BIGGER PROFITS IN LEHIGH.

YEAR'S REPORT SHOWS THE ROAD'S REAL EARNING CAPACITY.

Gross Earnings Up $2,734,535, and Operating Expenses Less Than a Million—Great Year for Subsidiary Coal Properties, Despite the Coal Strike.

The Lehigh Valley Railroad issued yesterday its financial statement for the year ended June 30 last. It showed increases of $2,734,535 in gross earnings and $1,735,554 in net earnings and a total net income of $3,884,215 for the year. The report has been looked for rather eagerly in Wall Street, on account of the belief that it would prove that the true earning capacity of the road had not been revealed under the management of 1902.

This understanding was imparted to the Street through the vigorous fight of A. E. Cottier of Philadelphia, a large stockholder of the road, who urged that its earning power was concealed and injustice done to the stockholders as a result of the policy of former President Alfred Walter in devoting large amounts to unnecessary additions and improvements. Mr. Cottier secured a good-sized following among stockholders, but the subsequent resignation of Mr Walter and the selection of E. B. Thomas, former president of the Erie, to succeed him was followed by a truce at the annual meeting.

The excellent showing of the present report of the road's progress under President Thomas substantiated in great part the contention that real earning power was not previously exhibited. The increase in gross of $2,734,535 was accompanied by an increase in operating expenses of only $998,980, the percentage of these to gross being 71.21 per cent., as against 75.17 per cent. in 1902. On additions and improvements there was expended $1,266,182, a decrease of $172,494 as compared with 1902.

President Thomas's policy in this direction is further shown in the July statement, also issued yesterday, where an increase of $1,481,418 in gross earnings is accompanied by an increase of only $98,835 in operating expenses. Additions and improvements of the month were cut down $65,000 as compared with July, 1902.

An interesting feature of the report is the showing of the coal companies, which brings out a net income of $895,918, against a deficit of $1,098,797 in 1902, although four months of the coal strike fell in the fiscal year of 1903. The total net income of the year, $2,007,507, is opposed to a deficit of $1,876,707 last year. The average number of tons, revenue freight, in each train this year was 485.52, as compared with 466.83 in 1902.

This statement was issued regarding bookkeeping changes:

Heretofore interest on securities issued by controlled companies, the entire issues of which are owned by this company, has been credited to "miscellaneous income" and charged against "fixed charges." In the accounts for 1903 this practice has been abandoned, and the accounts of 1902, for comparative purposes, have been restated on the new basis.

Interest on bonds of the coal company, which in 1902 was deducted from the income of the railroad company, has, in the statement of the 1902 figures, been deducted from the income of the coal company. These changes, however, do not affect the final net result in either year.

The statement for July, the first month of the new fiscal year, shows that the coal companies yielded a net income of $90,567, against a deficit of $245,542 in the same month last year. The total net income was $770,801, against a deficit in July last year of $1,060,951.

ONTARIO AND WESTERN REPORT.

Increased Earnings From Freight Despite the Coal Strike.

The report of the New York, Ontario and Western Railway for the year ended June 30 last shows gross earnings of $6,176,517, an increase of $719,821 over 1902, and net earnings of $1,769,018, an increase of $328,618, or 22 per cent. The surplus of $880,971 is an increase of 30.66 per cent. The percentage of working expense was 71.36, against 73.6 in 1902.

Passenger traffic contributed $1,114,501, an increase of 9.27 per cent., and freight, $4,964,601, an increase of 13.91 per cent. In spite of the coal strike, earnings from coal transportation were $2,839,245, compared with $2,517,338 in the previous year.

In his report President Fowler says that for four months of the year the coal strike hurt business, which is now excellent and is aided by summer tourist and milk traffic. In regard to the Ellenville branch extension, President Fowler says:

The extension was opened for business in December last. The cost of the line somewhat exceeded the estimates, owing to a change of plans, brought about by the abandonment of the proposed line over substantially the same route, which the Pennsylvania Coal Company at one time threatened to construct, also to more adequate terminals at Kingston than were at first contemplated, and better station buildings than were originally planned. The entire cost of the line was $870,797.70.

EQUITABLE BANK STOCK AT $100.

Was Sold, Subject to Assessment, at $34.25—But That's Spite, Says Schultz.

There were sold at auction yesterday at the Real Estate Salesroom twenty shares of Equitable Bank stock, "assessment paid," for $100 a share, as compared with a sale on Sept. 2 of five shares, subject to assessment, at $34.25 a share. President Carl R. Schultz, who became the head of the bank several weeks ago and who is the youngest bank president in New York city, explained the discrepancy in the two sales of the stock as follows yesterday:

"Several months ago it was found necessary to write off our books about $11,000 in bad paper. At that time we had practically determined to create a surplus of $25,000, but thought it wiser under the circumstances to increase this to $50,000, which was done. The directors paid in this $50,000 from their own pockets. Some time ago we sent out notices to the stockholders, telling them what we had done and asking them to pay in their share of this $50,000. Every one responded to the call except the owners of about 100 shares.

"We propose to have a meeting in about two weeks to compel the owners of these shares either to pay up or let go their stock. There has been some complaint regarding the assessment, and I personally am convinced that the sale of our stock at $34.25 a share last week was fictitious and a piece of spite. Its book value to-day is $110 a share, and it ought to sell for $120, because the bank is in splendid shape."

The stock of the Equitable National Bank is $200,000. The assessment on the stockholders amounted to about 25 per cent.

IRON PRICES WEAKEN.

Due, It Is Said, to the Purchasers' Fears of Labor Troubles.

The iron market weakened yesterday and price reductions were made in a number of products. The reduction in No. 1 Northern pig of 25 cents brought the price to $17, a decline of $7.25 a ton since March, southern pig was cut 50 cents, old iron and steel and steel rails were cut about $2, while scrap iron declined nearly as much. A manufacturer said yesterday that the weakness was due to the hand-to-mouth policy of heavy buyers whose confidence had been shaken by strikes and other unsettling influences.

The orders on his own books in August, he added, were more numerous than ever before, but an examination proved that the tonnage called for was less in proportion.

CORN CROP OUTLOOK.

Needed Rain Falls in the Northwest and in Kansas—Danger of Frost.

CHICAGO, Sept. 9.—There was no noteworthy development in the outlook for the corn crop to-day. General rains are reported in the northwest, but not very heavy. The temperature continues high, but light frosts are predicted for to-night in Nebraska, Kansas and the Dakotas.

TOPEKA, Kan., Sept. 9.—Rain fell to-day over all the State of Kansas. The late corn was in need of moisture. With two weeks of warm weather Kansas will make a great crop of corn. There is some danger from frost.

GOSSIP OF WALL STREET.

The difficulty of turning stocks to advantage on either side of the market restricted professional activities. The floor attendance was light, and brokerage offices generally were deserted. Room sentiment during the forenoon was rather bearish, owing variably to the lack of any outside interest, the apparent cessation of bullish manipulation in Atchison, the speculative depression in London and the uncertainty about corn. There was, indeed, a general disposition to hold off for the Government's September crop report, which will be issued after the close of business to-day. At midday trading became unutterably stupid. Between 12:45 and 1 o'clock the ticker spun just twelve inches of tape, recording the sale of nine bonds and 400 shares of stock. One broker told of standing in the Missouri Pacific crowd for two hours with an order to buy 100 shares an eighth below the market, and another said he spent an hour and a half in the Erie crowd with a similar commission. Some brokers thought the legitimate commission business transacted yesterday was the smallest for any day of the year so far. Houses that have extensive wire systems view the situation with disgust.

"There is no use," said a floor operator yesterday, "trying to persuade people that Union Pacific and Pennsylvania are competing for control of Atchison. They know better, and don't care, anyway."

A smaller borrowing demand for stocks was reported from the loan department in the forenoon, and the impression then was that the short interest had been sensibly reduced. Even Atchison, which was thought to be the most oversold stock in the market, was offered freely. After the close of the market, however, the borrowing demand picked up again, the inquiry for Atchison being especially pronounced. The stock loaned, however, at the full money rate. Other stocks for which there was an active demand were New York Central, Union Pacific and Pennsylvania. It is the opinion of some observers that the market is still oversold. They refer to the abiding short interest, which is only partially reflected in the loan crowd.

A good many traders make it a point to carry granger stocks short over night as a "frost speculation," the theory being that a severe frost in the corn belt would cause the grangers to open off sharply the next morning.

Wassermann, Baruch and De Witt & Co. sold Steel. It is learned that some of the recent selling of Steel has been on orders distributed by a broker who has been supporting the stock in a conspicuous manner for several weeks.

The market looked heavy to traders at the opening, and there was a good deal of scattered selling around the room for both accounts. Professional sentiment was influenced by the evident failure of the bull crowd to create any outside interest. There was no new business whatever. A continued scarcity of stocks made it possible, however, for the bull contingent to bid up prices all around the room in the last hour. Atchison, Amalgamated Copper and St. Paul were closed at the highest prices for the day. This demonstration did not excite much enthusiasm either in the room or outside, but it disclosed an encouraging technical situation. Most critics agree that stocks are easy to bull; the trouble is that after they have been put up there are none but traders to buy them.

"The room crowd," a broker observed, "naturally becomes bearish when there is no business. Brokers get blue and traders sooner or later of preying upon each other."

The bullish demonstration in the traction shares served to show that the floating supply of Metropolitan Street Railway, Metropolitan Securities and Manhattan is very low. Traders bid up the Metropolitan issues. William B. Oliver, Jr., of the so called Waldorf crowd, figured prominently in the operation. After a sale of Metropolitan Street Railway at 113½ a room trader bid 114½ for 500, without getting the stock, and then Oliver bid 115 for 500. A broker offered 100 shares at 115, but it was refused. Presently, however, a quotation was established at 115. Traders were chiefly instrumental also in advancing Manhattan. There were fresh rumors of a "traction deal," with nothing new on which to base them. It was reported soon after the opening that a movement would be made in Metropolitan. Traders were sceptical about it, and the demonstration, when made, was discredited owing to its manipulative appearance. Professional sentiment on the Metropolitan issues, for some reason, is chronically bearish.

Brokers have observed quiet accumulation of Manhattan on this level, and are of the opinion that the floating supply has been reduced to a minimum. Although there are differences of opinion on the character of the recent buying of Metropolitan issues, it is generally agreed that both Metropolitan Street Railway and Metropolitan Securities have disappeared in large quantities from the market. The situation is not understood, and for that reason reports of a traction deal impending are heard with a certain respect.

A broker who was in the Atchison crowd for an hour during the forenoon declared that 90 per cent. of the trading was between professionals. It was reported that the bull crowd had been dissuaded from further operations pending definite information about the corn crop and more favorable money market conditions. It is the opinion of persons who have followed the manipulation of Atchison that the operation has been a profitable one as far as it has gone, although it is asserted that there remains a large open interest on the long side of the stock. The transactions yesterday, while only about one-third as large as those in Tuesday's session, were of the same general character. One broker who has been prominent in the stock for several days bought and sold with no apparent purpose. It looked very much as if stock was being sold on balance until late in the afternoon, when the price was bid up abruptly and closed at 67, or ¼ per cent. above Tuesday's final price. It is believed that a good deal of the trading in the stock this week has been on matched orders.

A feature of the market that caused some comment was the number of inactive stocks that were sold at sharp concessions from the last previous quotations, notably American Snuff preferred, 100 shares, at a decline of 4 points; Denver and Rio Grande preferred, 150 shares, at a decline of 1 point; International Power, 100 shares, at a decline of 2 points; Iowa Central, 100 shares, at a decline of 1½ points; "Soo" preferred, 100 shares, at a decline of 1½ points; National Enamelling preferred, 100 shares, at a decline of 3¼ points; St. Joe and Grand Island, 100 shares, at a decline of 1¼ points; Third Avenue, 200 shares, at a decline of 2¼ points; United States Leather preferred, 230 shares, at a decline of 1 point; Westinghouse common, 100 shares, at a decline of 5 points; Westinghouse preferred, 100 shares, at a decline of 5 points; Wheeling and Lake Erie second preferred, 100 shares, at a decline of 1 point.

A story, somewhat belated, was current on the floor of the Stock Exchange yesterday to the effect that the recent unexplained retirement of an operator who had been prominent in the bear market was due to heavy losses incurred on the short side of cotton. It could not be confirmed

BANKS RETIRING CIRCULATION

APPLICATIONS MADE YESTERDAY FOOT UP $1,000,000.

And for the Nine Days of September Nearly $8,000,000—This Offsets Secretary Shaw's Plan to Increase the Circulation—Rise in Bond Prices the Cause.

WASHINGTON, Sept. 9.—Secretary Shaw's plan of largely increasing the deposits of public money in the national banks has already had two effects, either of which separately or both of which combined seem likely to defeat, in a measure, the object which the Secretary hoped to accomplish.

The market price of Government bonds has advanced sharply, the obvious cause being Mr. Shaw's announcement regarding the Federal deposits, since the bonds are required by the Treasury, under the law, as security for these deposits. Simultaneously with this rise in bond prices, applications in large numbers from national banks have come to the Comptroller of the Currency for the retirement of circulation.

By retiring large amounts of their circulating notes the banks can regain possession of the bonds which they had deposited as security for circulation and sell them at a good profit over the price originally paid for them. Thus, while the volume of circulation throughout the country is being increased by the new deposits of Federal money in the banks, as Secretary Shaw desired, this advantage is being offset by the retirement of national bank notes.

The same condition was presented to the Secretary of the Treasury last fall when he made large deposits of internal revenue receipts in the banks and the retirement of national bank notes continued active for several months. At that time, however, he announced that no Federal deposits would be given to those banks which retired their circulation.

This year the retirement of circulation has begun more actively. Up to the close of business to-day the applications for September retirement aggregated very nearly $8,000,000, the limit allowed by law. To-day's applications alone footed up just about $1,000,000. In the whole month of August the receipts of national bank notes for current retirement at the office of the Comptroller of the Currency amounted to only $1,871,092; yet in the first nine days of the present month the retirements have amounted to nearly $500,000 and the bulk of the applications on file has not yet been acted on.

That the rise in the prices of Government bonds is due to the plans for depositing Government money in the banks is shown pretty plainly by the fact that the 4 per cent. bonds, which on account of their investment value are not usually used as security for deposits, have risen in price only a fraction of a point during the last ten days, while the price of 2 per cents. has risen two to three points

Secretary Shaw hoped that the market price of Government bonds would not be so seriously affected, for he believed that his decision to accept approved State and municipal bonds, also, as security for Federal deposits would make the demand for Government bonds in the open market less keen. The St. Louis banks, to which Secretary Shaw gave $2,500,000 in deposits several days ago, decided, however, not to put up State or municipal securities, but Government bonds.

GOOD YEAR FOR SMELTING CO.

Earnings Increased $2,715,167—Metal Stocks Two Millions Lower.

The American Smelting and Refining Company issued yesterday its report for the year which closed April 3. The report shows that net earnings were $7,576,786, an increase of $2,715,167, and that the total surplus for the year was $1,921,102, an increase of $1,859,483.

President Edward W. Nash calls attention to the fact that from the total net earnings there was left a balance of $6,921,103 after improvement expenditures, which ordinarily would go to dividends or surplus. In the present case, however, the directors have appropriated $1,500,000 from this balance to the metal stock account. The company does not speculate in metals and set aside this sum in accordance with its policy of building up a reserve account to absorb all fluctuations in the market value of the metals in process of treatment.

At the beginning of the fiscal year, May 1, 1902, the company had outstanding notes payable aggregating $3,799,000. These have all been paid and the company now has no floating indebtedness and has cash on hand and on call amounting to $2,339,154.

In spite of talk during the year that the company had been accumulating much metal in an effort to hold the price up, the balance sheet of the company shows that, of its assets, metal stocks amount to $18,010,687, a decrease of $2,872,918, as compared with last year. Many new plants have been installed in the West and in Mexico. At the close of the fiscal year the annual capacity of the smelting plants was 3,720,000 tons, refining plants 340,000 tons of lead bullion and 36,000 tons of copper bullion. In reserve there are smelting plants of an annual capacity of 650,000 tons.

At the annual meeting of the stockholders in Jersey City yesterday the retiring board of directors was reelected and two new ones, Edgar L. Newhouse and Edward Brush, were added.

DOUBLE TRACK TO WASHINGTON.

Richmond and Potomac R. R. to Issue $11,000,000 Bonds for Improvements.

The Richmond and Washington Company, which controls the Richmond, Fredericksburg and Potomac Railroad Company, the only line between Richmond and Washington, has voted an issue of $11,000,000 bonds to complete a second track between Richmond and Washington. The company is controlled by the Atlantic Coast Line, the Baltimore and Ohio, the Chesapeake and Ohio, the Pennsylvania Railroad, Seaboard Air Line, and Southern Railway, all of which roads use the Richmond-Washington line between the two cities.

Of the $11,000,000 bonds authorized, $6,000,000 have been issued and taken up, it is understood, by insurance and other financial interests in this city. The bonds bear 4 per cent. interest and are guaranteed by the six railroads controlling the Richmond and Washington Company.

In addition to the double tracking, other improvements will be made along the line, which is really the gateway for the seacoast business of the North and South. These will be in the nature of straightening curves and reducing grades.

Crop Bulletin for New York State.

The New York section of the Climate and Crop Service of the Weather Bureau, in cooperation with Cornell University, issues the following crop bulletin for the week ending Sept. 7:

The week was generally dry with temperatures about normal along the Great Lakes and about normal or slightly lower in other sections, affording a favorable condition for crops and for finishing the harvest of grain. Rapid progress was made in securing oats, which have been largely damaged by wet weather, and some are now growing in shock. While there is some improvement in corn, its condition is very poor and backward, and much of the crop will not have time to mature before frost. Beans vary from light to good, and there is complaint of damage by blight. Potatoes are fast declining, on account of rot and blight, which are more or less general, although large yields are reported by some correspondents. Oats and barley, while damaged by unfavorable harvest weather, will give large yields, and buckwheat continues promising and is maturing fast, some being ready to cut; considerable lodging is reported. More than an average crop of hay was secured, and a second cutting is being harvested. Tobacco is generally good, and half of it has been cut, much damage, however, was done by high winds, hail, and floods during the last week in August. Hops vary, but the average is generally fair, and picking is general. The supply of apples was much diminished by recent severe storms, and the yield will be less than the average, although the quality will be good. Ploughing is well under way, and some wheat and rye have been sown.

EXCURSIONS.

Some fresh air needed? There's plenty awaiting you in Canada or Bermuda. Why not go with us on Saturday? Bermuda, $44.50; Canada, $45. Last Round-the-World tour, October 31.

THOS. COOK & SON,
261 and 1185 BROADWAY, New York.

IRON STEAMBOAT CO.
FOOT OF BROADWAY
CONEY ISLAND
Leave FOOT 22D ST., N. R., 9:30, 10:45 A. M.; 12:30 M., 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00 P. M.
Leave Pier (New) No. 1, North River. } Half hour later.
Leave NEW IRON PIER, CONEY ISLAND, 11:10 A. M., 12:25, 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, P. M.
ROUND TRIP TICKETS, 25 CENTS.
ACKER, MERRALL & CONDIT'S LIQUORS and CIGARS served under company management.

ROCKAWAY BEACH
STEAMER GRAND REPUBLIC
Leaves W. 129th St. 9 a. m., W. 22d St. 10 a. m., Battery Landing 10:40 a. m. Leaves Rockaway 4:45 p. m. ROUND TRIP, 50c.

GOLD COMING IN FREELY.

$1,662,000 Received Yesterday From Australia and Paid Out Here.

The Sub-Treasury paid out yesterday $1,662,000 on account of gold received from Australia and deposited in the San Francisco mint. The gold is a part of an importation of $1,850,000 and the sum paid here went to Lazard Frères, J. & W. Seligman & Co. and the Canadian Bank of Commerce. This makes a total of $7,832,000 of Australian and Yukon gold forwarded to New York since July 1.

BUSINESS TROUBLES.

Theatrical Manager to Whom Augustus F. Heinze Lent Money a Bankrupt.

Myron B. Rice, theatrical manager, of 231 West Ninety-sixth street, has filed a petition in bankruptcy, with liabilities of $11,149 and no assets. He owes $8,690 for salaries to actors and actresses, among whom are C. M. Bowser, $850; John F. Wood, $500; Fred Runnells, $405; Cora Macy, $325; Ada Gilman, $40, and Gertrude Liddy, $235. He also owes $5,730 for printing and owes Augustus F. Heinze of Butte, Mon., $250 for borrowed money and Rose Tapley $1,000 for borrowed money

A petition in bankruptcy has been filed against the J. Sternglanz Company, shirt manufacturers at 393 Broadway, by three creditors, and Judge Holt of the United States District Court has appointed Walter F. Wood receiver of the assets. Platzek & Stroock, attorneys for the company, say that its failure is due to poor business and the competition of younger concerns. The liabilities are $25,000 and the actual assets at least $5,000, the nominal assets being considerably more. The factory is at South Amboy, N. J.

At a meeting of creditors of Robert Macdonald & Co., importers of laces at 58 Greene street, held yesterday, Robert C. Bostwick was elected trustee. The liabilities are $89,000 and the nominal assets $74,000.

INDUSTRIAL EARNINGS.

The American Smelting and Refining Company reports for the year ended April 30:

	1903.	1902.	Changes.	
Earnings	$9,403,711	$7,038,682	Inc	$2,365,029
Deduct ordinary repairs and betterments	770,854	791,308	Dec.	20,452
Interest, taxes & general exp.	1,064,071	1,385,757	Dec.	329,686
Total	$1,826,925	$2,177,063	Dec.	$350,138
Net earnings	$7,576,786	$4,861,619	Inc	$2,715,167
Less: Approp. for extraordinary imp. and metal stock act	2,155,683	1,300,000	Inc.	855,683
Bal net income	$5,421,103	$3,561,619	Inc.	$1,859,484
Pref. dividends	3,500,000	3,500,000		...
Surplus	$1,921,103	$61,619	Inc	$1,859,484
Prev. surplus	2,951,968	2,890,349	Inc.	61,619
Total surplus	$4,873,071	$2,951,968	Inc.	$1,921,103

WESTERN UNION TELEGRAPH.

The Western Union Telegraph Company reports for the quarter ending Sept. 30, the figures for 1903 being partly estimated, while those for the quarter last year are actual:

	1903.	1902.	Changes.	
Net revenues	$2,400,000	$2,247,174	Inc	$152,826
Int. on bonds	286,300	252,550	Inc.	33,750
Balance	$2,113,700	$1,994,624	Inc	$119,076
Dividend	1,217,015	1,217,010	Inc	5
Surplus	$896,685	$777,614	Inc.	$119,071
Prev. surplus	13,019,724	10,751,003	Inc.	2,268,721
Total sur.	$13,916,409	$11,528,617	Inc	$2,387,792
For the year ended June 30:				
Net revenues	$8,244,470	$7,322,329	Inc	$922,141
Int. on bonds	1,077,700	992,580	Inc	85,120
Balance	$7,166,770	$6,329,749	Inc	$837,021
Dividends	4,808,049	4,808,031	Inc.	18
Surplus	$2,268,721	$1,431,718	Inc	$837,003
Prev. surplus	10,751,003	9,318,285	Inc.	1,431,718
Total sur.	$13,019,724	$10,751,003	Inc.	$2,268,721

DAILY TREASURY STATEMENT.

WASHINGTON, Sept. 9.—The cash statement of the receipts and expenditures of the Treasury shows:

	This day.	This month.	Fiscal year.
Receipts	$1,859,696	$11,989,457	$110,453,710
Expenditures	1,720,000	10,690,000	110,102,733
Surplus	$139,691	$1,299,457	$350,977

The receipts from customs to-day were $1,002,673; from internal revenue, $331,740, miscellaneous, $25,283. National bank notes received for redemption, $415,348.

The cash statement of the United States Treasurer for Sept. 9 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

Held against notes and certificates issued	$897,353,889

GENERAL FUND.

Gold coin and bullion	$82,797,216
Gold certificates	23,647,795
Standard silver dollars	20,075,045
Silver certificates	5,788,008
Silver bullion	1,688,577
United States notes	11,284,620
Treasury notes of 1890	143,307
National bank notes	19,810,234
Subsidiary silver and minor coin	9,246,345
Total	$174,471,143
In national banks	156,892,989
Awaiting reimbursement	74,334
Total	$331,437,865
Liabilities	97,014,938
Cash balance	$234,422,927

Live Stock Market.

WEDNESDAY, Sept. 9.

Receipts of beeves were 2,760 head, including 6 cars for export alive, 97 for slaughterers and 43 for the market, making, with the state cattle, 44 cars on sale. Steers were in good demand and selling steady to strong; bulls, also medium and good cows, were firm to 10c. higher; thin cows, weak and not wanted. The yards were about cleared. Ordinary to choice native steers sold at $4.50@$5.70 per 100 lbs.; oxen at $4.75; bulls at $2.50@$4.25; cows at $1@$4.00. Dressed beef in fairly good demand at 9½@9¾c. per lb. for inferior to choice native sides. Cables unchanged. Exports to-day, 470 beeves and 5,400 quarters of beef; none to-morrow.

Receipts of calves were 1,886 head, all for the market, making, with the state calves, 2,072 on sale. Veals were firm for all desirable weights and top grades higher; grassers and buttermilks, strong, the pens were cleared. Common to choice veals were sold at $5@$8.75 per 100 lbs.; culls at $4@$4.50; grassers and buttermilks at $3@$3.75. Westerns at $4.50. City dressed veals, firm at 9@13c. per lb.; country dressed at 6@11½c. dressed grassers and buttermilks at 4@5½c.

Receipts of sheep and lambs were 9,945 head, including 3 cars for slaughterers and 43 for the market. Sheep were in light supply and firm to a shade higher; lambs were generally a trifle easier, with choice and extra lots selling up to Tuesday's figures; 2 cars were held over. Common to choice sheep sold at $2.50@$3.85 per 100 lbs., and a few lots at $4 common to prime lambs at $5@$6.50, choice and extra State lambs at $6.60@$6.75, culls at $4@$4.50. Canadian lambs at $6.12½. Dressed mutton, firm at 5½@7½c., with Western wethers selling up to 8c., dressed lambs, firm at 7@8½c.

Receipts of hogs were 6,720 head, including about 850 on sale. Market slow. Good heavy and medium State and Jersey hogs sold at $6.20@$6.35 per 100

EXCURSIONS.

"The New York World's Fair."
GRAND GALA DAYS!
GLEN ISLAND
LAST DAY OF THIS SEASON, MONDAY, SEPTEMBER 14th
TIME TABLE—SUBJECT TO CHANGE—LEAVE Cortlandt Street Pier, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:30, 2:30, 3:45 P. M.
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:20, 11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East 32d Street, 9:30, 10:00, 10:45, 11:45 A. M., 12:45, 2:15, 2:45, 3:15, 4:30 P. M.
Leave Glen Island, 11:00 A. M., for Cortlandt Street only; 11:15 A. M. for 32d Street and Brooklyn; 12:00 M. and 1:00 P. M. for Cortlandt Street only; 3:00, 5:00, 6:00 and 7:00 P. M. for all landings. Extra boats on Sundays and holidays.
EXCURSION, 40 CENTS.
Including admission to all attractions.

LONG ISLAND RAILROAD.
"THE WAY TO THE SEA."
MANHATTAN BEACH.
Leave 34th st., E. R., N. Y., week days, 5:30, 6:40, 7:40, 9:20, 11:00 A. M.; 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:40, 5:10, 6:00, 6:40, 7:10, 7:40, 8:10 and 8:40 P. M. Last train from Beach, 11 P. M.
Additional trains on Sept. 12 at 11:50 A. M.; 12:30, 1:00 and 1:20 P. M.
Leave East N. Y. 25 minutes after 34th st. time.
ROCKAWAY BEACH.
Leave 34th st., E. R., N. Y., week days, 5:20, 6:20, 6:40, 8:30, 9:20, 10:50 A. M.; 12:50, 1:50, 2:50, 4:20, 5:20, 6:30, 7:20, 9:20 P. M.; 12:00 night.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
UP THE PICTURESQUE HUDSON
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex) 8:00 A.M.
" New York, Desbrosses St. Pier 8:40 "
" West 22d St. Pier 9:00 "
" West 129th St. Pier 9:20 "
" Returning, due in New York, 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.
AFTERNOON BOAT, STR. MARY POWELL.

OCEAN STEAMERS.

Hamburg-American.
For PLYMOUTH—CHERBOURG—HAMBURG.
Twin-Screw Express and Passenger Service.
THE GREAT OCEAN FLYER
S. S. Deutschland.
Record Voyage, 5 Days 7 Hrs. 38 Min.
SAILS SEPT. 15, OCT. 13, NOV. 12.
F. Bism'k, Sept. 10, 10 AM | Waldersee, Sept. 19, 3 PM
Pretoria, Sept. 12, 8 AM | A Victoria, Sept 24, 10 AM
Deutschland, Sept 15, 11 AM | Palatia, Sept. 26, 9 A M
Bluecher, Sept. 17, 10 AM | Moltke, Oct. 1, 10 AM
TO THE Mediterranean
NEW YORK—NAPLES—GENOA.
By superb Twin-Screw Steamers.
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.
FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN
K. Wm. II, Sept. 22, 6:30 AM | K. Wm. II, Oct. 20, 8 PM
Kaiser, Sept. 29, 10 AM | Kaiser, Oct. 27, 10 AM
Kronprinz, Oct. 6, 4 PM | Kronprinz, Nov. 3, 3:00 PM
OELRICHS & CO., 5 BROADWAY, N. Y.

JAPAN-CHINA
Hawaii and Philippine Islands.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA
Between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 A. M.
Gaelic, Sept. 11 | Doric, Oct. 7
Hong Kong Maru, Sept. 19 | Nippon Maru, Oct. 15
China, Sept. 29 | Siberia, Oct. 23
For freight, passenger and general information apply at 349 Broadway or 1 Broadway, Washington Bldg., and 287 Broadway, N. Y. City.

DOMINION LINE FAST TWIN SCREW SERVICE
Boston—Queenstown—Liverpool.
Commonwealth, Sept. 24 | Columbus (new), Oct. 15
New England, Oct. 1 | Commonwealth, Oct. 22
Mayflower, Oct. 8 | New England, Oct. 29
Montreal—Liverpool—Short sea passage.
Kensington, Sept. 12 | Southwark, Oct. 3
Canada, Sept. 26 | Dominion, Oct. 10
BOSTON Mediterranean SERVICE
Azores, Gibraltar, Naples, Genoa.
CAMBROMAN, Sat., Sept. 19, Oct. 31, Dec. 12
VANCOUVER, Sat., Oct. 10, Nov. 21
1st class, $70 upward; 2d class, $50.
For plans, rates, &c., address DOMINION LINE, BOSTON, or N. Y. Offices, 9 and 73 B'way.

AMERICAN LINE.
NEW YORK—SOUTHAMPTON—LONDON.
New York, Sept. 16, 10 A. M. | St. Louis, Sept. 30, 10 A. M.
Phila., Sept. 23, 10 A. M. | New York, Oct. 7, 10 A. M.
RED STAR LINE.
NEW YORK—ANTWERP—PARIS.
Finland, Sept. 12, 10 A. M. | Kroonland, Sept. 26, 10 AM
Vaderland, Sept. 19, 10 AM | Zeeland, Oct. 3, 10 A. M.
Piers 14 and 15 N. R. Office, 73 Broadway, N. Y.

CUNARD LINE TO LIVERPOOL via Queenstown.
From Piers 51 and 52, North River.
Etruria, Sept. 12, 9 A. M. | Umbria, Sept. 26, 9 A. M.
Campania, Sept. 19, 2 P. M. | Lucania, Oct. 3, 2 P. M.
EXTRA TUESDAY SERVICE.
Aurania, Sept. 15, 11 A. M. | Carpathia, Sept. 29, 11 A. M.
Carrying second and third class only.
VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

Mallory S. S. Lines From N. Y.
Delightful ocean voyages to ports of Texas, Georgia, Florida. Tickets to all resorts in Texas, Colorado, Mexico, California, Florida, &c. Special rates Hot Springs, Ark. Tourist tickets a specialty. Send Postal for Book, "Southern Trips."
C. H. MALLORY & CO., Pier 20, E. R., N. Y.

OLD DOMINION LINE
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M.
H. B. Walker, Vice-President & Traffic Manager.

ANCHOR LINE Glasgow and Londonderry
Furnessia, Sept. 12, noon | Astoria, Sept. 26, noon
Columbia, Sept. 19, 3 P. M. | Ethiopia, Oct. 3, noon
First saloon, $50 to $100.
Second cabin, $35 and up; third class $28 and up.
For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B'way, N. Y.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON DIRECT.
Mesaba, Sept. 12, 9 A. M. | Minnehaha, Sept. 26, 9 A. M.
Minnetonka, Sept. 19, 4 P. M. | Minnehaha, Oct. 3, 3 P. M.
Only first-class passengers carried.
FOR RATES, ETC., APPLY TO 1 BROADWAY.

WHITE STAR LINE
NEW YORK—QUEENSTOWN—LIVERPOOL.
Cedric, Sept. 11, 8 A. M. | Celtic, Sept. 18, 3 P. M.
Majestic, Sept. 16, noon | Oceanic, Sept. 23, 7 A. M.
Pier 48, North River, Office, 9 Broadway, New York.

STEAMBOATS.

Hudson River by Daylight
Palatial Steamers "New York" and "Albany" of the Hudson River Day Line, fastest and finest river boats in the world.
Leave Brooklyn, Fulton St. (by Annex) 8:00 A. M.
Desbrosses St. Pier 8:40 A. M.
West 22d St. 9:00 A. M.
West 129th St. 9:20 A. M.
Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany, daily, except Sunday. Special trains to Catskill Mtn. resorts and Saratoga, and easy connections to all points East, North and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh or Poughkeepsie, returning on down boat. Restaurant open at 7 A. M. MUSIC.

STEAMER MARY POWELL
Leaving Desbrosses St. at 3:15 P. M. (Sats., 1:45 P. M.), W. 22d St., 3:30 P. M. (Sats., 2 P. M.), 129th st. (on Sats. and Holidays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Esopus, Rondout and Kingston. Famous Mary Powell Orchestra

NEW JERSEY CENTRAL
Sandy Hook Route
From Pier 8, Foot Rector St., N. R.
Boats leave at 9:00, 10:00, 11:00 A. M., and 1:00, 2:00, 4:00, 5:00, 6:00, 8:00 P. M. Sundays 10:00 A. M., 1:00, 4:00, 8:00 P. M. for all
NEW JERSEY COAST RESORTS.
CATSKILL, HUDSON and COXSACKIE BOATS every week day at 6 P. M. from Pier 43, N. R., and at 7 P. M. from W. 129th st.

RAILROADS.

Pennsylvania RAILROAD.
STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.
The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.
7:55 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.
9:55 A. M. ST. LOUIS LIMITED.—Pullman