CHICAGO SUBWAY'S DEFICIT

SERIOUS SITUATION ARISES AFTER HARRIMAN'S DEATH.

Problem Is How to Carry the Load Until the Property Begins to Pay—Railroads Withdrawing Freight Through It Under the Present Unsettled Status.

At the close of a market day in which Chicago Subway touched 4¾, the lowest price recorded, the chief stockholders in the property got together in the law offices of L. C. Krauthoff in the National City Bank Building yesterday and talked over their prospects. Within the last two or three weeks Chicago Subway has been selling at better than 20, from which point it broke to 16, then to 10, and so down.

The conference was attended by J. B. Russell of J. B. Russell & Co., the former fiscal agents; his partner, A. G. Wheeler, Jr., A. G. Wheeler, Sr., president of the enterprise up to a few days ago; L. C. Krauthoff, attorney for the company; Samuel McRoberts, formerly president of the Illinois Tunnel Company, a Chicago Subway subsidiary, and now vice-president of the National City Bank, representing the J. Ogden Armour interests, and Henry W. de Forest, representing the Harriman interests in the property.

When the conference was concluded Mr. Russell went to his office and said:

"We met to discuss conditions as they have arisen from the death of Mr. Harriman. Nothing was decided on and nothing can be until four or five more meetings shall be held. I can say nothing else except that the property will be developed to completion."

"Will the property be reorganized?" Mr. Russell was asked.

"That was not discussed," he answered.

The Chicago Subway is the only rail property for which Mr. Harriman had developed plans which up to the time of his death had not been put on a paying basis.

When Mr. Harriman and J. Ogden Armour bought control of the property four or five years ago for $5,000,000 the construction policy was changed from the development of the companies dock properties to the extension of its tunnels. This was done because Mr. Harriman thought that all railroads should have equal terminal facilities into Chicago or a freight war would develop. The construction work was carried along faster than the development of the traffic, and the resulting deficit in funds available to meet fixed charges was accordingly made up jointly by Armour and Harriman, who took the company's notes secured by its own bonds. Harriman and Armour are said to have advanced about $14,000,000 in this way, and among the matters under the consideration of the leading interests in the company, it is understood, is the question of meeting these notes, as well as the question of paying the fixed charges in future.

Another matter brought up for the conferees to discuss concerns the development of business for the road. While Mr. Harriman was alive he influenced several railroads to send their freight through his tunnel, meeting the charges themselves, but after his death some of the roads, including the Wabash and the Erie, refused to make the through rate any more. The consignees wouldn't pay the tunnel charges, and accordingly the tunnel lost the business, which is now being handled by trucks.

At the meeting yesterday it was understood that the attention of the conferees was brought to the fact that the dock property will be ready to be opened soon and the revenue from this source will aid materially in the subway's attempt to make both ends meet, so that if the next interest payment, due in December, be met from private sources as heretofore, it is not unlikely that thereafter the enterprise will be able to pay its own way.

On the other hand it remained a serious question with some of those present whether the diversion of traffic incident to the cancellation of contracts by railroads with the subway would not more than counterbalance this advantage.

J. Ogden Armour is said to be in this city. He went over the situation very carefully on Wednesday with Mr. McRoberts at a conference held in the president's room in the National City Bank, but the result of the discussion could not be learned.

WANT AUCTION SALE SET ASIDE.

Creditors of Bankrupt Firm Charge Collusion in Selling Some of the Assets.

Notice has been given for a motion to come up in the United States District Court on Monday next by S. S. Myers, representing some of the creditors of Frazin & Oppenheim, shoe dealers on Sixth avenue, to set aside the auction sale of some of the stores of that firm which took place last week.

An examination of Messrs. Frazin and Oppenheim, Joseph H. Wichert, the trustee in bankruptcy of the firm, and Otto F. Struse, who purchased one of the stores, has been set down for to-day before United States Commissioner Alexander "to discover assets belonging to the estate." Mr. Struse purchased the store 358 and 360 Sixth avenue, where business was carried on under the name of A. Morton Oppenheim, for $28,350. He paid by two checks on the Manufacturers National Bank of Brooklyn, and it is said that his deposit in that bank was made on October 1, partly in cash and partly by a check of $12,937 of Mr. Wichert, drawn on the Union Bank.

Mr. Myers, who attended the sale, said he noticed signals between Mr. Struse and Mr. Frazin when the bidding was in progress and the bidding was apparently on behalf of the bankrupts, because after the sale at least ten persons congratulated them on the purchase of the store. He also said that the store 340 Sixth avenue was bid in by D. I. Gelder, said to be a brother-in-law of one of the bankrupts, for $22,275.

Judge Adams of the United States District Court has not yet rendered a decision on an application made on September 29 to set aside the election of Mr. Wichert as trustee.

BUYS PORT HENRY MINES.

Bethlehem Company Acquires Control of an Up-State Iron Ore Supply.

The Bethlehem Iron Mines Company, a subsidiary of the Bethlehem Steel Corporation, has acquired a 51 per cent. interest in the Cheever Iron Ore Company, at Port Henry, N. Y., through the purchase of the Presbey interests in the enterprise. This mine, which is said to be one of the oldest producers of Northern iron ore, is now producing at about 200 tons a day, but it is said that this output will be increased to 500 tons daily under the new control.

The mine will be operated by Witherbee, Sherman & Co., who hold a 49 per cent. interest.

At the Bethlehem offices, however, it was said that the new acquisition did not imply that the Bethlehem would develop the domestic ore deposits at the future expense of its Cuban holdings.

Phelps, Dodge & Co. Buy New Mexico Mines.

Phelps, Dodge & Co. have acquired from Nathan Leopold of Chicago all the latter's mining properties in the Burro Mountain district of New Mexico, consisting of about 1,000 acres. The properties although developed in part have not become producers as yet, and it is the intention of Phelps, Dodge & Co. to hold them in reserve rather than to work them immediately.

GOSSIP OF WALL STREET.

Early in April the Bank of England reduced its discount rate from 3 to 2½ per cent., and the latter rate remained until yesterday, when an advance to 3 per cent. was made in a statement showing a loss of $11,700,000 in reserve and a reduction in the ratio of reserve from 50.36 to 45.21 per cent. The amount in the decrease in reserve occasioned some surprise, though it had been known that the bank had lost heavily to Egypt and South America, as well as to Russia, which has taken most of the gold laid down recently in the open market in London. Obviously the increase in the rate was justified by the condition of the bank entirely without reference to the increase in call money rates here, the decline in sterling exchange and the chance that England might be asked to export gold to this country.

Just as October call money at 5 per cent. has in recent years been the rule here in times of normal business activity, so a Bank of England rate as high as 3 per cent. is the rule rather than the exception in October. In only one year since 1900, in fact, has the October rate been lower than 3 per cent., and that year was 1908, when money laid idle all over the world. In only two years has the October rate been as low as 3 per cent., and it need not be surprising if the rate is again increased before the fall is much further advanced. If precedent counts for anything a 3½ bank rate in England and a 5 or 6 per cent. call money rate here might be considered not unnatural and not unhealthy in times of normal business activity. It was suggested in more than one bank that unless borrowers anticipate a further radical increase in rates only a lack of familiarity with a firm money market in the months since the panic makes current rates seem surprising and distressing now. In this period borrowers seem to have forgotten that the low rates they have enjoyed have been due very largely to a relatively slack demand for money for business purposes. That demand has latterly become normal with the return of the country to normal business activity.

The prevalent rate for call loans was a shade lower yesterday, most of the loans and most of the renewals being made at 4¾ per cent. One of the causes was a rush of brokers alarmed by the 5 per cent. rate on Wednesday into the time money market, which accordingly was much more active. Time money was supplied freely without any material advance in rates, interior institutions supplying a considerable portion of the money. Interior banks, however, seemed attracted very little by the call money rate, for the reason, perhaps, that bankers seem undecided as to whether or not current call rates are to be maintained.

An increase of 3s 6d. in the semi-annual dividend of Rio Tintos seemed incompatible with the lack of improvement in the copper metal market and recent and current reports of serious disturbances in Spain.

Steel common was not as active by half as on the preceding day, but the turnover was 300,000 shares, or 30 per cent. of the total for the day, and the market for the stock could hardly be termed sluggish. The advance in the morning session was largely due apparently to short covering and carried the price to 91¼, only 4¾ points below the high record; and after the reaction in the afternoon the net result of a turnover of 1,300,000 shares in three days was a loss of but 4½ points and a closing price but 5⅛ points below the high record figure. The statistical industrials in the same period have declined less than 1½ points on the average and the statistical rails less than 2¾ points.

The Government crop report, which will be published to-day, will give the final estimate on spring wheat and other grains with the exception of corn.

On the curb Chicago Subway sold down to 5 and the Street teemed with rumors of an impending reorganization. None of these could be officially confirmed, but it was said that an important conference regarding the property would soon be held by representatives of the principal New York and Chicago interests.

London cables reported that the $12,500,000 New York Telephone bonds offered abroad had been so heavily oversubscribed that the allotment would be but 10 per cent. of the subscriptions. Bonds were awarded at the same ratio to subscribers to the $12,500,000 offered here.

When a few people only protect their market commitments by stop loss orders these orders constitute no menace to market values, for the existence of a few such orders is no temptation to professional attack. When scores of customers in all the offices have in orders for the sale of their stocks one, two or five points below the market every professional trader or experienced operator knows that only a pretext as an accompaniment to a drive on prices is needed to depress prices and uncover the stops. On many occasions this year reactionary movements have been started with this motive alone, and the disposition of traders thus to "protect" their commitments—a disposition which seems to have been more in evidence this year than ever before—has brought substantial profits to those professionals who have attacked the market when after a continued advance it was honeycombed with stops.

"I have found the stop loss order beneficial to my customers in stocks where the manipulation was obvious," remarked a broker yesterday. "In a number of stocks on the list pools become busy in every active market, but these pools generally take profits after a few points advance, with the result that the manipulated stocks break very sharply. In such movements the stop is a protection. Otherwise, as in the long upward movement in Steel common for instance, the stop often results in a loss of the market, and the existence of a great number of stop orders of course makes every one of them a source of weakness rather than protection."

The speculator who is credited with the heaviest profits in Steel common this year remarked this week that he had been out of the market fourteen times, and on all but three occasions had bought back his stocks at higher prices.

DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt.	Payable.
International Steam Pump, quarterly	pfd	1½	Nov. 1
Peoples Gas, quarterly	—	1¾	Nov. 25

Santo Domingo to Revise Its Tariff Downward.

WASHINGTON, Oct. 7.—Santo Domingo is going to revise its tariff downward. A special session of the Dominican Congress will be held on October 15 to undertake the work.

Since the United States has supervised the collection of the customs revenues of the Dominican Republic they have exceeded $3,000,000 a year. This amount is more than is necessary for the running expenses of the Government and the amortization of the public debt of the country. The present tariff law contains several burdensome schedules which will be reduced.

Schedules in Bankruptcy.

Schedules in bankruptcy of Joseph M. Tobias, manufacturer of cloaks and suits at 72 Fifth avenue, show liabilities of $145,493 and nominal assets of $22,800.

Schedules in bankruptcy of the Knickerbocker Piano Company, 245 East 137th street, show liabilities of $140,507 and nominal assets of $21,502.

Schedules in bankruptcy of the International Generator Company, manufacturers of gas equipment for autos and motor boats, at 244 West Forty-ninth street, show liabilities of $10,984 and nominal assets of $12,254.

NAVY MEN CHAMBER'S GUESTS

WARSHIP OFFICERS ATTEND A SAMPLE MEETING.

Plan to Reform Court Procedure Is Indorsed by the Members—Vice-President Sherman and Admiral Schroeder Are Among the Cheerful Speakers.

The first meeting of the Chamber of Commerce after its summer recess was held yesterday and was attended by naval representatives of every country except France which sent battleships here for the Hudson-Fulton celebration. The English delegation was headed by Admiral Seymour, the German by Grossadmiral von Koester, the Italian by Capt. Filippo of the Aetna, the Dutch by R. van Rees, and the American by Admiral Schroeder.

Vice-President Sherman also attended. He was seated at President J. Edward Simmons's right hand and Admiral Seymour at his left.

The business to witness the transaction of which the visitors attended included action looking toward the abolition of legal delays in the adjudication of cases, particularly those of a commercial nature. In this connection A. Barton Hepburn, chairman of the executive committee, read a communication from five State Supreme Court Justices, representing their associates on the bench, in which they asked opinions on the proposed reforms in present methods of judicial procedure.

The reforms as outlined by the Judges contemplated a speedier trial of cases by increasing the number of days on which commercial causes may be heard, eliminating technical delays, reducing substantially the periods in which action may be begun or appeals taken, and by generally shortening and simplifying legal papers.

In addition Mr. Hepburn presented resolutions which called for an abandonment of the practice of postponing trials by agreement between lawyers, required litigants to show promptly that they had a wrong to be righted and made manifest the responsibility of the presiding Judge.

In introducing the resolutions Mr. Hepburn remarked that there were now about 10,000 cases on the calendars in this city, and it takes about three years to force a case to trial if contested. His resolutions were adopted.

The chamber also adopted resolutions protesting against the Spokane rate decision of the Interstate Commerce Commission as being detrimental to the commerce of the East.

John Claflin was elected a vice-president to succeed the late John Crosby Brown. Mr. Brown's place on the board of trustees having charge of the chamber's real estate was given to A. Barton Hepburn.

After the conclusion of business President Simmons called on some of the visitors for addresses. Vice-President Sherman said, speaking of the commercial competition between the great nations:

"We must be rivals in commerce and it is not to be regretted; it is matter for rejoicing that we are rivals, because healthy, honest, unbiassed rivalry between the nations of the earth tends to upbuild and civilize the world. There is no country in the world which hails with greater delight every single step in the advance of its fellows than this American nation."

Admiral Seymour had a word on international peace. He said:

"I have a strong feeling that to strengthen our ships does not mean that we are going to fight with each other, but that we wish to preserve the peace and in doing so the commerce and the prosperity of the world."

Others who spoke were Admiral Schroeder, Mr. van Rees, Grossadmiral von Koester and Capt. Filippo.

GEORGE F. BAKER BACK.

Says Financial Outlook Is Brighter for America Than for Europe.

George F. Baker, chairman of the board of directors of the First National Bank, who arrived yesterday by the White Star liner Adriatic and who has been abroad three months, said the financial and industrial outlook for America was more promising than that of Europe. His sentiment was indorsed by his fellow voyagers, John I. Waterbury, president of the Manhattan Trust Company, and Augustus D. Juilliard. Other passengers by the Adriatic were Col. J. Wray Cleveland, Mrs. Paul Morton, Col. and Mrs. A. R. Paine, Mr. and Mrs. Samuel Sloan, Judge J. Clinton Gray, Mrs. Beverley Robinson, J. F. Kernochan, Mr. and Mrs. F. J. Manning, Mr. and Mrs Graham F. Blandy, F. W. Kellogg and Col. Hazard.

INDICTED FOR REBATING.

Lake Shore and Michigan Southern Charged With Receiving Bonus.

CINCINNATI, Oct. 7.—The Lake Shore and Michigan Southern Railroad was indicted by the Federal Grand Jury to-day on two counts on the charge that it received rebates from the Cincinnati Northern Railroad.

J. B. Little of Ozone, Tenn., shipped two cars of crossties to the Lake Shore and Michigan Southern in January 1909. The ties were destined for Bryan, Ohio, and went over the Cincinnati Northern lines.

According to the charge of District Attorney Sherman T. McPherson the Lake Shore and Michigan Southern by rebilling the cars at Cincinnati for Chicago obtained a concession of 4.6 cents on each 100 pounds, in violation of the Inter-State Commerce act.

WANTS FREE LIGHTERAGE.

Federal Sugar Refining Company Files Complaint Against Trunk Lines.

WASHINGTON, Oct. 7.—The Federal Sugar Refining Company of New York to-day filed with the Interstate Commerce Commission a complaint against all trunk lines with terminals on the New Jersey shore of the Hudson River, alleging that the carriers decline to grant them free lighterage, although it grants free lighterage to all other sugar refineries within what are known as the lighterage limits.

The complaint says that the Federal Sugar Rening Company is subjected to an unreasonable prejudice and disadvantage in favor of the other refineries. It asks reparation of $2,243 from the carriers and also asks the commission to make an order directing the carriers to grant to it free lighterage within lighterage limits in the future.

TOLEDO & OHIO CENTRAL.

Brief Announcement Made That It Has Resumed Dividend Paying.

In the report of the Toledo and Ohio Central for the year ended June 30 there occur the entries "dividend on the preferred stock, 5 per cent., $185,070," and "dividend on common stock, 1 per cent., $58,463."

The last recorded dividend paid by the road was in July, 1896, and this brief announcement was the first intimation that payment had been resumed. No other reference to the payment is made. The profit and loss account also carried similar items charged against it because the distribution for February, 1909, was declared out of the 1908 earnings after the accounts for that year had been closed.

The report showed that the road's gross for the fiscal year 1909 amounted to $4,089,607, a decrease of $102,392, and its net applicable for dividends was $739,200, a decrease of $122,784.

Yucatan Railroad Seeks $7,000,000.

MEXICO CITY, Oct. 7.—The United Railways Company of Yucatan is negotiating with New York bankers for a loan of $7,000,000. Part of the loan, if secured, will be used to build branch lines to Sotula and Tizimim.

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FOREIGN AND DOMESTIC BANKERS

Members
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PAN-AMERICAN R. R. FUTURE.

Likely to Be Absorbed Into Mexican Government System—On to Guatemala.

MEXICO CITY, Oct. 1.—The Pan-American Railroad, which runs from San Geronimo to the Guatemala-Mexico border may pass into the hands of the Mexican Government. It is reported that when David R. Thompson, United States Ambassador to Mexico, purchased the property recently for $9,000,000, it was with the private understanding that it would be taken off his hands by the Government in due time.

The fact that the Government is at this time under a heavy financial load due to its purchase of a controlling interest in the Mexican Central and adding it to the merger system precluded it from directly acquiring the Pan-American. It was commonly known that the St. Louis-California interests which built the Pan-American were offering it for sale and the Government feared that it would pass into the hands of strong foreign interests which might want to hold it.

The Government has recognized the strategic importance of the new line from the time its building was first proposed. Ever since the policy of Government control of the principal lines of railway in Mexico was adopted, it has been a part of the plan to include the Pan-American. It connects with the Tehauntepec National Railroad, a Government property, at San Geronimo, and when it makes connection with the Guatemala Central Railroad it will become a very valuable feeder for the Government system.

Mr. Thompson says he will expend a large sum of money in bringing the physical condition of the Pan-American up to the highest standard of efficiency. All the bridges are to be of steel, the material for the construction of twelve large bridges having already been ordered. He has also placed an order for 70,000 new cross ties, which will be immediately shipped from California.

Application has just been made to the Guatemalan Government for a concession to build an international bridge for the road across the Suchiate River. The bridge will be 2,000 feet long. Only twenty-five miles of track are to be laid to form a connection between the Pan-American and the Guatemala Central. Construction on this gap is now in progress.

THE GROWING STEEL TRADE.

Business in Such a Booming Condition That Prices Keep Increasing.

Further increases in the price of various iron and steel products, bringing them near to the 1908 level, have resulted from the increasing activity in the industry. It was announced yesterday that structural steel has been advanced again by several of the independent steel companies $2 a ton, making the present price $1.69 a hundred pounds, which with a premium of $4 a ton, paid in one instance at least for prompt delivery, brings the total price rather above the quotation of $1.70 a hundred which prevailed before the declaration of the open market.

A total of orders amounting to 100,000 tons is now said to be pending. The prevailing quotation for pig iron for delivery in the early part of next year also is now firmly established at $18.50 valley.

Further activity in the rail market, hitherto the most backward line of first hand steel manufacture, has resulted in light rails in some instances being put to $28 a ton, equal to the quotation for standard steel rails. Among the inquiries noted for rails of the heavier type are those of the Ontario and Western, which wants 4,500 tons, and of the Interborough, which wants 3,500 tons.

The aggregate sales of steel rails during the last week amount, it is estimated, to 125,000 tons and it is said that the domestic rail mills are now in receipt of sufficient bookings to insure their operation through the remainder of this year and part of next.

BANK GUARANTY LAW BAD.

Wisconsin Bankers Find Little to Admire in Oklahoma Practice.

MILWAUKEE, Oct. 7.—The Wisconsin committee on banking which visited Oklahoma to study the State guaranty of deposits has not been favorably impressed, according to some of the members. The fact that Oklahoma is having a chance to try out its new law and that the banks all over the State are rebelling against revivifying the defunct bank of Oklahoma City and giving it again into the hands of the bankers, who, it is charged, violated the law in their conduct of the institution before its failure, has had its effect on the Wisconsin committee.

"The committee," said Mr. Ilsley, one of its members, "maintained an impartial attitude and obtained all the testimony it could on both sides of the question. My opinion that a deposit guaranty law is wrong in principle and would work out badly in practice was more than justified by the situation in Oklahoma City."

HURT BY HEAVY DEATH RATE.

Brooklyn Provident Union's Liabilities $87,000 More Than Its Assets.

Supt. Hotchkiss of the State Insurance Department has not taken any action against the National Provident Union of Brooklyn, a fraternal insurance organization, although his investigation has disclosed that its liabilities exceed the assets by more than $87,000.

Mr. Hotchkiss is satisfied that there has been no negligence, misappropriation of funds or culpability of any sort on the part of the Union's officials and that the shrinkage in the assets is due mainly to a heavy death rate during the last two years and in low monthly rate of insurance. A new schedule of rates has been adopted and the managers are confident that there will be a steady improvement in the Union's financial condition.

The society was organized in 1883 and has 2,500 members.

PRODUCE EXCHANGE SEATS.

Report Again That Curb Brokers Are Going Into the Building.

A Produce Exchange seat was sold last Wednesday for $650, as against the recent prevailing price of $500. In the last two weeks, it was learned yesterday, fifteen seats have been bought by curb brokers.

This has recalled the story revived last week, when renewed activity in the purchase of Produce Exchange memberships was observed, that the curb market would quarter itself in the not distant future under the Produce Exchange roof, in accordance with the Hughes commission's recommendation that it be taken off the street.

So far as can be learned, however, the project is still as nebulous as ever.

CONGRESS OF PRINTERS.

How to Save the Trade From Ruinous Competition Is Its Problem.

The officers of the New York Typothetæ announced yesterday that through the agitation started several months ago by this organization to formulate a cost system which would eliminate cutthroat competition the first national cost congress ever held by employing printers has been called. It will be held in Chicago on October 18, 19 and 20. The New York Typothetæ will send as delegates practical men of long business training.

The congress is to be held under the auspices of the United Typothetæ of America, the printers' boards of trade, the Benjamin Franklin clubs and the master printers associations, all organizations of employing printers.

Charles W. Smith, secretary of the New York Typothetæ, said last evening:

"This congress is unique in the history of the trade. For many years through the lack of some uniform system in calculating cost the employing printers have been up against a hard problem. The cost of machinery, wages and everything else has been increasing while the prices the master printers have been receiving have remained nearly at a standstill owing to wasteful competition regardless of the cost.

"While some of the establishments have been doing a large business they have not been making a fair income on the investment, and with large orders on hand many firms have had to go out of business because they could not make it pay. The congress is to devise ways and means to protect the trade from ruinous competition in the face of constantly increasing expenses."

THE COTTON MARKET.

Craig Brokers Reported Bought 40,000 to 50,000 Bales of January and March—Fear of Tropical Storm and Cold Wave Over Sunday—Large Exports—Patten Buying Again?

WEATHER FORECAST FOR COTTON STATES.

For North Carolina and South Carolina, fair to-day and probably to-morrow; moderate easterly winds.

For Georgia, fair to-day; partly cloudy to-morrow; moderate easterly winds.

For Alabama, fair to-day, probably becoming unsettled to-morrow; moderate east to southeast winds.

For Mississippi and Louisiana, fair to-day; showers to-morrow; moderate southeasterly winds.

For eastern Texas, increasing cloudiness, with cooler in northwest portion to-day; partly cloudy and cooler to-morrow; brisk southerly winds on the coast.

For western Texas, rain and cooler to-day; partly cloudy to-morrow.

For Arkansas, increasing cloudiness, with showers to-day; colder by night; partly cloudy and colder with showers in eastern portion to-morrow.

For Tennessee and Kentucky, increasing cloudiness to-day; showers to-morrow, with colder in western portions.

Fear of a tropical storm and cold weather over Sunday, with the spectre of frost, had much to do with an advance of 80 cents to $1 a bale. Besides the world is taking cotton freely regardless of the price. Some of the bulls figure that the farmer has in reality, allowing for the uncounted as well as the counted towns and ports, sold about 3,000,000 bales already at something like $190,000,000, as against $125,000,000 last season for the same quantity. He is just so much the better off, and so much the better able to hold cotton if he sees fit. He is getting $65 a bale for cotton and $30 a ton for cotton seed. Southern banks will readily lend him $50 a bale. The South is more prosperous than it was a year ago. Bank deposits are reported to be increasing there. A Dallas, Tex., despatch laid stress on this. Savannah telegrams said that interior holders were indifferent, they had sold enough cotton ahead to take care of the movement. The exports are big; receipts decreased. European shippers in this country are buying heavily and taking the most desirable grades. The Atlantic markets especially are the scene of active buying for European account. Out of 900,000 bales exported some 400,000 have gone from Atlantic markets, supplying some of the best cotton to be had. The total exports from the ports thus far are 120,000 bales larger than for a like period last year, even with prices $15 to $20 a bale higher than then. Spot markets advanced yesterday. Spot holders at the South refused to sell on Tuesday's decline. It is said that the December option here is tied up and will not ring out, and that leading people are long of December if they are short of January. Large spot interests were active buyers. Moreover, some very prominent people hitherto identified with the short side bought on a very large scale, a fact which attracted wide attention. James A. Patten was also said to be buying again.

Buyers reported were Messrs. Craig, Mitchell, Patten, McFadden, Schley, Schill, Shearson, Hubbard. Mitchell was credited with buying 40,000 to 50,000 bales, including 10,000 bales of January in one block in Delmonico's at 13.16c. Craig interests are supposed to have been the largest buyers of the day, inferentially to cover shorts. Waldorf-Astoria interests were buying. Walter Price, a brother of Theodore Price, was reported to have sold 25,000 to 30,000 March at from 13.20c. to 13.25c. Other sellers reported were Messrs. Springs, Waters, Wilson, Hutton and Gwathmey. Dick Bros. & Co. said: "The report of a tropical disturbance in the Caribbean may have helped some, but to our mind the situation is so inherently strong that it does not need another hurricane to develop the bullishness of the outlook." Hayden, Stone & Co. said: "The strength of Southern spot markets and advices from the middle and Western States that the farmer is marketing less freely cause apprehension lest the big advance which has been generally expected ultimately may come ahead of schedule time. Materially reduced consumption looks to be a necessity finally, and should it be resorted to generally and promptly the advancing tendency may be checked, but with the world's trade going strong and the speculative public optimistic we see little probability of a permanent decline." Futures closed firm at an advance of 14 to 18 points. Estimated sales, 400,000 bales. Prices as follows:

	Opening.	Highest.	Lowest.	Closing.	Prev. Close.
January	13.17	13.31	13.08	13.29@13.30	13.13
March	13.20	13.39	13.15	13.37@13.38	13.19
May	13.24	13.44	13.16	13.39@13.40	13.23
July	13.19	13.31	13.16	13.33@13.36	13.18
December	13.20	13.33	13.11	13.31@13.32	13.17

New Orleans futures were as follows:

	Opening.	Highest.	Lowest.	Closing.	Prev. Close.
October		13.05	13.02	13.05	12.88
December	13.01	13.19	12.98	13.17	13.01
January	13.14	13.30	13.09	13.28	13.12

Spot cotton advanced 30 points. Middling 13.60c. Sales, 477 bales for spinning; delivered on contracts, 1900. Southern spots unchanged to ⅜c. higher. New Orleans, 13 1-16c.; Savannah, 13c.; Augusta, 12⅞c. Sales: Savannah, 5231 bales; Augusta, 1412; New Orleans, 1825.

The movement was as follows:

	Yesterday.	Last week.	1908.
Port receipts	62,147	66,029	54,686
Since September 1	1,480,590	....	1,302,312
Exports	44,684	....	
Since September 1	945,106	....	824,472

In Liverpool spot cotton advanced 5 points. Middling 7.15d. Sales, 8,000 bales; imports, 3,000. Futures opened 8 to 9 points higher, but lost part, closing 5½ to 8 up. Prices as follows:

	Yesterday.	Prev. day.	1908.
October-November	6.89	6.85	4.98½
January-February	6.88	6.80½	4.90½
March-April	6.88	6.80	4.51½
May-June	6.85	6.80	4.52½

Liverpool is due to come 5 to 7½ points higher to-day.

$1,600,000

Chicago, Rock Island & Pacific Railway Company

Equipment 4½% Notes, Series C

Dated October 1, 1909 Due serially, 1910-19

The above Equipment Notes are the direct obligation of the Chicago, Rock Island & Pacific Railway, being part of a total issue of $5,300,000 secured on standard equipment costing approximately $5,894,074. Of the total cost the Railway Company will pay about $594,074 in cash, making an equity of more than 11% over and above the amount of Equipment Notes issued.

Together with its predecessor Company, the Chicago, Rock Island & Pacific Railway has paid uninterrupted annual dividends averaging six per cent. for over 46 years—since 1862. During the last fiscal year the Company earned a surplus of $5,928,212 over all fixed charges, equivalent to nearly 8 per cent. on its $75,000,000 capital stock.

Price to net 4⅝%

Circular upon request.

N. W. Harris & Company

Bankers
Pine Street, Corner William
New York

N. W. Harris & Company, Boston — Harris Trust and Savings Bank, Bond Department, Chicago

DALLAS ELECTRIC CORPORATION

To the Holders of First Mortgage Collateral Trust 5% 20-Year Gold Bonds of Dallas Electric Corporation.

Under the Sinking Fund provisions of a mortgage or deed of trust, dated January 1, 1902, between the above company and the City Trust Company of Boston, the undersigned, Trustee, hereby gives notice that until October 26th, next, at 12 o'clock noon, it will receive sealed proposals for sale of the above mentioned bonds to absorb the sum of forty-five thousand one hundred and sixty-four dollars and thirty-seven cents ($45,164.37), or any part thereof. The right is reserved to reject any and all proposals.

CITY TRUST COMPANY, Trustee
By S. PARKMAN SHAW, Jr., Secretary.
50 State Street, Boston, Mass.
Boston, Mass., October 1, 1909.

To the Holders of Collateral Trust 6% Gold Bonds Due January 15th, 1926, of the UNITED BOX BOARD AND PAPER CO.

THE TRUST COMPANY OF AMERICA, Trustee, hereby gives notice that it will receive sealed proposals to sell the above described bonds, total tenders not to absorb more than the sum of Fifty-thousand Dollars ($50,000.00). Sealed proposals will be opened at the office of The Trust Company of America, 37 Wall Street, New York City, at twelve o'clock noon, Monday, October 18th, 1909. The right is reserved to reject any and all tenders.

THE TRUST COMPANY OF AMERICA, Trustee.
By WILLIAM H. LEUPP, Vice-President.
New York, October 1st, 1909.

DISCOUNT HIGHER IN LONDON.

Bank of England Reserve Said to Be Depleted—Now 3 Per Cent.

Special Cable Despatch to THE SUN.

LONDON, Oct. 7—The Bank of England advanced its rate of discount to-day from 2½ to 3 per cent.

This is the first change since April 1 of this year.

The cause of the raise is reported to be the large inroads made upon the bank's reserve.

The recent rise in money and the decline of New York exchange were also factors in the change of rate.

Tariff Experts Organize.

WASHINGTON, Oct. 7.—The new body of three tariff experts authorized by the last tariff act organized to-day by electing Lester D. Spier of Boston as executive secretary. Mr. Spier has been private secretary to Assistant Secretary James Benton Reynolds, one of the new tariff experts. The board, of which Prof. H. C. Emory of Yale is chairman, will be officially known as the tariff board.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....5:29 | Sun sets.....5:29 | Moon rises..12:11

HIGH WATER THIS DAY.

Sandy Hook..3:24 | Gov. Island..3:55 | Hell Gate...5:49

Arrived—THURSDAY, October 7.

Ss Ancona, Naples, Sept. 25.
Ss Italian Prince, Trinidad, Sept. 27.
Ss Trinidad, Bermuda, Oct. 5.
Ss Colon, Cristobal, Oct. 2.
Ss Thora, Port Antonio, Oct. 1.
Ss Stavangeren, Port Antonio, Oct. 1.
Ss Verona, Port Antonio, Oct. 1.
Ss Hector, Tampa, Sept. 30.
Ss Comanche, Jacksonville, Oct. 4.
Ss El Norte, Galveston, Oct. 1.
Ss Hamilton, Norfolk, Oct. 6.
Ss Porto Rico, Baltimore, Oct. 5.
Ss Prinz Sigismund, Cartagena, Sept. 27.

ARRIVED OUT.

Ss Nieuw Amsterdam, at Rotterdam from New York.
Ss La Provence, at Havre from New York.
Ss Berlin, at Genoa from New York.
Ss Bluecher, at Cherbourg from New York.
Ss Cretic, at Naples from New York.

SAILED FROM FOREIGN PORTS.

Ss Majestic, for New York from Queenstown.
Ss Deutschland, for New York from Hamburg.
Ss Hellig Olav, for New York from Copenhagen.

OUTGOING STEAMSHIPS.

Sail To-day.

	Mails Close.	Vessels Sail.
Prins Willem IV., Hayti	11 00 A M	1 00 P M
Alliança, Cristobal	11 30 A M	3 00 P M
Seguranca, Nassau	12 00 M	3 00 P M
Justin, Para	7 30 A M	10 00 A M
Yumuri, Progreso	....	12 00 M
Mohawk, Jacksonville	....	1 00 P M
Hamilton, Norfolk	....	3 00 P M
Sail To-morrow.		
St. Paul, Southampton	6 30 A M	10 00 A M
Carmania, Liverpool	6 30 A M	10 00 A M
Baltic, Liverpool	11 30 A M	3 00 P M
Florizel, Newfoundland	7 30 A M	11 00 A M
Caracas, La Guayra	8 30 A M	12 00 M
Bermudian, Bermuda	9 00 A M	11 00 A M
Saratoga, Havana	10 00 A M	1 00 P M
Corrientes, Barbados	11 00 A M	1 00 P M
Prinz Joachim, Jamaica	11 00 A M	1 00 P M
Furnessia, Glasgow	....	3 00 P M
Prinzess Irene, Naples	....	11 00 A M
Lapland, Antwerp	....	11 00 A M
Minnehaha, London	....	2 00 P M
Comanche, Jacksonville	....	1 00 P M
Sabine, Galveston	....	12 00 M
City of Atlanta, Savannah	....	3 00 P M
Jefferson, Norfolk	....	3 00 P M
Sail Monday, October 11.		
Suriname, Demerara	11 00 A M	1 00 P M
Jefferson, Norfolk	....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Sabine	Galveston	Sept. 30
Saba	Trinidad	Sept. 29
La Savoie	Havre	Oct. 2
San Giorgio	Naples	Sept. 23
Esperanza	Vera Cruz	Oct. 1
Excelsior	New Orleans	Oct. 2
Denver	Galveston	Oct. 2
City of Atlanta	Savannah	Oct. 5
El Mar	Galveston	Oct. 2
Jefferson	Norfolk	Oct. 7
Californie	Corunna	Sept. 26
Due To-morrow.		
Campania	Liverpool	Oct. 2
New York	Southampton	Oct. 2
Kaiserin Aug. Victoria	Hamburg	Sept. 30
Duca di Genova	Naples	Sept. 29
Goyaz	Rio Janeiro	Sept. 14
Bayamo	Havana	Oct. 4
Princess Anne	Norfolk	Oct. 8
Italia	Almeria	Sept. 27
Due Sunday, October 10.		
Arabic	Liverpool	Oct. 2
Rotterdam	Rotterdam	Oct. 2
Caledonia	Glasgow	Oct. 2
La Gascogne	Havre	Oct. 2
Chicago City	Swansea	Sept. 25
Cienfuegos	Progreso	Oct. 3
Colorado	Key West	Oct. 6
El Paso	Galveston	Oct. 4
City of Macon	Savannah	Oct. 7
Jamestown	Norfolk	Oct. 9

By Marconi Wireless.

Ss Kaiserin Auguste Victoria, for New York, was 600 miles east of Sandy Hook at 8 A. M. yesterday.

Ss La Savoie, for New York, was 765 miles east of Sandy Hook at 5:30 A. M.

Ss Campania, for New York, was about 1,000 miles east of Sandy Hook at 8 A. M.

Chicago, Burlington & Quincy R. R. Co.

As provided in the Trust Mortgage of the Chicago, Burlington & Quincy Railroad Company, dated October 1, 1879, the sum of $232,009.59 has been set apart for the purchase and cancellation for Sinking Fund purposes of Bonds secured under the said mortgage, at the lowest price, not to exceed par and accrued interest for Four per cent. Bonds or 105 per cent. and accrued interest for Five per cent. Bonds.

Sealed proposals to sell said Bonds, endorsed "Proposals of C., B. & Q. Iowa Division Bonds," will be received by the undersigned at the office of the said Company, No. 704 Sears Building, Boston, Mass., until Thursday, October 21, 1909, at 12 o'clock M., when the bids will be opened and the accepted bids declared.

Interest on accepted Bonds will cease October 22, 1909.

EDWARD B. O'CONNOR, Cashier.
Boston, Oct. 1, 1909.

NATIONAL ELECTRIC LAMP COMPANY.

Pursuant to the terms of the sinking fund provisions of the First Collateral Trust Mortgage of the National Electric Lamp Company, dated November 1st, 1902, $41,829.35 has been deposited with this Company as trustee. Proposals for the sale of bonds to the amount of the deposit stated are invited and will be received by the undersigned up to twelve o'clock noon, November 1st, 1909, at its office, No. 55 Cedar Street, New York City.

UNITED STATES MORTGAGE & TRUST CO., Trustee.
By CALVERT BREWER, Vice-President.

CARTER COAL AND IRON COMPANY, First Mortgage 5% Sinking Fund Gold Bonds.

Notice is hereby given, pursuant to the terms of the Mortgage dated the first day of October, 1898, that the undersigned, as Trustee, will receive sealed proposals up to noon on the twenty-third day of October, 1909, for the sale to it of bonds, as above described, at a price not exceeding 105% and accrued interest, to an amount sufficient to use the sum of $16,835.39.

THE NEW YORK TRUST COMPANY, Successor to Continental Trust Company of the City of New York, Trustee.
By H. W. MORSE, Secretary.
New York, October 6th, 1909.

DIVIDENDS AND INTEREST.

OFFICE OF H. M. BYLLESBY AND COMPANY. Engineers—Managers. Chicago.

The Board of Directors of the Oklahoma Gas and Electric Company has declared a quarterly dividend of 1¾ per cent. upon the preferred stock of this Company, payable by check October 15th, to stockholders of record as of the close of business October 5th.

The preferred stock books will be closed on October 5th and will reopen on October 16th.

R. J. GRAF, Assistant Secretary.

OFFICE OF H. M. BYLLESBY AND COMPANY. Engineers—Managers. Chicago.

The Board of Directors of the San Diego Consolidated Gas and Electric Company has declared a quarterly dividend of one and three-quarters per cent. upon the preferred stock of this company, payable by check October 15th, to stockholders of record as of the close of business October 5th.

The preferred stock books will be closed on October 5th and will reopen on October 16th.

R. J. GRAF, Assistant Secretary.

OFFICE OF H. M. BYLLESBY AND COMPANY. Engineers—Managers. CHICAGO.

The board of directors of the Ottumwa Railway and Light Company has declared a quarterly dividend of one and three-quarters per cent. upon the preferred stock of this company, payable by check October 15th to stockholders of record as of the close of business October 5th.

The preferred stock books will be closed on October 5th and will reopen on October 16th.

R. J. GRAF, Secretary.

UNITED STATES RUBBER COMPANY.

42 Broadway, New York, October 7, 1909.

The Board of Directors of the United States Rubber Company has this day declared from its net profits a quarterly dividend of Two Per Cent. on the First Preferred Stock (including all outstanding old "Preferred" Stock), and a quarterly dividend of One and One-Half Per Cent. on the Second Preferred Stock of this Company, to Stockholders of record at 3 P. M. on Friday, October 15, 1909, payable, without closing of the Transfer Books, October 30, 1909.

JOHN J. WATSON, JR., Treasurer.

OFFICE OF READING COMPANY.

Philadelphia, October 6, 1909.

The Board of Directors has declared from the net earnings a dividend of 2 per cent. on the Second Preferred Stock of the Company, to be paid on November 10, 1909, to the stockholders of record at the close of business, October 25, 1909. Checks will be mailed to stockholders who have filed dividend orders with the Treasurer.

W. R. TAYLOR, Secretary.

THE ALLIANCE REALTY CO.

October 5, 1909.

The Board of Directors of this Company, at a special meeting held this day, declared a quarterly dividend of two per cent., payable October 15 to Stockholders of record on October 9, 1909.

JOHN CARLSEN, Treasurer.

ELECTIONS AND MEETINGS.

ST. LOUIS AND SAN FRANCISCO RAILROAD COMPANY.

St. Louis, Mo., October 8, 1909.

NOTICE is hereby given that the regular Annual Meeting of the stockholders of ST. LOUIS AND SAN FRANCISCO RAILROAD COMPANY will be held on Monday, November 8th, 1909, at nine o'clock in the forenoon, at the principal office of the company in the Frisco Building, corner of Ninth and Olive Streets, St. Louis, Missouri, for the purpose of electing directors, for the purpose of authorizing, approving, ratifying and confirming two agreements, each dated December 31, 1908, supplementing the Railroad Company's General Lien Mortgage dated August 27, 1907, and the form, execution and delivery of said two agreements, and for the transaction of such other business as may properly come before the meeting.

The transfer books for all classes of the Railroad Company's stock will be closed in New York at the close of business on Friday, October 8th, 1909, and will remain closed until the opening of business on Tuesday, November 9th, 1909.

A. J. DAVIDSON, President.
F. H. HAMILTON, Secretary.

STOCKHOLDERS' MEETING.

The Annual Meeting of the Stockholders of the Northern Union Gas Company for the Election of Directors and Inspectors of Election for the ensuing year, and the transaction of such other business as may properly come before the meeting, will be held at the office of the Company, No. 1515 Webster Avenue, in the City of New York, on Wednesday, the 13th day of October, 1909, at 12 o'clock noon.

FRED'K R. DE VOE, Secretary.

BUSINESS OPPORTUNITIES.

8% Preferred Accumulative Stock in a Lumber Corporation for sale in amounts of $25.00 or more. Send for circular. Vanderveer Co., Heartwellville, Vt.

FACTORIES bought, sold, located. Idle plants specialty. SIMMONS, factory broker, 12 East 42d St.