WILL LIST LEHIGH VALLEY

Directors Vote to Enter Stock of Road on New York Exchange.

The directors of the Lehigh Valley Railroad Company, at their meeting yesterday in Philadelphia, directed the officers to make application for listing the capital stock of the company on the New York Stock Exchange, a step which has been urged from time to time within the last few years by large interests in the property and the taking of which is received with satisfaction by Wall Street.

Hitherto the stock has been listed on only the Philadelphia Stock Exchange. Rumors that the board might act upon the dividend yesterday proved unfounded, but it is the expectation in quarters which should be well informed that at the regular dividend meeting next month the rate on the common stock will be advanced from the present 6 per cent annually, perhaps to as much as 10 per cent.

The preferred stock amounts to only $106,800, upon which dividends of 10 per cent a year are paid. The stockholders last June authorized the increase of the common stock from $40,334,800 to $80,000,000, of which $39,555,350 is outstanding. The outstanding bonds, application for the admission of which to the New York Stock Exchange list will in all probability be made in time, are $5,000,000 4 per cent first mortgage, $23,000,000 consolidated mortgage obligations, bearing 4½ and 6 per cent interest; $26,638,000 general consolidated 4s and $15,500,000 collateral trust 4s.

In 1901, in pursuance of the "community of interest" idea then popular among the railways, investments in the Lehigh Valley were made by the Lake Shore, the Reading, the Lackawanna, the Erie and the Central Railroad of New Jersey, their combined purchases representing a clear control. In 1904, after long agitation by minority shareholders, a dividend was declared on the common stock, the first since 1893. Only 1 per cent was paid in 1904, but in 1905 and 1906 4 per cent was paid, and beginning with 1907 the annual disbursement has been 6 per cent.

In 1908 and 1909 the five roads named disposed of their Lehigh Valley holdings, mainly in the open market. The price, however, continued to advance, and last December it developed that the Rock Island party had become such large shareholders that representation was to be given them, and accordingly in January of this year William H. Moore, E. S. Moore and Daniel G. Reid entered the board. The purchasing demand did not abate, and in the spring the stock, the par value of which is $50 a share, reached its record figure of $121 25 a share in the Philadelphia market.

The latest buyers were the Pearson-Farquhar syndicate, who saw in the Lehigh Valley a link in a possible ocean-to-ocean line. Last July, when that ambitious syndicate fell into difficulties, their holds of Lehigh Valley, Rock Island, Wabash, Missouri Pacific and Denver & Rio Grande were transferred to Kuhn, Loeb & Co., in whose hands they are understood still to be. The Morgan interests have been dominant in Lehigh Valley for the last ten years and are understood to be still the controlling factor, with the friendly Moore-Reid interests holding a substantial minority of the stock. The extent of the block taken over by Kuhn, Loeb & Co. has never been publicly known.

RAILROADS BUYING RAILS

57,700 Tons Contracted For—Other Orders Expected.

There was a more cheerful feeling in the steel trade yesterday as the result of the placing of a number of rail orders by various railroads, the total amounting to 57,700 tons. In addition it was reported that orders were about to be placed for 55,000 tons more, and the Pennsylvania and New York Central systems were said to be making progress on their rail estimates.

The roads that announced orders yesterday and the amounts contracted for were, The Louisville & Nashville, 29,000 tons; the Lehigh Valley, 20,000 tons, and the Kansas City, Mexico & Orient, 8,000 tons. The Boston & Maine was reported to be in the market for 50,000 tons, and it was said that the Interborough was about to place an order for 5,000 tons with the Lackawanna Steel Company.

The Louisville & Nashville's order went to the Tennessee Coal and Iron Company, while the United States Steel Corporation secured the contract for the 5,000 tons ordered by the Kansas City, Mexico & Orient. The United States Steel Corporation will also roll 15,000 tons out of the total of 30,000 tons recently contracted for by the Norfolk & Western.

It is expected that a number of other roads, among them being the New Haven and the Lackawanna, will shortly announce their requirements, but it is not believed that the aggregate of orders will be as large as usual at this season, as several of the large roads have let it become known that they will not buy any rails for the present, and others will buy only the amount actually needed for replacement of worn out tracks.

There have been many conflicting reports recently concerning the policy of the railroads in the purchase of rails and equipment. "The Iron Age" says that these reports are evidently due to the fact that each road will be governed by its own condition and needs. In regard to equipment orders this trade authority says:

"Considerable steel car business is likely to be given out before the end of the year, 10,000 to 12,000 cars being included in the late estimates."

It adds that an early order is expected from the Pittsburg & Shawmut for 2,800 cars and a number of locomotives.

P. R. R. MAY REDUCE ORDER.

[By Telegraph to The Tribune.]

Pittsburg, Nov. 16.—Makers of steel rails in Pittsburg are plainly worried over a persistent rumor that the Pennsylvania Railroad, which had been expected to order not less than 150,000 tons of new rails in 1911, has decided to cut this figure more than half; that perhaps not more than 60,000 tons will be ordered, with the promise of supplementary orders to come later. The basis for this rumor appears to be the report of the last inspection trip over the road, to the effect that the road was in excellent condition. This is taken to indicate that not many rails would be needed this coming year.

MACVEAGH PLANS REFORMS

Checks for Customs and Internal Revenue—Currency Changes.

Washington, Nov. 16.—Important changes in some of the issues of paper currency and a radical reform in the method of disbursing public moneys under the Sub-Treasury system, will probably be recommended to Congress by Secretary MacVeagh.

The Treasury desires authority to issue paper money in denominations most needed. Mr. MacVeagh will recommend that the laws restricting the issues to certain denominations be relaxed. The demand for small notes is so great this year that the Treasury is issuing $1 greenbacks for the first time since 1885. The issue of $5 national bank notes, now restricted by law, might probably be increased.

A radical step in the reform of the Sub-Treasury system will be a recommendation that collectors of customs and internal revenue be authorized to receive certified checks of national banks in payment of dues under such regulations as will insure the government against loss. At present nothing but cash is received for customs and internal revenue.

The banks asked for a provision of law to require the government to pay the cost of redemption of its own currency and the cost of transportation between the banks and the Treasury. This Secretary MacVeagh declines to do because it would cost the government about $300,000 a year.

Bankers also desired to have gold certificates, payable to order, of the act of 1900 received for government dues at any place where such payment could be made. This the Secretary declines to recommend, on the ground that it would reduce the cost of domestic exchange.

RAILROADS' BIG PROJECT

To Give Boston Better Transportation Facilities.

Boston, Nov. 16.—The first step in what promises to be the biggest project for the improvement of local transportation facilities undertaken for many years, and involving the expenditure of about $15,000,000, was taken to-day by the Boston & Maine and New York, New Haven & Hartford railroad companies. The two companies addressed a petition to the Legislature for authority to acquire the Boston, Revere Beach & Lynn Railroad upon such terms as may be approved by the Massachusetts Board of Railroad Commissioners. The company whose control is sought operates a narrow-gauge line between East Boston and Lynn, with a branch line in Winthrop, the connection with Boston proper being made by ferryboats.

The petition further asks that authority be given to widen the gauge of the road, to extend it on the north to connect with the Portland division of the Boston & Maine, and to make a connection by tunnel between East Boston and the South Station in this city, trains in this tunnel to be operated by electricity.

Timothy E. Byrnes, vice-president of the New York, New Haven & Hartford and of the Boston & Maine railroads, said to-day that under the proposed plan it will be possible to carry passengers from New York to Bar Harbor, through Boston, without transfer by the new route.

ANCIENT LEASES CANCELLED

State Canal Board Prepares for Federal Improvements on Upper Hudson.

Albany, Nov. 16.—So as to make it possible for the federal government to prosecute without delay the proposed improvement of the upper Hudson, to connect with the eastern terminal of the barge canal at Waterford, the State Canal Board to-night authorized the State Superintendent of Public Works, Mr. Stevens, to cancel the leases of the Troy Hydraulic Company and other power users to the surplus waters impounded at the state dam at Troy.

An appropriation of $1,355,000 has been made by Congress to begin this work, which it is estimated will cost more than $5,000,000, and will take four years to complete. The leases cancelled by the state date back to 1832.

DOUBLE TRACKING LEHIGH ROAD.

A contract has been let by the Lehigh Valley Railroad for the double tracking of a section of its line in the anthracite coal region of Pennsylvania. This section stretches from Laurel Junction to Silver Brook Junction, 6.2 miles, and will have to accommodate a heavy coal traffic when the Hays Creek branch is completed next year.

HEINZE STOCK SELLS LOW

Coppers at Auction Go Under Market Value on Curb.

The block of securities, consisting of 40,000 shares of Ohio Copper, 28,128 shares of United Copper and 18,700 shares of Davis-Daly Estate Copper, which is supposed to have been part of the collateral put up by F. Augustus Heinze with the Mercantile National Bank in October, 1907, as security for a note of $430,000, was sold at auction at the Vesey street salesrooms yesterday for $202,448, which was considerably under the market value of the stocks on the curb.

The securities were not sold in one block, but in three separate lots. The 40,000 shares of Ohio Copper brought $1 25 a share, the 28,128 shares of United Copper $4 87½ a share and the 18,700 shares of Davis-Daly Estate Copper were bid in at 82 cents a share. On the curb the same stocks sold at 1 13-16, 5½ and 1¾, respectively.

Neither the identity of the owners of this block of securities nor of the purchasers was revealed at the sale, but it was not denied that it was part of the collateral put up by Heinze, to which, as pointed out in The Tribune yesterday, it bore a close resemblance.

Among the other securities sold at auction yesterday were $38,000 par value of the bonds of various corporations promoted by the failed firm of E. D. Shepard & Co. They brought a total of $2,100. Included in the lot were $27,000 of first mortgage 5 per cent bonds of the Santa Fe, Liberal & Englewood Railroad Company, $10,000 of first mortgage 5 per cent bonds of the Yankee Fuel Company, $2,000 of first mortgage 5 per cent bonds of the Raton Waterworks Company and one $1,000 first mortgage 5 per cent bond of the Santa Fe, Raton & Des Moines Railroad Company.

BLAZE IN MATZOTH FACTORY

$25,000 Damage, Police Say; $10,000, According to Croker.

Four floors of the largest factory in the country for making matzoth, that of Meyer London, on Grand street, burned last night.

Tenants of adjoining houses were driven out by the smoke, but unhurt. Across little Oriental Park is the home of the Daughters of Jacob, where there was a fire in the basement recently.

While Chief Croker estimated the damage at $10,000, the police fixed it at $25,000.

HUDSON & MANHATTAN.

The Hudson & Manhattan Railroad Company reports for the month of August, September and October as follows:

	Aug.	Sept.	Oct.
Gross revenue (all sources)	$308,480	$323,403	$351,216
Expenses and taxes	132,940	151,787	157,182
Net revenue	$175,539	$171,706	$194,033
Int. on total int. bearing bds. outstanding	243,958	243,958	243,958
Less int. chargeable to construction	73,020	73,020	73,020
Balance	$170,938	$170,938	$170,938
Other charges	20,856	20,857	21,149
†Total deductions	191,794	191,596	192,088
Deficit	$16,254	$19,889	*$1,945

*Surplus. †Total deductions from income, being fixed charges applicable against that portion of the property employed in present operations.

SAN FRANCISCO MINING STOCKS.

San Francisco, Nov. 16.—The official closing quotations for mining stocks to-day were as follows:

Alpha Con	.06	Julia	.07
Andes	.06	Justice	.05
Best & Belcher	.28	Mexican	1.00
Bullion	.06	Occidental Con	.42
Caledonia	.15	Ophir	1.22½
Challenge Con	.16	Overman	.30
Chollar	.06	Savage	.11
Con Cal & Va	.99	Sag Belcher	.09
Con Imperial	.02	Sierra Nevada	.18
Crown Point	.49	Union Con	.24
Gould & Curry	.09	Utah Con	.04
Hale & Norcross	.18	Yellow Jacket	.40

RAILROAD EARNINGS.

ATLANTA, BIRMINGHAM & ATLANTIC.

	1910.	1909.	1908.
1st wk. in Nov.	$54,922	$55,930	$42,188
July 1-Nov. 7	953,536	888,100	667,955

DETROIT, TOLEDO & IRONTON.

1st wk. in Nov.	$40,828	$32,656	$34,442
July 1-Nov. 7	776,927	592,230	633,455

GEORGIA SOUTHERN & FLORIDA.

Number of miles	395	395	395
1st wk. in Nov.	$45,828	$51,181	$36,327
July 1-Nov. 7	833,932	788,177	654,196

RIO GRANDE SOUTHERN.

1st wk. in Nov.	$12,350	$15,181	$11,972
July 1-Nov. 7	233,880	162,990	224,838

AMERICAN RAILWAYS.

Month of Oct.	$339,378	$310,419	$231,126
July 1-Oct. 31	1,436,171	1,320,431	2,341,038

SYRACUSE RAPID TRANSIT.

July 1-Sept. 30—			
Total oper. rev.	$409,557	$371,868	$345,046
Total oper. exp.	278,852	292,014	236,009
Net oper. rev.	$130,705	$79,855	$109,037
Taxes accrued	17,607	18,719	15,356
Oper. income	$113,098	$61,136	$93,681
Non-op. income	131	137	468
Gross income	$113,229	$61,273	$94,148
Tl. deductions fr. gross income	78,883	76,323	73,469
Net corp. inc.	$34,345	*$15,051	$20,679

*Deficit.

SCHENECTADY RAILWAY.

July 1-Sept. 30—			
Total oper. rev.	$352,479	$296,164	$264,272
Total oper. exp.	189,265	160,018	169,114
Net oper. rev.	$163,214	$136,146	$95,158
Taxes accrued	13,670	12,788	8,891
Oper. income	$149,536	$123,358	$86,266
Non-oper. inc.	2,847	3,400	4,184
Gross income	$152,383	$126,758	$90,450
Tl. deductions fr. gross income	24,876	23,810	26,780
Net corp. inc.	$127,507	$102,948	$63,670

CHICAGO, ROCK ISLAND & GULF.

	1910.	1909.	Increase.
Month of Sept.—			
Mileage	470	529	*58
Total oper. rev.	$250,649	$240,102	$10,546
Total oper. exp.	161,410	166,717	*5,306
Net oper. rev.	$89,238	$73,384	$15,853
Outside op. (deb.)	439	272	167
Total net rev.	$88,798	$73,112	$15,685
Taxes	4,613	6,261	*1,648
Oper. income	$84,185	$66,851	$17,334
July 1-Sept. 30—			
Total oper. rev.	$678,133	$754,189	*$76,056
Total oper. exp.	482,998	476,745	6,252
Net oper. rev.	$195,135	$277,444	*$82,309
Outside op. (deb.)	1,046	772	274
Total net rev.	$194,088	$276,672	*$82,583
Taxes	17,818	18,783	*964
Oper. income	$176,269	$257,888	*$81,618

*Decrease.

AMERICAN LIGHT & TRACTION.

	1910.	Increase.
Month of Oct.		
Gross earnings	$356,684	$42,837
Operating expenses	11,126	2,261
Net earnings	$345,558	$40,576
Jan. 1-Oct. 31—		
Gross earnings	$3,009,842	$389,872
Operating expenses	100,550	12,495
Net earnings	$2,909,292	$377,377
Nov. 1-Oct. 31—		
Gross earnings	$3,735,313	$522,305
Operating expenses	118,756	25,701
Net earnings	$3,616,557	$496,604

SECURITIES AT AUCTION.

The following securities were sold yesterday at auction at the Exchange salesroom by Adrian H. Muller & Son:

By order of executors.

10 shares Christopher & 10th Street Railway Company	100
1 share Read Realty Company	$105
14 shares First National Bank of Brooklyn	292¼
50 shares Broadway Trust Company	145
20 shares Westchester and Bronx Title and Mortgage Guarantee Company	169
88 shares National Surety Company	250–251
40 shares Williamsburgh City Fire Insurance Company	390
2 shares Mrs. C. Donovan Company; per share	$103

By order of administrators.

$236 deposit in Union Bank of Brooklyn	51
$720 95 deposit in Union Bank of Brooklyn	45

By order of executors and administrators.

50 shares Royal Baking Powder Company preferred	105½
50 shares Royal Baking Powder Company common	186
50 shares American Brake Shoe and Foundry Company preferred	131
400 shares American Brake Shoe and Foundry Company common	87¼
169 shares American Hard Rubber Company preferred	130
338 shares American Hard Rubber Company common	89
200 shares Seth Thomas Clock Company common	$19½
50 shares Royal Baking Powder Company preferred	106⅝
50 shares Royal Baking Powder Company common	185

By order of executrix.

$1,000 Urban Railway Company of Lima first mortgage 6 per cent gold bond, due January, 1927; January, 1911, coupon attached; interest subject to 4 per cent income tax	72
100 shares W. E. Tyrer Company; 50 shares Warehouse Company of Baltimore City (on which share value of $4 37 has been refunded); 200 shares New Southwest Publishing Company; lot	$9
10 shares Robert Crooks, New York; per share	$6
250 shares Patten Vacuum Ice Company, New Jersey; 25 shares Patten Vacuum Ice Company, Limited, West Virginia; lot	$8

For account of whom it may concern.

5,000 shares Sun and Moon Mining and Milling Company; lot	$105
1,000 shares Federal Mining and Smelting Company preferred; per share	$48
100 shares Federal Mining and Smelting Company common; per share	$20
1,300 shares Brooklyn Rapid Transit Company	77
$20,000 Brooklyn Rapid Transit Company 4 per cent convertible bonds, accrued interest to be charged	83
200 shares Philadelphia Rapid Transit Company; per share	$16½
307 shares Missouri Pacific Railroad Company	$50⅝
60 shares Mortgage Bond Company of New York	113⅛
12 shares New York Life Insurance and Trust Company	1,128
$307 14 claim of Mordecai & Meyers against Union Bank of Brooklyn for deposit	42
60 shares Murphy & White Co.	$1,000
60 shares Murphy & White Co.	$1,000
1 share Clinton Hall Association	50⅛
$6,000 New York, Susquehanna & Western Railroad general mortgage 5 per cent bonds, due August, 1940; interest February and August; accrued interest to be charged	86
40,000 shares Ohio Copper Company; per share	$1 25
28,128 shares United Copper Company common; per share	4⅞
18,700 shares Davis-Daly Copper Company second instalment of assessment of 50c per share unpaid; per share	$0 82
$12,000 United States Mortgage and Trust Company first mortgage 4 per cent collateral trust bonds, due 1922, series M; interest February and August; accrued interest to be charged	94
250 shares Eisner Mendelson Company 8 per cent preferred; per share	$6
16 shares Michigan Central Railroad Company	150
100 shares New York and Queens Gas Company	50
$8,000 Yankee Fuel Company of Colorado first mortgage 5 per cent gold bonds, due October, 1926, October, 1909, and subsequent coupons attached; $5,000 Santa Fe, Liberal & Englewood Railroad Company first mortgage 5 per cent gold bonds, due January, 1936, July, 1909, and subsequent coupons attached; lot	$100
$7,000 Santa Fe, Liberal & Englewood Railroad Company first mortgage 5 per cent gold bonds, due January, 1936; January, 1909, and subsequent coupons attached; lot	$80
$1,000 Yankee Fuel Company of Colorado first mortgage 5 per cent gold bonds, due October, 1926, October, 1909, and subsequent coupons attached; lot	$445
$11,000 Santa Fe, Liberal & Englewood Railroad Company first mortgage 5 per cent gold bonds, due January, 1936, July, 1909, and subsequent coupons attached; lot; 5 shares Santa Fe, Liberal & Englewood Railroad Company; lot	$400
$1,000 Santa Fe, Liberal & Englewood Railroad Company first mortgage 5 per cent gold bond, due January, 1936, July, 1909, and subsequent coupons attached; lot	$280
$1,000 Yankee Fuel Company of Colorado first mortgage 5 per cent gold bond, due October, 1926, April, 1909, and subsequent coupons attached; lot	$25
$2,000 Raton Water Works Company of New York first mortgage 5 per cent gold bonds, due February, 1935, August, 1909, and subsequent coupons attached; lot	$30
$2,000 Santa Fe, Liberal & Englewood Railroad Company first mortgage 5 per cent gold bonds, due January, 1936, July, 1909, and subsequent coupons attached; lot	$715
$1,000 Santa Fe, Liberal & Englewood Railroad Company first mortgage 5 per cent gold bond, due 1936, July, 1909, and subsequent coupons attached; $1,000 Santa Fe, Raton & Des Moines Railroad Company first mortgage 5 per cent gold bond, due March, 1936, September, 1909, and subsequent coupons attached; lot	$25
20 shares National City Bank of Brooklyn	292½
6 shares Chicago, Rock Island & Pacific Railway Company	160
$3,333 Participation certificate in a certain second mortgage made by the 49th Street & Madison Avenue Company to the Knickerbocker Trust Company for $140,000; lot	$100
Deposit receipt issued by Knickerbocker Trust Company as depositary, under the terms of the amended plan and agreement of January 20, 1909, covering the deposit of $10,000 face amount Rockingham Power Company first mortgage 5 per cent bonds and $5,000 first mortgage preferred stock; lot	$100

BOSTON CURB STOCKS.

(Furnished by J. Thomas Reinhardt, No. 38 Broad street, New York, and No. 54 Devonshire street, Boston.)

Shares.	Open.	High.	Low.	Close.
100 Acme	4	4	4	4
7,000 Amal Nev Mines	13	14	12½	12½
1,470 Arizona Cananea	4⅛	4¼	4⅛	4¼
200 Arizona Mines	6⅞	6⅞	6¾	6½
2,000 Bay State Gas	36	36	33	35
129 Bohemia	4¼	4½	4¼	4½
100 Boston Ely	1⅜	1⅜	1⅜	1⅜
1,650 Cactus Copper	29	29	26	26
1,585 Calaveras	4¾	4¾	2	4¾
100 Calumet-Corbin	28	28	28	28
685 Champion	5½	6	5½	5½
300 Chief Consol	1⅝	1⅝	1⅝	1⅝
740 Chino	21⅞	28⅛	21⅞	21⅞
1,200 Cobalt Central	7½	7½	7½	7½
50 Cortez Mines	2⅛	2⅛	2⅛	2⅛
1,600 Corbin Copper	5⅛	5⅝	5	5
425 Davis-Daly	1¾	1¾	1⅛	1⅛
85 Dom Syndicate	10⅛	10⅛	10	10⅛
3,370 First Nat Copper	2⅝	2⅞	2	2⅛
1,425 Inspiration	9⅞	9⅞	9⅛	9½
580 La Rose	4⅛	4⅛	4⅛	4⅛
45 Live Oak	27	27	25	25
1,000 Mackinaw	34	34	34	34
125 Mexican Metals	3⅛	3⅛	3⅛	3⅛
400 McKinley-Dar	1¼	1¼	1⅛	1¼
100 Mollie Gibson	31	31	31	31
200 do pref	1½	1⅝	1½	1⅝
250 Majestic	52	52	50	50
500 Nat Min Expl	4	4	4	4
60 New Baltic	7⅞	7⅞	7⅞	7⅞
300 Nevada Douglas	2⅛	2⅛	2⅛	2⅛
965 Ohio Copper	1⅛	1⅛	1⅛	1⅛
317 Oneco	2⅛	2⅛	2⅛	2⅛
600 Raven Mining	51	51	55	54
34,400 Rawhide Mining	9	15	8	12
2,616 Rhode Island Coal	8½	8½	8¼	8⅜
1,180 South Lake	8¼	8¼	7½	7⅞
705 Vulture	9	9	9	9
150 Yuma	25	25	25	25
280 Yukon	3⅞	3⅞	3¾	3¾

THE MARKETS

TOTAL DOMESTIC RECEIPTS.

New York, November 16, 1910.

Beans, bags	497	Eggs, cases	6,719
Flour, bbls	7,206	Dr poultry, pkgs	6,180
Flour, sacks	26,678	Live poultry, cts	3,068
Cornmeal, bbls	250	Oranges (Fla), cs	14,225
Cornmeal, bags	6,377	Oranges (Cal), cs	1,090
Oatmeal, bbls	200	Lemons (Cal), cs	1,915
Wheat, bush	120,300	Grapes (Cal), cts	14,120
Corn, bush	21,375	Prunes (Cal), pkgs	9,500
Oats, bush	81,600	Apples, bbls	20,375
Buckwheat, bush	2,400	Potatoes, bbls	13,175
Barley, bush	20,200	Onions, bbls	2,000
Malt, bush	9,000	Cranberries, pkgs	2,410
Rice, pkts	8,115	Dried fruit, pkgs	2,885
Hay, tons	1,179	Rosin, bbls	6,225
Straw, tons	10	Spirits turp, bbls	995
Millfeed, tons	80	Oilcake, pkgs	5,999
Hops, bales	148	Oil, lub, bbls	290
Beef (canned), cs	759	Oleo stock, pkgs	165
Pork, bbls	150	Peanuts, bags	950
Hams, pkgs	99	Walnuts, bags	815
Bacon, pkgs	130	Pecans, pkgs	240
Cut meats, pkgs	234	Tobacco, hhds	99
Lard, tcs	435	Tobacco, tcs	165
Lard, kegs	1,650	Tobacco, pkgs	538
Lard, cases	160	Whiskey, bbls	144
Tallow, pkgs	52	Wool, sacks	530
Soap stock, pkgs	25	Cotton, bales	12,925
Grease, pkgs	30	Cot'seed oil, bbls	943
Butter, pkgs	6,488	Copper, pcs	8,975
Cheese, pkgs	3,674	Hides, bdls	2,300

EXPORTS.

Corn, bush	2,145	Beef, bbls	64
Beans, bush	56	Beef, tcs	36
Flour, bbls	848	Bacon, lb	525,000
Flour, sacks	4,947	Hams, lb	5,600
Cornmeal, bbls	738	Lard, lb	200,850
Grass seed, bags	159	Butter, lb	2,700
Hops, bales	192	Cheese, lb	2,220
Whiskey, gals	1,600	Cot'seed oil, gals	6,785
Pork, bbls	43	Lub oil, gals	31,600

CASH QUOTATIONS.

Iron, N. No 1 f.s.	$16 00	Cotton, middling	14.60
Steel rails	28 00	Coffee, No 7 Rio	12⅛
Stand cop, spot	12.52½	Sugar, granulated	4.60
Tin	36.75	Molasses, O K, p	
Exchange lead	4.45	Beef, family	$19 50
Spelter	5.92½	Pork, hams	24 00
Wheat, No 2 red	96¼	Tallow, prime	8
*Corn, No 2	59	Pork, mess	19 50
Oats, stand, wh	37⅞	Hogs, dr, 100 lb	11½
Flour, Mpls, pat	5 40	Lard, mid West	11 10

*F o b afloat.

GENERAL MARKET REPORT.

New York, November 16, 1910.

GRAIN—WHEAT—Sentiment was bullish in early operations, but after opening at an advance of ⅝c the market developed an easier feeling, and near the close was weak, final figures showing a net decline of ¾@⅞c. European markets firm, with sentiment inclined to favor the bull side, owing to reduced estimates on the Argentine surplus and some improvement in the demand for cash wheat. Export bids out of line, and the only sales reported were 5 loads at outports, mostly old business. No 2 red wheat here, 96¾c, elevator, and 96½c, f o b, afloat; No 1 Northern Duluth, $1 16¾, f o b, afloat. Modern pelts, but FUTURES late closed off with wheat and at the close showed a net loss of ¼@⅜c. No 2 corn here, 58½c, elevator domestic basis, to arrive, c i f, and 59c, f o b, afloat. OATS—After opening steady, eased off with corn and at the close were ⅛@¼c lower. Cash oats steady; standard white, 37¾c; No 2, 37½c; No 3, 37c; No 4, 37c. RYE—Steady. No 2 Western, 84¾c, f o b, New York. BARLEY—Firm. Malting, 83@87c, c i f, Buffalo. BUCKWHEAT—Quiet; American, 60c, c i f, New York; Canadian, 53½c, c i f, New York, to arrive.

NEW YORK PRICES.

	Open.	High.	Low.	Close.	Yesterday.
Wheat:					
December	98⅝	98⅞	97⅞	98⅛	
May	$1 04¼	$1 04½	$1 03¼	$1 03⅞	$1 03⅞
July	—	—	—	1 00	1 00⅛
Corn:					
December	55⅝	55⅝	54¾	54¼	54⅞
May	—	—	—	55½	55⅞
Oats:					
November	—	—	—	37⅝	37⅝
December	—	—	—	37½	37½
May	—	—	—	39½	39¾
July	—	—	—	39½	39¼

INTERIOR RECEIPTS.

	Wheat.	Corn.	Oats.
To-day	588,000	404,000	488,000
Last week	1,424,000	901,000	944,000
Last year	827,000	323,000	552,000

SEABOARD CLEARANCES.

	Flour.	Wheat.	Corn.
To-day	7,000	—	77,000
Last week	15,000	421,000	18,000
Last year	48,000	394,000	27,000

COTTON—Recovered most of Tuesday's loss yesterday and closed firm at practically the highest prices of the day, a net advance of 9@16 points. The opening was steady at an advance of 4@7 points. Liverpool attributed the relatively steady showing there to an improved trade demand, particularly from German spinners. Southern advices were generally bullish, and Southern spot markets were unchanged to ¼c higher.

OILS—Linseed oil unchanged. Refined petroleum steady at recent prices.

COTTONSEED OIL—Prices were easier, closing at a net decline of 8@15 points. There was comparatively little pressure of actual oil on the market, and crude oil in the South was about steady, but the domestic and export demand was inactive. Local contract prices:

	Open.	High.	Low.	Close.	Yesterday.
Spot	—	—	—	7.20@7.28	7.16
November	7.22	7.22	7.16	7.15@7.17	7.23
December	7.22	7.22	7.18	7.15@7.17	7.23
January	7.25	7.25	7.20	7.19@7.20	7.22
February	—	—	—	7.20@7.25	7.35
March	7.39	7.39	7.29	7.28@7.29	7.40
May	7.43	7.43	7.34	7.33@7.35	7.45
July	7.51	7.51	7.47	7.46@7.47	7.55

COUNTRY PRODUCE MARKETS.

New York, November 16, 1910.

BEANS AND PEAS—Receipts, 366 bags beans and 140 bags peas. Prices somewhat lower on marrow and red kidney, with only moderate trading. Medium dull. Pea selling pretty well and values steady. Turtle soup scarce. Scotch peas advanced under higher Western advices. BEANS, marrow, choice, bushel, $2 60@$2 65; medium, $2 25@$2 30; pea, $2 35; imported pea, $2 10@$2 20; medium, $2 05@$2 10; red kidney, $2 80@$2 85; white kidney, $3 15@$3 20; yellow eye, $2 25@$2 30; black turtle soup, $3; lima, California, $3 20@$3 25; PEAS, Scotch, bags, bushel, $2 60.

BUTTER—Receipts, 6,488 pkgs. Quiet and barely steady on higher grade of fresh creamery. Other qualities could probably be bought a little lower. Creamery, specials, lb, 33c; extras, 31½@32c; firsts, 28@30c; seconds, 25½@27c; thirds, 24@25c; held, specials, 32@32½c; extras, 31@31½c; firsts, 28@30c; seconds, 25½@27c; state dairy tubs, finest, 30@31c; good to prime, 27@29c; common to fair, 24@26c; process, specials, 27c; extras, 26½c; firsts, 25@26c; seconds, 24c; imitation creamery, firsts, 24½@25½c; factory, June make, firsts, 24@24½c; current make, firsts, 23¼c; seconds, 22½@23c; thirds, 21@22c; packing stock, June make, No 1, 23@23½c; current make, No 2, 22@22½c; No 3, 20@21½c.

CHEESE—Receipts, 3,674 boxes. Steady on high grade whole milk cheese. Trade light. Good quality still available at 15@15¼c. Some accumulation of inferior quality, and heavier offerings from 14½c down. Skims dull. State, whole milk, September quality, specials, 15½@17c; fancy colored, 15¼c; white, 15@15½c; choice, 14¾@15c; October quality, fine colored, 14½c; white, 14¼c; common to prime, 13@14c; skims, specials, 12¾c; average fancy, 11@11½c; average fine, 10@10½c; fair to good, 7½@9¼c; common, 4½@6½c; hard skims, 2½@3½c.

EGGS—Receipts, 6,719 cases. Firm on high grade fresh. Medium qualities steady. Storage freely offered and demand less active. Sales are at previous prices, but tone less firm and outlook a bit unsettled. State, Pennsylvania and nearby, henery whites, fancy, 52@55c; ordinary to fine, 42@50c; gathered, 40@48c; held, 28@33c; henery browns, fancy, 40@42c; gathered, 36@40c; fair to good, 30@35c; Western gathered whites, 32@42c; fresh gathered selected extras, 37@39c; extra firsts, 34@36c; firsts, 30@33c; seconds, 27@29c; thirds, 24@26c; dirties, No 1, candled, 25@24c; No 2, 22@22c; poor to fair, 17@20c; refrigerator, special marks, fancy, in local storage, 26@26½c; firsts, 24½@25½c; seconds, 23@24c; seconds to firsts on dock, 22½@23c; thirds and poorer, 20@22c; dirties, 18@22c; limed, fancy, 24½c.

FRUITS—DRIED—Few new state evaporated apples on the market; 1909 prime when grading well up often goes in with new stock at the same price. Common to fair stuff slow. Little demand for sun dried, though choice state would probably exceed outside figures. November delivery prime strong at 9c in carload lots. Future chops 4c, and waste around 3¼@3½c per lb in carload lots. Canadian waste can be had around 2½@2¾c, and chops at 3¾c. Small fruits firm but quiet. Apricots and prunes firm. Peaches steady. APPLES, evaporated, fancy,