GUARDIANS
-OF-
SMALL ESTATES
SHOULD TAKE NO CHANCES OF LOSS. TRUST FUNDS DEPOSITED WITH US ARE DOUBLY SAFE AND EARN A FIXED AND ASSURED INCOME. MONEY WAITING OTHER INVESTMENT MAY BE WITHDRAWN AT ANY TIME.
THE MARION TRUST CO.

SAFE DEPOSITS.
S. A. FLETCHER & CO.'S
SAFE DEPOSIT VAULT
36 East Washington Street.
Absolute safety against fire and burglar. Policeman day and night on guard. Designed for safe keeping of Money, Bonds, Wills, Deeds, Abstracts, Silver Plate, Jewels and valuable Trunks, Packages, etc. Contains 2,100 boxes.
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JOHN S. TARKINGTON.....Manager.

SYSTEM IN CAR LOADING

WHAT THE WABASH HAS ACCOMPLISHED IN THAT DIRECTION.

In Nineteen Hours 741 Passenger Trains Handled at Boston's New Station—General and Personal

In the ten years ending with 1895 the Wabash Company's train load did not vary far from 180 tons, and certainly no noteworthy increase had been shown. The record of 1896 was 176 tons. Since that time the gain has been continuous and significant. The possibilities in this direction are receiving careful attention, and in view of the new equipment that is coming into service every reason exists for the belief that the limit has by no means been reached. Starting with 176 tons as the average freight train load in 1895, Mr. Ramsey has brought up the record to 193 tons in 1896, 213 tons in 1897, 217 tons in 1898, and 235 tons in 1899. A considerable part of the gain in train loading upon the Wabash lines is due to the careful attention that is now paid to loading. Mr. Ramsey is reasonably an enthusiast with regard to the opportunities for saving in this field. Practically, however, it is not so easy to increase train loads by packing more freight into each car to the manifest advantage of the car mileage account as it is to increase them by putting more cars behind the more powerful locomotives of the present day. On the Wabash improved loading of cars is practiced as well as preached, and accordingly, from an average load per loaded car of little more than twelve tons in 1892-'93, the loading has been raised to 13.64 tons, the largest amount of gain in a twelve-month being realized during the past year. By systematic train loading the Chicago, Milwaukee & St. Paul has increased its tonnage train load from 178 to 190 tons, and this directly resulted in an increase of $400,000 in net earnings.

The P., K. C. & G. to Be Reorganized.

The Chicago Record says, this morning: "Telegrams from Mr. Stillwell and other members of the Philadelphia committee announce that a majority of the Pittsburg & Gulf bonds have been deposited, insuring the carrying out of their reorganization plan. The Guardian Trust Company also received word that the Philadelphia plan would be declared operative and preliminary steps be taken to put it into effect. First, in order, is understood to be the calling in of the April coupons and the payment of the defaulted interest. Cash for this purpose has been provided by the committee. For the bonds which have been deposited in pursuance of the Philadelphia plan, receipts have been issued to be exchanged later for certificates which will be listed on the New York Stock Exchange. These, in turn, will be exchanged, after the plan has been carried through, for the new securities. It will probably take three or four months to transfer the property to the new management, as the affairs of the receivership must be cleaned up and the usual court formalities taken to bring about a judicial sale of the roads to the reorganization committee. The upset price will be that which is provided for by the Philadelphia committee and ratified by a majority of the bondholders. The victory of the Stillwell interests is said to presage extensions, alliances and traffic agreements of far-reaching importance. The details of the plan which has been agreed on have been closely guarded, but there is believed to be ample ground for the prediction that it will give the Pittsburg & Gulf road Atlantic and Pacific coast connections, as well as entrance into Chicago."

Boston's Big Passenger Station.

"It's simply amazing the number of trains and passengers that are handled daily in the Boston Union Station," said W. H. Underwood, general Eastern passenger agent of the Michigan Central. "I was in Boston one day last week, a day on which there was no unusually heavy traffic, and had occasion to learn a few facts in connection with the operation of this magnificent new station. It towers far above the St. Louis and Frankfort, Germany, Union Stations. Since its opening there has not been an accident, although millions of people have passed beneath its portals. The front of the station is eight hundred feet wide, and the side walls are 1,200 feet in length. There are 741 trains operated in and out of the station every day, and not one of them is hauled between 12 midnight and 5 a. m., so you can figure out the enormous work accomplished in the remaining nineteen hours. The average is one train every seventy-five seconds. There are twenty-eight tracks beneath the roof, and all the trains are operated by automatic signal and switch towers. Elevated platforms are built between fourteen of the tracks, so as to facilitate the exodus from and loading of trains. Baggage is handled by elevators leading to tunnels, and there is no confusion whatever in managing the crowds. The waiting room will accommodate an army. I believe its capacity is twenty-eight thousand people per hour. The immense structure and the complete interior works are marvelous engineering gems, and the results of ingenious mechanical ideas."

Personal, Local and General Notes.

In most departments of the Pennsylvania shops at Fort Wayne the men are working thirteen hours a day.

The Monon lines earned in the second week of September $82,724, an increase over the corresponding week of 1898 of $8,232.

Ticket scalpers in Chicago are said to be more numerous at present and more bold in their operations than ever before known.

Passenger officials Gunnip, of the Santa Fe, Hill, of the Wisconsin Central, and Zell, of the Queen & Crescent, are in the city.

The directors of the Panhandle on Wednesday decleared a semi-annual dividend of 1½ per cent. on the preferred stock.

C. O. Johnson left this week for San Francisco, where he, as general agent, is to represent the Chicago Great Western, dating from Oct. 1.

The Santa Fe Railroad Company has decided to build no more cars of 80,000 pounds capacity, but to retain as its standard a 60,000-pounds capacity car.

James Powell, assistant ticket agent of the Big Four at Indianapolis outside office, has gone to Colorado on a two weeks' vacation, accompanied by his wife.

Frank L. Campbell, trainmaster of the Peoria division of the Vandalia, left yesterday for Texas on a two weeks' vacation. He was accompanied by his wife.

R. P. Buchanan, assistant general freight agent of the Big Four at Cincinnati, and George Diefenbach, general agent of the company at Dayton, O., were in the city yesterday.

The Wabash gives notice that it will not unite with the other lines with which it competes for passenger business to Missouri river points in the advance in immigrant rates.

The roads that are jointly building the new union station at Dayton, O., expect to begin running trains into it by May 1. The foundation is in and the brick walls ready for the ironwork.

Owing to the absence of several prominent executive officers the meeting of the presidents of the Trunk-line Association and the Central Traffic Association, which was to have been held at New York yesterday, has been postponed until next Tuesday.

The Chicago & Eastern Illinois has asked for bids for new depots to be built at Hoopeston and Rossville, and will ask for bids in a few days on an office building at Danville Junction.

The gross earnings of the Chicago & Eastern Illinois increased in the second week of September, over the corresponding week of 1898, $11,500. Since July 1 an increase of $148,854 is shown.

It is predicted that the freight earnings of the Panhandle and Big Four lines will be larger in September than for August, so large a per cent. of the business moving this month being high class freight.

Notice is given of the resignation of E. S. Waller as claim agent of the Cleveland, Akron & Columbus, and that hereafter the duties of that office will be looked after by William Hodgen, general freight agent.

Railway laborers on Western roads are commanding very good wages these days, owing to the scarcity of men. The Denver & Rio Grande, the Union Pacific and Colorado lines are now paying $2 per day.

W. H. Leahey, who left the Chesapeake & Ohio to become advertising agent of the Cincinnati, Hamilton & Dayton lines, has returned to the former road, taking a clerical position in the general offices of the C. & O.

D. B. Martin, passenger traffic manager of the Baltimore & Ohio, writes that their line took into Philadelphia in the week that the Grand Army of the Republic assembled, eighty-nine special trains, not twenty-nine, as the Journal previously stated.

The movement of freight continues heavy, and railroad officials say that if rates were better there would be a greater increase in earnings. Operating expenses are greater, as the cost of material has increased, while there has been no change in freight rates outside of an advance on iron and steel rates.

The maintenance of way department of the Big Four, under the direction of George W. Kittredge, chief engineer, has prepared in pamphlet form historical sketches of the origin of each of the companies which have, since their origin, become parts of the C., C., C. & St. L. Railroad Company, giving enabling acts, etc., as they have been passed from time to time.

Railway employes in every branch of the service are feeling the effects of the prosperity of the country. A good many advances have been made in the wages of the men in railway service that have never been announced. There is scarcely a week that the dispatches do not announce some concession or restoration of wages by the railroads to the employes.

Regarding the rumor that A. J. Cassatt, president of the Pennsylvania lines, was to be elected president of the New York, New Haven & Hartford, Mr. Cassatt is quoted as saying that if his name was on the ticket it might as well be eliminated. For his part, he is reported as saying, he would not exchange his present position on the Pennsylvania road for the head of any other railroad corporation.

At all the local car shops repair work on cars is being pushed. So great has been the demand for cars for the coal and ore traffic that the Pennsylvania refused to loan the Schoen Pressed Steel Car Company three of the new steel cars to be exhibited at the Philadelphia exhibition, which opened this week. There is also an unprecedented demand for box cars, and the tremendous grain crop in the Western States promises to swamp the railroads with traffic during the next six months.

A prominent stockholder of the New York, New Haven & Hartford, now in this city, says that Mr. Clark's withdrawal as president means the absorption of the New Haven road by the New York Central, and that developments in the directorate in the near future will prove this beyond a doubt. Cornelius Vanderbildt owned upward of a million dollars of the stock of the road, and the repassing of this great interest into the Vandebilt family means, it is said, a closer relation between the Vanderbilt system and the New Haven property.

James B. McKimm, formerly trainmaster of the Erie & Ashtabula division of the Pennsylvania lines, now superintendent of the western division of the Pittsburg, Fort Wayne & Chicago, was pleasantly surprised a few days ago when he was called upon by a committee composed of Erie & Ashtabula employes, headed by Conductor Ollie Irwin, of New Castle. The meeting was arranged in the parlor of one of the best hotels in Fort Wayne, and when Mr. McKimm arrived he was presented with a handsome traveling bag, silk umbrella and a fine meerschaum pipe.

Twenty-three years ago there went from his home near Marion, Franklin county, Pennsylvania, a young man carrying with him a bundle of shoemaker's tools, all of his worldly possessions, except the clothes he wore. Yesterday, says the Pittsburg Post, he returned, the possessor of a fortune estimated between $150,000 and $175,000. This man is George Louis Hoffman, of Mt. Carmel, Ill. He came East to bring his brother, Adam Hoffman, general freight and passenger agent of the Mexican Central Railroad, whose mind has given way under the hard strain attendant upon his duties, to Flushing, L. I., for treatment.

It is said that in a short time Cresson will be made the terminus of the Cambria & Clearfield division of the Pennsylvania Railroad for all trains, which will necessitate the erection of a large roundhouse there. If this is done it will be the means of increasing Cresson's population and make the place other than a summer resort. Superintendent Abercrombie, of the Cresson & Clearfield, is said to be working hard for the improvement, and it is understood that the general manager at Altoona favors the scheme. The question will be submitted to the board of directors of the Pennsylvania Railroad for a final decision in a short time.

The scarcity of steel has caused a delay in the completion of the extension now under construction by the Chicago & Eastern Illinois to connect with the St. Louis & Southwestern. About eight miles have been finished. A bridge 1,000 feet long is to be built over Saline creek, and the manufacturers cannot deliver the steel for the bridge for several weeks to come. The piers are ready for the structure. The eight miles finished have been constructed in the most thorough manner, with heavy steel rails. Work has now been commenced on the seventeen miles between the Mobile & Ohio crossing and the Mississippi. The extension will probably be open for traffic about Dec. 1.

S. P. Bush, superintendent of motive power of the Panhandle lines, has invented a combined box and gondola car, and a sample car has been placed on the side tracks at Columbus, O., which is attracting a good deal of attention. Mr. Bush claims that the car can be rebuilt at a cost not to exceed that of an ordinary first-class box car. This sample car has an iron framework with the lower half of the box built on the same principle as the gondola car with heavy three-inch siding running horizontal and these pieces stiffened by check blocks the same as any gondola car. The top part of the box has vertical inch siding similar to the old car. Many points of advantage are claimed for it and all those who have examined the car are taken with them and pronounce it a coming carrier in the way of box cars. By having the framework iron and the siding of the gondola part dropped in in panels there are no posts, and several inches in width are thereby gained over the old box car. The old trouble in the way of repairing cars is saved, as the inside linings have always been breaking. Then, too, if the horizontal siding shrinks the vertical bolts through the pieces can be tightened up, thus always making a perfectly tight bottom for small grains or other articles.

SALES OF REAL ESTATE.

Fifteen Transfers, with a Total Consideration of $40,750.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 p. m. Sept. 21, 1899, as furnished by Theo. Stein, abstracter of titles, corner of Market and Pennsylvania streets, Indianapolis, Suite 229, first office floor, The Lemcke. Telephone 1760:

Katharine E. Chislett to Samuel E. Earp, part of Lots 3 and 4, Block 10, Drake's addition $8,100
Mary A. Soper to Harry H. Schowe, Lot 208, McCarty's fifth addition 850
Julius Maron to Erastus M. Eisenbeiss, Lot 9, John A. Hosbrook's subdivision 1,250
John E. Spratt to Mary Rogers, Lot 11, Block 5, North Indianapolis 1,500
Mary Ritter to The Pabst Brewing Company, Lot 16, Square 6, S. A. Fletcher's first Northeast addition 3,200
Laura B. Smith to Henry L. Smith, Lot 81, Culver et al.'s subdivision 3,500
Martin Roberts to Charles Hollowell, Lot 104, A. M. Ogle et al.'s East Park addition 1,850
Lenson H. Trotter to Mary L. Waddle, Lot 168, Morton Place addition 6,000
Pauline Klingstein to Hugo Klingstein, Lot 75, Noble's heirs' subdivision of Outlot 45, etc 2,000
Hugo Klingsmith to Pauline Klingsmith, Lot 75, Noble's heirs' subdivision of Outlot 45, etc 1,100
Sylvester Johnson to W. Frank Shugart, Lot 88, Julian et al.'s subdivision and addition to Irvington 300
Lucius B. Swift to Jesse F. Hankins, Lots 88 and 89, Allman et al.'s Belmont addition 500
Julius A. Hanson to Samuel P. Owen, Lot 30, Hanson's subdivision of Block 8, Bruce et al.'s addition 400
Sarah E. Stewart to James C. Hensley, Lot 233, J. H. Clark's addition to Haughville 200
Laura H. Carpenter to Arthur V. Brown, part of west half of northeast quarter and part of east half of northwest quarter Section 3, Township 15 north, Range 3 east 30,000

Transfers, 15; consideration $40,750

A RECOVERY IN STOCKS

BETTER TONE TO SPECULATION AND MONEY SOME EASIER.

Exchange Almost to the Point of Gold Imports—Local Markets Maintain an Even Tone.

At New York, yesterday, money on call was easier at 2@7 per cent.

Prime mercantile paper, 3¾@4 per cent.

Sterling exchange was heavy, with actual business in bankers' bills at $4.85¼@4.85½ for demand and $4.81½@4.83 for sixty days; posted rates, $4.83½ and $4.86; commercial bills, $4.81@4.81¼.

Silver certificates, 59@59½c; sales, 5,000 ounces bar silver at 58 9-16c; Mexican dollars, 47¼c.

The tone of the trading in stocks was much quieter yesterday than for some time past. No such pressure of forced liquidation was observable as on Wednesday and several preceding days. As a result there was a very general and substantial recovery in prices. There was a large demand from the extensive outstanding short interest and probably this constituted a principal element in the recovery, but there was also a very good absorption of some of the railroad stocks, which had the appearance of coming from large interests who were satisfied to take on stocks at the present level. Brooklyn Transit continued to comprise a large proportion of the dealings and the cessation of pressure against it and other members of its group had an important influence in the recovery in prices. A revised interpretation of New York's new franchise tax bill, which would bear less heavily on corporations than has been estimated, found general acceptance among speculators. The enormous selling for some time past of Brooklyn Transit gave color to some current rumors that the control of the property has changed to new and strong hands. Those two influences were effective in relieving the local traction stocks from the fierce attacks to which they have been subjected for many days past and removed from the situation the most potent element of depression. The bears made some effort to contest the advance, and they found vulnerable spots in People's Gas, Sugar, Tobacco and Tennessee Coal. But their success in the general market was very moderate and their efforts to cover in the very stocks which they had attacked helped on the late advance. In the railroad list aggressive buying first developed in Southern Pacific, but an excellent demand spread to other points in the list, notably the grangers, which are all up from 1 to 1½ on the day. The notable movement in Pullman, which rose 8⅞, and Anaconda, which jumped 4½ points in the late dealings on the extra dividend declaration. The Chicago, Indianapolis & Louisville stocks gained 2½ and 2¾ respectively. The Chicago Great Western stocks showed rather sensational declines, but later rose above yesterday's level, except for the debentures, which are off 4 points. London was a seller in the early dealings, owing to anxiety over today's meeting of the British Cabinet and thus aided the bears in the early part of the day. A favorable effect was exercised by the reported purchase, in London, of $500,000 of gold in the open market for shipment to New York. No trace could be found of the destination of this shipment and foreign exchange maintained that gold could not yet be imported at a profit. Sterling exchange dropped a fraction nearer the gold import point, but is still well over 1 cent above that level. The call-loan rate in New York dropped late in the day after the day's demand for money had been met. But the condition of the local money market was not materially changed. A drop in New York exchange in Chicago indicated renewed pressure from that source for funds. Saturday's bank statement is now expected to show the New York banks in a somewhat stronger position, owing to the week's large contraction of loans, but there has been no known replenishment of cash resources and the future of the money market depends on the prospective needs of the interior and the prospective demand for the subtreasury for revenue payments.

The bond market was firm in tone, except for a late reaction in Atlantic Southwestern issues. Total sales, par value, $1,256,000.

Following is a list of sales yesterday with closing bids:

	Sales.	Closing bid.
Atchison	2,600	20¾
Atchison pref	26,350	63⅛
Baltimore & Ohio	300	51
Canadian Pacific	....	92
Canada Southern	....	52½
Central Pacific	1,000	58
Chesapeake & Ohio	1,940	27⅛
Chicago Great Western	3,950	14½
Chicago, Burlington & Quincy	24,170	130¼
Chicago, Indianapolis & Louisville	2,775	12
Chicago, Indianapolis & Louis. pref	300	42
Chicago & Eastern Illinois	300	90
Chicago & Northwestern	600	167
Chicago, Rock Island & Pacific	8,750	113
Ch., C., C. & St. Louis	200	55
Colorado Southern	3,085	4½
Colorado Southern first pref	....	43½
Colorado Southern second pref	....	15
Delaware & Hudson	500	123½
Delaware, Lackawanna & Western	5,110	189¾
Denver & Rio Grande	600	21⅝
Denver & Rio Grande pref	200	75¼
Erie	400	13¼
Erie first pref	200	37¼
Great Northern pref	965	162½
Hocking Coal	200	18
Hocking Valley	180	32
Illinois Central	555	113¼
Iowa Central	100	13
Iowa Central pref	100	56½
Kansas City, Pittsburg & Gulf	300	7½
Lake Erie & Western	....	17
Lake Erie & Western pref	....	78
Lake Shore	....	202
Louisville & Nashville	8,435	79⅛
Manhattan Elevated	30,300	109¾
Metropolitan Street Railway	7,465	196½
Mexican Central	1,270	14⅞
Minneapolis & St. Louis	....	71¾
Minneapolis & St. Louis pref	....	93
Missouri Pacific	3,500	44¼
Mobile & Ohio	225	44½
Missouri, Kansas & Texas	....	12½
Missouri, Kansas & Texas pref	4,200	35⅞
New York Central	3,200	119¾
Norfolk & Western	6,015	135¾
Norfolk & Western pref	4,620	74⅝
Northern Pacific	1,020	69½
Northern Pacific pref	8,310	53¼
Ontario & Western	3,415	74½
Oregon Railway & Navigation	1,230	75¾
Oregon Railway & Navigation pref	200	77
Pennsylvania	2,510	131½
Reading	400	21½
Reading first pref	8,600	59¼
Reading second pref	400	23¼
Rio Grande Western	....	37½
Rio Grande Western pref	....	81
St. Louis & San Francisco	1,950	11⅝
St. Louis & San Francisco first pref	....	76
St. Louis & San Fran. second pref	200	36¼
St. Louis Southwestern	620	14¼
St. Louis Southwestern pref	1,700	34½
St. Paul	23,125	127¾
St. Paul pref	....	178½
St. Paul & Omaha	....	118
Southern Pacific	57,950	37½
Southern Railway	410	11⅞
Southern Railway pref	2,920	52½
Texas & Pacific	500	19½
Union Pacific	6,959	44⅞
Union Pacific pref	4,515	77¼
Wabash	....	7¾
Wabash pref	1,000	21¾
Wheeling & Lake Erie	2,610	12
Wheeling & Lake Erie pref	1,200	29⅞
Wisconsin Central	1,020	16¾
EXPRESS COMPANIES.		
Adams Express	....	113
American Express	....	147
United States Express	....	50
Wells-Fargo Express	100	131
MISCELLANEOUS.		
American Cotton Oil	400	43½
American Cotton Oil pref	....	93
American Malting	370	15¾
American Malting pref	180	65¾
American Smelting and Refining	710	28⅝
American Smelting and R. pref	850	88½
American Spirits	....	6
American Spirits pref	....	20¾
American Steel Hoop	800	41¾
American Steel Hoop pref	400	85
American Steel and Wire	3,375	51⅝
American Steel and Wire pref	1,720	96½
American Tin Plate	120	39
American Tin Plate pref	200	85½
American Tobacco pref	54,180	123¼
American Tobacco pref	200	145
Anaconda Mining Company	12,370	56¾
Brooklyn Rapid Transit	206,875	41¾
Colorado Fuel and Iron	60,170	58⅞
Continental Tobacco	6,060	42½
Continental Tobacco pref	2,110	92½
Federal Steel	17,473	53¾
Federal Steel pref	4,985	78¼
General Electric	....	120½
Glucose Sugar	520	60½
Glucose Sugar pref	....	105
International Paper	1,450	28½
International Paper pref	1,812	74½
Laclede Gas	....	65
National Biscuit	....	46
National Biscuit pref	....	95
National Lead	100	29½
National Lead pref	....	110¼
National Steel	200	31½
National Steel pref	350	93¼
New York Air Brake	....	162
North American	215	12¼
Pacific Coast	400	46½
Pacific Coast first pref	....	82
Pacific Coast second pref	....	63
Pacific Mail	1,955	29¾
People's Gas	22,375	110
Pressed Steel Car	300	55½
Pressed Steel Car pref	650	89¾
Pullman Palace Car	2,344	172
Standard Rope and Twine	200	4½
Sugar	34,125	144¼
Sugar pref	150	117
Tennessee Coal and Iron	8,300	119
United States Leather	5,175	12¾
United States Leather pref	1,200	75½
United States Rubber	1,010	47¼
United States Rubber pref	....	114
Western Union	477	88
Republic Iron and Steel	3,650	27¾
Republic Iron and Steel pref	710	72½
P., C., C. & St. Louis	....	74¾
Total sales 707,700		

UNITED STATES BONDS.

United States twos, registered	100¾
United States threes, registered	108⅝
United States threes, coupon	108⅝
United States new fours, registered	139
United States new fours, coupon	139
United States old fours, registered	111
United States old fours, coupon	113
United States fives, registered	111¾
United States fives, coupon	111¾

MINING STOCKS.
—Boston Quotations.—

Adventure	7
Allouez Mining Company	5¾
Atlantic	20
Boston and Montana	340
Butte and Boston	63
Calumet and Hecla	780
Centennial	33½
Franklin	17½
Humboldt	2
Osceola	84
Parrot	47
Quincy	153
Santa Fe Copper	12½
Tamarack	220
Winona	9
Wolverines	41
Utah	37¾
—New York Quotations.—	
Cholor	40
Crown Point	19
Consolidated California and Virginia	160
Deadwood	65
Gould & Curry	25
Hale & Norcross	26
Homestake	6500
Iron Silver	54
Mexican	45
Ontario	675
Ophir	100
Plymouth	8
Quicksilver	200
Quicksilver preferred	750
Sierra Nevada	70
Standard	300
Union Consolidated	38
Yellow Jacket	27

Thursday's Bank Clearings.

At Chicago—Clearings, $22,800,544; balances, $2,291,477. New York exchange, 50c discount; sterling exchange, $4.83½ and $4.87.

At Cincinnati—Clearings, $2,082,700.

At St. Louis—Clearings, $5,322,608; balances, $563,388. Money at 4@8 per cent.; New York exchange, 50c discount bid, 25c discount asked.

At New York—Clearings, $240,837,919; balances, $8,377,572.

At Boston—Clearings, $27,909,700; balances, $3,441,319.

At Baltimore—Clearings, $3,467,018; balances, $341,572.

At Philadelphia—Clearings, $15,554,808; balances, $1,932,985.

LOCAL GRAIN AND PRODUCE.

Busy Time with Wholesalers—Prices Steady and Strong.

On the wholesale streets yesterday the volume of business in most lines is said to have been in excess of that of any day in many years. Seldom, if ever, were there more buyers in to look stocks over, and some of the buyers were surprised at the variety and immensity of the stocks wholesale men carry. One of the stimulants to trade at the present time in most lines of trade is the proneness to the advance in rates rather than declines. At the present time there are but few articles that are not selling at higher prices than a year ago, but the advance has been so slight that they have not been felt by the retail merchants very perceptibly. There is more activity in the provision market and a little more life in the flour market, with steady and firmer prices. The leather and the hide market both carry a firmer tone than in some days past. Poultry and eggs are very firm at the advance in the earlier part of the week. Choice fruit sells readily and at good prices. Commission men express the opinion that apples and Irish potatoes are to sell at reasonable prices throughout the fall and winter, despite the prediction that there was to be a scarcity. Lemons are scarce and selling at high figures. But few oranges are on the market. Bananas are plentiful and cheap.

The local grain market shows a little more life this week. All cereals are in good request, prices, as reported by the secretary of the Board of Trade, on track yesterday, being as follows:

Wheat—No. 2 red, 67¾c; No. 3 red, 63¾@66¾c; September, 67¾c; wagon wheat, 67c.

Corn—No. 1 white, 32½c; No. 2 white (one color), 32½c; No. 4 white, 29½@31½c, No. 2 white mixed, 32½c; No. 3 white mixed, 32½c; No. 4 white mixed, 29@31c; No. 2 yellow, 32c; No. 3 yellow, 32c; No. 4 yellow, 29@31c; No. 2 mixed, 32c; No. 3 mixed, 32c; No. 4 mixed, 29@31c; ear corn, 32c.

Oats—No. 2 white, 24½c; No. 3 white, 23½c; No. 2 mixed, 22¾c; No. 3 mixed, 21¾c.

Hay—No. 1 timothy, $8.50@9; No. 2 timothy, $8 @8.50.

Inspections—Wheat: No. 3 red, 1 car. Corn: No. 1 white, 14 cars; No. 3 white, 8 cars; No. 4 white, 1 car; No. 2 yellow, 1 car; No 3 yellow, 1 car; No. 3 mixed, 1 car; total, 26 cars. Hay: No 2 timothy, 1 car.

Poultry and Other Produce.

(Prices paid by shippers.)

Poultry—Hens, 8c; cocks, 3c; young chickens, 7@8c; hen turkeys, young and fat, 8@9c; young toms, 10@11c; young ducks, 5c; geese, 3c for full feathered, 2½c for plucked.

Cheese—New York full creams, 12@13c; skims, 6@8c; domestic Swiss, 12@15c; brick, 13c; limburger, 12c.

Butter—Choice, 12c; poor, 6@8c.

Eggs—Candled, 14c.

Feathers—Prime geese, 30c per lb; prime duck, 10@17c per lb.

Beeswax—30c for yellow; 25c for dark.

Wool—Medium, unwashed, 18@19c; tub-washed, 26@28c; burry and unmerchantable, 5c less.

HIDES, TALLOW, ETC.

Green-salted Hides—No. 1, 9½c; No. 2, 8½c; No. 1 calf, 10c; No. 2 calf, 8½c.

Grease—White, 3c; yellow, 2½c; brown, 2¼c.

Tallow—No. 1, 3c; No. 2, 2½c.

Bones—Dry, $12@13 per ton.

THE JOBBING TRADE.

(The quotations given below are the selling prices of the wholesale dealers.)

Candies and Nuts.

Candies—Stick, 6½@6¾c per lb; common mixed, 6½@7c; G. A. R. mixed, 6½c; Banner twist stick, 8c; cream mixed, 9c; old-time mixed, 7c.

Nuts—Soft-shelled almonds, 11@13c; English walnuts, 9@12c; Brazil nuts, 10c; filberts, 11c; peanuts, roasted, 7@8c; mixed nuts, 10c.

Oils—Linseed, 46@48c per gal; coal oil, legal test, 7@14c; bank, 40c; best straits, 50c; Labrador, 60c; West Virginia, lubricating, 20@30c; miners' 40c; lard oils, winter strained, in brls, 40c per gal; half brls, 3c per gal extra.

Canned Goods.

Corn, 75c@$1.25. Peaches—Eastern Standard, 2-lb, $1.75@2; 3-lb seconds, $1.35@1.60; California standard, $2.10@2.40; California seconds, $1.75@2. Miscellaneous—Blackberries, 2-lb, 65@70c; raspberries, 3-lb, 90@95c; pineapples, standard, 2-lb, $1.10@1.20; choice, $1.60@2.50; cove oysters, 1-lb, full weight, 85@95c; shut, 60@85c; string beans, 70 @90c; Lima beans, $1.10@1.20; peas, marrowfats, 85c@$1.10; early June, 90c@$1.10; lobsters, $1.85@2; red cherries, 90c@$1; strawberries, 85@90c; salmon, 1-lb, 90c@$1.85; 3-lb, tomatoes, 90@95c.

Coal and Coke.

Anthracite, per ton, $7; Brazil block, $3.50; Island City lump, $3.25; Paragon lump, $3.25; Jackson lump, $4.50; Pittsburg lump, $4.50; C. & O. Kanawha lump, $4.50; Winifrede lump, $4.50; Blossburg smithing, $5; smokeless, $4.50; lump coke, per bu, 10c; crushel coke, per bu, 12c.

Drugs.

Alcohol, $2.48@2.60; asafetida, 25@30c; alum, 2½ @4c; camphor, 50@55c; cochineal, 50@55c; chloroform, 58@65c; copperas, brls, 75@85c; cream tartar, pure, 30@33c; indigo, 65@80c; licorice, Calab., genuine, 35@40c; magnesia, carb., 2-oz, 20@22c; morphine, P & W., per oz, $2.30@2.55; madder, 14 @16c; oil, castor, per gal, $1@1.10; oil, bergamot, per lb, $2.25; opium, $3.50; quininne, P. & W., per oz, 39@44c; balsam copaiba, 50@60c; soap, castile, Fr., 12@16c; soda bicarb, 2½@6c; salts, Epsom, 1½@4c; sulphur flour, 2½@5c; saltpeter, 10 @14c; turpentine, 56@60c; glycerine, 15@18c; iodide potassium, $2.50@2.60; bromide potassium, 52@60c; chlorate potash, 15@20c; borax, 9@12c; cinchonidia, 40@45c; carbolic acid, 30@32c; linseed oil, raw, 36c; linseed oil, boiled, 37c.

Dry Goods.

Bleached Sheetings—Androscoggin L, 6½c; Berkley, No. 60, 5c; Cabot, 5¾c; Capitol, 4½c; Cumberland, 6¼c; Dwight Anchor, 7c; Fruit of the Loom, 7c; Farwell, 6½c; Fitchville, 5½c; Full Width, 4¾c; Gilt Edge, 4¾c; Gilded Age, 4½c; Hill, 6½c; Hope, 6c; Linwood, 6½c; Lonsdale, 7c; Peabody, 4¾c; Pride of the West, 10½c; Ten Strike, 5½c; Pepperell, 9-4, 18c; Pepperell, 10-4, 20c; Androscoggin, 9-4, 18½c; Androscoggin, 10-4, 20½c.

Brown Sheeting—Atlantic A, 6c; Argyle, 5c; Boott W, 4½c; Buck's Head, 5½c; Clifton CCC, 5c; Constitution, 40-inch, 5½c; Carlisle, 40-inch, 6c; Dwight's Star, 6c; Great Falls E, 5c; Great Falls J, 4½c; Hill Fine, 6½c; Indian Head, 5½c; Pepperell R, 5c; Pepperell, 10-4, 18c; Androscoggin, 9-4, 16c; Androscoggin, 10-4, 18c.

Prints—Allen dress styles, 4½c; Allen's staples, 4½c; Allen TR, 4½c; Allen's robes, 4½c; American indigo, 4¾c; Arnold long cloth, B, 7½c; Arnold, LLC, 6½c; Cocheco fancy, 5c; Hamilton fancy, 5c; Merrimac pinks and purples, 5½c; Pacific fancy, 5½c; Simpson's mourning, 4½c; Simpson's Berlin solids, 5c; Simpson's oil finish, 6c; American shirting, 3¾c; black white, 4½c; grays, 4½c.

Ginghams—Amoskeag staples, 5½c; Amoskeag dress, 6c; Persian dress, 6c; Bates, 5½c; Lancaster, 5½c; Lancaster Normandies, 6c; Renfrew dress, 6c.

Kid-finished Cambrics—Edwards, 3½c; Warren, 3½c; Slater, 3½c; Genesee, 3½c.

Grain Bags—Amoskeag, $14; American, $14; Harmony, $13.50; Stark, $16.

Tickings—Amoskeag ACA, 9½c; Conestoga BF, ACE, 9½c; Hamilton awnings, 8c; Kimworth fancy, 17c; Lenox fancy, 18c; Muthuen AA, 9½c; Oakland AF, 5½c; Portsmouth, 10½c; Susquehanna, 11½c; Shetucket SW, 5½c; Shetucket F, 6c; Swift 11½c; Cordis 140, 9½c; Cordis FT, 9½c; Cordis River, 4½c.

Flour.

Straight grades, $3.40@3.60; fancy grades, $3.60@ 3.75; patent flour, $4@4.50; low grades, $2.25@3; spring wheat patents, $3@3.25.

Groceries.

Coffee—Good, 19@12c; prime, 12@14c; strictly prime, 14@16c; fancy green and yellow, 18@22c; Java, 28@32c. Roasted—Old government Java, 32½@33c; Golden Rio, 24c; Bourbon Santos, 24c; Gilded Santos, 24c; prime Santos, 23c. Package coffee—city prices—Ariosa, 10.15c; Lion, 9.65c; Jersey, 10.15c; Caracas, 9.65c; Dillworth's, 9.65c; Mail Pouch, 9.65c; Gate's blended Java, 9.65c.

Sugars—City prices—Dominoes, 5.57c; cut loaf, 5.69c; powdered, 5.38c; XXXX powdered, 5.38c; standard granulated, 5.32c; fine granulated, 5.32c; granulated—5-lb bags, 5.38c; granulated—2-lb bags, 5.38c; granulated—5-lb cartons, 5.38c; granulated—2-lb cartons, 5.38c; extra fine granulated, 5.44c; cubes, 5.44c; mold A, 5.57c; confectioners' A, 5.07c; 1 Columbia A—Keystone A, 4.82c; 2 Windsor A—American A, 4.82c; 3 Ridgewood A—Centennial A, 4.82c; 4 Phoenix A—California A, 4.76c; 5 Empire A—Franklin B, 4.69c; 6 Ideal Golden Ex. C—Keystone B, 4.63c; 7 Windsor Ex. C—American B, 4.57c; 8 Ridgewood Ex. C—Centennial B,