BIG BOOM IN INDUSTRIALS

Movement, However, Has Doubtful Effect on Sentiment Toward Market as a Whole.

RAILROAD STOCKS INACTIVE

Virginia-Carolina Chemical in List of Industries Which Advanced Point or More.

(By Associated Press.)

NEW YORK, Oct. 13.—There was a rather remarkable demonstration of speculative interest in industrial stocks today, which was of doubtful effect on sentiment towards the market as a whole. The railroad stocks were allowed to lie practically fallow. The market had an appearance of breadth and animation during the greater part of the day, but the falling off in the aggregate transactions shows that an active market for the industrials does not yield as large market results as the usual operations in the more important railroad stocks. As indicating the breadth and variety of the day's market a list of the industrials which moved upwards a point or more is given the titles, indicating sufficiently the many branches of industry which were represented. The iron and steel stocks and railroad equipment stocks generally; the National Lead and American Smelting stocks, Sugar, corn products, Cotton Oil, Malting, Grass Twine, Knickerbocker Ice, International Paper, woolen, Virginia-Carolina Chemical, the rubber goods and United States Rubber stocks, International Power, Butterick Publishing, National Enameling and others which were traded in after long inactivity, but which did not move widely. The local traction stocks, which were notably strong, are classed usually as specialties also. The precreased opening tendency of the railroad stocks seemed to be due as much to the unsettlement of sentiment by the prominence given to low grade stocks as to any news unfavorable to railroad values. The annual reports of the Great Northern and Wisconsin Central roads showed rather formidable expansion of operating expenses in connection with shrinkage of earnings, but singularly enough these stocks were almost alone in the railroad list in showing any considerable advances. The market closed irregular.

Bonds were strong. The Central of Georgia incomes made sensational advances. Total sales, par value, $6,780,000. United States bonds were unchanged on call.

The total sales of stocks for the day amounted 831,800 shares.

MONEY AND EXCHANGE: CLOSE: Money on call stead yat 1 3-4@2 per cent.; closing bid, 1 1-2 per cent.; offered at 1 3-4 per cent; time loans s lightly easier; sixty days, 3 1-2 per cent.; ninety days, 3 3-4 per cent.; six months, 3 3-4@4 per cent.; prime mercantile paper, 4 1-4@5 per cent. Sterling exchange steady with actual business in bankers' bills at $4.85.50@4.15.55 for demand and at $4.83.30@4.83.35 for sixty day bills; posted rates, $4.84@4.84 1-2 and $4.86 1-2; commercial bills, $4.83@4.83 1-8. Bar silver, 57 1-2; Mexican dollars, 45 3-4.

Wall Street Gossip.

(Special to The Times-Dispatch.)

NEW YORK, October 13.—To-day's stock market resembled that of yesterday. Some further liquidation was in evidence after the opening, but prices soon hardened and the tone became firm. Considerable attention was directed to low priced car and iron stocks which were favorably influenced by the reports of large orders for railway equipment. At the opening of the market it was irregular with some disposition to resume the reactionary movement of the previous day. Traders were generally more disposed to sell stocks short, while in the aggregate there is probably a fairly large bull account open. Commission house orders were light.

Brooklyn Rapid Transit opered higher, but was immediately sold by people who have been most conspicuous in the recent buying. There was a lack of Philadelphia orders, which have accorded a good deal of help to the stock in the recent past.

Atchison hardly showed the confidence that might have been expected on its early rally. A house that is often credited with Standard Oil business seemed to have a good deal of stock to dispose of openly and through other brokers. This was not pressed for sale at all, but there was plenty of it whenever the market would take it.

There was an early movement in railroad equipment issues which looked like retaining the previous day's advance. Some stories of orders for cars and locomotives appear to have been exaggerated, but there is some basis of truth for them, while the prospect for the new year is considered good by the railroad people.

Some of the active bull trading houses are getting considerably more conservative. Dick Bros. say: "The uncertainty shown is in line with our recently expressed opinion that the market is in for a few days of irregularity. It does not seem to show enough inherent strength to withstand any extensive realizing."

The further rise in the Georgia Central income bonds was accounted for as being logically due to the strengthening of their position by reason of the constantly improved industrial conditions in the South.

Amalgamated Copper sold off rather easily and seems to have been supplied in the past few days or two by some of the Standard Oil following. Trade conditions are admitted to be good, but people who ought to know say that there will be no change in the dividend. London was a seller of Anaconda on the other side.

The steel issues were in much favor and scored advances, the United States Steel preferred making a new high record for this movement.

A further gain was made to-day and higher prices are freely predicted. As for the standard railway shares they were more or less neglected throughout the session, but the tone was steady and the fluctuations unimportant.

At the close the market was steady and less active than it had been during a good part of the day. Advances for the most part were lost, except in such stocks as Brooklyn Rapid Transit, but there was no stock pressing, and traders who, evened up their books reported that they found sales well taken.

RICHMOND STOCK MARKET.

Richmond, Va., Oct. 13, 1904.

SALES

Virginia-Carolina Chemical Co. common—45 shares at 35¾.

STATE SECURITIES.	Bid	Asked
North Carolina 4s, C. 1910	102	...
North Carolina 6s, C. 1919	122	...
Va. 3s, New, C. and R., 1932	95¾	96
Va. Centuries, 2-3, C. and R., 1991	96¾	97¼
CITY SECURITIES		
Richmond City, 1938	107½	...
RAILROAD BONDS.		
Atlanta and Char. 1st 7s, R., 1907	107	...
A. C. L. R. R. Con. Tr. 4 p. c.	93½	...

THOMAS BRANCH & CO

(ESTABLISHED 1838.)

MEMBERS

New York Stock Exchange,

New York Cotton Exchange

PRIVATE WIRES TO PRINCIPAL MARKETS.

Investment Securities

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing. Bid.	Asked.
600 A. C. L., com	135	136	135	135¼	136
26700 Amalgamated Copper	62⅞	63⅝	62⅝	62⅞	62¾
6300 Amer. Car and Foundry	25½	27	25½	26	26½
1500 Amer. Cotton Oil	30½	31¼	30⅝	31¼	32
100 Amer. Snuff, pfd	96½	96½	96½	96	...
200 Amer. Can	7⅛	7½	7⅛	7⅛	7⅜
600 Amer. Can, pfd	50¼	50½	49¼	49	49¼
16100 Amer. Locomotive, com	28¼	29¼	28¼	28⅞	29
900 Amer. Locomotive, pfd	97¼	97¼	96½	97	97½
33100 Amer. Sugar	132⅝	134¼	132¼	134¼	134¼
31800 A., T. and S. Fe, com	84	84⅝	83⅞	83⅞	84
900 A., T. and S. Fe, pfd	100½	100⅝	100¼	100	100½
9100 Baltimore and Ohio	91⅝	92	91½	91¾	92⅞
35500 Brooklyn Rapid Transit	61⅝	65	61¼	64½	61⅝
Canada Southern	...	...	...	67	68
1900 Canadian Pacific	131½	132	131½	131¾	132
1600 Chesapeake and Ohio	43⅝	44	43⅝	43⅝	43¾
1700 Chi. Great Western	17½	17¼	17	17⅛	17¼
13500 Chi., Mil. and S. P.	167⅛	167⅝	166¾	167	167⅛
2300 Colo. Fuel and Iron	36½	37⅛	36	37	37½
1800 Colo. Southern, com	20	20⅝	20	19¾	20
200 Colo. Southern, 1st pfd	51½	51½	51½	51	51½
200 Colo. Southern, 2d pfd	27	27⅛	27	26¾	27
200 Clev., Cin., Chi. and S. L.	85	85	85	85	85⅝
400 Cont. Tobacco, pfd	124¼	124¼	124¼	123½	124½
1700 Consolidated Gas	211½	212¾	211½	211¾	212¼
600 Delaware and Hudson	173¾	173⅞	173½	173	173½
100 Del., Lack. and West	290	290	290	290	295
15100 Erie, com	32½	32½	32¼	32¼	32⅜
4100 Erie, 1st pfd	68	68⅛	67¾	67⅞	68
900 Erie, 2d pfd	46½	46½	46½	46¾	...
400 General Electric	171¾	172½	171¾	171¾	173
1500 Illinois Central	144½	144⅞	144½	144¼	144¾
1400 Louisville and Nashville	128¾	129	128½	128½	128⅝
1800 Manhattan	156¼	156⅞	156¼	156½	156⅝
25200 Metro. Street Railway	121¼	122⅞	121	121⅞	122
2400 Mexican Central	14¼	14¼	14	14	14⅛
9100 Mo., Kan. and Tex., com	28½	28⅝	28	28⅛	28¼
6100 Mo., Kan. and Tex., pfd	57¼	58¼	56	57	57½

SALES:	Open.	High.	Low.	Closing. Bid.	Asked.
9100 Missouri Pacific	100⅝	100¾	100⅛	100⅛	100¼
8500 New York Central	131¾	132	131¾	131⅞	131⅞
3500 Norfolk and Western	71⅝	71⅞	71	71	71½
2600 N. Y., Ont. and Western	35⅝	35½	35⅛	35¾	35½
7900 Pacific Mail	35	37½	35	37⅛	37¾
45000 Pennsylvania R. R.	133½	134	133⅝	133½	133¾
14200 People's Gas (Chicago)	103¼	103⅛	103⅝	101⅝	105
10600 Pressed Steel Car	39½	40	39	39¼	39½
1800 Pressed Steel Car, pfd	83¼	83½	82½	82½	83
800 Republic I. and S., com	11⅝	11¾	11⅝	11½	11¾
1700 Republic I. and S., pfd	51	52	50⅝	51⅝	51¾
47800 Reading, com	71¾	72	71	71⅝	71¾
600 Reading, 1st pfd	86¾	86¾	86½	86½	87
100 Reading, 2d pfd	79	79	79	78½	80
5700 Rock Island, com	28⅛	28⅛	28¼	28¼	28⅞
1200 Rock Island, pfd	72½	73	72	72½	72
1200 Sloss	42¾	43¾	42½	43	42¼
100 Sloss, pfd	89¾	89¾	89¾	88	90
1200 S. L. and S. F., 2d pfd	62¾	62¾	62	62⅛	62½
2800 S. L. and Southwest., pfd	49⅝	49⅝	49½	49	49¾
15900 Southern Pacific	49⅛	49⅛	48⅝	48¾	48⅞
10600 Southern Railway, com	33½	33¾	32¾	32⅞	33
700 Southern Railway, pfd	93½	93¾	93½	93½	94
Seaboard Air Line, com	...	...	...	15⅞	16⅛
200 Seaboard Air Line, pfd	33½	33½	33¾	33⅝	33¾
7800 Tenn. Coal and Iron	52¾	52¾	50¾	51¾	52
2400 Texas Pacific	33⅝	33⅝	33⅛	33⅛	33½
41500 Union Pacific	105	105½	104½	104⅝	104¾
10100 United States Leather	10¾	11¼	10¾	11	11½
41500 United States Steel	18⅞	19¼	18½	19	19⅛
59400 United States Steel, pfd	76⅝	78	76½	77½	77¾
2700 Va.-Car. Chemical, com	34	36	34	35¼	35¾
3900 Va.-Car. Chemical, pfd	107¼	108¼	107⅛	107¼	107¾
1800 Wabash, com	20½	20⅝	20	20⅝	20½
500 Wabash, pfd	41⅞	42	41⅞	41⅞	42⅛
300 Western Union	92	92	91¾	91½	92
3200 Wisconsin Central	20¼	21¼	20	21¼	21⅝
7800 Wisconsin Central, pfd	41½	46	41¼	45⅛	45⅞

Total sales 800,000.

CLOSING BOND QUOTATIONS.

U. S. refunding 2s, registered	104⅝	Chicago, M. and St. Paul gen. 4s	109½
U. S. refunding 2s, coupon	104⅝	Chicago and Northwestern con. 7s	128⅞
U. S. 3s, registered	109½	Chicago, R. I. and Pacific 4s	76¾
U. S. 3s, coupon	109¼	Chicago, R. I. and Pacific col. 5s	83½
U. S. New 4s, registered	131⅝	C., C., C. and St. Louis gen 4s	101½
U. S. New 4s, coupon	131⅝	Chicago Terminal 4s	86
U. S. Old 4s registered	106½	Consolidated Tobacco 4s	73½
U. S. Old 4s, coupon	106½	Colorado and Southern 4s	87
Atchison general 4s	102¼	Denver and Rio Grande 4s	100½
Atchison adjustment 4s	97¼	Erie prior lien 4s	99¾
Atlantic Coast Line 4s	18⅞	Erie General 4s	85
Baltimore and Ohio 4s	102⅞	Fort Worth and Denver City 1sts	110½
Baltimore and Ohio 3½s	93⅞	Hocking Valley 4½s	103
Central of Georgia 5s	113¼	Louisville and Nash. Unified 4s	101½
Central of Georgia 1st Inc	88	Manhattan consol gold 4s	105½
Chesapeake and Ohio 4½s	105½	Mexican Central 4s	70
Chicago and Alton 3½s	81⅞	Mexican Central 1st. Inc	17½
Chicago, B. and Quincy new 4s	96	Minn. and St. Louis 4s	95
		Missouri, Kansas and Texas 4s	101⅝
		Missouri, Kansas and Texas 2ds	84
		National R. R. of Mexico con. 4s	78¾
		New York Central gen. 3½s	100¼
		New Jersey Central gen. 5s	134¼
		Northern Pacific 4s	104¼
		Northern Pacific 3s	78
		Norfolk and Western con. 4s	100½
		Oregon Short Line 4s and Partic	90
		Pennsylvania conv. 3½s	101
		Reading General 4s	101⅛
		St. Louis and Iron Mountain con. 5s	115½
		St. Louis and San Francisco fg. 4s	86¼
		St. Louis Southwestern 1sts	95⅝
		Seaboard Air Line 4s	81
		Southern Pacific 4s	94½
		Southern Railway 5s	118¾
		Texas and Pacific 1sts	121
		Toledo, St. L. and Western 4s	80¾
		Union Pacific 4s	105
		Union Pacific conv. 4s	108¼
		U. S. Steel 2d 5s	98¼
		Wabash 1sts	118¼
		Wabash Deb. 6s	69½
		Wheeling and Lake Erie 4s	91
		Wisconsin Central 4s	91½
		Colorado Fuel conv. 5s	79
		M. and O., collateral trust 4s	95
		Central of Georgia 2d Inc	62⅝

A. C. L. Certificates of Ind. 4 p. c.	99	91	fancy, $1.50@1.75; white heath choice, $1.25. Peanuts—Farmers, per pound, 3¼@5c. Hams—small, 16@16c.; hams, large, 13@14c.; sides, smoked, 10@11c.; shoulders, smoked, 9@10c. Veals—Best, 6@6½c. per pound; runners, 4@5c.; lambs, 7½@8c.; hogs, 5¾@6¼c.	3½@4c.; fat lambs, 5@6c.; others, 3@4c.; bucks, 2@2½c.; fresh cows, $20.00@40.00; veal calves, 5@6c.	
Georgia Pacific 1st 6s, C., 1916	122	...	FLOUR—Patent, winter wheat, $6@6.25; straights, winter wheat, $5.70@6.00; clears, winter wheat, $5@5.25; extra, winter wheat, $4.00@4.75; slow grades, winter wheat, $4@4.25; patent, spring wheat, $6.50@6.75. Cornmeal, city, sacked, 70@72½c.; country bolted, sacked, 65@65c. Millfeed—Shipstuff, per ton, sacked, $22@22.50; bran, $19.50@20.00.	Prospects fair at quotations on all stock. Hereafter our market days will be Saturdays and Mondays. Principally feeders and stockers will be sold on Saturdays.	
Ga. So. and Fla. 1st 5s, 1945	114	...			
Georgia and Ala. Con. 5s, 1945	100	...			
N. and W. Ry. 4s, 1956	101	...			
N. and W. Ry. Pocahontas 4s	91	...			
Rich. and Meck. 1st 4s, 1948	88	...			
South-Bound 1st 6s, 1941	110	...			
Florida Southern, 1945	95	96½			
Western N. C. 1st 6s, C. 1914	116	...			
S. A. L. Con. 1st 4s, 1950	80	81			
ROAD STOCKS	Par.				
Atlanta and Charlotte	100	160			
Atlantic Coast Line "A"	100	135			
Atlantic Coast Line pfd	100	117			
Atlantic Coast Line com	100	135	137		
Chesapeake and Ohio	100	42½			
Norfolk and Western com	100	71			
N., F. and P. Div. Obtg	100	99			
Seaboard Air Line pfd	100	32	33		
Seaboard Air Line com	100	15½	16½		
Southern Railway pfd	100	93			
Southern Railway com	100	33			
BANK AND TRUST COMPANIES.					
Broad Street Bank	25	20			
First National	100	210			
Petersburg Savs. and Ins.	20	70			
Union Bank of Richmond	50	168			
Virginia Trust Co.	100	100			
MISCELLANEOUS.					
American Locomotive pfd	100	96			
Consolidated Tob. 4 p. c. bonds	100	72			
Va.-Car. Chem. pfd., 8 p. c.	100	106½			
Va.-Carolina Chemical com	100	33½	35		
Va.-Car. C. Co. Col. Tr. 5 p. c.		98¾			

BALTIMORE STOCK MARKET.

BALTIMORE, MD., Oct. 13.—Seaboard Air Line common, 16@16¼; do. preferred, 33½@33¾. Atlantic Coast Line common, 135¼@135⅝.

COTTON MARKETS.

NEW YORK, Oct. 13.—Indications of an easier spot situation in the South or light about a sharp decline in the market for cotton futures to-day. The opening was steady at a decline of 2@3 points in response to lower Liverpool cables than expected and continued good weather in the South, but there was a pretty good demand at first, and for the better part of the morning prices fluctuated around the initial level. Private advices received from the South were a little less reassuring, however, as to the attitude of the interior holders, and in spite of predictions as to colder weather in the northwest part of the belt, the market gradually sagged off with leading room bears exerting a more or less constant pressure in an evident effort to uncover stop orders. Later New Orleans joined in the selling movement, and in the middle of the afternoon the market became quiet weak following the official advices from the Southern spot markets, reporting a light business with prices generally from 1-16 to 3-16c. lower. The close was easy at the lowest prices of the session, or a net decline of 15@18 points.

Sales were estimated at 300,000 bales. Some stop-loss orders were uncovered on the decline and trading was active.

Exports for the day were dull and the total so far for the season is now 1,814,330 bales against 725,771 last year.

Receipts at the ports to-day were 43,238 bales against 47,339 bales last week and 48,613 last year; for the week 400,000 bales against 397,86[illegible] last week and 299,519 last year. To-day's receipts at New Orleans were 10,422 bales against 9,022 last year, and at Houston 10,303 bales against 3,993 last year.

Cotton futures opened steady and closed steady:

	Open.	High.	Low.	Close.
October	10.02	10.02	9.88	9.88
November	10.04	10.04	9.93	9.92
December	10.13	10.18	10.00	10.00
January	10.17	10.19	10.04	10.01
February	...	...	...	10.08
March	10.27	10.28	10.12	10.12
April	...	...	...	10.14
May	10.31	10.31	10.16	10.16
July	10.34	10.34	10.25	10.21

Spot cotton closed quiet, 15 points decline; middling uplands, 10.40; middling gulf, 10.65; sales, 2,400 bales.

Cotton, quiet; middling, 10.40; gross receipts, 10,024 bales; sales, 2,400 bales; stock, 97,654 bales; export to the Continent, 200 bales.

Total to-day at all seaports—Net receipts 43,238 bales; export to Great Britain 12,661 bales; to France 2,400 bales; to the Continent 15,507 bales; stock 570,706 bales.

Consolidated at all seaports—Net receipts 316,230 bales; export to Great Britain 102,284 bales; to France 21,400 bales; to the Continent 72,899 bales; to Japan 610 bales; to Mexico 50 bales.

Total since September 1st at all seaports—Net receipts 1,789,477 bales; export to Great Britain 602,084 bales; to France 132,341 bales; to the Continent 378,399 bales; to Japan 5,800 bales; to Mexico 2,995 bales.

NEW ORLEANS, LA., Oct. 13.—COTTON—Spot cotton dull, weak and lower to sell, buyers demanding concessions, which were reluctantly made in some cases. Sales 3,000 bales, including 350 to arrive.

Futures opened steady and 2 points higher to 5 lower than yesterday's close. Easier Liverpool, continued ideal weather almost throughout the belt and the weakness and decline in spots carried prices down gradually until the close, which was very dull, the list showing net losses of 13@15 points. The decline apparent bull features to-day was the decrease in port receipts, but this was generally attributed to the effect of planters holding for higher prices.

Cotton futures steady: October, 9.75@9.77; November, 9.79@9.81; December, 9.8[illegible]@9.85; January, 9.93@9.94; February, 10.01@10.03; March, 10.11@10.12; April, 10.18@10.20; May, 10.25@10.26.

RICHMOND PRODUCE MARKET

(Corrected daily. Unless otherwise stated these quotations are wholesale prices.)

POULTRY (live)—Fairly active. Quotations: Chickens, large, per pound, 15c.; medium, per pound, 14c.; small, per pound, 15c.; hens, per pound, 10@11c.; ducks, old, per pound, 10@11c.; ducks, young, per pound, 1[illegible]@13c.; roosters, per piece, 25c.

BUTTER—Steady. Choice family packed, 16@17c. per pound; fancy dairy packed, 16@17c. per pound; choice dairy packed, 15c. per pound; choice store packed, 14@15c. per pound; medium, 12@13c. per pound; common, 9c. per pound.

EGGS—In fair demand. Crates, nearby, fresh laid, 19@20c. per dozen; crates, other sections, 19c. per dozen; barrels and boxes, 18c. per dozen; guinea, 19c. per dozen.

FRUITS AND VEGETABLES—Apples, per barrel, fancy handpacked, $1.75@2.50; per barrel, choice handpacked, $1.75; per barrel, medium handpacked, $1.50; per barrel, fancy, handpacked, cloth covered, $1.25@1.50; per barrel, choice, handpacked, cloth covered, $1.00. Pears—Navy No. 1, white, $1.70@1.80; common to good, $1.50@1.60; mixed, per bushel, $1.25@1.50; colored, $1.25@1.50. Onions, 65@75c. Potatoes, Virginia, 40@45c. per bushel; Western, 55@60c. Peaches—6-basket carrier, fancy, $1.50@1.75; 6-basket carrier, choice, $1@1.25; comets, 6-basket carrier, $1@1.25; common, 50@75c.; white heath

CHICAGO, ILL., Oct. 13.—Estimates of a large exportable surplus of wheat from America had a depressing influence on speculative prices here today. Indications of a bumper crop also in Argentine aided the bears. At the close the May option was down ½@⅝c. December was unchanged from yesterday's final figures. Corn and oats each are off ¼@⅜c. Provisions are almost precisely the same as last night.

The leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT—No. 2.				
Oct.	$1.09⅝	1.09⅞	1.09	1.09
Dec.	1.10⅞	1.11⅛	1.09⅞	1.1[illegible]
May	1.11⅛	1.11¼	1.09¾	1.10⅜
CORN—No. 2.				
Oct.	...	...	...	53¼
Dec.	50	50	49⅛	49⅝
May	46⅝	46⅝	45½	45⅞
OATS—No. 2.				
Oct.	29¼	29⅜	28¾	28⅞
Dec.	29¼	29⅜	28¼	28⅞
May	31½	31⅝	31	31
MESS PORK—Per bbl.				
Oct.	11.00	11.00	10.95	10.95
Dec.	11.10	11.12	11.05	11.05
Jan.	12.45	12.52	12.35	12.40
May	12.37	12.40	12.35	12.35
LARD—Per 100 lbs.				
Oct.	7.37	7.37	7.27	7.30
Dec.	7.25	7.25	7.20	7.20
Jan.	7.25	7.50	7.22	7.25
May	7.27	7.30	7.27	7.30
SHORT RIBS—Per 100 lbs.				
Oct.	7.25	7.55	7.25	7.52
Jan.	6.50	6.55	6.50	6.60
May	6.60	6.62	6.57	6.57

Cash quotations were as follows: FLOUR—Steady. No. 2 spring wheat, $1.10@1.16; No. 3, $1.03@1.12½; No. 2 red, $1.14@1.15. No. 2 corn, 53c.; No. 2 yellow, 56c. No. 2 oats, 28⅞c.; No. 2 white, 31½@34c.; No. 3 white, 29½@31c. No. 2 rye, 77½c. Good feeding barley, 36c.; fair to choice malting, 39@43c. No. 1 flaxseed, $1.09½; No. 1 northwestern, $1.16½. Mess pork, per barrel, $11@11.12; lard, per 100 pounds, $7.27@7.30; short ribs sides (loose), $7.50@7.75. Whiskey, basis of high wines, $1.26½. Clover, contract grade, $12.25. Butter—Steady; creameries, 14@20c.; dairies, 13@17c. Cheese—Easy at 10@10½c. Eggs—Firm at mark, cases included, 16½@18½c.; firsts, 18½c.; prime, firsts, 20½c.; extras, 22½c.

BALTIMORE, MD., Oct. 13.—FLOUR—Firm. Wheat—Strong; spot, contract and the month, $1.17@1.17¼; Southern by sample, $1.02@1.14. Corn—Firm; the year, 50¼@50½c.; Southern white, 55@56c. Oats—Steady; No. 2 white, 34@34½c.; No. 2 mixed, 33½c. Rye—Steady; No. 2 Western, 80c. Butter—Steady and unchanged; fancy imitation, 17@18c.; do. creamery, 21@22c.; do. ladle, 14@15c.; store packed, 12@13c. Eggs—Steady and unchanged. Cheese—Firm and unchanged; large, 11@11½c.; medium, 11¼@11½c.; small, 11¼@11½c. Sugar—Firm and unchanged.

RICHMOND GRAIN MARKET.

Richmond, Va., Oct. 13, 1904.

QUOTATION

WHEAT—		
Longberry (car lots)	$1.17	@$1.18
Mixed (car lots)	1.17	@ 1.18
Shorberry (car lots)	1.17	@ [illegible]
No. 2 red (car lots)	1.18	
Va. bag lots	1.03	@ 1.18
Va. bag lots for seed	1.15	@ 1.18
CORN—		
White, Va.	60	@ 61
No. 2 white (car lots)	60	@ 60½
No. 3 white (car lots)	59	@ 59½
No. 2 mixed (car lots)	59	@ 59½
No. 3 mixed (car lots)	58½	@ 59
OATS—		
No. 2 mixed (car lots)	34	@ 34½
No. 3 mixed (car lots)	33½	@ 34
No. 2 white (car lots)	35	@ 35½
Winter seed	85	@ 90
RYE	85	@ 90

CATTLE MARKETS.

RICHMOND LIVE STOCK MARKET.

(Sales at Union Stock Yards.)

Richmond, Va., Oct. 13, 1904.

There was the heaviest run of cattle that has been on the market for a year and prices from ½@1c. off on all grades. Best steers, 4¼@4½c.; medium to good, 3¾@4c.; common to fair, 2¼@2.80c.; heifers, 2¾@3½c., as to quality; dry cows, 1@2½c.; bulls, 2@2½c.

Fair run of hogs and sold 5¾@6c.; rough hogs, 4½@5½c.

Good run of sheep and lambs. Fat sheep,

MISCELLANEOUS MARKETS.

PEANUT MARKET.

PETERSBURG, VA., Oct. 13.—PEANUTS—Spanish—Market steady at 90c.; light offerings and stock greatly reduced. Virginias—Market nominal at 4½c. for fancy stock; machine picked, 2¾@3¼c.; shelling stock, 2@3c. Market here literally bare of stock.

DRY GOODS MARKET.

NEW YORK, Oct. 13.—The dry goods market is in a quiet condition and buyers seem to feel that they can get nothing by operating at present. The most general firmness exists, however, on the part of the seller and manufacturer, who are confident in the appreciation of prices on account of stock depletion.

NAVAL STORES

WILMINGTON, N. C., Oct. 13.—SPIRITS TURPENTINE—Nothing doing; receipts, 38 casks. Rosin—Firm at $2.45 bid; receipts, 212 barrels. Tar—Firm at $1.60; receipts, 14 barrels. Crude Turpentine—Firm at $2.30@3.80; receipts, 108 barrels.

SAVANNAH, GA., Oct. 13.—TURPENTINE—Firm at 52c.; receipts, 569 casks; sales, 1,172 casks; exports, 261 casks. Rosin—Firm; receipts, 2,201 barrels; sales, 1,739 barrels; exports, 1,912 barrels.

CHARLESTON, S. C., Oct. 13.—TURPENTINE AND ROSIN—Nothing doing.

MARINE INTELLIGENCE.

PORT OF RICHMOND, OCT. 13, 1904.

ARRIVED.

Steamer Berkeley, Shelly, Norfolk, merchandise and passengers, Old Dominion line.

Steamer Old Point Comfort, Graves, James River landings and Norfolk, merchandise and passengers, Virginia Navigation Company.

Barge Sharon Hill, Batterby, Baltimore, coal, S. H. Hawes and Co.

Barge Roanoke, Gillooly, Baltimore, coal, S. H. Hawes and Co.

SAILED

Steamer Berkeley, Shelly, Norfolk, merchandise and passengers, Old Dominion line.

Schooner Alice Hodges, Brown, James River, light.

Barge E. A. Souder, Morris, Philadelphia, Pa., railroad ties.

Barge F. W. Cummuskey, Jr., Egan, City Point, Va., light.

PORT OF WEST POINT, OCT. 13, 1904.

ARRIVED

Charlotte, Murphy, Baltimore, passengers and general cargo.

Elm City, Haynes, Mattaponi River landings, passengers and general cargo.

SAILED

Charlotte, Murphy, Baltimore, passengers and general cargo.

Elm City, Haynes, Mattaponi River landings, passengers and general cargo.

PORT NEWPORT NEWS, OCT. 12, 1904.

ARRIVED

Schooner J. F. Potter, Bangor.

Schooner Lucinda Sutton, Portland.

Schooner Viking, Portland.

Steamer Cayo Moro, Galveston.

SAILED

Schooner Singleton Palmer, Boston.

Schooner F. and T. Lupton, Providence.

Barge New York, Providence.

Barge Lawrence, Providence.

Steamer Cayo Moro, Aarhuus.

THE LAST C. & O. SUNDAY OUTING

—TO—

Old Point and Norfolk.

Next Sunday, Oct. 16th.

ROUND—$1.00—TRIP.

Next Sunday, Oct. 16th, will be the last C. & O. Sunday Outing to the seaside this season. Two trains will leave Richmond, 8:30 and 9 A. M. Returning, trains arrive Richmond 9:15 and 10:25 P. M.

FINANCIAL.

THAT RAINY DAY

Every thrifty man and woman gets ready for that "Rainy Day." They lay aside a certain portion of their income, and this they wisely deposit in our Savings Bank to accumulate.

ALL SUMS ACCEPTED.

Interest paid on deposits. No notice required for withdrawals.

PROVIDENT SAVINGS BANK,

911 E. Main Street.

The Popular Depository for Savings and Trust Funds.

PEOPLE LIKE

The Idea of Getting 4% On Their Deposits

SEE HOW WE ARE GROWING.

Deposits August 3, 1902 ..... $ 92,590 18

Deposits August 3, 1903 ..... $117,148 94

Deposits August 3, 1904 ..... $150,551 86

Capitol Savings Bank, The Peoples Depository. No. 1111 E. Main St.

AUTO RACE FOR A DIAMOND CUP

Big Meet Will be Held at Brighton Beach on October 22d.

(Special to The Times-Dispatch.)

NEW YORK, Oct. 13.—Another event has been added to the programme for the Brighton Beach automobile meet of October 22d. It will be a five-mile race for the Diamond Cup, a trophy that must be won three times before it becomes the property of the manufacturer whose car is used. This handsome piece of silver is of particular interest at this time, for it has been won twice by the Ford car, once with Barney Oldfield driving and the second time with Tom Cooper at the wheel, and twice by Oldfield with a Peerless.

If either Frank Kulick or Barney Oldfield should capture it at the Brighton meet it will become his property. At other times in the past two years the cup has been won by F. A. La Roche, H. H. Lytle and Carl G. Fisher. Oldfield has won it four times, but had different machines each time except this year. The event is a free-for-all, permitting the fast foreign and American machines to meet.

Invitations have been extended to all the drivers who participated in the Vanderbilt cup race to try their skill at the strictly American style of automobile racing.

Albert Clement, the youngest driver in the Vanderbilt cup race, yesterday noon was the guest of honor at a luncheon given at the Cafe Martin by W. T. Jones and S. B. Bowman, the American agents of the Clement Bayard car, which the plucky Frenchman landed in second place.

Referring to the dismissal of his protest by the race commission, Mr. Clement is said that while he mourned the loss of the race by such a close margin as one minute and twenty-eight seconds, he felt that the decision of Mr. Vanderbilt and his associates could not have been altered with all circumstances considered. At any rate, Clement will come again, and perhaps he will be a participant in the January tournament on the Ormond-Daytona course. He and Paul Lacroix, who accompanied him, will sail for home next week.

TEAM WILL G