A HUGE RESPONSIBILITY.

By Charles Newton Hood.

IT was a thrilling afternoon for us two little fellows, Ed and me, but it won't seem exciting at all to read it and not be just little country village ten years of age and of twenty go.

s a Saturday afternoon half- that Ed came over to my ong before I had finished my piling up wood, and an- between gasps, "Oh, come go down to the Central Rail- They're goin' to sell a hull rail- there at auction. Just think ull railroad."

ed in dismay at the unpiled d wished that I'd worked in ning and finished up, but Ed to, like a good fellow, and by we were through and had d with the unequaled speed oted small boys down street, idors and porches of the little village hotel were alive with ely dressed and prosperous strangers, who were gathered s, talking earnestly together, in couples up and down the s in quiet consultation.

ight of way and assets of the raded but still trackless, ill- nsylvania & Sodus Bay Rail- re to be sold, at three o'clock, ighest bidder, to wind up the of the unfortunate original r, and the reason that the im- transaction was to take place little country village was be- e place chanced to be about of the proposed line, or, per- ecause two or three of the promoters of the company re- ere.

er have understood exactly tal interest Ed and I could have hat occasion, but crowds and ys can usually be found in ighborhood, and, as I remem- we felt as excited over the affair most deeply involved stock- or the shrewdest railroad mag- sent.

odged here and there among and listened, open-mouthed, echnical talk of the railroad While the sale was still some off, Ed told me, with abso- tainty, how much the short, man with the white side whisk- instructed the tall, slim young bid; the limit of what the work- ing man with the high hat on ely of his head would pay, and the Southern Central man had Northern Central man he gree to in case they could come derstanding and bid together. never pays any attention to boys They may hear, but of hey don't understand.

ssemblage was to be called to ten minutes, and Ed and I nding on the edge of the hotel hen a very modest turnout owly up in front of the hotel oped.

orse was one of those round, old family animals who can't go over about so fast under umstances, and he was hitched -fashioned, two-seated "demo- gon, in which were crowded of three gentlemen and two We did not pay much atten- he new arrival, not in any way ng the party with the auction ilroad.

alighted from the wagon and a little group while the gen- had some conversation with lord.

you find somebody to drive k?" I heard the oldest of the andlord turned and glanced e crowded piazzas. "My own all busy," he said, "and I can't ybody." Suddenly he chanced e, and he called me to him. y," he said, "these people d this horse of the station down to Taughannock Falls, want somebody to drive him Don't you want to take a little

, yes," I answered, "I'd just Ed'll go too."

, where's Ed?"

ed and beckoned for my part- came bashfully forward. The arty, particularly the ladies, oming mildly interested in otiations.

oungest man explained the en- ter to Ed, and I have since that he elaborated the details importance of Ed's decision ore than seemed absolutely y, for I recall that he used a any terms which were unfa- us and his talk seemed to he ladies immensely.

, yes, I guess I can go," Ed the young man had finished, want me to, though we'd really stay to the sale." And it od many years after that be- could at all understand what as that was so very humorous at reply, and why the ladies ave laughed until the tears own their faces and the men to consider us such a very air of youngsters; for why two barefooted ten-year-old village boys with tattered its desire to be present at such ious proceeding, I would like

can come back on the evening the Valley road," the elderly writing something on the book which he took from his earing the paper out and to Ed. "Give that to the or," he said.

drive the horse too rapidly, ra day," one of the ladies at as we jogged slowly away, very straight and impor- the front seat with Ed holding the reins carefully in each have thought since, as I re- that horse's gait, that this in- of the lady's was also in- be humorous, but it was all us and the animal was allowed his own pace.

warned you at the start, there thing thrilling about this ad- venture. It is simply and strictly historical. I don't know that I would care to take the same trip again now, but I know that I have never taken a drive since which I have enjoyed one-half so much. The quiet country road wound in and out among the pine woods, past fields of waving grain, orchards loaded with fruit, and the greenest of green pastures; up steep hills and down other steep hills, and I suppose that some stretches of that road must have been terribly hot and dusty, but it was all a joy and a rapture then, and the responsibility which weighed upon us was too heavy to admit of any interference by any possible discomfort.

Still it can scarcely be said that there was anything out of the way in our hitching the horse in the shade when we came to Willow Creek, while we took advantage of the opportunity to go in swimming in the cool, clear lazily flowing stream; and, except as a matter of history, it is of probably no interest that we stopped at a fine old farmhouse to ask for a drink of water, and that the dear old lady who came to the door looked at us over her spectacles, just as though she were our Aunt Susan, and said, "Well, now, boys, wouldn't you rather have a good, cool drink of milk?"

I don't recall what our answer was exactly, but I know that she took two large blue bowls and went down into the damp, cool cellar, and—well, it's a good many years ago now, but even yet, when I want to praise anything at the table especially high I compare it to the way that cold, sweet, rich, creamy milk tasted.

But enough of this. We drove the old horse up to the platform of Taughannock Falls station and delivered him, in good condition, into the hands of the old station master, having made the four miles in only a trifle over three hours.

Then we went to see the falls, and climbed around the glen, and found five "lucky" stones on the shore of the lake, and were having a rattling good time, when Ed suddenly remarked, in a decisive tone, "We'll have to start for home now. It's four miles, and it'll be dark now before we can walk it."

"Why," I said, "I thought that the man told us we could ride home on the cars?"

The commiserating way that Ed looked at me then haunts me still. "Well, you are green," he said, with a simulation of pity. "Did you believe that? Why, you have to have tickets to ride on the cars, and the way you get tickets is to buy 'em at the window with money. All this is is jest a piece of paper. I didn't say nothin', but he couldn't fool me."

I felt a good deal chagrined to think that I should have been taken in so. "But let's get on, any way," I persisted. "The conductor can't put us off until the train has gone a little ways, and then we'll be just so much nearer home."

This appealed to Ed, and so, when the evening express rolled in we stood waiting on the station platform; and I don't like to think that it was with real dishonest intentions that we took the last seat in the car, because it would take the conductor longer to reach us.

When the conductor finally did enter our car, slammed the door and called out "Tickets!" we were a very apprehensive pair of boys indeed, and I would hate dreadfully to endure again the suspense which we endured while he was coming slowly down the aisle. Ed handed out the paper with an exceedingly doubtful air. "A man told us this would take us to Trumansburg," he said faintly. "I don't know whether it's any good or not. If 'taint you'll have to put us off, 'cause we ain't got any money."

The conductor glanced at the paper, and then he looked at it more closely, and then he put on his glasses and examined it very carefully indeed, and all of the while we two little boys understood perfectly the utmost meaning of the good old-fashioned expression known as "being on the ragged edge." Finally the conductor looked over his glasses at us and smiled. He was a very large, fat conductor, with a good-natured look and a double chin. "You can bet your life, my boys," he said, "that this paper is very good indeed. This is what it says," and he showed us the paper as he read to us:

LEHIGH VALLEY R. R. SYSTEM.

Pass Two Nice Little Boys

From T. Falls

To T. Burg

(One trip.)

James Thompson,

President.

But that didn't convey a great deal to us, except that we weren't going to be put off, for which we were truly thankful.

Ed had ridden on the cars twice before and I had once, still we were not so blase but that we enjoyed the remainder of the trip immensely, and we stood on the Trumansburg station platform and watched the train draw swiftly out with keen regret that the rapid ride had been so short.

As we turned away one of the hotel carriages drove hastily up to the platform and our party of ladies and gentlemen alighted. The train had gone, and as we felt more or less responsible we were filled with concern. We hurried up to them.

"Why, here are our little boys," said the elderly gentleman. "Did you get the horse home safely?"

"Yes, sir," Ed answered; "and we're sorry you've missed the train, but it's just gone."

"That is too bad," the younger man remarked, "but we have to learn to endure those things;" and he gave us each a crisp, new fifty-cent shinplaster.

Just then a most singular thing happened. An engine with a single magnificent car attached, which car was rich with nickel railings, carving and curtained plate glass windows, ran rapidly in and stopped.

The three gentlemen and the two ladies each bade us good-bye and stepped aboard, and the train flashed away, while the ladies waved their handkerchiefs to us two little boys as long as the train was in sight.

"It seemed to me," remarked the old baggage-master, "that you two youngsters are pretty familiar with the President, Vice-President and General Superintendent of the Lehigh Valley Railroad System, to say nothin' of the President's wife and the Vice-President's daughter."

And that's all there is to the story. I told you in the beginning that it didn't amount to anything, and I don't know yet what ever became of the right of way of the projected railroad from Pennsylvania to Sodus Bay.—New York Independent.

CHARACTER IN THE MUSTACHE.

Its Shape and Size May Tell as Much as Shape and Size of the Mouth.

Much has been said of late about telling character by the mouth. This is all right so far as it goes—that is, with the women, or with men who always wear a smooth face, but most men wear mustaches. The shape and size of the mustache may tell as much as the shape and size of the mouth.

A man rarely hides a fine mouth. If he wears a mustache he does so because his first experiment proved to his own satisfaction that his mustache was worthy of preservation, but he trains it carefully so that it will not entirely hide any marks of beauty or strength. Women do not have all the vanity.

There is a man who wears a heavy mustache to hide an ugly mouth, or teeth, or to disguise his feelings. He is in the habit of hiding a sarcastic smile behind the drooping mustache.

No dandy would be guilty of such a monstrous affair. His mustache must be fine and delicate, at least graceful, and readily trained into graceful little curls at the ends. If he is really fine in his nature, the quality of the hair is silky and soft, easily curling, and perhaps even naturally wavy. An even tempered disposition is indicated by the soft and well curved lips showing beneath this mustache.

The very thin and light mustache is insipid, like its owner, and goes with thin lips and a selfish nature. This sort of a mustache goes with a very weak mouth and poor teeth.

The fierce, bristling mustache which hides nothing, but stands straight up, like stubble in a wheat field, shows an extremely harsh nature, bad temper and general uncouthness. A man with a mustache constantly on the defensive, as it were, like sentinels, is to be avoided.

This is quite different from the long military mustache with waxed ends, which is supposed to be quite fierce, but which is not so in fact. The military is quite distinctive from the French fashion, which is also a waxed mustache, and is so arranged with as much care as any other part of the toilet.

As to colors, the same rules follow as in the color of the hair. Black is the most intense in nature, blonde the least so, while the varying shades belong to as varied characteristics. The mixture of colors, such as a red mustache with dark brown hair, softens the disposition. An absolutely colorless hair often goes with the thin lipped mouth, which denotes obstinacy and lack of sympathy or feeling.

The Drum Major's Uniform.

Instead of the scarlet coat, covered all over with braid and tinsel, and decorated according to the faucy of the wearer, the army drum major will now wear a dress coat according to the pattern of the arm of service to which he may belong, on which the facings and the cuffs will show by the color whether the drum major belongs to the artillery, cavalry or infantry.

The aiguillettes and epaulets will be of worsted, and in color in keeping with the arm of service.

On the whole, the uniform is more soldierly, and its modifications will make the drum major less conspicuous.

In some local military bands the drum major's place has been given over in recent years to jugglers and gymnasts, and men who had no knowledge of music were allowed to march at the head of a band because they could twirl a baton or do similar circus tricks. The custom and the overdressing of the drum major did much to reduce the place to one only a short way removed from clown, but the recent orders from the War Department and the modification of the drum major's uniform will probably cause State and other band organizations to follow the example, and the fake drum major will be compelled to give up his place to the real improved article.

An Ingenious Excuse For Honesty.

The man of one family is a very careless sort of person and not long ago he lost five dollars from his pocket. It was gone, and of course there was no use in getting excited over a matter of that sort, and the "gone thing was to go" was a comforting thought. Two or three days later the maid-of-all-work found the bill when she was sweeping, and promptly handed it over to its rightful owner, and received a reward of fifty cents. "I'd so much rather have this money that you give me and know it than the other money you didn't give without knowing it, and then maybe you'd know sometime about the money you didn't give me," was her rather involved excuse for honesty.—New York Sun.

Laundries That Don't Laundry.

"Most of the so-called hand laundries are misnamed," said the proprietor of one of the largest steam laundries in town. "The only work they do is the ironing of shirts. The washing of the shirts, and the entire work on the other articles are done for the hand laundries by steam laundries. That one machine of ours irons 30,000 cuffs and collars a day, and we can afford to do them for the hand laundries at ten to twelve cents a dozen. The hand laundries' profit is the difference between those figures and twenty-four cents. Most of our work comes from the hand laundries, dozens of which patronize us. The old saying about 'tricks in all trades' applies particularly to hand laundries."—New York Mail and Express.

NEW YORK FASHIONS.

Designs For Costumes That Have Become Popular in the Metropolis.

NEW YORK CITY (Special).—The dressmakers, the tailors, furriers and milliners are enjoying daily conferences with their clients, and the women are rapidly coming forth in smart, fresh fineries.

THE OLYMPIA.

One of their first responsibilities was to provide themselves with the proper sort of walking hat, and the struggle has been to arrive at a compromise between the article that would appear advantageously on the street and yet mark a decided departure from the hard quill and crown band habit of last season. A single plume from the old gray goose's tail, stuck independently through the crown of a slouch felt, is not the approved idea now. A green, or gray, or brown felt with a bent-edge brim and a stiff "bowler" crown seems to be the triumphant one of many shapes and as might be expected it has been designated patriotically by the name of Admiral Dewey's flagship, the Olympia.

There is nothing nautical about the "Olympia." It is wound about the base of its brim with a scarf of dark liberty silk and this comes to a loose knot in front, in the folds of which the quill ends of two long, soft composite plumes are made fast. Of well-dyed barnyard fowl feathers these plumes are made, mottled white down the center, and they are so arranged as to droop softly to one side. Into the liberty silk knot a fancy strass pin is introduced, and this is a happy contrast to the unbecoming cowboyish headgear that all womenkind that adopted it during the summer should remember with a blush. A great many patronesses of the Olympia wear the easy-fitting hat on hair dressed low at the back of the head and a strap of elastic, not skewer pins, is used to keep the felt in its place.

The Every-Day Gown.

The shops are filled with the new dress goods, and what to buy and how to have it made is the absorbing topic with the sunbrown shoppers.

For the every-day gown which must stand hard wear, such as is illustrated in the large engraving, the reversible Harris tweeds are highly recommended. The best quality comes fifty-six inches wide and costs $2.75 a yard. It is sold in all the new attractive shades, with a real Scottish clan plaid for the reverse side of the cloth. When these double-faced tweeds are used for a skirt and coat costume, no lining is required and the lapels, cuffs and collar of the coat are made of the plaid.

Camel's hair cheviot is extremely fashionable this year. It can be found in dashing plaids, and in indistinct plaids of mingled dull artistic colors. Then there are attractive half-inch check cheviots and these crossed with narrow stripes. Graphite gray and the browns and blues are usually the foundation shades of these cheviots and the lines which run through them are generally automobile red, vivid green, orange yellow and beige.

Irish frieze is a favorite material among the heavier woolens, and never before has it been imported in such attractive color combinations.

Homespun will be much used for tailor made gowns which, if fashionably correct, will display the human form divine more plainly than ever.

Sashes on the New Gowns.

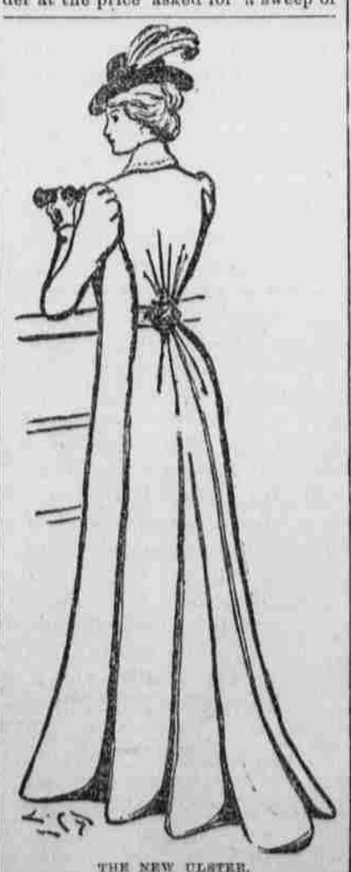
Sashes are seen on many of the new gowns, the bows and loops falling far down over the skirt, many times of ribbon or piece silk, but most often of black velvet ribbon, four or five inches wide, and they are really quite chic.

The Long Ulster.

A little later on and we will be criticising the usefulness and beauty of the long-skirted ulster that fits the body close and has a trifle of fullness in the rear, where a strap spans the base of the spine and is glorified by a large silver buckle. Long cloth ulsters in the colder weather will be used with capelets of bear's fur that are short on the shoulders, high in the collar, but almost reaching the feet in front in two stole ends. The opera mantles, so far as they have allowed their charms to be viewed, are beautiful in the extreme. They are long, of course, carry large lace hoods a la Bretonne made of heavy lace lined with colored silk muslin, and in order to gain a desired width at the shoulders the silk, satin or damask skirts of the coat hang from wide yokes of lace over satin and this yoke is edged by a deep bertha frill. One of the most commendable of the new wraps in fur is a cape collar having broad ends falling to or below the waist line and made of the tails of brown bear, so called by furriers who would like all animals to possess symmetrical salable tails. These bear tails are nothing more than fluffy balls of fur made of bear and blue fox-skin scraps and tacked upon a cape of cub bear fur.

MODEL FOR A CLOTH GOWN.

The importers are showing among their latest comers from Paris extensive trains of the richest velours mousseline, moire and antique velvet adorned by hand with the most delicate painted patterns. The designs are very small and so cleverly executed that no appreciative beholder can wonder at the price asked for a sweep of



THE NEW ULSTER.

faint blue moire, made brilliant with dragon flies and humming birds hovering about bouquets and baskets of small flowers.

GOOD ROADS NOTES.

In Behalf of Better Roads.

The convention in Milwaukee for the purpose of discussing the problem of better roads in Wisconsin emphasizes afresh the vital relations which public highways sustain to national prosperity and national development.

Every year our farmers lose thousands of dollars on account of the endless delays and mishaps to which they are subjected in hauling produce to market over bad roads; and if only one-half of the money which is spent annually in repairing wagons and vehicles prematurely broken down because of bad roads could be spent in repairing public highways, much of the trouble which now exists would be overcome. Under present conditions, the evils arising from bad roads in many parts of the country are such that in rainy weather it is wholly impossible to use them, while even in good weather they are so defective that travel over them is attended with manifold disadvantages.

There are many things which can be neglected with greater impunity than public highways and wise statesmanship can employ itself to no better advantage than in devising ways and means for improving public highways. Indeed, it is not extravagant to say that public highways sustain the same relation to the community at large that blood vessels and arteries sustain to the human body; and if defects in the latter are accompanied with serious results, it is no more than is true of the former. Other things being equal, national prosperity and national development depend largely upon good roads.

One reason why Rome enjoyed such worldwide power during the days of the Cæsars was that she devoted herself with such diligence to the building of those magnificent highways which remain to-day the marvel of the whole earth. She recognized the fact that her roads were the great channels through which her commercial life-blood was to circulate and that her national prosperity depended largely upon her roads. Perhaps if she had devoted herself with equal diligence to needed reforms in other directions she might be to-day where she was eighteen centuries ago.

Far-sighted men in every part of the country are at length waking up to the importance of good roads and are doing everything in their power to convince the country that good roads must be constructed before national progress can be marked. Hence, in justice to the interests of the whole country as well as in justice to the interests of the farmers who are directly and immediately affected, it is of the utmost importance that good roads should be made the burden of thoughtful consideration in every State in the Union.

Much interest will be felt in the results of the convention in Milwaukee, Wis., not only because of the good which it promises to accomplish in that State, but also because of the good effects which it will likely produce in other States.—Atlanta Constitution.

Wet Weather Roads Needed.

Perhaps never does the need of good roads manifest itself so strongly in a community of farmers as where they attempt to carry on a co-operative enterprise, such as a creamery or a cheese factory. So long as the farmer remains at home on his own land, it makes no difference to him whether his roads be smooth as asphalt or rough and stony as a mountain pass; or whether they be hard and level like the English highways of macadam, or soft and sticky like the ground about the pig's pen.

It is only when it comes to going to town, especially if it is with a load of crops, that the condition of the highways cuts any figure. And it becomes more important than ever where farmers are obliged to drive to a creamery each day in the year with their milk. In most of the States dairying has only of late become a great industry, but its continued growth calls more loudly than ever for the construction of roads which will enable the creamery patrons to deliver their milk without wearing out their horses, whenever the weather takes an unfavorable turn. Wet weather roads are needed, and dairying can never be a complete success without them.

Laboratory For Road Materials.

Under a recent act of the Maryland General Assembly, the Highway Division of the Maryland Geological Survey is collecting information concerning the present condition and methods of maintenances of the State highways, and are testing in their laboratory the rocks from all portions of the State in order to learn their relative values for road purposes.

The Anti-Rut Agitation.

A good road makes a light load.

Liquid asphalt is being employed to sprinkle the highways of Kern County, Cal., near Bakersfield. The indications are that the experiment will be successful.

Every commissioner of highways and every pathmaster is answerable if he fails to perform his duties properly, and all who are guilty of criminal neglect should be punished.

Better means of communication are becoming more and more essential, not alone to dairymen, but to all farmers alike. Farmers should be made less dependent upon the weather.

With earth alone a very passable road can be made, provided the principles of location, drainage and shape of surface, together with that of keeping the surface as smooth and fine as possible, by rolling, be strictly adhered to.

Miss Harber, Secretary of the Interstate Association, deplored the poor returns which Illinois is getting from the $4,000,000 raised every year for road purposes, a larger fund than is raised by almost any State. She urged the farmers to study the question and organize.

It appears as the result of careful investigation, that it costs us in the United States just about three times as much to market our farm crops as it does in European countries, where good roads have been built. Farmers there are able to make their loads three times as great as ours, owing to better roads.

CHRISTIAN ENDEAVOR TOPICS.

OCTOBER 15.

Lost Opportunities. Jer. viii. 20; Matt. xxiii. 37-39; Heb. xii. 17.

Scripture Verses.—Ps. xxxiv. 19; lxxxiv. 11; cxxxi. 2; Prov. xi. 18; x. 16; xvi. 8; Eccl. ix. 10; Matt. xx. 6, 7; v. 14, 16; John ii. 5; Rom. ii. 13; xiv. 18.

LESSON THOUGHTS.

Money lost may be regained; health lost may be restored; even time lost may in a manner be made up by greater diligence; but salvation lost is an opportunity gone forever.

Let us not wait for opportunities to come to us; we can make them if we will. Paul became all things to all men, that he might by all means save some.

SELECTIONS.

Slips quickly by—to-morrow's but a link,
And while we idly daily, dream or think,
Our golden opportunity goes by.

Opportunities for Christian work are constantly slipping by. We recognize them too late. . . . Opportunities for patience, forbearance, meekness, self-denial, courage. Opportunities for honoring God—for bringing friends to Christ. These are continually coming and going—coming? Yes—but also going as surely and rapidly as minutes go. How full of good work our life would be if we lost no opportunity.

Never delay
To do the duty which the moment brings,
Whether it be in great or smaller things;
For who doth know
What he shall do upon the coming day?

Sometimes, in the Arctic regions, ships get enclosed in a narrow space between ice-islands. The floating rocks glide nearer the ship on every side, and the dismayed seamen behold their only chance of escape from the fatal crash lies in a narrow channel, that every moment grows still narrower. How hurriedly they press their vessel through that strip to reach the safety of the open ocean! Even so must we pass along the narrow way that leads to eternal life; for who knows how soon that narrow way may be closed against him.

C. E. Gospel Hymns.—102, 121, 123, 235, 28, 76, 122, 123.

Gospel Hymns, 1-4.—18, 21, 26, 97, 104, 122, 145.

A Curious Assortment.

"I could stock a museum with queer things I have found in our books," said a librarian. "Those articles include all kinds of bills—grocery bills, gas bills and every variety of bill under the sun; hairpins and hair ornaments of every design and material; love letters galore, locks of hair, bits of lace, dress samples and watch chain charms; pen and ink, pencil, crayon and water color sketches; money orders and postage stamps, and I have also a dried human ear, which I found in a book on surgery, borrowed by a medical student probably, as they carry all sorts of uncanny things about with them. Photographs, too, figure largely in my collection. I once found an insurance policy in a book, but it was quickly claimed. The hustling advertiser cannot let even library books alone. Somebody is an agent for a certain patent medicine. He takes out half a dozen books, not to read the but simply to insert a circular."

Unique Field for Scientific Exploration.

Lake Tanganyika, in Africa, offers a unique field for scientific exploration. This region, like Australia, is one of the few localities where animals still live that have become extinct elsewhere, certain wheellike mollusks of this lake appearing to have been derived from the ocean and to be identified with fossil forms of old Jurassic seas, in Europe.

MARKETS.

BALTIMORE.			
GRAIN ETC.			
FLOUR—Balto. Best Pat.			$ 4 65
High Grade Extra			4 15
WHEAT—No. 2 Red	72		74
CORN—No. 2 White	41		42
Oats—Southern & Penn	27		28
RYE—No. 2	58		59
HAY—Choice Timothy	13 00		13 50
Good to Prime	12 00		12 50
STRAW—Rye in car lds	9 50		10 00
Wheat Blocks	5 00		6 00
Oat Blocks	6 00		7 50
CANNED GOODS.			
TOMATOES—Stnd. No. 3		@	75
No. 2			55
PEAS—Standards	1 10		1 40
Seconds			80
CORN—Dry Pack			70
Moist			60
HIDES.			
CITY STEERS	10½	@	11
City Cows	9½		10
POTATOES AND VEGETABLES.			
POTATOES—Burbanks	35	@	40
ONIONS	50		55
PROVISIONS.			
HOG PRODUCTS—skls	6¼	@	6¾
Clear ribsides	7		7½
Hams	11½		12
Mess Pork, per bar			10 50
LARD—Crude			4
Best refined			6¾
BUTTER.			
BUTTER—Fine Crmy	23	@	24
Under Fine	22		23
Creamery Rolls	23		24
CHEESE.			
CHEESE—N. Y. Fancy	12	@	12¼
N. Y. Flats	12		12½
Skim Cheese	5½		7½
EGGS.			
EGGS—State	16½	@	17
North Carolina	15		16
LIVE POULTRY.			
CHICKENS	11	@	11½
Ducks, per lb	11		11½
TOBACCO.			
TOBACCO—Md. Infer's	1 50	@	2 50
Sound common	3 50		4 50
Middling	6 00		7 00
Fancy	10 00		12 00
LIVE STOCK.			
BEEF—Best Beeves	4 30	@	4 70
SHEEP	3 75		4 50
Hogs	4 90		5 10
FURS AND SKINS.			
MUSKRAT	10	@	11
Raccoon	40		45
Red Fox	—		90
Skunk Black	—		80
Opossum	22		23
Mink	—		80
Otter	—		4 00
NEW YORK			
FLOUR—Southern	3 85	@	4 20
WHEAT—No. 2 Red	77		78
RYE—Western	63		64
CORN—No. 2	33		39½
OATS—No. 3	27		27½
BUTTER—State	13		20
EGGS—State	19		20
CHEESE—State	11		11
PHILADELPHIA.			
FLOUR—Southern	3 85	@	4 20
WHEAT—No. 2 Red	73		74
CORN—No. 2	37		37½
OATS—No. 2	28		28½
BUTTER—State	21		23
EGGS—Penna ft	17½		18