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THE FINANCIAL SITUATION.

The wave of better feeling which began to move over the stock market in the latter part of August was somewhat mistaken last week and although financial pessimism was not nearly so pronounced as it was a month ago when regarding the situation there more cause for fear than recently had been. It must be said that the decline in prices was undoubtedly due in part to a natural reaction from the sharp rise in the market that had gone on ever since Aug. 23. Wall Street's memory is always short and speculators quickly forget how weak they felt when the rise began there had been advances of twenty points or more in some of the leading stocks. In the first part of the week the market yielded but slightly to the adverse forces brought against it and the resistance exerted on small degree of favorable comment. Such selling of stocks as occurred seemed to be in the railroad list at least of a kind entering more to speculative pressure than anything else and even at the close of the week after all the concessions were made it was evident that the standard railroad shares had displayed considerable firmness. The week as a whole was one of more than usually important developments. On Tuesday came the city's $50,000,000 bond sale with its half enthusiastic and half annoying incident of an oversubscription for half the issue but taken all in all the results of the sale were encouraging from a financial point of view. It is true that the price obtained by the city for the bonds was so low in view of the fact that the interest rate on them was fixed at the high figure of 4½ per cent. as to make the matter a new experience of the kind in our municipal finance but there was immediate recognition of the circumstance that the addition of a half of 1 per centum per annum in the annual interest rate on the bonds had caused them to be heavily oversubscribed and had proved that there was any quantity of money available in the country for lending of this kind whenever proper inducements were offered. It has long been recognized in financial circles that one of the greatest weights upon the situation has been for months the financial difficulties, so called, in which the city found itself as a result of the failure to obtain needed money supplies at the proper time and general relief is felt now that these troubles are over. On the same day that the city's bond sale took place appeared the Government's agricultural report for the month, which attested that the well being of the crops had been practically maintained during the trying month of August. As it is, the only uncertainty remaining about our harvests is that regarding the important crop of corn. The wheat crop is already made and if frost is spared from the corn producing territory until the end of the month or for even a week or ten days more the corn crop of the year will be the same as is now generally estimated. Up to the present time the hopes entertained earlier in the year that the lateness of the season would result in a postponement of a general frost considerably beyond the usual time for such an occurrence have been fulfilled. Our summer if late in coming is late in going and the prospect is fair that whatever damage our corn crop this year is to receive has been already suffered. As regards cotton the crop seems to have improved steadily throughout the summer, so that the indications are for a yield fully as great as that of the preceding season. The crop situation summed up is that we seem likely to have as large a crop of cotton as that of last year, sold at much higher prices, while the grain crops, though somewhat less in quantity than those of last year, will also sell in all probability at least 25 per cent. higher; so that there is a reasonable certainty that the money received by the farmers of the country this year by the sale of their staple products will be greater than ever before in a single twelvemonth. If this shortage in grain were confined only to our country it might not, for obvious reasons, be a matter of unmixed advantage; but the impairment of the foreign harvests has been far greater than that of our own, making imperative purchases of wheat and corn here for the needs of European consumers on a much larger scale than last year. While estimates are always difficult in such concerns it seems not unlikely that our country's foreign trade this year will be a gainer by at least $250,000,000 on this account.

The one influence directly affecting prices of stocks last week was, however, the commotion in the copper trade and the depression in the price of copper stocks, particularly in the quotations for the Amalgamated Copper shares. There is no gainsaying the fact that developments in this regard, when superficially looked at, are little less than startling. Less than six months ago the price of copper was firmly held at 26 cents a pound, the hunger of consumers of copper for the metal was said to be such as to resemble famine, and there was no one in the copper trade who predicted or believed that copper would sell during the year at less than 20 cents a pound. Now it is unlikely that any considerable amount of raw copper could readily be marketed at even 16½ cents a pound, and many of the largest copper mines of the country are on the point of shutting down in whole or in part. Yet when the facts of the case are studied calmly little cause for wonder appears, nor is any adequate ground afforded for animadversion or surprise concerning the action of the Amalgamated Copper Company in closing its mines or a considerable portion of them. Early in the year an utterly unreasonable fright governed the copper consumers of the country upon the question of their ability to secure needed supplies of the metal during the remainder of the year. It became clear that the consumption of copper during the last two years had increased at the rate of about 25 per cent., while the normal yearly rate of 10 per cent. increase in the production of the metal had fallen to only 4 per cent. It seemed probable, too, that for the present year the output of copper in the United States would suffer an absolute decrease. Further, an entirely exaggerated impression became current as to the rapidity with which the railway companies of the country proposed to electrify their lines. At any rate copper consumers bought helter skelter in the spring at the highest prices known for years a great deal more copper than they ordinarily were in the habit of purchasing at that season. Then the stringency in money began to make itself felt and the corporations with which the consumers of copper did business found that they were unable to raise funds for the enterprises that had been projected and were forced not only to give up the idea of future expenditures but to cancel orders for copper goods that had already been placed. Copper consumers, therefore, who would not have been on any account in the market for copper for a longer time than usual owing to their unwonted purchases in the spring found themselves barred from the market for a much longer time further owing to the slackness of trade; and hence it came about that there has been virtually no buying of copper in this country since March 31 last. The stringency of the money market in turn rendered it more and more difficult for the producers of copper to "carry" in stock the copper which was produced. The visible supplies of copper were perhaps no more than usual, but they were concentrated in the hands of producers, and a curtailment of copper production under the circumstances became absolutely necessary. Of course such a paralysis of the copper trade as has been detailed is only temporary and is likely to disappear as rapidly as it came even if copper is a long time in again reaching a 20 cent level. The great conditions that have brought about the increased use of copper in recent years will remain as strong as ever. Copper must be used more and more as the importance of the world enlarges for a thousand arts and amenities of human life having relation to the employment of electricity, and nothing is better assured than that the available supply of copper in the world is so small that it must sell on a higher level than was deemed proper a few years ago. So far as the existing situation is directly concerned the balance title fare to be more evenly by the curtailment of production that has taken place in many ways notably the difficulties regarding that supply in which a number of the large copper mining plants of the country are involved at the present time. But Wall Street is indulging almost necessarily in the reflection that the once changed state of the money market which has made it impossible for the strongest companies to float their bonds and notes must also have made it hard for consumers of iron and steel and many other products and commodities to obtain money for their necessities; and while lines of business in general are still enjoying the impetus of the great trade movement of recent years and plans for construction and improvement work are so far advanced that they must be completed at almost any cost, the question almost unavoidably presents itself whether new business operations will be as freely entered into in the future as in the past. A parallel is often drawn between existing conditions in the business world and those in the famous year 1903, but the great difference between the two periods is plain. In 1903 a general contraction in business quickly followed on the heels of the decline in the stock market, so that immediate relief to the money situation was afforded by a widespread release of funds. On the present occasion business contraction has been slow in coming and the stringency of the money situation has been likewise slow in being relieved; although it is now clear that owing partly to the great foundation that took place last month, partly to the wise and efficient measures of relief extended by the Treasury Department and partly to the advances of money necessarily made by Europe against her prospective purchases of wheat and cotton, our country is entering the crop moving season this fall with its bank reserves in stronger shape than at any time for several years back. Finally, it is becoming plain every day that conservative financiers and the great mass of investors, domestic and foreign, will make new purchases of our securities with exceeding caution until they can feel some degree of certainty as to whether for four years from March 4, 1909, the White House at Washington is to continue to be the centre of that immense disturbance to the country's business that it has been ever since the death of William McKinley.

FINANCIAL AND COMMERCIAL.

RAILROAD AND OTHER BONDS.

Sales		High est.	Low est.	Close ing.	Net Ch'ge.	(000) High.	Low.
3	Adams Ex 4s	90	90	90		103	89
77	Alb&Sus 3½s	91½	90	90	−1	110	87½
4	Am H&L 5s	88	85½	85½	−½	91⅛	85½
1	AmSpts 1st 6s	93	96	96	−1	103½	96
99	Am Tob 6s	100¼	100	100¼	−¼	110⅞	95⅝
16	Am Tob 4s	66	65	65⅛	−1⅛	79½	63
1	Ann Ar 1st 4s	85	85	85	+⅛	91	81½
30	Atch T&S Fe war list pd	98	98	98	−¼	100½	97
227	At&SF cv 5s	101⅛	100¾	101		101⅛	100½
175	AT&SF cv 4s	93	91	91½	−1¼	108⅛	88¼
57	AT&SF 4s	97	96⅛	96⅝		102½	95
1	A T & S F ad 4s std	86½	86½	86½	−1½	92⅛	84½
7	Atl C Line 4s	88	87	87	−1	98⅝	87
17	B & O 4s	97¼	97	97¼	+¼	102⅝	96
7	B & O 4s reg	95	94	94	−3½	101½	94
10	B & O, P L E & W Va 4s	89	89	89	−½	96	89
1	B & O 3½s	90½	90½	90½	−⅞	93½	89
3	B&OS W 3½s	86	85⅝	85⅝		90⅝	85½
1	Bkn City 1st	100½	100½	100½		103½	100½
5	BQC & S cn 5s	98½	98½	98½		101½	98½
35	B R T cv 4s	77½	76	76¼	−1¼	92½	73¾
4	Bkn U El 1st	99⅞	99½	99½	−⅜	103⅛	98½
1	Bkn U Gas 1st	101	101	101		107½	101
5	B C R & N con	108½	108½	108½	−7½	117	108½
53	Can So 1st	100¼	100	100¼	+⅛	102½	99½
1	Can So 2d	100⅛	100⅛	100⅛	+⅝	105½	99
1	Cent Ga cn 5s	102	102	102		111	102
124	C Leather 5s	91	90	91	−⅛	99	88¼
14	Cent Pac 1st	93½	92	92	−2	100¾	92
3	CRR of NJ 5s	119½	119½	119½		126¼	120⅝
3	Cent RR N J 5s reg	119	119	119	−1	125½	119
10	C & O 5s	110½	110½	110½	−½	116⅝	109
9	C & O 4½s	99	98	98		105¾	97⅝
1	C & O R&A 1st	94½	94½	94½	−1⅛	100½	94½
296	C H & Q 4s	92	91¼	91¼		97¼	86⅛
43	C B & Q Ill 4s	97½	97¼	97½		103	97¼
3	C & E I con 6s	125½	125½	125½	−2⅝	128⅛	125½
2	C M & St P 4s	101⅛	101⅛	101⅛	−⅝	107	100
11	CM& StP 3½s	90	90	90		92½	88⅝
2	C&NWdb	100¼	100	100¼	−⅛	102⅝	100
1	C & N W ex 4s	99	99	99	−1	102	99
15	C R I & P R R gold 5s	83	82	82	−1⅛	91⅛	81¼
52	CRI & PRR 4s	67	66¼	67	−⅝	77	65¼
8	CRI&P Ry 4s	96½	95	96½		100½	94
5	CRI&Ry 4s r	92	92	92	−⅜½	99½	92
111	CRI & Prf 4s	87	85½	85½	−1⅝	91⅝	85½
2	CRI& P rf 4s r	87	87	87	−2½	89½	87
5	CSPM&O cn 12s	125	125	125	−3	131	125
1	Cin I St L&C 4s	98½	98½	98½	−⅝	99	97½
1	Cin W & M 4s	95	95	95		99½	95
5	Col In col tr 5s	53	53	53	−2	76¼	48⅛
5	Col So 4s	84	83¾	83¾	−⅛	94⅛	83¾
4	C & 9th Av 5s	105	105	105		113⅛	105
14	Cons Tob 4s	66	65½	65½	+½	79	64½
2	Cuban 5s	101	101	101	+⅛	103¾	98⅝
78	Del & H cv 4s	95¾	94	94½	−1½	109⅛	90½
25	D & R G 4s	92½	92½	92½	−⅝	98	91¼
20	DetCityGas 5s	97½	97½	97½	−⅛	100	97½
13	Dis Sec Cor 5s	79	78	78½	+1½	90	71
1	Erie cv 4s r A	74¾	74	74	+1	108¾	72
20	Erie gn lien 4s	80¼	79½	80¼	−⅛	88	79
2	FtW & DC 1st	106	105	106	−1	112	105
84	Gn Electric 5s war full pd.	109	107	109	+1⅝	110	102½
10	Gn Electric 5s war 1st pd.	106½	106½	106½	+1	110	103
5	Ga Mid Ry 3s	65	65	65	−3½	69¼	65
1	Hock Val 4½s	99	99	99	−3	106¼	99
3	Ill Cen 4s 1953	98½	98	98½	−⅝	108½	98
2	Ill Cent 3½s	91¼	91¼	91¼	−7	100½	91¼
5	ImpJapanese 6s Sterl Fn	99½	99½	99½		100⅝	97⅝
226	Impl Jap 4½s ster in cpn	88⅝	87⅝	88⅛	+1⅝	94⅛	86
182	ImpJpd¼sKL &Co ct new	88⅛	86¾	88¼	+2	92⅞	84½
116	Impl Jap 4s sterl loan	80	79½	80	+1	85¼	78⅞
324	Interboro-Met col tr 4½s	64	63	64		82	53
7	Int & GtN 2d	95½	95	95	−1	99⅝	95
3	IntPaper cv 5s	87½	87½	87½		92	87½
11	KC Ft S&M 4s	75	75	75		82¾	73
15	KanCitySo 3s	69⅝	69½	69½	+½	72½	67½
2	Ky Cent 4s	93	93	93		97⅝	93
6	KingsCo 4s std	89½	89	89½	+½	88½	80
12	Lack Steel 5s	95	94	95	+1	102	94
37	LS&MS 4s 1931	89½	89	89	−⅛	91	89
1	L I gen 4s	89	89	89	−5	99	89
2	L Isl un 4s	84	84	84	−8⅞	95½	84
8	L & N gm 4s	115	115	115		117	114⅛
1	L & N gold 5s	111¼	111¼	111¼	+3⅛	111¼	108½
41	L & N 4s	96½	95	96¼	−1	101⅞	95
1	L & N col tr 4s	93⅝	93⅝	93⅝	−⅛	98	92⅝
1	M L S & W 1st	118⅛	118⅛	118⅛	−1⅛	123⅝	118⅛
5	M K & Tex 5s	101	101	101		106	100½
18	MoKan&T 4s	95¼	95	95	−⅝	99⅝	94
12	Mo Kan&T 2d	82	81½	82	+⅛	88	80
2	MK&T sf 4½s	84¾	84¾	84¾	−⅛	88	82
7	MoKan & T fd	80	79	80	−1	86	79
15	MoPac 5s 1920	99	98½	99	+⅛	105	97⅝
3	MoPac 5s 1917	98	98	98	+¼	105	97½
1	M&O new 6s	117	117	117	−3½	124	117
1	NassauElec 4s	80	80	80	−2	88	79
10	Nat R R of M 1st con 4s	78½	78½	78½	−1	87½	78½
4	N Y C deb 4s	93¾	93¾	93¾		99	92½
20	N Y Cen 3½s	88½	88	88¼	−⅜	94⅝	88
1	NY CL 6½s	89	89	89		85½	70½

RAILROAD AND OTHER SHARES

Sales		High. est.	Low. est.	Close ing.	Net Ch'ge.
3065	Allis Chalmers	6⅝	6	6½	
900	Allis Chalmers pf	19⅞	17	18	−1½
664200	Amal Copper	72	68	69½	−1⅞
100	Am Ag Chem	15½	15½	15½	−5
100	Am Can	4⅝	4½	4½	
1341	Am Can pf	90	89½	89⅝	−⅛
18710	Am Car & F	42⅞	37½	*37½	−2½
100	Am Car & F pf	99¼	99¼	*99¼	−½
2535	Am Cotton Oil	34	32	32½	−⅝
400	Am Hide & Lth pf	16⅝	16	16	−⅛
700	Am Linseed	8½	8½	8½	−½
100	Am Linseed pf	30	30	30	−⅛
3600	Am Locomotive	54⅛	50⅞	51	−3
200	Am Loco pf	102	101	102	−2
524	Am Malt Corp pf	21	20½	20½	−½
395700	Am Smelting	101⅞	98⅞	98½	−2½
4410	Am Smelting pf	101	99⅝	99	−3½
300	Am Steel Found	7	7	7	
100	Am Steel Found pf	35	35	35	−1
7500	Am Sugar	114½	110⅛	111	−3½
100	Am Sugar pf	116	116	116	
550	Am Tobacco pf	81⅞	80½	80½	−⅛
1380	Am Woolen	23⅝	20⅝	22	−2½
100	Am Woolen pf	88	88	88	
65100	Anaconda	36½	35⅝	37⅛	+⅝
24200	AtchTop & S Fe	88⅛	85⅞	86½	−1⅞
350	Atch Top & S Fe pf	91	91	91	
950	Atlantic Coast Ln	85⅛	81½	82	−1
1400	Balaklala Mines	7	6	6	−1⅞
5850	Balt & Ohio	91⅞	89⅞	89⅞	−1⅞
2150	Batopilas Mining	6½	5⅝	6⅞	
51975	Brooklyn R T	48⅞	42½	44⅛	−3½
152	Brook Union Gas	104⅝	104⅝	104⅝	
100	Canada Southern	60⅛	60⅛	60⅛	−1⅞
10080	Canadian Pac	167	163⅝	165⅝	−1⅞
1400	Central Leather	18½	17	17	−2
1250	Cent Leather pf	86½	81⅞	*81⅞	−3½
4200	Chesa & Ohio	34⅛	32⅝	33¼	−⅝
900	Chi & Alton pf	49½	48½	49½	−⅝
2700	Chi & Northwn	143⅝	143⅝	143¼	−⅞
1300	Chi Gt W	10	9⅞	9⅞	−⅛
500	Chi Gt W pf (A)	46	41½	41½	−2⅞
700	Chi Gt W pf (B)	13½	12⅝	12⅝	−⅝
90750	Chi M & St P	128⅝	117⅞	119	−3⅝
220	Chi M & St P pf	147⅛	147	147	−½
901	CM&StP cfs 1st pd	111½	109	109	−4
3358	CM&StPcfsp1st pd	130	128	128⅝	−1⅞
725	Chi Un Traction	3	2½	3	−⅛
910	C C C & St L	62¼	60⅝	62	−1½
7950	Col Fuel & Iron	23½	22½	22½	−3½
100	Col Fuel & Iron pf	40	40	40	−2⅞
200	Col & H C & I	24	23½	24	−⅛
8530	Col Southern	24⅝	22½	23½	−⅝
410	Col South 1st pf	55⅞	51½	51½	−3
3500	Col South 2d pf	44½	42	43½	−1
1400	Consolidated Gas	107	105	105⅝	−1⅛
967	Corn Prod Ref	14⅞	14	14	−⅞
700	Corn Prod Ref pf	67	65	65	−2
2035	Del & Hudson	159	153	155	−8⅛
5300	Den & Rio Grande	25⅛	23½	24½	−⅝
550	Den & Rio G pf	66⅝	65⅝	65⅝	−⅝
6587	Distill Securities	56⅛	50⅝	51⅝	−4⅝
300	Dul S S & A	9	9	9	−1
100	Dul S S & A pf	18	18	18	−⅞
5860	Erie	21½	20⅛	20⅛	−1⅛
200	Erie 1st pf	48	47¼	48	−2
2400	Erie 2d pf	37½	37	37½	−⅞
200	Fed Min & Sm	96	95	95	−1
2600	Gen Elec	129½	124¼*	125½	−1⅞
48030	Gt Northern pf	129½	124	125½	−3
2350	Gt N sub ctfs	119	116⅞	118	−3
9585	Gt N Ore ctfs	56½	52⅝	53½	−2½
410	Illinois Central	138	136	137	−3
1400	Int Paper	14⅞	13½	14	−⅞
695	Int Paper pf	72¼	70*	70	−½
100	Int Power	40½	37	39½	−2⅞
400	Int Pump	22½	20	22	−1
3625	Interborough Met	9½	8⅛	8⅝	−½
5150	Inter Met pf	26	24½	25	−1⅛
1250	Iowa Central	16½	16	16½	−⅛
2410	Iowa Central pf	40½	37	39½	+2½
1400	Kan City Southern	27¼	26	26	−1
1000	Kan City So pf	56¼	55⅝	55⅝	−⅝
100	Knick Ice Co	50	50	50	+2
100	Knick Ice Co pf	65	65	65	−10
2400	Louisville & Nash	110	107½	108⅛	−1⅞
580	Mackay Cos	65½	63⅛	63⅛	+⅛
500	Mackay Cos pf	65	63½*	63½	−½
877	Manhattan	119	115*	115	−3¼
300	Metropolitan St	45⅛	39½	40⅛	−3⅛
3400	Mexican Central	17⅛	16½	17	
3600	Minn & St Louis	41⅝	39⅝	40¼	−⅝
800	Minn & St Lou pf	78½	77	78⅛	+⅛
1125	M, St P & S S M	104½	103	104	+2
100	M, St P & S S M pf	130	130	130	+3
16800	Mo, Kan & Texas	36⅝	34⅛	35	−1
450	Mo, Kan & Tex pf	64⅝	64	64	−½
4600	Missouri Pacific	71	67	69	−1
100	Nat Biscuit	73½	73½	73½	−⅛
7800	Nat Lead	54	45*	46⅝	−6⅝
300	Nat Lead pf	94⅝	94	94	−½
600	Nat E & S	11½	10⅛	10⅛	−1⅛
1700	Nat R R of Mex pf	48½	47	48	+1
6600	Newhouse Mines&S	11	7⅝	8½	−2
230	New Jersey Cent	170	169	170	
3410	N Y Air Brake	113	105	107	−4½
26205	N Y Central	105⅞	103⅝	104⅝	−⅞
1100	N Y, Chi & St L	36½	36	36	−2
2850	Norfolk & West	71½	69⅛	70	−2
2600	North Am Co	61⅝	58½	60	−1
112875	Northern Pacific	129¼	125⅝	127⅞	−⅝
10410	Nor Pac rects 3d pd	109⅝	108	108⅝	+⅝
2900	Ontario & West	33¼	32½	33	−⅝
100	Pacific Coast 2d pf	90	90	90	−12
800	Pacific Mail	26¼	25	25	−1
106167	Pennsylvania R R	121⅝	118⅝	119½	−⅝
1610	People's Gas	88⅝	86⅛	86¼	−1⅝
300	Pitts Coal of N J	9½	9	9	−1
500	Pitts Coal of N J pf	50	48½	48½	−1⅝
5219	Pressed Steel Car	30⅝	27	27	−3⅛
100	Pullman Pal Car	157⅞	157⅞	157⅞	−⅝
900	Railway Steel Spg	38	35	35	−2½
100	Railway Stl Spg pf	79½	79½*	79½	−⅝
5979	Republic Steel	24⅝	21	21	−3⅛
2755	Republic Steel pf	78	75⅝	75	
782000	Reading	98½	91	93⅞	−2½
100	Reading 1st pf	82	82	82	+1½
8100	Rock Island	20⅞	19⅛	19½	−1⅛
1140	Rock Island pf	46½	44	45	−1½
1800	Sloss-Sheffield	49	46	46½	−1½
2250	St L & San Fran 2pf	39	37¼	37½	−⅛
600	St Louis Southw'n	18¼	16½	18¼	+½
400	St L Southw'n pf	46	40¼	40¼	−5⅝
125	St Paul & Omaha	125	125	125	+1
74060	Southern Pacific	86⅝	84	84⅝	−⅝
2466	Southern Pac pf	111½	109	110½	−⅛
2080	Southern Ry	16⅝	15⅝	16	+⅛
1300	Tennessee Copper	36⅝	30	31	−3⅛
1300	Texas Pacific	28½	26½	27½	−1
1774	Third Ave R R	58	50	50¼	−6¼
1000	Tol, Rainway	23½	20⅞	21	−3
5700	Tol., St L & W	26½	23⅞	23⅞	+2⅛
4876	Tol., St L & W pf	48⅝	46⅛	46⅝	−⅝

THE STOCK MARKET

Stocks	Open	High	Low	Close
[illegible]				

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises 5:27 Sun sets 6:05 Moon sets

HIGH WATER THIS DAY.

Sandy Hook 1:23 Gov Island 1:55 Hell Gate [illegible]

Arrived SUNDAY, September 15.

Ss Aragonia, Hongkong, June 14.
Ss Virgil, Rio de Janeiro, Aug. 15.
Ss Dunottar Castle, Colon, Sept. 9.
Ss Baker, Port Antonio, Sept. 10.
Ss Kennebec, Boston, Sept. 14.
Ss Pawnee, Philadelphia, Sept. 14.
Ss Monroe, Norfolk, Sept. 14.
Ss Huron, Charleston, Sept. 13.

ARRIVED OUT.

Ss Minnehaha, at London from New York.
Ss New York, at Southampton from New York.
Ss Caledonia, at Glasgow from New York.

SAILED FROM FOREIGN PORTS.

Ss Umbria, from Queenstown for New York.
Ss Noordam, from Boulogne for New York.
Ss Vaderland, from Dover for New York.

OUTGOING STEAMSHIPS.

Sail To day.

	Docks Close	Vessels Sail
Monroe, Norfolk		3 00 P M

Sail To morrow.

Kronprinzessin Cecilie, Bremen	7 30 A M	11 00 A M
Oceana, Hamburg		1 00 P M
Silvia, Newfoundland	8 30 A M	11 00 A M
Comanche, Jacksonville		3 00 P M
City of Macon, Savannah		3 00 P M
Hamilton, Norfolk		3 00 P M

Sail Wednesday, September 18.

*Lucania, Liverpool	10 30 A M	2 00 P M
Teutonic, Southampton	6 30 A M	10 00 A M
Trave, Bremen		10 00 A M
Nieuw Amsterdam, Rotterdam		2 00 P M
Germania, Naples		
Panama, Colon	11 30 A M	3 00 P M
Graecia, Inagua	11 00 A M	2 00 P M
San Jacinto, Galveston		12 00 M
Huron, Jacksonville		3 00 P M
Princess Alice, Norfolk		3 00 P M

*Also mail for South Brazil.

INCOMING STEAMSHIPS.

Due To day.

Crewe Hall	Gibraltar	Aug. 24
Borneo	Algiers	Aug. 26
Milton	St. Lucia	Sept. 2
Maracibo	Barbados	Sept. 3
Castilian Prince	Barbados	Sept. 3
Calabria	Marseilles	Aug. 28
Graecia	Hayti	Sept. 3
Citta di Messina	Gibraltar	Sept. 4
City of Macon	Savannah	Sept. 6
Maraval	Trinidad	Sept. 7
Statendam	Rotterdam	Sept. 7
Finland	Antwerp	Sept. 7
Minnetonka	London	Sept. 7
Dungeness	Victoria	Sept. 7
Alice	Gibraltar	Sept. 8
Bovic	Liverpool	Sept. 7
City of Atlanta	Savannah	Sept. 10
San Jacinto	Galveston	Sept. 10
Momus	New Orleans	Sept. 11
Sarnia	Port Limon	Sept. 9

Due To morrow.

Kaiser Wilhelm II	Bremen	Sept. 10
Grosser Kurfuerst	Bremen	Sept. 7
Roma	Naples	Sept. 4
Hellig Olav	Copenhagen	Sept. 5
Panonia	Gibraltar	Sept. 3
Vandalia	Gibraltar	Sept. 3
Anselma de Larrinaga	St. Lucia	Sept. 9
Saratoga	Havana	Sept. 14
Caronia	Liverpool	Sept. 10
Iroquois	Jacksonville	Sept. 14

Due Wednesday, September 18.

Oceanic	Southampton	Sept. 11
Prinzess Ir