THE FINANCIAL SITUATION.

The advancing prices in last week's stock market were, as is usually the case, accompanied by greater activity in the dealings. Several explanations might be proffered of the tendencies displayed. Chief among them, there must be placed the glowing and magnificent outlook for the country's cereal crops. Then again, there has been a decided diminution in the uneasiness recently felt with respect to the monetary outlook for the remainder of the summer and the autumn. There has been no pronounced improvement in the anthracite coal strike situation and none but negative evidences that the troubles in that quarter are anywhere near conclusion. The additional labor troubles threatening on the elevated railway lines in this borough, while of serious local importance and while also possessing further significance, have been treated with indifference and produced scant effect even upon the stock of the Manhattan Railway Company itself. Additional incentives to speculative activity have been furnished by the concluding negotiations in the Louisville and Nashville settlement, out of which and also in connection with other matters, there have grown up exaggerated ideas as to immediate developments in the Southern railway field. In any consideration of the stock market dealings of the past week, particularly in their relation to the future, it should be added that the dealings have reflected a resumption of the manipulation of the same bold character which, for one reason or another, was interrupted several weeks ago. Inasmuch as the chief personages in this manipulation must be credited with no little acumen, it is to be inferred that they have become reassured sufficiently respecting the monetary and agricultural situations, and perhaps in other regards also, as to encourage them to resume their operations where they left them off the middle of last month.

In regard to the railway situation in the Southern States, it would appear that a general misconception as to the true state of affairs is prevalent. The fact is, that the stability which has existed there for several years now has unquestionably been disturbed by two more or less recent occurrences. The first of these was the invasion of the Southeastern territory by the St. Louis and San Francisco company by reason of its acquisition of the Kansas City, Pittsburg and Birmingham line. The next and more serious event was the successful foray of the Western contingent in Louisville and Nashville. The latter portended far-reaching and direful consequences, which were happily promptly averted, but the ultimate consequences of the Louisville and Nashville raid are not as yet even in view. For one thing, the Louisville and Nashville incident, coupled with the simultaneous capture by Mr. Gates and his associates of the Chicago, Indianapolis and Louisville Railway, forced the Southern Railway Company to abandon its traditional policy of remaining south of the Ohio River. It can be asserted as a fact that the joint control of the Chicago, Indianapolis and Louisville, assumed by the Louisville and Nashville and Southern Railway companies, was a policy of expediency and not of election. However, that step has been taken, and in consequence, a more threatening condition of things than Wall Street in general has had any conception of has been disposed of. An unfortunate side of the business is that the success of the engineers of this enterprise will doubtless act as an incentive to activity in a like direction on the part of any group of speculators possessing the foresight and resources to acquire control of some of the other smaller independent lines now hidden away in the country's railway map.

With the course of the week, heavy speculation has been conducted in the stocks of the Louisville and Nashville, Illinois Central, Southern Railway, and, in the market for curb securities, the Seaboard Air Line issues have advanced rapidly also. Reasoning therefrom and furthermore from the pending Louisville and Nashville settlement, Wall Street has arrived at the conclusion that there will forthwith be a very radical readjustment of the railway map in the Southeastern States. As stated above, the ideas in this respect are not apt to be immediately realized, if at all. In all likelihood, it was the purchase by the St. Louis and San Francisco of the Chicago and Eastern Illinois property at prices which must have been highly gratifying to the vendors that served to inflame afresh the Wall Street imagination in this general respect. The St. Louis and San Francisco property is largely controlled by a number of wealthy St. Louis capitalists, together with some Eastern associates. They apparently entertain quite ambitious designs for the development of their original property, which, from having been a line extending from St. Louis rather indefinitely throughout the Southwest, now possesses a Chicago connection and another line extending southeast to Birmingham, Ala. It is believed thet the 'Frisco management is gradually feeling its way toward the Atlantic seaboard, and many of the week's more positive rumors have grown out of this idea.

There is no question but that there is food for serious reflection in such recent events as the expansion of a number of heretofore small and more or less local railway lines, and in such matters as the Louisville and Nashville foray and the complete change in the control of the Rock Island system. The meaning of such developments is that the stability of railway operation, and the concentration of control, which have been the main lines of policy followed during the past ten years, are being seriously threatened. The situation which it has been the endeavor of the most farseeing capitalists to create was at the best a most delicately balanced one. There is already apparent, and very clearly so, the effect for example of the aggressive policy of the Gould system in its efforts to reach an Atlantic terminal. It is not difficult to conjecture what the railway situation might have become had the Louisville and Nashville and Chicago, Indianapolis and Louisville properties been permitted to remain in the control of the men who conducted the successful raid on the former. As for the status of the Louisville and Nashville property, as it will remain after the present settlement, it can be asserted with authority that the ultimate disposition of the property has not even as yet been decided upon. There is, however, going to be no grand amalgamation of all the railways in the Southern States to include everything from the Illinois Central to the Atlantic coast line, although the Wall Street imagination is quite prepared to admit of such a probability as that. The Illinois Central management have the ability and the resources to take care of their property, and it is only the earnest endeavor of the interests controlling the other long-existing lines in the South to conserve and develop their properties. Should they find their position menaced through the overweening ambition of other capitalists, they too are fully prepared to defend themselves and to adopt any retaliatory measures that may become necessary. It must be admitted, however, that the fact that the prolonged peace which has prevailed in the railway situation has been so often of late seriously menaced is a by no means reassuring sign of the times.

It now seems possible to dismiss from consideration any further anxiety regarding the year's cereal crops. The certainty is that the country will enjoy a bountiful harvest, and the prospects are fair for a bumper yield of all the cereal crops. It is too far along in the season now for any serious impairment to occur through any of the ordinary meteorological or other vicissitudes. As already noted, the prospect in this regard has been among the main factors in the bettering tendencies of the market during the past week, and rightfully so. The year's agricultural situation would certainly seem to insure that rapid and general distribution of commodities which finds reflection in the current returns of railway traffic. The completed annual statements of the great railway companies which will shortly be submitted to their shareholders will undoubtedly show new high records of prosperity established, and the new fiscal year starts out with every promise that the railways will give even a better account of themselves during the ensuing twelve months. The less pessimistic views now prevailing with regard to the monetary situation during the remainder of the year have like, wise been among the sustaining influences of the week, although the reasons for the changed temper in this regard are not altogether clear. The Wall Street community, however, have undoubtedly taken the precaution of fortifying their position through the taking out of time loans covering the period of probable stress in the money market; and that being the case, while the autumn months will, in all probability, witness active monetary conditions and perhaps occasional flurries, the latter do not imply any serious derangement of the stock market structure. W. N. S.

FINANCIAL AND COMMERCIAL.

UNITED STATES AND STATE BONDS (IN 1000s).

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
7000	U S 3s, R	105⅝	105⅝	105⅝	105⅝
20000	La cn 4s	107	107	107	107

RAILROAD AND OTHER BONDS.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
5	Atch adj 4s	96⅞	97	96⅞	96⅞
53	Atch adj 4s S	95	95	94½	95
3	Atch deb SerA	97	97	97	97
60	Atch gen 4s	104	104⅛	103⅞	104
74	Am Bicycle 5s	68	68	65	67½
15	Am H & L 6s	100	100	99½	99½
1	Am T&CT 4s	97½	97½	97½	97½
2	Atl & Danv 4s	96	96	96	96
8	Ann Arbor 4s	100	100	100	100
2	Am Dk & Im 5s	112⅝	112⅝	112⅝	112⅝
75	B & O pl 3½s	95¼	95⅝	95¼	95⅝
72	B & O g 4s	103	103¼	102¾	103¼
2	B&OPJM 3½s	91½	91½	91½	91½
5	B & O P L E W V 4s	98¾	98¾	98¾	98¾
25	B & O cnv 4s	109½	109⅝	109⅝	109⅝
45	B&OSWd3½s	90¼	90¼	90¼	90¼
2	Buf & P gnl 5s	117	117	117	117
1	Bur C R & N 5s	104⅛	104⅛	104⅛	104⅛
17	Bkn Ferry 5s	80	80⅛	80	80⅛
19	Bkn U El 1st	103	103	102¾	103
5	Bk Un Gas 5s	117¾	118	117¾	118
36	Chs & O Cn 5s	120	120¼	120	120¼
32	C & O gnl 4½s	108⅛	108⅛	108	108⅛
112	Chi & Alt 3½s	83	83	81¾	82
294	C B & Q 4½s Jt bd	96	96	95⅞	96
12	CB&Q5sInDiv	99⅛	99⅛	99⅛	99⅛
15	CB&Q5sInDiv	114⅜	114⅜	114⅜	114⅜
9	C B&Q4s Ddiv	100¼	100¼	100¼	100¼
1	CCC&StLgn4s	102¼	102¼	102¼	102¼
1	C C C & St L 4s C W & M	102⅛	102⅛	102⅛	102⅛
17	Can So 1st	105	105	105	105
30	Cana South 2d	110	110	110	110
43	Chicago Tm 4s	89	89½	89	89½
2	Cin San & C 1st	113⅝	113⅝	113⅝	113⅝
13	Cen Pac 1st	100⅛	101¼	100⅛	101¼
23	Col Southern 4s	94½	95	94⅞	95
82	Col Fuel & I 5s	103¾	104	103½	104
329	Col F & I gn 5s	101¼	101¼	99⅝	100
1	C&E Ill gnl 5s	123⅝	123⅝	123⅝	123⅝
11	Col Mid 1st	83½	83½	83½	83½
403	Cont Tob 4s	65¼	65⅝	65	65¼
190	Cof Gas cn 5s	109	111⅛	109	111⅛
357	Cent of G 1st	85¼	86	84½	85½
1205	Cent of G 2d	44⅛	44⅛	40½	45
260	Cent of G 3d inc	27	30	27	29
6	Ch Ind & L 6s	132	132	132	132
7	D & R G cn 4s	102½	102½	102½	102½
3	Dn & SW gl 5s	90	90	90	90
10	Det So 4s	86¾	86¾	86¾	86¾
1	Dt & Mac gn 4s	93½	93½	93½	93½
5	Ev & T H gn 5s	109½	110	109½	110
1	Erie 4th ex	119¾	119¾	119¾	119¾
25	Erie Pa C T 4s	93¾	93¾	93¾	93¾
340	Erie prior bds	99⅝	100	99	99⅝
13	Erie gl lien 4s	86¼	86¾	86¾	86¾
3	E Tenn 5s	116¾	116¾	116¾	116¾
7	Ft Worth 1st	112½	113¾	112½	113¾
17	FtW&RG 1st	88	88½	88	88½
1	Ft. Wayne 1st	128¾	128¾	128¾	128¾
3	Gr Bay deb A	85	85	85	85
89	Gr Bay deb 4s	20⅞	21½	20½	21½
13	Hk Val 4½s	108⅞	109⅛	108⅞	109⅛
4	Hou&T C 1st 5s	111	111	111	111
32	Iron Mt 4s	93	93	93	93
15	Iron Mt 5s	117¼	117¼	117¼	117¼
7	Int & Gt N 2d	101½	101½	101½	101½
1	Int & Gt N 3d	75	75	75	75
6	Int Paper 6s	107	107	106⅞	106⅞
50	Jeff Ry 1st 5s	96	96	96	96
20	Kan & Tex 4s	100	100	99⅞	100
31	Kan & Tex 2s	84¼	84¼	84¼	84¼
25	Kan & Tex ex5s	106	107⅛	106	107⅛
2	Kgs Co El 1st	89	89	89	89
68	K C F S & M 4s	91½	92	91½	91⅞
67	K C So 5s	72⅝	72½	72⅛	72⅝
5	L E & W 1st	121¼	121¼	121¼	121¼
2	Long Isl g 4s	102	103	102	103
6	Lng Isl un 4s	102½	102½	102½	102½
9	L V of NYgt4½s	110	110	110	110
44	Met S Ry 4s	98⅞	99	98⅞	99
3	Met St RR 5s	119½	119½	119	119½
11	Mex Cen cn 4s	82½	82½	82½	82½
180	Mex Cen 1st inc	33¼	33¼	32⅝	32⅞
47	Mex Cen 2d inc	22¼	22¼	22¼	22¼
55	Mex Cen 4½s	97¼	97½	96½	96½
1	Minn & St L r 4s	105¼	105¼	105¼	105¼
5	Manhattan R 4s	104¾	104¾	104¾	104¾
9	Met El 1st	112	112	111½	111½
9	M & O gnl	99	99	99	99
3	Mo Pac cn	124½	124½	124½	124½
3	Mo Pac 5s	109	109	109	109
1	Mo Pac 3d	112⅝	112⅝	112⅝	112⅝
1	Mil & Nor 1st cn 6s	120½	120½	120½	120½
4	M & L S ex 5s	125	125	125	125
45	Nor Pac pr 4s	104⅜	104⅜	104⅜	104⅜
51	Nor Pac gal 3s	74⅜	74⅜	74⅜	74⅜
30	Nat RR of Mex pl 3½s	101¼	101¼	101	101
33	Nat RR cn 4s	78	78⅜	78	78⅜
118	Norf & WP C&C 4s	94⅜	94⅜	94⅜	94⅜
41	Norf & W cn 4s	101⅜	101⅜	101⅜	101⅜
10	N Y Gas El Lgt H & P 4s	96½	96½	96½	96½
24	N Y G & E L H & P 5s	113½	113½	113	113
2	NY & S gen 5s	107⅛	108½	107⅛	108½
1	NY & Lac 2d	115½	115½	115½	115½
2	NJCen gen 5s r	135⅝	135⅝	135⅝	135⅝
20	N J Cen gen 5s	136½	136½	136½	136½
2	N Y Cen deb 5s	103⅜	103⅜	103⅜	103⅜
29	N Y C L S col 3½s	94½	94½	94¼	94¼
9	NY Cen L S col 3½s R	93	93	93	93
1	NYCMCol3½s	93	93	93	93
9	N Y C & St L 4s	107	107	107	107
6	Nat Starch 6s	104	104	104	104
1	N W gold c	101⅜	101⅜	101⅜	101⅜
1	N Y O & W 4s	104	104	104	104
7	NY & E L & P 5s	106	106	106	106
5	OR & N 4s	102⅜	102⅜	102⅜	102⅜
13	Or S Line cn 5s	116⅜	117⅛	116⅜	117⅛
5	Pac Cst 1st	111	111	111	111
11	Peo & East 1st	100½	100½	100	100
15	Peo & East 1s	73	73	73	73
3	Penn 4½s	111½	111½	111½	111½
324	Penn w f n cnv3½s 50% pd	107⅞	107⅞	107⅞	107⅞
6	Ro R 1st 6s	128¾	128¾	128¾	128¾
5	Rock Isl 6s r	128⅛	128⅛	128⅛	128⅛
17	Rock Isl gn 4s	109½	109¾	109½	109½
5	Rio G So 1s gt	93	93	93	93
43	Read gen 4s	98⅛	98⅛	98	98⅛
13	Read J C 4s	96½	96½	96½	96½
39	Rio G W 1st	100	100¾	100	100¾
7	Rio G W C T 4s	93¼	93¼	93¼	93¼
65	So Pac 4s	94	94⅜	93¾	94⅜
10	SP of A 1st 19.0	112¼	112½	112½	112½
1	St P & M E & M 1st div 5s	107	107	107	107
6	StP&Ma 1st 4s	106	106	106	106
2	StL&SF R 4s	97⅞	97⅞	97⅞	97⅞
2	St L&SF 2d cl B	107	107	107	107
2	St L & S F 4s	99¼	99¼	99¼	99¼
4	St P 1st C & P	114¼	114¼	114¼	114¼
1	S P 1st C&P, W d	117¾	117¾	117¾	117¾
9	S P 1st S M d	114¼	114½	114¼	114½
17	St L So W 1st	100	100	99⅞	99⅞
69	St L So W 2d	89¾	89¾	89¾	89¼
10	St P & D 2d	112½	112½	112½	112½
19	SA & AP 1st 4s	88⅞	89¼	88⅞	89
1	S C & Ga 1st	110⅛	110⅛	110⅛	110⅛
19	So Railway 5s	121	121⅞	121	121⅜
1	So Ry St L dv 4s	100½	100½	100½	100½
10	So Rwy M & O 4s	99	99	99	99
26	St Jo&G I 2-3-4s	97	97	97	97
10	Stand R & T 6s	67	67	67	67
17	Stan R & T inc	16	16	15	15½
41	Seab d A L gn 4s	86¾	87	86½	87
1	Seab d A L r 5s	104¼	104¼	104¼	104¼
6	Tex & P 1st 5s	120	120	120	120
10	Tx & Pac 2d inc	99	99	99	99
76	Third Ave 4s	98½	98¾	98¼	98⅛
1	T C I & R 6s Bir div	109½	109½	109½	109½
3	T St L & W 4s	83	83	83	83
149	Un Pac 4s	104½	105	104½	105
995	U P cnv 4s	108½	109¼	108¼	108⅞
13	US Red&Ref 6s	86½	87½	86½	87½
3	U S Leath 6s	113⅞	113⅞	113⅞	113⅞
3	Wabash 1st	119¼	119½	119¼	119½
265	W deb S B	76½	76¾	76	76¼
9	Wab 2d	110½	110½	110½	110½
1	Wab D & C ex	109½	109½	109½	109½
46	W U col 5s	110¼	110¼	110¼	110¼
24	West Shore 4s	114	114½	114	114½
4	W Shore 4s reg	114	114	114	114
49	Wh & L E cn 4s	95½	96	95½	96
109	Wis Cen gnl 4s	92½	92¼	92	92½

Total sales of bonds (par value), $8,158,000.

RAILROAD AND OTHER SHARES.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
230	Adams Ex	210	210	210	210
21150	Am Ad Cop	67	68¼	66¾	67¾
330	Am Ag Chem	29	29	28	28
100	Am A C pf	89¾	89¾	89¾	89¾
8200	Am Bicycle	7⅜	7⅜	6⅞	6⅞
200	Am B'e pf	20¼	20¼	20¼	20¼
8415	Am Car & F	32¼	33	32¼	33
1875	Am Car & Fdy	91½	92¾	91½	92½
300	Am Cot Oil	51½	51½	51½	51½
1688	American Ex	236	248	236	245¾
2810	Am Gr Twine	58	58¾	57½	58
3855	Am Ice	10½	11¼	10½	11⅜
4000	Am Ice pf	36	37½	36	37½
500	Am Lin O	24	24½	24	24½
1675	Am Locomo.	32	32½	31⅜	32
1025	Am Loco pf	93⅞	94	93¼	93½
800	Am Malt	5¾	6¼	5¾	6
300	Am Malt pf	22½	23	22½	23
9550	Am Smelting	48	48	47⅛	48
666	Am Smelt pf	97¾	98	97⅜	97¾
29368	Am Sugar	131½	134	131½	132⅜
10	Am T & Cable	93½	93⅞	93½	93⅞
200	Am Tel & Tel	164	164	164	164
175	Am T&T rts	15¼	15¼	15¼	15¼
50	Am Tob pf	145	145	145	145
600	Anaconda	105½	105½	102	105
100	Ann Arbor pf	71	71	71	71
156830	Atchison	91⅛	94¼	91⅛	93⅜
23932	Atchison pf	101⅛	103⅜	101⅛	103⅛
19750	Balt & Ohio	109	110½	108¾	109¾
400	Balt & Ohio pf	96⅝	96⅝	96⅝	96⅝
10550	Brook R T	69¼	69⅝	68¼	68¾
100	Bruns. Co	11½	11¾	11½	11¾
700	B R & P rts	1⅜	1⅜	1⅜	1⅜
430	Bur C R & N	190	230	190	230
2100	Can South	92	92⅜	90	91
20300	Cen Pac	136	138⅜	136	138¼
300	CP 2d s pd	133	134½	133	134½
30	Cen of N J	189	189	189	189
34200	Ches & Ohio	53¾	55¼	53⅛	54⅜
9935	Chi & Alton	42⅜	42⅜	42⅛	43
600	Chi & Alt pf	76¼	76½	76¼	76½
100	Chi & E Ill	218¾	218¾	218¾	218¾
15610	Chi Gt Wes'n	31⅛	31⅞	31⅛	31⅜
1100	CGt Wd 4 pc	92½	93¼	92½	93
300	CGtW pf A	88¾	88¾	88¾	88¾
600	C Gt W pf B	49¼	49¼	48⅜	49½
33168	C M & St P	186¾	188⅜	186	187⅜
2520	C M & St P pf	193	195	193	194
722	Chi & Nw't	242½	244½	242½	244½
17640	Chic Rl & Pac	190¾	192	188	189
1600	Chic Term	22	22¾	22	22¼
2800	Chic Ter pf	39⅝	40¼	39¾	40¼
2050	Chi Un Trac	15½	16	15½	15⅝
8100	C C C & St L	106½	108⅝	106½	108
500	CCC&StLpf	121¾	123	121¾	123
11000	Col F & I	90	91½	88	89
9800	Col So	32⅞	34½	32⅞	34⅛
2163	Col So 1st pf	77⅛	78¾	77	78½
9400	Col So 2d pf	48	51¾	48	51¾
8010	C & H C & I	17½	22	17½	21¼
9900	Con Gas	223	225½	223	224½
800	Cons Tob pf	121	121½	121	121½
9300	Corn Prod	27¾	32	27⅛	32⅛
2600	Corn P pf	82	84	81¼	83¾
5200	Del & Hud	179½	181	179¼	179½
800	Del Lack & W	279	280	278¼	280
1950	Den & R G	44¼	45⅜	44¼	45
2900	Den & R G pf	93¼	93⅝	93	93¾
100	Den & So pf	61	61	61	61
1100	D M & Ft D	50	52	50	52
200	Detroit Gas	87¼	87¼	87¼	87¼
1200	Detroit South	21	21	21	21
500	Detroit So pf	40½	40½	40	40
3650	Detroit U Ry	86¾	86¾	84⅞	86
110	Dia Match	137⅜	137⅜	137⅜	137⅜
800	Dis'g of Am pf	36½	37	35	35
300	Dul S S & At	17⅛	17½	17⅛	17½
300	D S S & At pf	30	30¼	30	30¼
99000	Erie RR	38⅜	40½	38¼	40¼
14000	E R R 1st pf	68½	69⅜	68	69¾
4200	E R R 2d pf	53½	55	53	54½
3250	E & T H	61¼	62½	61¼	61½
100	E & T H pf	91¼	91¼	91	91
700	F W & D C sta	51	54⅞	51	54¾
1500	Gen C. pf	100½	101	100½	101
1800	Gen Electric	185½	186	184½	185½
5365	G A Fuller Co	60¾	62	60¾	61⅞
1500	G A Fuller pf	106½	106½	106	106
2100	Gt North pf	192	193¼	192	192½
32550	Hock Val	94¼	106	93⅛	99¾
8180	Hock Val pf	92	97¼	91⅝	95
94700	Illinois Cen	165	171½	164	170¼
3600	Inter Paper	20	20⅞	19⅞	20¼
1050	Inter Paper pf	74	74⅜	73¾	74⅜
100	Int Power	67	67	67	67
100	Int Pump	53⅛	53⅛	53⅛	53⅛
100	Int Pump pf	92	92	92	92
2050	Iowa Central	48	49½	48	49½
8000	Iowa Cen pf	84¾	88¼	84¾	87½
9500	K C So	36⅛	36⅞	36	36½
3300	K C So pf	60	61	59⅞	60¾
7630	K C F S & M pf	86¾	87¼	86¼	86¾
5000	Kan & Mich	42	50	42	48⅛
800	Keo & D M	34½	34½	33⅞	33⅞
500	L E & West	65	66½	65	66½
200	Long Island	86	86	86	86
105270	Louis & Nash	144	151⅜	144	149¼
100	Man Beach	14¼	14¼	14¼	14¼
57220	Man Con	136¾	136¾	134⅜	134⅜
100	Mary C pf	80	80	80	80

Continued on Eighth Page.

FINANCIAL.

Richard V. Harnett & Co., Incorporated
AUCTIONEERS, 73 LIBERTY ST.
HENRY W. DONALD, Auctioneer.
Regular Auction Sale
STOCKS AND BONDS
Tuesday, August 12, 1902, at 12:30 P. M.,
at the New York Real-Estate Salesroom, 111 Broadway.
(For account of whom it may concern.)
100 shares Boston, Hartford & Erie R. R. Co., $100 each.
1 share American Milk & Kumyss Co.
By Order of John J. Townsend, Esq., Referee in Bankruptcy.
1. All the right, title and interest of Harry Mooney, the bankrupt herein, in the following described property: Perry Burgess Farm, Chatauqua Co., Kansas, N. ½ of S. E. ¼, S 10-T32-R12; Squire Griscom house and lot, Highton, Lane Co., Kansas; Ellen Leary house and lot, Beatrice, Neb., lot 3, Block 92, in the City of Beatrice, Neb.; John W. Adams' farm, Thomas Co., Kansas, S. W. ¼, 20-7-34; J. L. Brady property, Hodgman Co., Kansas.
2. Certain debenture bonds, shares of stock, real estate bonds, etc.
3. Certain debts due on open account.
A list of the property mentioned in the foregoing subdivisions 2 and 3, and the appraisal of all of the said property remains on file in the office of the referee, where they can be inspected by creditors.
JOHN J. TOWNSEND, Referee in Bankruptcy, 45 Cedar St., N. Y.

KNICKERBOCKER TRUST CO
66 Broadway
234 Fifth Avenue
Lenox Ave., cor. 125th St.

HASKINS & SELLS,
Certified Public Accountants,
NO. 30 BROAD STREET, NEW YORK.
CABLE ADDRESS "HASKSELLS."
204 Dearborn St., Williamson Bldg., | 30 Coleman St. Chicago, Ill | Cleveland, O. | London, E. C. Lincoln Trust Bldg., St. Louis, Mo.

FIRM OF
Farquhar J. MacRae,
Certified Public Accountants,
68 WILLIAM STREET.
Telephone 1904 John.

FINANCIAL.

THE TRUST CO. OF AMERICA,
149 Broadway, New York
(NORTHWEST CORNER LIBERTY STREET).
Capital $2,500,000.00
Surplus and Undivided Profits . . $3,034,050.46
Allows Interest on Daily Balances
subject to check through the New York Clearing House or payable at sight and on Certificates of Deposit.
Acts as Trustee, Receiver, Committee, Executor, Guardian, Administrator, Assignee, Registrar, Transfer and Fiscal Agent.
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FIDELITY TRUST COMPANY
NEWARK, N. J.
CAPITAL.....$1,500,000.00
SURPLUS..... 3,500,000.00
UNDIVIDED PROFITS..... 212,694.72
Accounts of Manufacturers, Merchants, Corporations, Estates and Individuals Solicited.
Out-of-town items collected and credited at par (Free of Exchange). Interest Allowed on Daily Balances.
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