyn, to the Chelsea improvement and to meeting the deficit of $5,000,000 in the department. Before Commissioner Bensel can get the money, however, the subject will have to come up before the Board of Estimate and Apportionment. As Mayor McClellan has intimated that he is not willing to vote for such a large appropriation in one year the grant may be blocked.

President McGowan offered a resolution that the commissioners recommend to the Board of Estimate that Commissioner Bensel's salary be raised from $6,000 to $7,500. The resolution was passed unanimously. Such an increase in the Commissioner's salary is at present embodied in a bill in the Legislature.

FEW LIVES LOST ON D. & H.

President Willcox Says Only Three Passengers Were Killed in Twelve Years.

That the attention of railroad officials has been directed to the records of their roads by the recent frequent railroad accidents and public criticism therefor, is shown by the fact that the record of the Delaware & Hudson Company was made a feature of the annual report of President David Willcox, made public yesterday. Mr. Willcox said:

During the last twelve years this company has carried about 75,000,000 passengers. There have been only three passenger fatalities. These occurred in the same accident, which was due to the engineer violating the rules by running past the signal which was set against him. The Susquehanna division, comprising 488 miles of track of all kinds, has been in operation more than thirty years, without a single passenger fatality. During these periods, too, passenger casualties have been extremely rare. It is believed that these records of operation compare very favorably with those in any other country.

INSOLVENT BROKER SUSPENDED.

Consolidated Acts on Case of Aquilla Rich—Trader for Haviland.

Aquilla Rich, a member of the New York Consolidated Stock and Petroleum Exchange, was yesterday suspended from that institution, as he had given notice of his insolvency. Rich has offices at No. 43 Exchange Place. The extent of his liabilities is not known, but he has no outstanding obligations on the Exchange.

Rich, it will be recalled, was the broker through whom J. T. Haviland, of No. 20 Broad street, traded in stocks. Haviland was arrested on Sunday at Scranton, Penn., on a charge of embezzling $25,000.

NEW YORKERS LOSE LAND CASES.

Probably Will Appeal Suits Involving Virginia Titles to 100,000 Acres.

Prestonsburg, Ky., March 13.—After hearing arguments in the Virginia land grant cases, involving title to 100,000 acres of mountain land, valued at $2,000,000, Judge Harris last night denied the petition of the Eastern Kentucky Land Corporation. The company is composed of New York men. They probably will appeal the case.

FOUR PRICES FOR ART GLASS.

Allegation by Witness in Pennsylvania State Capitol Investigation.

Harrisburg, Penn., March 13.—Testimony heard by the Capitol Investigating committee to-day alleged that the state paid four times the market price for the special art glass furnished for the electric chandeliers throughout the new State Capitol Building by John H. Sanderson & Co., of Philadelphia, under a contract with the Board of Public Grounds and Buildings.

Although the schedules provided that baccarat glass, an imported article, should be furnished for the chandeliers and standards, for which the state paid Sanderson $138,757, Henry B. Ebberts, of Pittsburg, secretary and treasurer of the Phœnix Glass Company, testified that, to the best of his knowledge and belief, there was no baccarat cut glass in the building.

PENN. TWO-CENT BILL ADVANCES.

Harrisburg, Penn., March 13.—The Senate Railroad Committee to-day reported favorably the Two-Cent Railroad Fare bill, which passed the House two weeks ago. Despite the vigorous opposition of the railroads the bill is expected to pass the Senate next week. Governor Stuart in his campaign speeches last fall pledged himself in favor of a two-cent railroad fare law.

MANY RAILWAY ACTS.

JERSEY ROADS AFFECTED.

Numerous Bills Introduced, Most of Them Against Companies.

[By Telegraph to The Tribune.]

Trenton, N. J., March 13.—The railroad bills introduced in the Legislature this winter appear to be all antagonistic to the railroads, and are backed by Democratic Assemblymen. One is fathered by Senator Colby. It provides for a railroad commission of three members, at salaries of $4,000.

Mr. Olwell, of Essex, has introduced a bill providing that every railroad or other corporation shall be liable for damages for personal injury suffered by any employe in its service. However, the employe must exercise ordinary care and diligence under these conditions, when injury is caused by any defects in the condition of the works.

Another measure by Mr. Olwell provides that any railroad shall obey the order of any board of commissioners now or hereafter established by law, relative to the safety of its right of way or its rolling stock, or its bridges or any tools. If it does not obey the order the certificate of the ruling of the board with failure to obey the order shall be presumptive evidence of negligence on the part of the railroad.

Perhaps the most important bill relative to railroads was introduced by Edward H. Wright, jr., of Essex County. This bill authorizes the establishment of a state board of railroad commissioners, to consist of five citizens to be appointed by the Governor and confirmed by the Senate, the term of each being fixed at three years.

These commissioners must be above twenty-five years of age and cannot be interested in any railroad or public utility corporation of this state or in any stock, bond, mortgage, security or earning of any such company. Each must take an oath that he is not in any corporation of this nature and is precluded from holding any other office under the federal or state government.

The board is to have unlimited power in regulating railroad matters. It has the power to adopt all necessary rates and charges governing freight and passenger traffic, to correct abuses and prevent unjust discrimination and extortion in the railroad rates and to inflict penalties. The board also has authority to inspect the books or papers of any railroad company and to examine, under oath, any officer, agent or employe as to the business of the railroad he is employed by or on the affairs of the same.

The commissioners and all other persons serving under the board are to receive only their necessary and actual travelling expenses from the state. The board or any of its officials has the right of entry on any land, property, bridges, stations, tracks, etc., of any railroad of the state, and may hold sessions anywhere in the state. The board has absolute power to inquire into all railroad matters it may desire.

Another bill by Mr. Wright deals with railroad rates. It provides that any company which shall "charge or collect, demand or receive a greater rate, charge or compensation" than that established by the State Board of Commissioners shall be guilty of extortion and shall pay a fine of not less than $100 or more than $1,000. Unjust discrimination is defined and provision is made for a fine of not less than $500 or more than $5,000 when a railroad company is convicted under this section. If convicted a second time the board has the power to apply for a receiver for the guilty corporation.

A third bill by Mr. Wright compels railroads to furnish freight cars required by shippers under a penalty of $25 a day for each car that is not furnished.

Supplemental to the commission bill are three other bills by the same Assemblyman. Under these the Board of Commissioners has power thoroughly to police and regulate all the street railways in the state.

Mr. Wright is also sponsor for a bill that compels railroads delivering freight in cars to give prompt notice of the arrivals of such freight, and further compels them to place the loaded cars at accessible places for unloading within twenty-four hours after their arrival. Under this measure shippers or consignees of less than sixty thousand pounds have forty-eight hours before unloading, and shippers of sixty thousand pounds or over seventy-two hours for unloading. Demurrage fees of $1 a day are allowed the railroad for each car detained over the time stated in the bill.

In another bill the question of railroad connection is treated. This measure requires two or more railroads run or operated in the state which connect with, intercept or immediately approach one another to run their passenger trains so as to connect with one another.

Mr. Perkins is the father of a measure which authorizes any railroad to lay out and construct or acquire, lease or purchase any branch line not exceeding two miles in length, extending from the main line or from any branch line to any mill, factory or manufacturing plant.

Another measure provides that where any railroad refuses to make switching connection with any owner, tenant or licensee of lands abutting the railroad, the abutting owner may apply to any state board established to police or regulate railroads to compel such switching connection.

Another railroad measure pending is fathered by Senator Frelinghuysen, and was introduced to offset the Democratic railroad commission measure presented by Assemblyman Wright. Senator Frelinghuysen's bill provides for a commission to investigate the whole subject of railroads in New Jersey and report to the next Legislature. This commission is to determine whether or not a state railroad commission is needed in New Jersey.

There are two other bills by Henry J. Earle, of Passaic. One provides that no railroad company shall be entitled to any charge for delay in unloading goods until after the expiration of two days from the time such car has been placed in position for unloading.

The other bill provides that every locomotive while in operation shall carry at least two men in plain sight of each other while each is performing his duty. In case any locomotive is so constructed that the engine driver cannot be conveniently reached by the fireman, a third man must be provided, and he must be able to operate the locomotive. A fine of $200 is provided for violation of this requirement.

REJECTS ASPHALT BIDS.

Coler Says Contractors Have United to Raise Prices.

Declaring that the asphalt paving contractors are combining to raise prices, Borough President Coler and Desmond Dunne, Commissioner of Public Works, threw out all bids made last week and ordered that the Highways Department readvertise for new bids on the work.

George W. Tillson, acting superintendent of the highways bureau, notified the Borough President early this week that there was an increase of 40 per cent in the prices, as compared with the bids received last year. Mr. Tillson's report shows that the average price a square yard during 1906 was $1.48, as against an average of $2.12 in the bids received a week ago. Mr. Coler said yesterday:

"If the contractors show a disposition to make asphalt an expensive pavement, I shall cut it out as a pavement in Brooklyn. I have rejected the bids of March 6 as excessive."

CLEVELAND OPPOSES INSURANCE BILL.

Speaks of "Anti-State Sentiment" Before Tennessee Assembly Committee.

Nashville, Tenn., March 13.—Former President Grover Cleveland has submitted to the insurance investigating committee of the Tennessee Assembly a brief in opposition to what is known as the "70 per cent bill," now pending before that committee, which requires that life insurance companies operating in Tennessee invest 70 per cent of their reserve fund of Tennessee policies in Tennessee securities. Mr. Cleveland calls attention to recent insurance disclosures, and says:

It seems to be quite apparent that if the best legislative results are to be reached by safeguarding all the interests in any way related to life insurance those who make our laws should be free from all vindictive feeling and misleading prejudices and duly guard against a dangerous disregard of safe and conservative business rules.

We cannot escape the proof of the existence and activity of anti-state sentiment. It is not well for us to forget that though this sentiment is to an extent one of the manifestations of the restlessness and reckless impulse of our times, it is none the less dangerous, and that it certainly gains new converts with every new occasion for discontent.

SLOWER SPEED FOR FAST TRAINS.

Western Railway Officials Said To Be Considering Plan for Economy.

Chicago, March 13.—"The Record-Herald" to-day says that Western railroad officials are discussing the advisability of lengthening the running time of fast trains, with a view to greater economy of operation. A meeting to discuss passenger schedules has been called for to-day. It is the second gathering of the kind within a short time.

CAN LEAVE HEADS ON.

BUTCHERS SATISFIED.

Conflict Between Government and Health Department Ended.

The Board of Health determined yesterday that it would steer clear of a conflict with the federal government. When this question came up the doors were locked, windows closed, and a guard placed in the approach so that the discussion could not possibly be overheard. For years butchers and dealers in meats have been hammering at the board to change its rules regarding the transportation of meats through the city streets. These petitions became so numerous that Dr. Darlington determined last week to amend the requirement so that butchers, etc., might have one great burden removed from their minds.

Section 45 of the Sanitary Code requires that "no meat or dead animal above the size of a rabbit shall be taken to any public or private market to be sold for human food until the same shall have been cooled after killing, nor until the entrails, head and feet, except head and feet of swine, shall have been removed."

In juxtaposition to this was Regulation 62 of the Federal Meat Inspection law, which requires that meat and meat foods, products from the carcasses of animals which have not had post mortem inspection by inspectors of the Bureau of Animal Industry at the time of slaughter, will not be admitted into establishments where inspection is maintained. The exception to this rule applies to carcasses with the head and all viscera, with a few exceptions, held together by natural attachments.

Thus the sanitary code forbade the offering for sale of animals with the head attached, and the federal rule demanded that the head shall be attached, etc. This conflict of regulations was a constant source of annoyance to the meat dealers, and when the matter was finally brought to the attention of the Health Board in an insistent way, Dr. Darlington suggested a remedy which will change the sanitary code to conform to the federal regulation. Yesterday a resolution was introduced amending Section 45, omitting the word "head" and making the section read as follows:

The body of any animal or any part thereof which is to be used as human food shall not be carted or carried through the streets or avenues unless it be so covered as to protect it from dust and dirt; and no meat, poultry, game or fish shall be hung or exposed for sale in any street or outside of any shop or store or in the open windows or doorways thereof in the city of New York. No meat or dead animal above the size of a rabbit shall be taken to any public or private market to be sold for human food until the same shall have been fully cooled after killing, nor until the entrails and feet, except of poultry and game, and except the feet of swine, shall have been removed.

It is needless to say that when this change had been read and it was clearly shown that it conformed to the federal law, the board felt much relieved, and it was approved without question. The amendment will come up for final passage next week, and then it is expected that there will be great relief among butchers. They will rejoice to know that heads may be left on animals over the size of rabbits without incurring the fining hostility of the Board of Health.

TO ENFORCE 8-HOUR LAW.

Mr. Taft Decides Present Construction Is Wrong.

Washington, March 13.—Secretary Taft has given orders to the engineer officers of the War Department to enforce the eight hour law to the letter, as applied to public works under their direction. This action, it is stated, was taken by the Secretary of his own volition after a careful examination had convinced him that the construction formerly given to the law, whereby large classes of employes were held to be exempt, was erroneous.

The effect of this last order, which was issued with the permission of the President, will be far reaching, and it is predicted that it will greatly reduce the amount of river and harbor work that can be accomplished under the appropriations.

BOUGHT SLOMAN LINE.

The Hamburg-American Acquires Steamers in Brazilian Service.

The Hamburg-American Line announced yesterday that it had, in conjunction with the Hamburg-South American company, bought the four steamers of the Robert Sloman Line, the Guthrune, the Gunther, the Siegmund and the Fieglinde. The Sloman Line plies between New York and Brazilian ports.

What the Hamburg-American and the Hamburg-South American Company paid for the Sloman Line was not made public. Funch, Edye & Co. are the agents for Sloman in this country. The Hamburg-American also announced that there will soon be a passenger service between Hamburg and Galveston, Tex.

PLAN GOOD ROADS IN PENNSYLVANIA.

Highway from Pittsburg to Philadelphia Practically Pledged at Convention.

[By Telegraph to The Tribune.]

Pittsburg, March 13.—A macadamized highway twenty-four feet broad from Pittsburg to Philadelphia was practically pledged in speeches by Highways Commissioner Hunter and William Flinn at the convention of the National Roadmakers' Association to-day. In addition to this, it was the sense of the Pennsylvania delegates that $50,000,000 should be appropriated by the state Legislature for good roads in Pennsylvania, $5,000,000 of which should be forthcoming at once.

Abolition of the road tax in favor of a cash tax was unanimously recommended for Pennsylvania just before the noon adjournment. Commissioner Hunter called on the twenty-five members of the Pennsylvania Legislature Public Roads Committee who are attending as delegates for a standing vote on the question. Not only did every one of them get on his feet, but every delegate of the one thousand in attendance voted with them.

HACIENDA SOLD FOR $8,000,000.

Nearly Two Million Acres in Mexico Transferred to Rubber Company.

Torreon, Mex., March 13.—The Continental Mexican Rubber Company to-day took over the Cedros Hacienda, in the states of Coahuila, Zacatecas and Durango. This property consists of 1,775,000 acres. Besides the land, which is valued at about $7,000,000, there are also great herds of horses, cattle and smaller animals which are considered in the transaction. The purchase price is reported to be $8,000,000.

THINK R. I. DEADLOCK WILL LAST.

Belief That No Senator Will Be Chosen Till Adjourned Session in Fall.

[By Telegraph to The Tribune.]

Providence, March 13.—There are growing indications that the deadlock over the election of a United States Senator will remain unbroken throughout this session of the State Legislature, but that an adjournment will be taken to a date soon after the general elections. At that time, it is believed ex-Senator Wetmore's successor will be chosen through some compromise.

Senator Aldrich's visit here having apparently failed to bear fruit, it is generally felt that unless some new element is introduced into the situation the deadlock will continue throughout the session. Should the Democratic party develop exceptional strength during the fall campaign and poll a big vote, giving them added representation in next year's Legislature, their opponents will undoubtedly unite at the adjourned session in November.

The thirty-sixth ballot to-day resulted in no material change.

CALUMET AND HECLA BLOCKED.

Grand Rapids, Mich., March 13.—Judge Knappen, of the United States Circuit Court, admitted today that yesterday he issued a restraining order, forbidding the stockholders of the Calumet and Hecla Mining Company from holding a meeting for the purpose of voting proxies in the Osceola company, and the hearing on an injunction was set for March 25.

The action before Judge Knappen was instituted by Attorney Boynton on behalf of the Bigelow interests in the Osceola mine and follows the failure of the attempt to obtain the signature of Governor Warner to the bill prohibiting one mining company from voting stock in another competing mine, which was avowedly introduced to prevent the acquisition of Osceola by the Calumet and Hecla Mining Company.

THE MARKETS.

TOTAL DOMESTIC RECEIPTS.

New York, March 13, 1907.

Beans, white, bbls	500	Cheese, pkgs	879
Flour, bbls	7,655	Eggs, cases	29,079
Flour, sacks	32,365	Dressed poultry, pkgs	3,186
Cornmeal, bags	2,660	Live poultry, crates	292
Wheat, bush	43,000	Oranges (Cal), cases	6,725
Corn, bush	154,800	Raisins (Cal), pkgs	1,800
Oats, bush	82,500	Apples, bbls	10,475
Barley, bush	13,200	Potatoes, bbls	27,690
Malt, bush	9,000	Onions, pkgs	1,150
Hay, tons	1,060	Cranberries, pkgs	100
Rice, pockets	5,950	Dried fruit, pkgs	75
Straw, tons	40	Tar, bbls	75
Milfeed, tons	174	Oilcake, pkgs	3,209
Hops, bales	101	Oilcake, bags	1,529
Beef, bbls	10	Peanuts, bags	475
Beef (canned), cases	50	Tobacco, hhds	175
Pork, bbls	676	Tobacco, tierces	125
Hams, pkgs	179	Tobacco, pkgs	975
Bacon, pkgs	310	Whiskey, bbls	451
Cutmeats, pkgs	1,005	Wool, bales	150
Dressed hogs, No	7	Istle, bales	425
Lard, tierces	1,305	Cotton, bales	4,950
Lard, kegs	6,294	Hides, bales	75
Lard, cases	204	Hides, bdls	825
Tallow, pkgs	117	Skins, bales	150
Grease, pkgs	200	Wine (Cal), bbls	975
Butter, pkgs	6,442		

EXPORTS.

Wheat, bush	57,680	Spirits turp, gals	1,650
Corn, bush	182,068	Rosin, bbls	540
Buckwheat, bush	9,956	Pitch, bbls	10
Peas, bush	480	Tar, bbls	5
Beans, bush	930	Refined pet, gals	2,513,584
Flour, bbls	1,412	Gasolene, gals	200
Flour, sacks	11,519	Cottonseed oil, gals	15,675
Cornmeal, bbls	5	Lubricating oil, gals	704,309
Feed, lb	180,000	Pork, bbls	226
Oatmeal, pkgs	100	Beef, bbls	50
Bran, lb	600	Beef, tcs	181
Grass seed, bags	576	Bacon, lb	1,387,950
Hay, bales	973	Hams, lb	43,600
Whiskey, gals	3,800	Lard, lb	2,110,450
Oilmeal, lb	1,443,750	Tallow, lb	100,000
Oilcake, lb	3,403,500	Grease, lb	45,600
Cheese, lb	213,900	Butter, lb	8,900

CASH QUOTATIONS.

Iron, Nor, No 1 fdry	$25 75	Cotton, middling	11.20
Iron, So, No 2 soft	24 50	Coffee, No 7 Rio	7¾
Steel rails	28 00	Sugar, granulated	4.70
Tin	42 12½	Molasses, O K prime	45
Exchange lead	6 20	Beef, family	15 25
Lake copper ingots	25 75	Beef, hams	25 00
Spelter	6 85	Tallow, prime	6⅜
Wheat, No 2 red	84½	Pork, mess	18 37½
Corn, No 2 mixed	53¾	Hogs, dressed, 160 lb	9½
Oats, 26 to 32 lb	47½	Lard, prime	9 30
Flour, Mpls patents	4 35		

GENERAL MARKET REPORT.

New York, March 13.

COFFEE—The coffee market was rather quiet yesterday, sales for the day being reported of about 31,000 bags. Prices were somewhat irregular. The opening was 5 to 10 points higher on better French cables than expected, but the advance was lost during the day, and the market closed steady at a net decline of 6 points to an advance of 5 points.

The French market was 1 franc higher at the hour of the local opening, which was considerably better than due on the New York close of the previous day, and seemed to be better than the news from any other point could explain. Hamburg was only a partial ¼ pfennig higher. Of the primary markets Rio was 25 reis lower, and otherwise the situation was unchanged, except that the decline of 1-32d in the rate of Brazilian exchange. Receipts continue full, the two ports had five times last year's figures at 55,000 bags, and Jundiahy receipts were ten times last year's, at 30,000 bags. Of course, this continued heavy movement is forcing the purchase of very large amounts of coffee under the provision of the valorization law; that is, it would seem that heavy purchases are necessary to keep supplies off the market sufficient to cause any advance, and it may be that unsettled conditions in the world's stock markets had some bearing upon the failure of fresh demand to enter the market on the encouragement of French prices, as arguing difficulties in the way of further valorization loans should such become necessary.

The market for spot coffee was quiet, with quotations on the basis of 7¾c for Rio No. 7.

The range of contract prices in the local market to-day was as follows:

	Open.	High.	Low.	Close.	Yester-day.
March	6.25	6.25	6.25	6.15@6.20	6.15
April	—	—	—	6.10@6.15	6.15
May	6.25	6.25	6.10	6.10@6.15	6.15
June	—	—	—	5.95@6.00	5.95
July	6.05	6.05	6.00	5.95@6.00	5.95
August	—	—	—	5.95@6.00	5.95
September	6.05	6.05	5.95	5.95@6.00	5.95
October	—	—	—	5.95@6.00	5.95
November	—	—	—	5.95@6.00	5.95
December	6.05	6.05	6.00	6.00@6.05	5.95
January	—	—	—	6.00@6.05	6.00
February	—	—	—	6.05@6.10	6.05

COTTON—The cotton market was weak and unsettled to-day, with the close barely steady, at a net decline of 18 to 23 points. Sales for the day were estimated at 250,000 bales. The opening was barely steady, at a decline of 5 to 8 points, and the market worked lower right after the call, with the downward tendency in evidence during almost the entire session. There was some covering on a scalldown, and once or twice there were small rallies, but nothing of more than 3 or 4 points, and the ease with which shorts were able to cover without causing any improvement in prices was considered one of the unfavorable features. Continued large receipts, weak cables, favorable weather and talk of increased spot offerings were the main factors which contributed to the condition of the stock markets both here and abroad also had some influence, leading to the liquidation of Wall Street long accounts. Naturally rumors were afloat as to the position of the bull leaders, who were said to be abandoning the bull campaign and to be unloading their long cotton, but there was also an idea expressed that the day that possibly the bull leaders themselves had taken a turn on the short side of the market, and that the buying noted during the day and absorbing some pretty big blocks of cotton were really for their account. The South was a moderate seller here, said to be against cotton, and Liverpool sold the old crop months. Private cables from Liverpool reported freer offerings of low grades, and there were reports from the South of easier spot markets. According to the official reports the markets closed unchanged to 3-16c lower. The close of the local market was at practically the lowest prices of the day and nearly ½c down from the recent high level. New Orleans was easy after the local close.

The range of contract prices in the local market to-day was as follows:

	Opening.	High.	Low.	Close.	Yester-day.
March	9.51	9.51	9.50	9.49@9.51	9.97
April	9.54	9.54	9.54	9.52@9.53	9.71
May	9.77	9.77	9.61	9.62@9.63	9.82
June	—	—	—	9.65@9.67	9.86
July	9.85	9.85	9.69	9.70@ —	9.91
August	9.89	9.89	9.73	9.73@9.74	9.95
September	9.92	9.92	9.82	9.77@9.79	9.99
October	10.12	10.12	9.97	9.97@9.98	10.29
December	10.20	10.20	10.06	10.06@10.07	10.28
January	10.37	10.37	10.25	10.24@10.25	10.45

The local market for spot cotton was steady, with prices five points lower at 10.20c for middling upland and 11.45c for middling Gulf. Sales, 100 bales. Southern spot markets were telegraphed as follows: Mobile quiet, unchanged at 10½c; sales, 500 bales. St. Louis quiet, unchanged at 11c; sales, 15 bales. Charleston quiet, unchanged at 10½c. Houston easy, 3-16c lower, 10¾c; sales, 212 bales. Memphis quiet, unchanged at 10¾c; sales, 1,300 bales. Galveston quiet, 3-16c lower, at 11¼c; sales, 1,344 bales. New Orleans steady, ⅛c lower, at 10⅝c; sales, 2,275 bales. Augusta quiet, unchanged at 11⅜c; sales, 223 bales. Savannah quiet, unchanged at 10½c; sales, 605 bales. Norfolk dull, unchanged at 11¼c; sales, 458 bales. Baltimore nominal, no lower, at 11½c. Little Rock steady, unchanged at 10⅝c. Estimated receipts at leading points for Thursday: At Houston, 9,500 to 10,500 bales, against 6,156 last week and 2,332 last year; at Galveston, 8,000 to 11,000, against 12,236 last week and 3,472 last year, and at New Orleans, 7,000 to 8,000, against 4,956 last week and 4,830 last year.

Cotton Exchange Special Liverpool Cables—Spot cotton in good demand; sales, 10,000 bales; speculating and export, 1,000; American, 9,000; receipts, 46,000; American 45,000; mid-upland, 6.06d. Futures opened steady, 1d higher on near and 2d higher on far months. Closed steady at a net decline of 1@5 points, near months showing greatest losses. March, March-April, April-May and May-June, 5.68d; June-July, 5.67½d; July-August, 5.67d; August-September, 5.65d; September-October, 5.64d; October-November, 5.60½d; November-December and December-January, 5.60d; January-February, 5.61½d. Manchester—Yarns firm; cloths quiet.

FLOUR AND MEAL—Flour was firm to-day, with trading quiet. Buyers and sellers in some cases were 20c apart. Only sales of importance were in spring bakers. Rye flour was in somewhat better demand, with prices steady. The following are prices quoted on the New York Produce Exchange: Spring patents, $4 15@$4 75; winter straights, $3 40@$3 50; winter patents, $3 60@$3 85; spring clears, $3 35@$3 75; extra No 1 winter, $2 90@$3; extra No 2 winter, $2 80@$2 90. BUCKWHEAT FLOUR—Market dull; quoted at $2 20, spot and to arrive. RYE FLOUR steady; quoted: Fair to good, $3 65@$3 80; choice to fancy, $3 85@$4 20. CORNMEAL steady; quoted: Kiln dried, $2 65@$2 75, as to brand. BAG MEAL steady; quoted: Fine white and yellow, $1 20@$1 25; coarse, $1 10@$1 12. FEED—Western firm; city firm; quoted: Western spring, $24 50, standard middlings, $23 50; flour do, $24 50; red dog, $26; all March shipment; city bran, $22 50 bulk, $24@$24 50 sacks; middling, $23 50@$25 50; red dog, $26; hominy chop, $21 75 bulk, $22 95 sacks; oilmeal, $29.

GRAIN—WHEAT—Between bug talk and the demoralization in Wall Street the wheat market was quite irregular to-day, with the tendency downward and final prices of the day ½c net lower here and a cent down in Chicago. Every time that bulls made a demonstration on damage reports the crowd was encouraged to sell by the disturbing reports from the stock market, and this pressure effectually checked any advance above the close of Tuesday, even when the market was at its strongest point. Opening prices were best of the day and about ½c under the previous night. Several times the market showed a disposition to steady up, but bulls lacked the confidence they displayed on Tuesday afternoon, and in each case heavy selling developed, part of which was for short account, especially early around midday, when a report was received denying the rumors that green bugs had invaded Sumner County, Kan. Although late dispatches insisted that bugs had been found in other parts of the state, the trade was not in a position to reflect the news, and it therefore had very little effect. A report from Snow, who is in Oklahoma, also tended to bullish impression, as he claimed that insects were numerous in that state, doing a good deal of damage. Liverpool was only ¼d higher and therefore a disappointment, presumably reflecting disturbed financial conditions abroad. The Paris market was 5@10 points lower, Berlin ⅝ mark higher and Budapest 2 points up. The Northwest and interior movements were moderate, being somewhat under the recent average. At the same time seaboard clearances of both wheat and flour were very light. The stock at Minneapolis was reported to have increased 475,000 bush in the last four days. The cash market in New York closed as follows: No 2 red, 84c elevator and 84½c f o b afloat; No 1 Northern Duluth, 92¾c, and No 2 hard winter, 87¼c f o b afloat. CORN—The market for corn shared the weakness in other grains, although at the opening there was some show of steadiness on smaller receipts than expected at Chicago and wet weather in the belt. The weakness of oats, in connection with bad news from Wall Street, had much to do with the selling movement and the confidence of bear operators. Last prices in New York were net unchanged, but showed a decline of ⅝@⅞c in Chicago. The receipts at all interior points were a little heavy and cables only ¼d net higher. Seaboard clearances amounted to 258,000 bush. Exporters did not come in on the decline, and only 1 load was reported. No 2 corn in New York closed 57¼c elevator and 58¾c f o b afloat; No 2 white, 54½c, and No 2 yellow, 54c f o b afloat. OATS—The break of 1½c per bush in May oats at Chicago was a leading factor during the forenoon. It resulted from active liquidation and stop loss selling, which also extended to later deliveries, although the declines in these options were not so large. The local market for cash oats was also easier, closing as follows: Mixed, 26 to 32 lb, 47½c; natural white, 30 to 33 lb, 49½@51½c, and clipped white, 36 to 40 lb, 50½@53½c. RYE, BARLEY and BUCKWHEAT—Nominal.

NEW YORK PRICES.

					Yester-day.
Wheat:	Opening.	High.	Low.	Close.	
May	85 15-16	85 15-16	85 7-16	85½	86
July	86	86	85¾	85¾	86⅛
September	85⅝	85⅝	85⅛	85⅛	85⅝
Corn:					
May	—	—	—	54⅞	54⅞
July	—	—	—	54⅝	54⅝

METALS—TIN—The London tin market was 15s higher, with spot quoted at £192 5s and futures at £190 5s. Locally the market was quiet but higher, with spot quoted at 42@42.25c. COPPER—Copper was 2s 6d lower in London at £110 7s 6d for spot and £111 10s for futures. Locally the market was firm, with lake quoted at 25.37½@25.75c; electrolytic at 25.12½@25.37½c, and casting at 24.62½@24.87½c. LEAD—Lead was unchanged at £20 in the London market and at 6@6.20c locally. SPELTER—Spelter was 5s higher at £26 10s in London. Locally the market continued quiet, with spot quoted at 6.80@6.90c. IRON—Iron was higher in the English market, with standard foundry quoted at 53s and Cleveland warrants at 53s 10½d. Locally the market was firm. No 2 foundry Northern is quoted at $24 75@$25 75; No 2 foundry Southern at $25@$26. The market for pig iron certificates at the Produce Exchange was dull and featureless, with prices unchanged. No sales. Standard foundry grades are quoted as follows: Cash and March, $22 bid; April, $20@$22 25; May, $21 60@$22; June, $21 50; July, $21 25, and August, $21 asked.

MOLASSES AND SYRUPS—There was change in the general market for molasses and syrups, the former selling fairly well in a jobbing way at full but unchanged prices, and syrups were well held owing to scarcity. Quotations follow: New Orleans, centrifugal, common, 16@20c; prime, 21@23c; good, 27@29c; prime, 30@35c; New Orleans, open kettle, 37@48c; SYRUPS, common, 13@14c; fair, 15@17c; good, 18@20c; prime, 20@23c; fancy, 24@28c.

OILS—Cottonseed oil was generally higher to-day on covering of shorts, moderate speculative demand, and in absence of bear pressure receipts were light. Spot was quoted at 47c. Sales, 600 April, 45⅞@46¼c; 1,400 May, 44½@44¾c; 100 July, 45c, and 300 September, 43c. Refined petroleum was unchanged, but crude petroleum was higher, and the market ruled very firm. Linseed oil was unchanged. We quote: PETROLEUM, standard white, bbls, 8c; bulk, 4.75c; Philadelphia, 7.95c; bulk, 4.70c; refined cases, New York, 10.50c; Philadelphia, 10.45c; water white, New York, bbls, 10c; bulk, 6.70c; Philadelphia, 9.40c; bulk, 6.70c; water white, cases, New York, 13.50c; Philadelphia, 13.45c. COTTONSEED OIL—Prime crude, f o b mills, 39c nominal; prime summer yellow, March, 46¼@47c; April, 45½@46c; May, 44½@44¾c; July, 44½@45c; September, 43@43½c, and October, 38@38½c; off summer yellow, March, 43@44¼c; good off summer yellow, March, 44@45¾c; prime white, 55c; prime winter yellow, 52c. LINSEED OIL—American seed, city raw, 42@43c; out-of-town raw, 41@42c; Calcutta raw, 70c. LARD OIL, 78@80c.

PROVISIONS—The provision market showed weakness throughout the day, except near the close, when there was some rally on buying for the account of packers. The large hog market, coupled with weakness in grain and in financial circles, was the controlling factor. Chicago receipts amounted to 28,000 hogs; estimated for Thursday, 27,000;