

DEAD BODY FOUND

It Was Floating In Brunswick River and Was Discovered While It Had Lodged Against the Bridge—Identified as Mr. E. S. Pedneau, Drowned March 5th

At 6 o'clock Sunday morning the body of an unknown white man was discovered by John Mallett, colored, at the bridge over Brunswick river, two miles from the city beyond Market street ferry. It was lodged against the timbers of the bridge and was in such a state of decomposition that it was not recognizable. From his straight black hair, however, it was known that the body was that of a white man. Mallett works for Mr. E. W. Sawyer whom he notified of his discovery.

The man's body was towed ashore and interred on the banks of Brunswick river until some information could be had as to his identity. He had on no coat and vest and only wore a sweater and pants over his underclothes and a pair of shoes. In his pockets were found \$36 in money and a watch with the hands stopped at 9:05 o'clock.

Mr. Sawyer being aware that Mr. E. S. Pedneau, an employee of the Cape Fear Lumber Company, was drowned some time ago up the Cape Fear river and that his body had never been recovered, telephoned the facts as to the finding of the body to Mr. J. A. Arrington, general manager of the company. Mr. Arrington went up to the company's clogging camp in Bladen county and told Mr. A. A. Pedneau of the circumstances and he came down to the city yesterday and went over to see the body. He could not identify the body as that of his brother, owing to its advanced state of decomposition, but he identified it by his watch and clothing, the pants corresponding to the coat and vest which he wore when he was last in Wilmington and which were left on board the steamer Hurt the night Mr. Pedneau was drowned.

The deceased was a man of 30 years of age and was not married. He was from Jarrett, Va., and came to Wilmington only a few days before he was drowned, having been employed by the Cape Fear Lumber Company to run the locomotive on the railway which is run in connection with their logging camp some thirty miles from the city. He left here on the night of March 5th on the steamer Hurt to go to the logging camp and on the way up the river about 20 miles above Wilmington he is supposed to have fallen overboard and been drowned. His coat and vest were found on the steamer after he disappeared. A number of papers by which he might have been identified were left in his coat pockets.

The deceased was a machinist by trade, and during the war with Spain served on board the United States cruiser Nashville on the coast of Cuba. The drowned man was a Mason and was a member of Widow's Son Lodge, Boyton, Va. Mr. A. A. Pedneau, accompanied by Mr. James W. Monroe, past master of Wilmington Lodge No. 339, A. F. & A. M., who is always first in good works, went over to Brunswick bridge last night with Mr. J. B. Cooper, of Mr. James F. Woolvins undertaking establishment, and had the body exhumed and prepared for burial. They were kindly assisted by Mr. E. H. Gray, who clerks for Mr. Sawyer. The funeral will take place at 5 o'clock this afternoon at the lodge in Oakdale cemetery and will be conducted by the Rev. A. D. McClure, pastor of St. Andrew's Presbyterian church. The burial will be under the auspices of Wilmington Lodge and all Masons are invited to attend the funeral of their deceased brother Mason.

Mr. A. A. Pedneau, the brother of the deceased, who is now here, is employed by the Cape Fear Lumber Company as a locomotive engineer at the logging camp. Another brother, Mr. F. L. Pedneau, of Jarrett, Va., was telegraphed for and he is expected here this morning to attend the funeral. The members of Wilmington Lodge are summoned to assemble at St. John's Hall at 4 o'clock to attend the funeral. Carriages will be at St. John's Lodge to convey persons who desire to go to the cemetery.

Use Only the Best Bagging
Mr. W. L. Bowers, of Georgia, gives his experience.

"As to my experience with the 24x54 standard press box, will say that it has given entire satisfaction. There does not seem to be any more strain on the machinery than before the change was made. I make bales ranging all the way from 450 to 550 pounds, and the packages were so much neater than the large, ugly shaped bale."

"I wish I had command of language to express my views on the question of a uniform bale, if so I believe I could interest all who handle cotton, from the ploughman to the factory. I can very well see that if a uniform bale is not adopted in the near future, somebody who has not been hancing is going to pay the piper. In short, it will make their boxes to the 24x54 standard, use only the best bagging, put on six bands, use strong twine and make their packages appear in good shape for market, it would be a matter of great interest and profit to all concerned in the handling of cotton. I am simply a farmer and ginners."

Messrs. J. Stough & Son, of Alabama, thinks the round bale wants to monopolize the cotton industry.

"We like the 24x54 all right. Can pack just as heavy bales as we could before we changed. I hope that every ginners will adopt the 24x54 because it makes a neater bale, and especially if it takes this to keep down this round bale monopoly. It seems to me that any man with ordinary sense would let the round bale press alone. If this concern does not want to monopolize the cotton industry, why do they not sell their press straight! There is something wrong behind it."

"Hope you will be able to get every ginners that has not yet changed to change his press box."

Hamilton Clark, of Chaucery, Ga., says he suffered with itching piles twenty years before trying DeWitt's Witch Hazel Salve, two boxes of which completely cured him. Beware of worthless and dangerous counterfeits. R. R. Bellamy.

RESCUED BY LIFE SAVERS

The Sloop Yacht June Wrecked at Oregon Inlet Last Friday—Thrilling Adventure of the Crew

The sloop yacht "June," bound from New York for Charleston, was wrecked at Oregon Inlet, on the North Carolina coast last Friday. Capt. W. O. Burgess and his crew of two men were rescued by the life saving crew, and they came on to Wilmington on their way to Charleston where they were taking the yacht. She was bought in New York by a Charleston party and was to have been fitted up as a fishing boat. Capt. Burgess yesterday gave The Messenger the following account of his thrilling experience:

"For nearly three days we had been trying to make Oregon Inlet, beating on and off with the wind dead ahead, losing with one tide what little we gained with the next. Our hopes were, after entering the inlet, one mile and a quarter south of Bodie light, to find water enough, by feeling our way with the lead, to cross the Four Foot Swath into Pamlico sound, which would enable us to pass inside of Cape Hatteras and also while in smooth water to make one or two unimportant repairs."

"On Friday, August 11th, the wind hauled a little in our favor. By making one short and one long tack, we gained perceptibly. As soon as abreast of the inlet the yacht was headed in, with the wind on her port quarter, steering about W. N. W., half W. There were three of us altogether. Henry, who was standing forward 'conning' the wheel, or directing the course, was acting as skipper. His brother, who was steering, and I, standing by the main sheet. At half past four, as nearly as we could judge, the breakers were all around us. In a moment a violent shock, just as a big sea boarded us, indicated that she had struck the bar. Immediately the peak halliards were let go by the run and a minute later, all sail was taken in; but the little craft had already fallen, decks to the sea. Nothing could be done. The swinging of the main boom knocked Henry overboard, where he remained clinging to the rail. The helm, owing to the shock, had given a jump; driving a spoke of the wheel down onto William's legs, hurt not breaking it."

"As the little vessel was working in toward calmer water, hopes were entertained that she might get across before going to pieces. To give her all the chance possible, I too jumped over the side, joining Henry. But soon hope was out of the question. Just how long before the life saving crew came to our assistance would be hard to estimate. But when they did come, which was not long, they did splendid work, to a man. One after another plunged into the water to our rescue."

"On being assured that nothing could be done for the boat, their aid was accepted. What loose clothing lay close to hand, was hastily packed up and transferred to the life boat, closely followed by ourselves."

"That evening at about 8 o'clock I walked down to the beach with one of the men belonging to the life saving station, but nothing whatever was to be seen of the pretty little craft, which had brought us from New York. Early the next morning wreckage along the beach told the tale."

THOUSANDS GONE

Wilmington's Colored Population Scattered All Over the North—A Colored Traveller Meets Them in a Dozen States

David Bryant, a well known and trustworthy colored man of this city, for the past twenty-five years has taken a summer trip to several states in the north. On Sunday last he returned from a tour through a dozen states, having even gone into Canada, and he tells us that everywhere he went familiar faces came up and greeted him. They were colored people who had left Wilmington since the race trouble last November, and he says he was brought to realize that they had left here by the thousands.

He states that the places where he saw most of Wilmington's colored population were Norfolk, Washington, Baltimore, Philadelphia, New York, and Boston. He says his observations are that they had better staid in Wilmington, as the older people especially and the uneducated in particular cannot compete with the working classes in the north. They are ignorant of the customs of the people of the north, and they find themselves surrounded by circumstances so widely different from those they have been accustomed to in the south, that they cannot come up to the requirements. The young, active and educated only stand much of a showing.

The Soldier Boys at Caswell
(Correspondence of The Messenger.)

Fort Caswell, N. C., August 21.
Private Hurley, who has been in confinement at Fort Henry, Maryland, has been sentenced to six months at hard labor at Governor's Island, N. Y., by general court-martial.

Corporal Foster is all smiles tonight. He has received a letter from a friend stating that the congressman from his (Foster's) state, Maryland, will secure his discharge by favor in a few days.

Private Banchfield and Roland have taken French leave. We expect to hear from them again however.

The boys are hauling in the fish by the baskets full. They have just received their new seine.

Naming the Price of Cotton
(Raleigh News and Observer.)

Mr. A. B. Williams, one of the first business men of the Cape Fear section, has an article in the Fayetteville Observer urging cotton ginners to make a uniform bale of cotton 24x54 inches. He adds:

"The round bale people are doing their utmost to establish the round bale, and if successful in their efforts, the cotton farmer will be completely in their hands. The certainty of a royalty to them of \$1 per bale and the naming of the price to be paid for cotton are what they are aiming at."

That is it exactly. John B. Searles would never have left the sugar trust and taken hold of the round bale if he did not expect to coin millions by cornering the market. The southern farmers are not averse to improvement in baling cotton. They would welcome all improvements, but they will not put their neck in the halter of the round bale trust.

The soothing and healing properties of Chamberlain's Cough Remedy, its pleasant taste and prompt and permanent cures, have made it a great favorite with the people everywhere. For sale by R. R. Bellamy.

THE COAST LINE

Remonstrated That Road Will Soon Run Between Florence and Atlanta

There is a report in circulation here among the railroad people which is also confirmed herein, and which goes to show that within the next forty-five days the Atlantic Coast Line will have through trains running between the Gate City of South Carolina and the Gate City of Georgia, Florence-Atlanta, says a special to The News and Courier, from Florence, S. C. The Atlantic Coast Line's new road running from Denmark, the present terminus of the Manchester and Augusta division, to Robbins, on the Charleston and Western Carolina railroad, will be completed next week and the connection made with the Charleston and Western Carolina. Several work trains and hundreds of laborers are now at work ballasting up the road in order that the new link in the Coast Line's system may be inspected by the railroad commission within the next two weeks, and regular trains put on in order that the road bed may become packed and the track ready for fast mail and passenger train service.

The entire roadway from Florence to Augusta will be strictly first class.

The road is laid the entire distance with 70-pound steel rails, and will accommodate all the "flyers" that the Coast Line people may desire to put on. The new connection from Augusta is made possible by the recent purchase of a half interest in the Georgia railroad leading out of Augusta, as stated in the press dispatches several days ago.—Augusta Chronicle.

THE SEABOARD'S NEW ROAD FROM CHARLESTON TO AUGUSTA

The Construction of It Can Scarcely Begin Before Next Year

The Seaboard Air Line's corps of engineers, under Captain R. M. Balling, have not taken to the road because the corps has not been thoroughly organized as yet. Five of the party have arrived in the city and the others are expected today. The wagons and camping outfit of the corps are coming by dirt road from Augusta, and it is not expected that they will arrive here before Thursday. It will therefore be some Monday before the survey is taken up in earnest. In the meantime the engineers are making daily excursions about the outskirts of the city, looking out for the best places to enter the city.

Yesterday The News and Courier's dispatches from Columbia contained the following in an interview with Colonel "Bunch" McBee:

"Superintendent McBee, of the Seaboard Air Line, who is in the city, was asked today what there was in the report that the line for the Charleston-Augusta line would be awarded this year. He said that the Seaboard was not going to make any contracts until it had made all of its arrangements as to terminal facilities, and so far as he knew, and he thought he knew a thing or two, no such arrangements have yet been made. The Charleston line, he said, would come in due time, and there was no occasion for impatience about it."

This just dovetails with the story that the report for The News and Courier heard from one of the engineers. The reporter told the engineer that he heard the contract for the Charleston-Augusta branch would be given out immediately, but the engineer shook his head. He stated that it would take the corps four months yet to present a report on which building contracts could be given. This would put the letting out of the contracts into 1900. On account of the "lay of the land" it is thought by the engineers that the road can be built very quickly when once started.—News and Courier.

Hold to the Standard Rectangular Bale

Mr. J. F. Cone, of Alabama, advises holding to the standard square bale.

"My experience with the 24x54 press box has been satisfactory, quite as much so as the larger one formerly used, and so far as I have discovered it was no more difficult to pack a 500 pound bale in the 24x54 box than in the old one. Possibly the round bale may be a good thing, and to some it may prove profitable, but as yet I fail to see that the average farmer will be benefited. The adoption of the round bale will greatly reduce the number of plantations ginners, thus increasing the difference between the cotton field and the ginners, requiring more expense for hauling, and upon the whole I am in doubt if the advantages which is claimed for the round bale would ever reach the producer, or any one else, except those directly concerned, consequently I think we had better hold on to the 24x54 rectangular bale."

AWAKE TO THEIR BUSINESS.

Mr. F. E. Langley, of Alabama, says it is to ginners interest to change boxes from 24x54.

"I readily agree with the compress men as to the importance of the cotton raisers having their cotton baled on the standard size, 24x54 inch press. If all ginners that are doing any business at all would consider the importance of this movement, they would not hesitate to make the change in their presses at once, instead of waiting to follow after others. This is to the ginners interest and he should take in the situation himself, not wait for his competitors to lead him. I hear ginners say that they have just as much right to keep their old size box as others have to change, but these men are not standard business men, and are not benefitted by improvement until led by men who are awake to their business."

During the civil war, as well as in our late war with Spain, diarrhoea was one of the most troublesome diseases the army had to contend with. In many instances it became chronic and the old soldiers still suffer from it. Mr. David Taylor, of Wind Ridge, Greene County, Pa., is one of these. He uses Chamberlain's Colic, Cholera and Diarrhoea Remedy and says he never found anything that would give him such quick relief. It is for sale by R. R. Bellamy.

The Steamer Onida in Distress

Galilee, N. J., August 23.—The Clyde Line steamer Onida from Wilmington, N. C., for New York, broke her propeller shaft and is anchored fifteen miles south of Absecon. A life saving crew from Absecon light has gone to her.

BABIES
are subject to peculiar ills. The right remedy for babies' ills—especially worms and stomach disorders—is
Frey's Vermifuge
has cured children for 50 years. Send for ills book about the ills and the remedy. One bottle mailed for 10 cents.
E. A. S. FREY, Baltimore, Md.

FROM THE SEAT OF WAR

A Member of Battery C, Writes that the War is Over in the Philippines—Great Loss among our Soldiers

Battery C, Sixth artillery, which was sent last year from Fort Caswell to Porto Rico, is now in Manila, in the Philippines. Our townsman, Mr. J. T. Burke, on yesterday showed us a letter which he received from Corporal George D. Meese, who is with the battery. It is under date of July 1st, and in it Corporal Meese says:

"We are doing police duty here in Manila, and have very little of the excitement that is going on around us. A great many of our boys are being planted here—a great many more than you people know of."

"I think there is a great future before this country. American push and energy are bound to succeed here. I think the worst of the war is over, but, like Cuba, there will be work here for some time to come."

A Mother Tells How She Saved Her Little Daughter's Life

I am the mother of eight children and have had a great deal of experience with medicines. Last summer my little daughter had the dysentery in its worst form. We thought she would die. I tried everything I could think of, but nothing seemed to do her any good. I saw by an advertisement in our paper that Chamberlain's Colic, Cholera and Diarrhoea Remedy was highly recommended and sent and got a bottle at once. It proved to be one of the very best medicines we ever had in the house. It saved my little daughter's life. I am now anxious for every mother to know what an excellent medicine it is. Had I known it at first it would have saved me a great deal of anxiety and my little daughter much suffering. Yours truly, Mrs. Geo. F. Burdick, Liberty, R. I. For sale by R. R. Bellamy.

Want to Use the Philippines

The Messenger recently noted the return of two of the young men who volunteered and went to Camp Meade to be mustered in with the Twenty-seventh regiment for service in the Philippines. Mr. Joseph N. Brittain, another one of the volunteers, has returned. In a skirmish drill it was discovered that his right eye was defective, so he was honorably discharged. He did not like it at Camp Meade and says the recruits are largely tough citizens. The regiment will leave Fort Meade tomorrow for San Francisco, where they will embark for the Philippines.

Fire in the Country

We learn from Mr. Jno. S. Harris, son of Mr. George Harris, who was in the city yesterday, that his residence in the county at Elm Grove, four miles from the city, was destroyed by fire at 3 o'clock Tuesday morning, together with all of Mr. Harris' furniture and household goods. Mr. Harris states that he does not know how the fire originated and that when he was awakened by the fire, it had made such progress that he was not able to save any of his effects. His loss is partly insured with the underwriters' agency of Mr. W. W. Hodges.

Shake Into Your Shoes

Allen's Foot-Ease, a powder. It cures painful, smarting, nervous feet and ingrowing nails, and instantly takes the sting out of corns and bunions. It's the greatest comfort discovery of the age. Allen's Foot-Ease makes tight or new shoes feel easy. It is a certain cure for sweating, callous and hot, tired, aching feet. Try it today. Sold by all druggists and shoe stores. Buy one for 25c in stamps. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

Elected Teacher

Mrs. Lisette C. Hood has been elected teacher of the Louise Mill and Belmont Park school. She won the appointment over sixteen applicants, one being from Durham. Mrs. Hood, however, was well equipped with testimonials, having among others a diploma from the Maryland College, and certificates of first grade from this and other countries. She comes from a family of educators and literary people, her father being Rev. Dr. Benjamin of Wilmington. Dr. Benjamin organized the Lutheran church in this city, and who, though 72 years old, is still actively engaged in the ministry. Mrs. Hood will move to Belmont Park with her family, next week.—Charlotte Observer.

More Details of the Wreck on Ocracoke

Norfolk, Va., August 23.—Further particulars of the storm at Ocracoke Island, N. C., are coming in. The Old Dominion Steamship Company sent the steamer Ocracoke from Washington, N. C., to the island, and Captain David Hill, the commander, states that his family, who reside there, barely escaped in a small boat to higher ground. Mr. George L. Buckman and son, of Washington, who were stopping on the island, were drowned and a colored man died of fright. The forty-room residence of Mr. Tuttle was badly damaged, and the Hotel Ponder wrecked. Many smaller houses, and a Norfolk and Southern barge were broken into pieces, and nearly all the stock on the island was killed. The Ocracoke removed all the summer visitors from the island to Washington.

The Death Sentence Commuted

Richmond, Va., August 23.—Governor Tyler has commuted to life imprisonment the death sentence of Thomas W. Price, of Prince Edward county, who was to have been hanged September 6th for the murder of Hall Carter. Price is a very old man, and belongs to a highly respected family of his neighborhood.

WILMINGTON MARKETS.

Wilmington, N. C., August 23.
Receipts of cotton today—7 bales.
Receipts same day last year—1 bale.
The season's receipts to date—289,709 bales.
Receipts to same date last year—323,149 bales.
The quotations posted at 4 o'clock today at the exchange:
Cotton—steady.
Ordinary 3 7-16
Good ordinary 4 13-16
Low middling 5 7-16
Middling 5 7/8
Good middling 5 7/8
Prices same day last year, 5 1/2c.

NAVAL STORES.

Spirits turpentine quiet; machine barrels 45c; country barrels 45c.
Tar firm at \$1.65.
Crude turpentine firm; hard soft \$2.70; virgin \$2.70.
Prices same day last year—Spirits turpentine 25c; and 26c; rosin \$1.00 and \$1.10; crude turpentine \$1.10 and \$1.60.
Receipts today—147 casks spirits turpentine, 400 barrels rosin, 373 barrels tar, 76 barrels crude turpentine.
Receipts same day last year—74 casks spirits turpentine, 339 barrels rosin, 123 barrels tar, 14 barrels crude turpentine.

COUNTRY PRODUCE.

Peanuts—North Carolina \$1.05 to \$1.10. Virginia 65 to 75c.
Rice—Nothing doing.
Corn—52 to 53c.
Corn meal—49c.
Cow peas—55c to 70c.
North Carolina Bacon—Hams, 9c to 10c; shoulders 7c to 7 1/2c; sides 8c to 8 1/2c.
Chickens—Stew; spring 10c to 18c; hens, 22c to 25c; roosters 15c to 20c.
Hickories—Per 1,000 live inch, hearts and shaps, \$1.00 to \$1.20; 1 1/2 inch, \$2.50 to \$3.50.
Timber at \$5.00 to \$8.00 per 1000 feet.

MARKETS BY TELEGRAPH.

FINANCIAL.

New York, August 23.—Money on call at 2 1/2 per cent.; last loan at 2 1/2 per cent.; prime mercantile paper at 4 1/2 per cent.; sterling exchange firm with actual business in bankers' bills at \$4.86 1/2 for demand and \$4.83 1/2 for 60 days; posted rates \$4.84 and \$4.87 1/2; commercial bills at \$4.82; silver certificates 60c/60c; bar silver at 59 13-16; Mexican dollars at 47c; government bonds weak; state bonds inactive; railroad bonds strong.

COTTON.

Liverpool, August 23.—(4 p. m.)—Spot limited demand, prices 1-16d lower. American middling fair 4 1-16d; good middling 3 1/2d; middling 3 3/4d; low middling 3 1/4d; good ordinary 3 1/4d; ordinary 2 15-16d. The sales of the day were 4,000 bales, of which 400 were for speculation and export and included 3,500 bales American. Receipts, 3,000 bales, all American. Futures opened easy and closed steady.

American middling, low middling clause: August 3 1/4-64d buyers; August and September 3 29-64d 30-64d buyers; September and October 3 28-64d sellers; October and November 3 27-64d sellers; November and December 3 26-64d sellers; December and January 3 25-64d 32-64d buyers; January and February 3 25-64d 32-64d buyers; February and March 3 26-64d 37-64d sellers; March and April 3 27-64d sellers; April and May 3 27-64d 38-64d buyers; May and June 3 28-64d buyers; June and July 3 29-64d buyers.

THE NEW YORK MARKET.

New York, August 23.—Cotton quiet; middling 6 1/2-16c; net receipts none; gross receipts 186; sales 286; stock 143,408; exports to the continent 97.
Total today: Net receipts 4,634; exports to the continent 297; stock 366,727.
Consolidated: Net receipts 17,900; exports to France 46; to the continent 3,064.
Total since September 1st: Net receipts 3,370,604; exports to Great Britain 3,504,236; to France 796,830; to the continent 2,845,984.

Futures closed steady, August 5.56, September 5.57, October 6.05, November 6.08, December 6.13, January 6.19, February 6.22, March 6.25, April 6.28, May 6.32, June 6.36.
Spot cotton closed quiet; middling under 6 1/2-16c; middling gulf 6 9-16c; sales 25 bales.

GRAIN AND PROVISION.

Chicago, August 23.—The leading futures were as follows:

	Open	High	Low	Close
Wheat				
Sept	72	72 1/2	71 1/2	72 1/2
Dec	74 1/2	74 3/4	74 1/4	74 3/4
May	77 1/2	77 3/4	77 1/4	77 3/4

	Open	High	Low	Close
Corn				
Sept	31 1/2	31 3/4	31 1/4	31 3/4
Dec	28 1/2	28 3/4	28 1/4	28 3/4
May	29 1/2	29 3/4	29 1/4	29 3/4

	Open	High	Low	Close
Oats				
Sept	19 1/2	19 3/4	19 1/4	19 3/4
Dec	19 1/2	19 3/4	19 1/4	19 3/4

	Open	High	Low	Close
Mess pork, per bbl.				
Sept	\$8.22 1/2	\$8.32 1/2	\$8.20	\$8.32 1/2
Oct	8.32 1/2	8.40	8.30	8.40
Jan	9.55	9.62 1/2	9.55	9.62 1/2

	Open	High	Low	Close
Lard, per 100 lbs.				
Sept	5.17 1/2	5.22 1/2	5.17 1/2	5.20
Oct	5.25	5.30	5.25	5.27 1/2
Jan	5.42 1/2	5.47 1/2	5.42 1/2	5.45

	Open	High	Low	Close
Short ribs, per 100 lbs.				
Sept	5.07 1/2	5.15	5.07 1/2	5.12 1/2
Oct	5.12 1/2	5.17 1/2	5.12 1/2	5.17 1/2
Jan	4.97 1/2	5.00	4.97 1/2	5.00

Cash quotations were as follows: Flour steady. No. 2 yellow corn, 32 1/2c; No. 3 spring wheat, 67 1/2c; No. 2 red, 67 1/2c; No. 2 corn, 32c; No. 2 oats, 21 1/2c; No. 2 white, 22 1/2c; No. 3 white, 22 1/2c; mess pork, per bbl., \$7.50 to \$8.35; lard, per 100 lbs., \$5.07 1/2 to \$5.20; short ribs sides, loose, \$4.95 to \$5.25; dry salted shoulders, boxed, \$5.62 1/2 to \$5.75; short clear sides, boxed, \$5.65 to \$5.80; whiskey, distillers' finished goods, per gallon, \$1.20.

New York, August 23.—Flour steadier in tone and a fair inquiry for spring patents at old asking prices. Winter straights \$3.35 to \$3.45.

Wheat—Spot steady; No. 2 red 78 1/2c. Options opened strong at 1/4c advance on higher cables, wet weather in the northwest and local covering. They were sustained later by light offerings and nervousness among the short interests, but finally eased off, because of disappointing cash trade and closed unsettled at 1/2c net advance. September closed at 78 1/2c; December closed at 79 1/2c.

Corn—Spot steady; No. 2 35 1/2c. Options opened firm at 1/4c advance on covering and sold up later on export talk, light offerings and good clearances; closed firm at 1/4c advance. August closed at 35 1/2c; September closed at 36 1/2c; December closed at 35 1/2c.

Oats—Spot firm; No. 2 26 1/2c. Options quiet.

Eggs—Firm; state and Pennsylvania 17 1/2c; western ungraded 12 1/2c.

Potatoes—Quiet; fair to prime \$1.00 to \$1.25; fancy white \$1.50 to \$1.65; southern sweets \$1.25 to \$1.50.

Quail—Quiet; Long Island \$3.00 to \$4.00 per 100.

Cotton Seed Oil—Quiet.

Petroleum—Steady.
Rice—Dull.
New York—Rosin steady. Turpentine quiet at 50 1/2c.
Coffee—Options opened steady at unchanged prices and improved 5 to 10 points on covering but later turned irregular and eased off under disappointing foreign market news. Spot buyers continued to procrastinate. Outside support was totally lacking; closed steady 5 points higher to