MOTORDROME IS NEARLY READY

DRIVERS ARE BARRED UNTIL COURSE IS FINISHED

Program for Season's Races Issued, and Sanction from A. A. A. Board Expected in Short Time

The Los Angeles Motordrome track at Playa del Rey is to be laid by the middle of the week, if a present shipment of lumber which has just reached Port Los Angeles is transported to the plant in time for use today and tomorrow. Of course, the structure is not completed, but the track will be all down so that the carpenters can level the rough places and put it in shape for workouts.

No automobiles will be permitted on the track until the subway is completed in a week or ten days. Jack Prince has closed the entire circuit, so there is no access; otherwise there would be a score of cars on the ground and there would be no chance to put on the finishing touches. Sunday a party of motorcycle riders got into the inclosure and tried out their machines, with the result that there were seven punctures from splinters from the undressed lumber and from nails scattered about. There will be no further chance for them to get on the track.

The subway is to be an expensive affair. It will be 260 feet long and will cost $6000. The down pitch on the outside will be for 100 feet, then there will be sixty feet on the level and another 100 feet pitch upward on the inside. This will clear both the board track and the dirt track inside of that. The tunnel is to be thirteen feet high, twenty feet wide, and have concrete walls reinforced with trusses.

As soon as the subway is completed it is expected that both tracks will be ready for the autos to work on, and an opening day will be named when the first trials will be made. Auto drivers are anxious to get on the track to be timed for the first mile, and it is probable that some method will have to be devised to choose lots, so that all get an equal chance.

Jack Prince, the designer and builder, is elated because surveyors who measured the track for the A. A. A. found the distance around to be 5283.145 feet along the black line three feet from the bottom of the track. As Prince made all his measurements when the ground was covered with weeds and when there was no landmark except the rod stuck in the center, the closeness of the figures is considered remarkable.

Two surveyors made affidavits as to the size of the track, and these were mailed to the A. A. A. officials in New York. Other data relating to the track was taken east by F. E. Moskovics, who went prepared to explain in detail the whole structure. As this is the first track of the kind ever built, Moskovics will have to show the racing board that it is practicable, safe and fast enough to warrant its use. This, he says, he is prepared to do, as all details have been worked out carefully.

In anticipation that the track will be acceptable to the A. A. A., an official program has been arranged, which is revised from that suggested two or three weeks ago. Entry blanks include this program and have been sent east to Muskovics, who will meet the big drivers and have them filled out, while entries in Los Angeles will be received by Walter Hempel, who is arranging to act as local track manager.

As there are now no conflicting dates, if Hempel is associated with the Motordrome, it is considered almost certain that the sanctions will be issued by the A. A. A. The dates have been promised tentatively, and the formality of explaining the construction of the track is all that remains to be done.

Program for Meet

Following is the revised program:

FRIDAY, APRIL 8

1-mile world's record trials, class D; free for all. First, cup; second, cup. 5-mile, class D; free for all. First, $100; second, $50. 10-mile, stock chassis; class C, division 2, 161-230 cu. in. displacement. First, cup; second, cup. 10-mile stock chassis, class C, division 5; 451-600 cubic in. displacement. First, $100; second, cup. 20-mile free for all handicap; class D. First, $100; second, $50. 20-mile, stock chassis; free for all. Open only to amateur drivers. First, trophy. 5-mile stock chassis; class C, division 3, 231-300 cu. in. displacement. First, $50; second, $25. 10-mile stock chassis; handicap for cars under class C, division 5 (under 600 cu. in. displacement). First, cup; second, cup.

SATURDAY, APRIL 9

15 miles, free for all, handicap; class D. First, $100; second, $25. 10-mile stock chassis, class C, division 3, 231-300 cu. in. displacement. First, cup; second, cup. 25-mile stock chassis, class C, division 4, 301-450 cu. in. displacement. First, $75; second, $25. 5-mile world's record trials. First, trophy. 10-mile world's record trials. First, trophy. 100-mile stock chassis, class C, division 2, 161-230 cu. in. displacement; championship. First, trophy and $200; second, $50; third, $25. 10-mile, free for all, class D. First, $100; second, $50.

SUNDAY, APRIL 10

10-mile world's record trials. First, cup. 10-mile free for all, handicap; class D. First $100; second, $50. 25-mile stock chassis, class C, division 1, 160 cu. in. displacement or under. First, $50; second, $25. 100-mile stock chassis, class C, division 3; 231-300 cu. in. displacement; championship. First, trophy and $250; second, $100; third, $50. 10-mile free for all, class D; open only to amateur drivers. First, cup; second, cup. 5-mile stock chassis, class C, division 2, 161-230 cu. in. displacement. First, cup; second, cup.

WEDNESDAY, APRIL 13

World's record trials from 1 to 100 miles, for all classes. Trophies to winners in each class. 50-mile free for all, class D. First, $250; second, $100; third, $50. 5-mile free for all, handicap; class D. First, $100; second, $50. 10-mile free for all, class D; best of three heats. First, $200; second, $100. 25-mile free for all, stock chassis; amateur drivers only. First, cup; second, cup.

FRIDAY, APRIL 15

10-mile free for all, stock chassis, class C. First, $100; second, $50. 10-mile handicap, open only to ameteur drivers, class D. First, cup; second, cup. 100-mile stock chassis, class C, division 4, 301-450 cu. in. displacement; championship. First, trophy and $250; second, $100; third, $50. 10-mile stock chassis, class C, division 5, 451-600 cu. in. displacement. First, $75; second, $25. 10-mile stock chassis, class C, division 6, 601-750 cu. in. displacement. First, cup and $100; second, $50. 10-mile free for all, class D, best of three heats. First, $100; second, $50.

SATURDAY, APRIL 16

20-mile stock chassis, class C, division 2, 161-230 cu. in. displacement. First, $75; second, $25. 10-mile stock chassis, class C, division 5, 451-600 cu. in. displacement. First, cup; second, cup. 10-mile stock chassis, class C, division 6, 601-750 cu. in. displacement. First, cup; second, cup. 5-mile stock chassis, class C, division 3, 231-300 cu. in. displacement. First, $50; second, $25. 2-hour race, free for all stock chassis, class C. First, $250; second, $100; third, $50; fourth, $25. Special trophies for world's records for 1 and 2 hours. 5-mile stock chassis, class C, division 4, 301-450 cu. in. displacement. First, $75; second, $25. 5-mile stock cars, class A, division 4, $1600-$2000. First, $50; second, $25.

SUNDAY, APRIL 17

25-mile, stock chassis, class C, division 4, 301-450 cu. in. displacement. First, cup; second, cup. 10-mile, stock chassis, class C, division 2, 161-230 cu. in. displacement. First, cup; second, cup. 10-mile, stock chassis, for California championship; open only to amateur drivers, class D. First, cup; second, cup. 15-mile, stock chassis, class C, division 3, 231-300 cu. in. displacement. First, $100; second, $50. 10-mile, stock chassis, class C, division 4, 301-450 cu. in. displacement. First, $100; second, $50. 10-mile, stock chassis, class C, division 5, 451-600 cu. in. displacement; championship. First, trophy and $1000; second, $300; third, $100; fourth, $50. 5-mile, stock cars, class A, division 2, $801-$1200. First, $50; second, $25. 5-mile, stock cars, class A, division 2, $1201-$1600. First, $50; second, $25.

PLAN TWO WEEKS' AUTO EXHIBIT NEXT SEASON

New York Licensed Dealers Will Divide Time Between Pleasure and Commercial Cars

For the first time in America the automobile trade will have a two weeks' show. Because of the many additions to the ranks of the Selden patent licenses, the Association of Licensed Automobile Manufacturers has planned a double show to be held in Madison Square Garden, New York, in 1911. The dates selected are January 7 to 14 for pleasure vehicles, reopening on Tuesday, January 17 and closing on January 24, for commercial vehicles.

To properly care for the exhibitors, arrangements have been made by the show committee of the A. L. A. M., to rebuild the interior of the Garden, thereby securing 20,000 square feet more floor space than has been available at previous shows. This will be accomplished by extending the elevated platform so that it will be 50 feet wide, with another platform overhead, extending from the level of the balcony. When this is accomplished, and the commercial vehicles are cared for at the second week, the show committee can accommodate eighty exhibitors of vehicles in spaces of the same size as those used at the last show. In other words, the new construction will give sufficient room to care for all the present Selden patent licensees. There will also be accommodations for twenty-seven exhibitors of motorcycles and about 300 motor and accessory manufacturers.

The plan of a double show that will give proper space to the pleasure vehicle makers and care for the fast increasing number of commercial car manufacturers, has been the subject of long discussion among those interested, and while the expense and work involved will exceed that of any previous exhibition, the affair is certain to be representative of the industry.

Work will begin early in July on the preparation of the interior construction, which will be made in sections to permit rapid installation. When the pleasure vehicle show closes on Saturday night, the pleasure vehicles will be removed and their places taken by commercial cars. The signs and carpets will also be changed, but the main decorations will be carried through both exhibitions.

Many of the members of the Licensed association are now turning their attention toward commercial vehicles and will have their products ready for the fall trade and for exhibition at the January show. It is believed that the double show of 1911 will exceed in all respects any previous exhibition of motor driven vehicles. The contract with the Madison Square Garden company was signed by President Clifton of the A. L. A. M. before leaving on his southern trip.

BUYERS OF CARS SPECIFY BRAND OF TIRES WANTED

One of the surprising features of the present season, according to R. J. Firestone, is the large proportion of car buyers who ask for the privilege of specifying what make of tires shall come on their cars.

"This was more noticeable at the Chicago show than any other one this season," said Mr. Firestone, "and cannot but result in the motorist securing a better average of tire service for its efforts, as it is a pretty well known fact that users know and almost invariably select the best.

"Besides this the combined influence of these specifications encourages the car manufacturer in the adoption of a better grade of tire equipment and will add to the popularity of his product by lessening the liability of its buyers to have tire trouble."

DAVID F. COLE DIES

RIVERSIDE, Feb. 28.—David F. Cole, for twenty-one years a resident of this city, died at his home last night after a brief illness, 55 years old. The deceased was an employe of Newberry's grocery and engaged in this line of business ever since he came to the city. He was a member of the First Church of Christ, Scientist, and affiliated with the Maccabees. The funeral will be held from the late residence tomorrow afternoon.

SPORTS ON BUM IN IOWA

IOWA CITY, Ia., Feb. 28.—From telegrams sent by each member of the board of education to a newspaper it was found the majority is inclined to support President James H. Trewin in his stand to abolish football and intercollegiate athletics in three educational institutions of this state, including the state university, state agricultural college and the state teachers' college.

S. E. Lord and 'E.-M.-F. 30' Which Chased Wildcat on Mountain Road Near San Diego

LORD BRINGS DOWN BIG MOUNTAIN LION

Automobile Put to New Use in Following Flight of Wounded Animal—Perfect Score Made by the E. M. F.

Stanley E. Lord of the Lord Motor Car company has pulled off an entirely new stunt in the uses to which an automobile can be put. Last Friday, according to the story told, the versatile Stanley shot at, hit and ran down a mountain lion in the public road a few miles north of San Diego. The big cat jumped into the road thirty paces ahead of the machine, and the first shot from a .38 rifle brought him down, but only for a minute, for on regaining his feet the lion made a straightaway dash down the road for more than a mile, with Lord blazing away at him between watches of his car.

The lion then turned at bay and Stanley stepped from his machine to end the fun. A feeling akin to "buck ague" must have afflicted his trigger finger, as the next four shots were without effect. The lion made one spring, and with his last, the tenth shot, Stanley placed one between the eyes and it was all over. The lion measured five feet from tip to tip.

The entire story is vouched for by Mr. and Mrs. J. W. Ware, who had just bought an "E-M-F," and were piloted to San Diego and return by Mr. Lord. They now have the lion's skin in their possession for mounting. On the run back from San Diego in an entirely new car, the distance of 197 miles was covered in six hours flat. The engine never missed a shot and no tools were used on the trip.

BUMP ACCEPTS POSITION OF OWEN SALES MANAGER

Former Employe of Franklin Company to Assume Important Place in New Concern

The sales manager of the new Owen Motor Car company of Detroit is to be F. R. Bump, who in a similar capacity has for the past six years been connected with the H. H. Franklin Manufacturing company of Syracuse. He will take up his work with the Detroit company at once.

The Owen company takes its name from Ralph Owen, who is its general manager, and is the designer of the car which the company will make. In point of experience Owen is one of the oldest men in the automobile business.

Bump likewise has long been interested in automobile enterprises. After graduation from Cornell university he was in the bicycle business, being three years with the Waltham Manufacturing company, then making the Orient bicycle and introducing some earlier forms of motorcycles. Later he had charge of the bicycle business of the Davis Sewing Machine company of Dayton, O., makers of the Dayton wheel.

In the fall of 1904 he went to the Franklin automobile factory in Syracuse as assistant sales manager; a year later he became sales manager, and he has remained as such ever since. With the Owen company he will have full charge of sales.

Upon the announcement by him of his intention of leaving Syracuse a banquet in his honor was given Bump at the Yates hotel by the Retail Automobile Dealers' association of that city, of which he has been a director. The presiding officer on that occasion was C. A. Benjamin, who had been his predecessor as sales manager of the Franklin company. Practically the entire membership of the association attended to wish him success in his new undertaking.

TWENTY-SEVEN MEMBERS OF LARGE CLASS PASS

Successful Candidates to Be Admitted to West Point Academy Today

WEST POINT, N. Y., Feb. 28.—Twenty-seven members of a class of 106 applicants for admission to the military academy successfully passed an examination, it was announced here today. They, together with a class of 108 who were examined in January, will be admitted to the military academy tomorrow.

One of those who passed was Louis T. Byrne of New York, a brother of Cadet Eugene A. Byrne, who was killed in a football game here with Harvard last fall.

GERMANY TO COMPETE WITH US

WINNIPEG, Man., Feb. 28.—The German-Canadian trade treaty will take effect tomorrow and the Canadian Commercial Travelers' association has received word that 300 German travelers are on the way to Canada to compete for the trade in western Canada, now controlled by United States firms. Last year Germany bought $90,000,000 worth of western Canadian grain, or grain products.

COL. ROOSEVELT ENDS HIS CHASE

FORMER PRESIDENT'S PARTY SAILS FOR KHARTOUM

Results of African Expedition Headed by Distinguished American Exceed Expectation from Standpoint of Hunt and Science

GONDOKORO, Feb. 28. — Col. Rosevelt and the others of his immediate party sailed today for Khartoum, where they expect to arrive March 15. With their departure the expedition led by the former president was practically brought to a close.

Col. Roosevelt considers the killing of the giant elands in his recent excursion along the upper reaches of the nile a fitting ending of a marvelously sucessful trip.

The results generally, from the standpoint of the hunter and the scientist, have exceeded all expectations.

Col. Roosevelt and his son Kermit have obtained some 500 specimens of large animals. The collection includes seventeen lions, eleven elephants, 100 buffalo, ten black rhinoceros, nine white rhinoceros, nine hippopotami, nine giraffe, three leopards, seven chetahs, three giant elands, three sables, one sitatunga and two bongos.

All these were killed in the interest of science and the specimens will be disposed of accordingly, the greater number going to the Smithsonian institution. Mr. Roosevelt will retain not more than six trophies for himself.

From the point of importance the most highly prized game may be rated as follows:

First, the giant elands, the first complete specimens of which family are now being taken from the country; second, the white rhinocaros; third, the bongos, the first to be stalked and killed by a white man; and, fourth, the sitatunga, a species of antelope.

The hunters secured a selection, comprising many thousands of birds and other mammals.

The results in this line have been most gratifying and science will be enriched by several new species and an enormous series of the smaller mamm-ls of Africa. The game taken and the collections made constitute a world's record for a similar period of hunting and scientific research in Africa and the American museums will receive the greatest collection of African fauns in existence. All agree that too much praise cannot be accorded R. J. Cunninghame, the Englishman who managed the expedition.

Col. Roosevelt will not devote his time to writing, including the preparation of the addresses which he is to deliver in Europe. He will do no more hunting unless during the trip down the Nile chance throws in his way an opportunity to secure some rare specimens.

FIRMS, SLO WIN REPORTS, WORRIED AS LAW EXPIRES

Corporation Men, Fearful of Big Fine, Besiege N. Y. Revenue Officers for Instructions About Tax

NEW YORK, Feb. 28.—The time limit for filing reports under the new federal corporation tax law expires tomorrow. The offices of the internal revenue collector here were swamped this morning with mail communications from the Wall street district and overrun with hundreds of representatives of corporations, banks and commercial companies, who called in person to find out what was requested of them in preparing a report.

The agitation for changes in several phases of the law is believed to be responsible for the tardiness of some of the corporations.

The internal revenue collector announced today that nearly half of the 16,000 corporations under his jurisdiction have not yet made their returns. For failure to file a report at the time stated without receiving an extension from the collector corporations are liable to a fine of from $1000 to $10,000.

'STRONG ARM' MSN ROB OIL WORKER OF $275

Andrew McMahon, a foreman in the oil fields near Bakersfield, was robbed of $275 by two "strong-arm" men at Ninth and Los Angeles streets shortly after midnight this morning, and although his assailants were pursued by bullets from the revolvers of Patrolmen Gregory and Laiece thew escaped.

CARINAL LUCON TO APPEAL

RHEIMS, France, Feb. 28.—Cardinal Lucon, archbishop of Rheims, announces that he will appeal from the judgment of the court which condemned him to pay $100 damages to the Public School Teachers' association and to defray the costs of the action, in which the association alleged the cardinal had injured the teachers by signing the episcopal letter forbidding Catholics to use certain textbooks employed in the schools.

BALLOON NEW YORK STARTS FOR RECORD

George B. Harrison of Los Angeles Is Acting as Pilot for Millionaire Clifford B. Harmon

SAN ANTONIO, Texas, Feb. 28.—Clifford B. Harmon of New York and George B. Harrison of Los Angeles started at 9:15 tonight in the balloon New York on a trip which they hope will break the record for distance and win the Lahm trophy, an international cup now held by Count de la Vaux of Paris.

Conditions are ideal. The wind was blowing gently from the south at about fifteen to twenty miles an hour, and as the balloon sailed gracefully over the crowd it was headed northwest.

The balloonists are prepared to remain in the air seventy-two hours. The balloon is carrying 80,000 cubic feet of gas.

George B. Harrison, who is acting as pilot for Clifford B. Harmon, the New York aeronaut, is a Los Angeles newspaper man. He left a week ago for San Antonio to make this flight, which he and Mr. Harmon have hopes will be a record-breaker. Mr. Harrison was connected with The Herald, and as a newspaper man he became interested in aeronautics.

During the recent aviation meet Harrison made a balloon ascension alone which qualified him for a pilot's license. He piloted several aerial excursions Aviation week, and throughout demonstrated a complete knowledge of air currents. He conducted the only balloon flight which ended at Dominguez field, and it proved one of the most spectacular features of the meet.

Mr. Harmon, who is a millionaire sportsman and not inclined to pinch a penny, took a fancy to Harrison and his work, and at the conclusion of the meet here the balloon New York was taken to San Antonio with a view of attempting a flight to the north.

Trip Abandoned Temporarily

They lingered about the city for a few days, but it was evident the air movements would not permit of such a flight at the time, and it was abandoned temporarily, Harmon going to New York and Harrison returning to Los Angeles.

The preparations for the flight have been most complete, and in a telegram to The Herald last night Harrison says he and Mr. Harmon are prepared to stay up a week. Harrison considered the condition perfect just before starting.

The reason for starting at night probably will puzzle many, but this only demonstrates the thoroughness with which Pilot Harrison has gone into the subject. He explains they will profit by this, as when the rays of the sun strike the balloon in the morning the gas will be expanded and give it more buoyancy, while the opposite would be the case at night with a day start.

'SHORT LINE'S' GROWTH IS TOLD AT MERGER HEARING

Supt. Brewer Says Oregon Railyroad Has Increased Its Business Enormously in 10 Years

NEW YORK, Feb. 28.—Ten years' growth of traffic on the Oregon Short Line was summed up today by Superintendent A. E. Brewer, testifying at the beginning of what is expected to be the last week of hearings in this city on the government's suit to dissolve the Union Pacific-Southern Pacific merger.

The defense has until April to introduce testimony and may reopen the case at any time prior to that time. The government's testimony was practically finished before the death of E. H. Harriman, who was a witness in the early stages of the inquiry.

Superintendent Brewer testified that the increase since 1901 on the Oregon Short Line, one of the constituent properties of the merger, was 50 per cent in freight and 125 per cent in passenger traffic. In the perior of approximately ten years $20,009,000 has been expended on improvements. Cross examined, Mr. Brewer said the freight schedules on the main line, between Granger and Huntington were about the same today as in 1901, about the same number of trains being operated daily.

WORK IN NEW YORK IS DEATH TO PASTORS

NEW YORK, Feb. 28.—With the declaration that New York city is a graveyard for ministers, Rev. Dr. William Carter, pastor of the Madison Avenue Reform church, Madison avenue and Fifty-seventh street, in giving the pastors' point of view, said that the reason why pastors break down in their work and three prominent Fifth avenue pulpits are vacant is that there is no cooperation and sympathy on the part of a New York congregation for the pastor, who has to do his work alone.

"That New York city is a graveyard for ministers is a proved fact," said Dr. Carter. "After two years' work I had to go abroad for a year's rest, suffering from a breakdown. I met three other New York pastors abroad for the same reason and for the same length of time. One died two days after his return, and now recently another sudden death has left a prominent pulpit vacant.

"Another pastor, discouraged and in despair over his work, could not continue longer and resigned. Some years ago a prominent minister, abroad for the same reason that I went, took his life while suffering from melancholia, brought on by the same strain and stress of his work.

"When it is realized that three of the prominent Fifth avenue churches, paying the largest salaries, are without pastors and have extended call after call, to have them refused, it proves that ministers are avoiding rather than seeking New York churches.

"Some residents of New York have an idea that the salaries paid the ministers here would prove attractive, not realizing, first of all, that ministers are not in the ministry for the money they make out of it, and all could make more money with their ability in some other profession or in a business line, and, secondly, not realizing that because of the cost of living with the larger social position that must be maintained, salaries paid here are lower in proportion than elsewhere.

"Ministers here are compelled to bear the whole burden alone, instead of having the sympathy, the suport and the hearty co-operation of the congregation. A church calls a pastor and then complacently sits back in the pews and says in effect: 'We've called you; we're paying your salary; now go ahead and do the work.'

"No man can do this work himself. There must be active participation on the part of the whole congregation if the church is to see the most efficient service given to God and humanity."

CITRUS FRUIT REPORT

PHILADELPHIA

PHILADELPHIA, Feb. 28.—Three cars of navels and one lemon sold; also 7500 boxes Floridas, which sold from 75c to $4.60, average $1.75; grapefruit, $1.20 to $4.25, average $3.25; tangerines, $1.25; firm on good stock. Navels—Palm Tree, A. H. Prenda, $2.30; Elephant, or, O. G. Cash Assn. $2.85; Native Son, imp, King Ft. Co., $2.80; Coyote, O. K. Ex. $2.35; Elephant, or, O. G. Cash Assn. $2.35; Salt Lake, sd, King Ft. Co., $2.20. Tangerines—Keystone, 85c.

CLEVELAND

CLEVELAND, Feb. 28.—Three cars of navels, two mixed and one car lemons sold; market higher on navels; raining; six cars Floridas, $1.40 to $2.35, average about $1.60; lower on Floridas. Navels—Searchlight, S. S. Orange, $1.80; Robusta, A. H. Pachappa, $1.95; Violet, D. M. Monrovia, $2.50; Gold Buckle, R. H. E. High, $2.70; Cresta, A. H. Pachappa, $2.35; Floral, S. B. Colton, $1.85; Jasmine, D. M. Monrovia, $2.20; Lochinvar, R. H. E. High, $2.35. Lemons—Planet, S. S. Orange, $2.75; Searchlight, $2.85; Sunset, $1.90; Pet, S. A. Ex. $3.30; Arab, $3; Greyhound, $2.90; Duck, $2.65; Tiger, S. B. Colton, $3.15; Floral, S. B. Colton, $2.95.

CINCINNATI

CINCINNATI, Feb. 28.—Cool; market advancing; 11 cars Floridas, 1 car lemons sold. Brights, $1.60 to $2.25; Russets, $1.60 to $2.20. Navels—None sold. Lemons—Arab, S. A. Ex. $3.05; Greyhound, $3; Duck, $2.75.

PITTSBURG

PITTSBURG, Feb. 28.—Market firm on good stock navels and lemons; 7 cars Floridas sold, $2; average higher Floridas; raining. Navels—Knickerbocker, S. A. Ex. $2.10; Quail, O. K. Ex. $2.30; Violet, D. M. Duarte, $2; King, S. A. Ex. $2.10; Coyote, O. K. Ex. $1.85; Iris, D. M. Duarte, $2.25; Jasmine, same, $2.05; Dulce, sd, Harper F. Co., $1.95; Lone Palm, xc, McG. & W. $1.80; Lucky, sd, Tustin P. Co., $1.85; Beach, sd, T. McG. $1.75; Honest Pack, xc, Tustin P. Co., $2.10. Lemons—On Honor, L. G. F. G. A. Lemongrove, $2.85; As You Like It, $2.05; Naralimo, or, Sparr Ft. Co., $2.85. Tangerines—King, $1.10.

BOSTON

BOSTON, Feb. 28.—Twelve cars sold; raining; market strong with higher tendency. Navels—Red C., Covina Ev. $2.40; Gold Buckle, R. H. E. High, $3.10; Orchard Run, Riv. Pachappa, $2.65; Royal Knight, R. H. Red. $2.90; Pine Cone, S. B. Highland, $2.60; Quail, O. K. Ex. $2.70; Elephant, or, O. G. Cash Assn. $3.70; Orchard, or, Nat. Orange Co., $3.10; Elk, xc, Robert Henderson, $2.55; Standard, $2.55; Princess, Q. C. Corona, $2.75; Uncle Sam, Riv. Pachappa, $2.90; Pond Lily, same, $2.25; Ben Hur, R. H. Redlands, $2.65; Arrowhead, S. B. High, $2.20; Queen Bee, Q. C. Corona, $2.55; Alpha, xf, Robert Henderson, $3.15; Bronco, xf, W. American F. Co., $2.90; Elephant, sd, $2.60; Sunshine, $2.40. Tangerines—Bear, $2; Quail, $1.45. Bloods—Queen Bee, ruby, $2.45; Royal, $2.20. Halves—Queen Bee, $1.15.

ST. LOUIS

ST. LOUIS, Feb. 28.—Weather favorable; market advancing; two cars navels, one of lemons sold; seven Floridas sold. Navels—Tally Ho, S. B. Rialto, $2.35; Volunteer, S. A. Ex. $2.25; Greyhound, same, $1.90; Valley Belle, $2.10; Big R., S. B. Rialto, $2.05.

NEW YORK

NEW YORK, Feb. 28.—Sixteen cars of oranges, two mixed, one lemon sold; navels very steady on good stock, higher in spots; lemons steady; cloudy, farm. Navels—Puck, fy, Green & Speich, $1.70; Elephant, (tagged) O. G. C. Assn. $5.30; Elephant (not tagged) $2.35; Elephant, 2ds, $2.55; Green Banner, xc, Sutherland Ft. Co., $2.65; Valle Vista, or, Growers F. Co. $2.45; Sunset, imp, S. S. Ex. $2.50; Iris, D. M. Ex. $2.80; Glendora Heights, A. C. G. Ex. $2.80; Pointer, A. C. G. $2.55; Gold Buckle, R. H. Ex. $2.65; Lochinvar, R. H. E. High. $2.45; Violet, D. M. Ex. $2.55; Royal Knight, R. H. E. High. $2.55; Ben Hur, R. H. Ex. $2.20; Pointer, A. C. G. Ex. $2.25; Orchard Run, $2.60; Scroll, Riv. Ex. $2.25; Mt. Harrison, fy, Sewell, $2.55; Mt. Harrison, ch, same, $2.35; Rialto Crest, $2.50; Rialto Girl, or, Growers Ft. Co., $2.05; Rialto Girl, ch, same, $2.15; Stock Label, same, $1.70; Constitution, $2.40; Stock Label, $2.05; Euclid, or, Euclid Ft. Co., $2.60; Uplander, Growers Ft. Co., $2.40; Orchard, imp, National O. Co., $3.25; Standard, imp, same, $2.95; Orchard, or, same, $3.10; Standard, sd, same, $2.60; Alpha, xf, R. Henderson, $2.95; Elk, xc, same, $2.60; Delta, sd, same, $2.15; San Emidio, 64s, $2; 80c, $2.20; 96c, $2.35, average, $2.15. Navels, halves—Overland, $1.40-1.45; Limited, $1.75-1.80. Tangerines—Orchard, $1.90; Kahala, $2.20. Lemons—Rialto Crest, $2.60; Rialto Girl, $2.45; Stock Label, $2.15; Independent, fy, $3.05; Choice, $2.50; Clown, $2.80; Circus, $2.60; Senorita, $2.25.

CITRUS FRUIT SHIPMENTS

	Orgs.	Lem.	Totl.
Friday, Feb. 25.....	159	12	171
Sat. Sun., Feb. 26-27..	164	13	177
To date this season....	6740	1261	8001

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SHERIFF TO ARREST INDICTED PACKERS

Under Authority of Prosecutor Garven Orders Are Issued Against Six Meat Corporations

NEW YORK, Feb. 28.—Capiases for the arrest of the indicted meat packers and summonses for the six indicted meat corporations were ordered today by Prosecutor Garven of New Jersey, who will hand them over to Sheriff Kelly for execution. The sheriff will find out who of the indicted men are in his jurisdiction.

Mr. Garven said:

"The defendants know of the indictments, their lawyers have conferred about the indictments, and proceedings will now take their regular course. I cannot say now just what I will do after I receive the report of the sheriff. The logical thing for the defendants to do is to come into court and plead, but the attitude of their attorneys does not indicate that they mean to do that.

"Some time this week I will apply for the dissolution of the charters of the corporation trust company and the corporations named in this prosecution if they fail to produce the minutes of their annual meetings and other records as required by the subpoenas."

Counsel for James Bathgate, jr., one of the New Jersey directors of the meat combine, appeared before Judges Blair and Carey today, and bail for $2500 was furnished for his appearance in court when wanted.

JURY RECALLS WITNESSES

CHICAGO, Feb. 28.—Witnesses who have already testified before the federal grand jury in the packing house investigation were recalled today and questioned on details which had been untouched in their first examination. Among those called were H. W. Hardy, assistant treasurer of Libby, McNeill & Libby; F. B. Carter, Bernard Remmer and Edgar Rothschild, employes of Armour & Co.; Otto Besthoff and William Ferris, employes of Morris & Co., and D. Edwin Hartner of Swift & Co.

ONE MAN IS KILLED IN RENO STREET FIGHT

RENO, Feb. 28.—W. E. Lorton of this city lies at the city morgue dead from two pistol bullets fired by Frank Rogers, with whom he had an altercation on one of the main streets of the city over alleged attentions paid to Rogers' wife by Lorton and a small sum of money borrowed by Lorton from Rogers some time ago. Rogers is in jail.

RELIGIOUS RIOTS IN SPAIN

MADRID, Feb. 28.—Meetings of anti-clericals who seek the reopening of the lay schools, and rival meetings of Catholics in opposition to the movement, were held in many parts of Spain yesterday. At Bilbao rioting followed a Catholic meeting, and the police charged the crowd, several persons being wounded. Many arrests were made.

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