BONDS, STOCKS AND MARKET REPORTS

GOVERNMENT REPORT SENDS UP COTTON

Prices Went Up Fifty Points Despite Texas Being Out of Gambling Game.

WHEAT MARKET FEVERISH

General Pressure to Sell Accounted for by Improved Crop News.

NEW YORK, August 4.—The cotton markets have shown persistent strength throughout the past week despite considerable resistance at times from the bear element, and the greatly curtailed volume of business as a result of the enforcement of the new laws in Texas, and the dropping of private wire connections with Alabama and Arkansas. There has been little or no relief to the long period of dry and hot weather in most sections of the belt except in isolated districts. This, ith decreasing supplies and the scarcity of good grades of cotton left unsold in the South, even at as high a price as 13 to 13 1-4 cents for middling, has helped the markets. As a consequence prices have averaged higher, and it is quite likely a more substantial gain would have been established but for the absence of outside speculation and the bearish activity.

Advance on the Government Report.

Prices had a bulge of 20 to 30 points immediately upon the announcement of the regular monthly government crop report at noon yesterday. This carried the September option up to 11.75, October 12.18, December 12.30, a" January 12.35, a maximum advance for the week of 35 to 50 points. A much greater response would have doubtless developed but for the anti-option laws shutting off the heavy business which had hitherto come in from Texas. On similar occasions the South has furnished a buying power of upwards of 500,000 bales in one day. Consequently this curtailment made it an easier matter for the opponents of higher prices to fill up the demand of yesterday's bulge, and the profit-taking which ensued later among professional traders sent prices off 12 to 15 points from the top.

What Present Conditions Really Mean.

The government's cotton crop report practically makes the worst showing on record. Its estimate of the average condition as only 75 per cent. to July 25 compares with recent trade expectations of 78 to 80 per cent., and is contrasted with 74.9 in 1905, the previous lowest condition on record, and 8.29 per cent. a year ago, and 82.6 the average condition to July 25 the past ten years. The condition a month ago was 72 per cent., as against 70.5 per cent. on May 25. As the crop got the latest start on record, it can be seen the plants have not made much progress in recovery up to this time. With the season still averaging three weeks late, the estimated condition of 75 per cent. to July 25 should really be regarded as not better than as of July 1 in a normal season.

Grain.

The unchecked flow of contradictory crop reports from both spring and winter wheat sections was responsible for the great perplexity manifested last week by the majority of wheat speculators. As a result, speculative wheat markets were extremely feverish and unsettled, with the price changes conspicuously numerous and erratic. Nevertheless, the general trend was downward, although strength was manifested at the start, and the frequent subsequent rallies prevented an important break in prices, so that after all the net loss was rather unimportant.

The slight advance on Monday was chargeable mainly to reports of too much rain in Southwestern harvest fields, and partly to estimates still further reducing the probable yield in Canada, as well as in our own spring wheat States.

The Early Strength.

At the outset the demand was also stimulated in part by the stronger tone of cable advices. The strength abroad was ascribed to the light world's exports and the resultant big decrease in the quantity on passage. The general pressure to sell and the consequent depression were attributed largely to improved climatic conditions and somewhat better crop news, both domestic and foreign. The strongest factor was the fact that the weather was much better in the Northwest, while there was a sudden cessation of rust-damage reports. Reliable authorities assert that there was really no ground for claiming that rust had seriously injured the plant. As a matter of fact, climatic conditions have not been of the kind that brings about rust. Rust is not to be expected unless there is a good deal of moisture in conjunction with high temperatures, and it is an acknowledged fact that this season has not been a very hot or wet one in the Northwest.

PICTURESQUE BANDIT RAIDS BIG PLANTATION

PERNAMBUCO, August 4.—The picturesque bandit and raider, Antonio Olivino, is again in the field, having just made a successful haul at a sugar plantation 200 miles from here. He is now on the trail, with 400 government troopers at his heels.

Olivino descended on the plantation at the head of a small band of followers and quickly secured $2,000 in cash from the office of the proprietor. The only man who made any resistance was promptly killed. The bandits then broke open the plantation store and distributed everything in it among the employes on the plantation, warning the proprietor of the ore that he would be punished should any of the servants in any way suffer for having accepted the stolen goods.

The last exploit of Olivino was in January, when he and his followers sacked a plantation near Santa Cruz, committed a number of murders and made each merchant in the village give them $50 in cash. Pursued by 150 soldiers, Olivino compelled a number of wealthy planters to pay him large sums of money when the men after him were no further away than the next county.

THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday.)

STOCK EXCHANGE TRANSACTIONS.

	This week.	Last week.	Last year.	Two yrs. ago.	Three yrs. ago.
Railway and miscellaneous bonds	$1,064,000	$5,422,000	$8,242,000	$14,761,000	$9,108,000
Government bonds sold	559,000	326,000	759,000	2,448,000	418,000
Shares	2,386,202	3,078,150	5,517,140	2,815,760	1,447,251
For the calendar year to date:	1907.	1906.	1905.	1904.	1903.
Shares	129,325,404	168,976,285	154,016,760	61,455,935	97,154,949
Bonds	$262,298,000	$441,620,600	$598,937,000	$397,521,460	$400,120,000

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual sales and net changes of all securities sold on the New York Stock Exchange this week. High and low prices are also given for the full year 1906 and for 1907.

1906 High.	1906 Low.	1907 High.	1907 Low.		Week ending Aug. 3d. Sales	High.	Low.	Close.	Net ch.
27⅝	16	16⅝	9⅝	Allis-Chalmers Company	1,200	10½	9⅝	9⅝	— ⅝
78½	53¾	59¾	54⅝	American Locomotive	5,250	58⅝	56	57	— 2¼
120¼	108¼	111½	101	American Locomotive, pfd	350	106½	105½	106½	+ ¼
157	127½	137½	114⅞	American Sugar	3,300	122⅞	120½	121	— 1½
109	95	98¾	84½	American Tobacco, pfd	500	86½	85	85	— 2¼
110½	85⅝	108¼	82⅝	Atchison	39,600	94½	91⅛	91⅞	— 2⅞
106	98	105⅝	92	Atchison, pfd	500	93¼	91¼	91¼	— 2⅜
157¾	131⅛	153⅝	92	Atlantic Coast Line	1,300	97½	94⅛	94⅛	— 3⅞
No sale.		11	7⅞	Balaklala Mining	1,100	8¾	8	8¾	— 1⅛
128⅛	105¾	122	90⅝	Baltimore and Ohio	7,410	99	97	97½	— 1¼
99½	91	94½	85	Baltimore and Ohio, pfd	200	86¾	86¾	86¾	— 1¼
65⅞	51½	56	31¾	Chesapeake and Ohio	10,650	36⅛	35⅝	35⅝	
199⅝	146½	157½	122½	Chicago, Mil. and St. Paul	56,560	135⅛	131⅛	132¼	— 3
218	169	165½	145	Chicago, Mil. and St. Paul, pfd	400	153½	152¼	152¼	
109⅞	89	92⅞	63	C., C., C. and St. Louis	200	66	62⅛	62⅛	— 2⅝
83⅝	40⅛	57⅞	27½	Colorado Fuel and Iron	10,300	33	29⅞	29⅞	— 3¼
112½	80	85⅛	55	Colorado Fuel and Iron, pfd	150	65	65	65	+10
41	22½	28¾	21	Colorado and Southern	8,610	27¾	26	27	+ ⅝
73⅛	66½	69½	56	Colorado and Southern, 1st pfd	1,400	59⅛	57½	59¼	— 1⅛
59	43	58½	40	Colorado and Southern, 2d pfd	1,700	46½	44½	45¼	+ 2¼
74⅝	61	78	61	Distilling Securities	1,975	66	64⅝	65	— 1
50	38¾	44¼	20	Erie	42,900	24⅝	22⅞	23⅝	— ⅜
83	74¾	76⅝	51½	Erie, 1st pfd	1,150	59½	59	59	— 1
76⅝	62½	67	33½	Erie, 2d pfd	2,740	42	40⅞	41	— ½
156½	130¼	145⅛	105	Louisville and Nashville	2,300	114⅛	111⅛	112	— 2
106¾	85½	92¾	64	Missouri Pacific	3,000	77	73⅞	74½	— 2⅛
57¼	43¾	48⅝	33⅝	N. Y., Ontario and Western	1,925	36½	35¼	35¾	— ½
97⅞	84	92¾	71	Norfolk and Western	2,326	76	74	74½	— 1
107	87½	89¾	65	North American	200	68¼	68	68	— ¼
232½	170¼	189½	114¼	Northern Pacific	68,400	136⅞	130	131⅞	— 4⅛
N sale.		116	106½	Northern Pacific receipts	2,980	114	111	112	— 2
51½	38¾	41½	21½	Pacific Mail	3,800	29	26½	27½	— 2½
147½	122½	141⅝	114	Pennsylvania Railroad	44,300	124	121⅝	122⅛	— 1¾
64⅝	43	57	30	Pressed Steel Car	795	34	33½	33⅝	— 1⅛
105	95	99¾	86	Pressed Steel Car, pfd	622	92½	90	91	— ½
164	112	139⅛	91	Reading	417,200	107¼	101¼	102¾	— 3⅞
96	89	92	79	Reading, 1st pfd	600	81½	80	80	— ½
41¾	22¼	41¼	22½	Republic Iron and Steel	2,385	28⅞	26¾	26¾	— 1¾
110½	91	100	78	Republic Iron and Steel, pfd	2,040	84	82	82½	— 1½
32⅝	22½	30⅞	17⅞	Rock Island	6,400	22¼	21⅛	21⅜	— ¼
69¾	60	64½	49¾	Rock Island, pfd	2,000	47¾	46¼	47¼	— ⅛
67½	68½	77¾	42	Sloss-Sheff. Steel and Iron	1,320	56¾	55	55	— 2
13	104¼	103	92½	Sloss-Sheff. Steel and Iron, pfd	100	95	95	95	— ½
97½	61	96¼	65¾	Southern Pacific	302,600	91⅝	88¾	89⅝	— 1½
No sale.		112¼	109⅝	Southern Pacific, pfd full pfd.	300	112	111¼	111¼	— ½
120½	106	118¾	109¼	Southern Pacific, pfd	1,400	113	112½	112½	+ ¼
No. sale.		111¾	110½	Southern Pacific, pfd. 2d pfd	1,250	112	111	111	— 1
42⅞	31⅝	34	17	Southern Railroad	6,500	20	18¼	18½	— ⅝
103	93¾	94½	53	Southern Railroad, pfd	500	64½	62½	62½	— ½
196	129	162	130	Tennessee Coal and Iron	100	140	140	140	— 3
No sale.		53½	34⅞	Tennessee Copper	1,600	38	36¼	36¾	— 1½
195⅝	138½	183	126¼	Union Pacific	145,700	146⅞	141	143¼	— 3¾
99¼	91½	96	82½	Union Pacific, pfd	370	83½	82½	82½	— 1
58½	38	52½	32¼	United States Rubber	1,800	36	34	35	— 1⅛
115	104¾	105⅞	97	United States Rubber, 1st pfd	1,187	98	97	97¾	— 1
87½	75	78¼	66	United States Rubber, 2d pfd.	100	66	66	66	— 1¼
50¼	32⅝	50⅝	31⅝	United States Steel	212,710	37⅞	34⅞	35½	— 2⅛
113¼	98¾	107¾	91½	United States Steel, pfd	15,000	100⅞	100¼	100⅝	— ¼
58	31	39⅞	23½	Virginia-Carolina Chemical	2,800	27½	25¾	26	— 1½
26½	18	18½	11⅞	Wabash	250	13⅞	13	13	— ⅝
53⅝	36½	35½	21½	Wabash, pfd	100	24¾	24	24⅝	— ⅝
94¼	83¾	81¼	75½	Western Union Telegraph	250	78	78	70	

RAILWAY AND MISCELLANEOUS BONDS.

79½	68	37	American Tobacco, 4s	71½	*68	*68	— 6⅛
110¾	101	23	American Tobacco, 6s	104	103¾	103¾	— ¼
91	81½	2	Ann Arbor 4s	84	84	84	+ 1½
98¾	92¾	25	Atlantic Coast Line 4s	94⅞	94	94	— ¼
93½	90	16	Baltimore and Ohio, prior lien 3½s	90½	91	90½	+ ¼
102⅞	98¼	31	Baltimore and Ohio, gold 4s	99½	99	99¼	— ¾
96	89½	5	B. and O., P. L. E. and W. Va. 4s	89⅞	89⅞	89⅞	— 1⅛
96¾	85¾	4	B. and O., S. W. div. 3½s	87¼	87¼	87¼	
111	102¼	10	Central of Georgia, con. 5s	103⅞	103½	103½	
74⅝	66½	2	Central of Georgia, 2d stpd	66½	66½	66½	— 3½
116	109⅞	3	Chesapeake and Ohio con. 5s	110	110	110	+ ⅛
101½	99¾	40	Chesapeake and Ohio gen. 4½s	101½	101	101	— ⅝
133¼	128	21	Chic., St. Paul and M., 1st 6s	128	128	128	— 3¼
94¼	87¼	28	Colorado and Southern 4s	89½	*87¼	*87¼	
129½	125	8	Erie, 1st con. 7s	128¾	128¾	128¼	+ ¼
87	69⅞	2	Erie, convt. 4s ser. B	69⅞	69⅞	69⅞	— ⅛
98½	91	1	Erie, prior lien 4s	93½	93½	93½	+ ½
88	79¼	21	Erie, gen. lien 4s	80	79¼	79¼	— 1¼
101½	96⅞	3	Louisville and Nashville, uni. 4s	98¼	98	98	— ½
98	92¾	6	Louisville and Nashville, col. tr. 4s	94½	94½	94½	— ½
88½	88½	1	L. and N., Atl., K. and Cin. 4s	88½	88½	88½	
90	86	3	Missouri Pacific 4s	86	86	86	
91	82	3	Mobile and Ohio gen. 4s	83	83	83	— 1½
99¾	93¼	9	Norfolk and Western con. 4s	95½	95	95½	— ¼
91½	85	5	Norfolk and Western, Pocahontas C. and O. 4s	86	85½	86	+ 1
102½	99½	44	Northern Pacific, 1st 4s	100⅞	100	100¼	— ⅛
107	103½	6	Pennsylvania Railroad 4½s	104	103½	103½	
100¼	91¼	67	Pennsylvania Railroad c. 3½s, 1912	94¼	94	94	— ¼
95	88½	121	Pennsylvania Railroad c. 3½s, 1915	90⅝	90	90	— ⅝
83¾	70	27	Seaboard Air Line 4s	70	70	70	
95	89⅞	5	Southern Pacific rfg. 4s	91¼	91¼	91¼	
90½	85	31	Southern Pacific coll. tr. 4s	87¾	87¼	87¾	+ ½
113¾	105	18	Southern Railway con. 5s	107½	107	107	
94	82	3	Southern Railway, M. and O. div.	82	82	82	— 7
94¼	85⅞	6	Southern Railway, Lo. dic. 4s	87½	87	87½	+ 1¼
95¼	88	2	T., C. and L. gen. 5s	89	88	88	— 3
102½	99	70	Union Pacific, 1st 4s	100	99¾	99⅞	— ⅛
101½	97	1	Union Pacific 1st 4s, reg	97	97	97	— 1½
92⅞	89¼	15	Union Pacific conv. 4s sub.	92⅞	92	92	— ½
93	90⅞	173	Union Pacific Con. Subs. full pfd	92¾	92	92¼	— ¾
99¾	93½	235	United States Steel 5s	97½	97	97	— ½

1907 High.	1907 Low.	Sales in $1,000.		High.	Low.	Close.	Net ch.
99¼	94½	3	United States Steel 5s s. f. reg	97¼	97¼	97¼	— ½
98	90	2	Virginia I. C. and C. 5s	93	93	93	
114	107	22	Wabash, 1st 5s	108	107½	107½	— 1¼
103½	98	2	Wabash, 2d 5s	99⅞	**98	**98	
67½	54	1	Wabash 4s	61	61	61	— ¼

*Ex-interest.

Total sales for the week including $559,000 U. S. and other Government bonds, were $4,628,000.

QUIET PREVAILS AT CASA BLANCA

Arrival of French Warship Creates a Good Impression.

TANGIER, August 4.—Up to noon to-day no further advices had been received at Casa Blanca. The arrival there of the French cruiser Galilee last Wednesday made a good impression, but the Europeans were still greatly excited, as 2,000 Arab horsemen were in sight of the city. The commander of the Galilee offered to bombard the town, but the foreign consuls prevented this action.

All foreign business houses and the banks are closed and business is at a standstill. The Italian cruiser Etna, with the Italian minister aboard, has arrived at Casa Blanca. The excuses presented by the emissary of Mohammed el Torres, foreign representative of the Sultan, for the disturbances at Casa Blanca have been received here with derision.

There is no confirmation here of the report that the Zaer tribesmen threaten to attack the town of Rebat.

In spite of his wound, it is reported that General Bagdani, head of the government forces operating against the bandit, Raisuli, in an endeavor to rescue Kaid Sir Harry MacLean, is passing on. It is said the tribesmen are frightened at the manner in which Bagdani is sacking and burning villages, and are negotiating with Raisuli for the release of MacLean.

CAPTAIN DIVERS ARRESTED ON ACCOUNT OF COLLISION.

SAN ANTONIO, TEXAS, August 4.—A special to the Express from Tampico, Mexico, says as the result of investigation into the recent collision between the national steamer Puebla and the Hamburg-American liner Forsteck, in which the latter rammed the former, the pilot in charge of the German, who was first arrested, has been released, and Captain Max Divern, of the Forsteck, arrested and held without bail.

BRITISH FLAG ON AMERICAN SOIL

Band of Canadians Invade United States Territory.

PORT ARTHUR, ONT., August 4.—Maybe the British flagship is flying to-night from the highest street on Isle Royale, and maybe it is not, but anyway a little band of Canadians set forth in a gasolene launch to place it there and defy the United States, which claims the historic and picturesque island as its own.

Lieutenant Young, an officer in the Ninety-sixth Regiment, leads the band, which may set a new war alarm ringing through America. The expedition set out from Port Arthur late tonight. When conquest of the island has been made and the Union Jack is flying over it, Young will declare the territory a part of the British Island, and especially a portion of the Dominion of Canada.

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MONEY SITUATION IS VERY COMPLICATED

United States Steel Corporation Earnings Beyond the Greatest Estimate.

ORDERS HAVE FALLEN OFF

French Economist Says Time Is Ripe for Investment—J. P. Morgan Buys Bonds.

NEW YORK, August 4.—Last week saw evidences of continued perplexity over the financial and industrial outlook reflected in the action of the securities market. The immediate developments served to weigh on sentiment and induce a heavy undertone to the speculation, although there was a mixture of favorable factors which acted as a restraint on positive weakness.

The most notable of the latter class of incidents was the showing of the United States Steel Corporation for the quarter ending July 30th of record net earnings of over $45,000,000 ,exceeding the most sanguine of the preliminary estimate. The falling off in the unfilled orders on hand from the preceding quarter was restricted to a little over 400,000 tons and left that item well in excess of the figure at the corresponding period last year.

Orders Fall Off.

The large sums made available and sets aside for the enlargement and extensions in which the corporation is engaged insured its immunity also from scanty available capital and generous interest charges, which have been such a grave feature in the situation of railroad corporations for some time past. All of this was practically overborne, however, by the frank acknowledgment on behalf of the corporation that the new orders received during July had fallen 25 to 30 per cent. below those of July last.

This fact was accepted as conclusive evidence of the sharp setback to which the iron and steel trade had been subjected which had been foreseen as soon as the difficulties of the railroads in securing capital for carrying out projects of betterment had developed.

Copper Declines.

Copper prices abroad have continued to decline. With this situation in the metal trades the influence is lessened or lost of the continuing reports of activity in other lines of trade, and evidence of the still expanded bank clearings of the country of undiminished activity in mercantile lines. This evidence of sustained mercantile activity and the large requirements on banking resources thus applied help to complicate the outlook in the money market, from which relif is considered essential to insure any effective revival of investment demand of capital. Contracting of business activity, lowering of prices, accumulation of capital and awakened flow into investment is the sequence of events considered necessary for the working out of the situation.

Consuls Decline.

During the week British consuls sold at the lowest level since 1848, and the incident is a central testimony to the existing prostration of the investment situation .The immediate factor in the fall in consuls was the forced which liquidation growing out of the over extension in Egyptian industrial ventures.

Foreign money markets and the reports of coalition of the great central banks abroad give warning of the coming pressure and the restriction of resources.

M. Paul Leroy-Beaulieu, the distinguished French economist, has registered his opinion that opportunity for an advantageous return on capital is now offered for the first time in over twenty years past.

Atchison Bonds.

Signs of an investment demand from accumulating capital are looked for as the true herald of coming restoration. In New York the bond department of the stock exchange shows no stirring of activity and the bond dealers are not able to report any important absorption for demand investment. An incident of the week, however, was the sale by Atchison, Topeka and Santa Fe Railway to J. P. Morgan & Company of the unsubscribed portion of the $26,000,000 of 5 per cent. convertible bonds, which had been offered to stockholders at par, the residue thus sold being stated at about $15,000,000 and the price to the bankers supposed to be about 98. The transaction was regarded as evidence of the continued difficulty of securing capital, out the fact that the attempt was saved from failure was made the subject of professed gratification on the part of principals.

WHAT MONEY CANNOT BUY

Miss Reid Very Much Disappointed Over Her Cold Reception in England.

NEW YORK, August 4.—Though Miss Jean Reid, the daughter of the American ambassador, has been surrounded by every advantage of wealth and position, her father could give her, she will arrive in New York this week a disappointed girl.

Miss Reid has never been forgotten in the purely official affairs given by court and society, but various little incidents and inattentions indicated that she was invited only when necessary. The bitterness of it all is that while her father and mother have used all the power of their wealth, not only for their own, but for their daughter's advancement, they have seen laurels and popularity in the highest circles of English society and court showered upon the daughter of a subordinate in the embassy, Miss Mildred Carter, the beautiful daughter of the first secretary.

Since her debut in 1906, Miss Carter has been the most popular girl in the American set. She has been taken up by the King and Queen and the most exclusive set of society. She is invited everywhere, and it is reported that it has been particularly galling to the Reids to see the daughter of the first secretary made so much of, while their own was slighted.

After every court function which Miss Carter attends her name appears in the court circular. Miss Reid's name is never mentioned in court circulars.

Financial.

Arrangements have just been completed with a security company to guarantee a 10% dividend for a period of years on the following attractive investment:

A manufacturing business five years old.

Largest in its respective line.

Prosperous and growing rapidly.

Requires money to handle the expansion planned.

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Collateral Trust 6% Gold Notes

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Maturing 1908 to 1920. Interest Payable February 1st and August 1st.
Total Issue, $500,000.

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Interest allowed on Savings Deposits.

NEW RULES FOR SANTO DOMINGO

President Institutes a Plan Regarding Custom Receipts.

SMALL AMOUNT FOR EXPENSES

Dominican Republic to Get a Lump Sum in Lieu of Her Percentage.

WASHINGTON, D. C., August 4.—The President has made a set of regulations for the government of the customs receivership, established in Santo-Domingo, under the terms of the convention of February 8th, 1907. It is provided that the accounts of the general receiver shall be rendered to the Contaduria General of the Dominican Republic and to the State Department at Washington, and referred for verification to the bureau of insular affairs, which is given immediate supervision and control of the receivership. Every precaution is taken to guard against irregular practices, and heavy bonds are required, the amount being fixed by the chief of the insular bureau, while provision is made for the most rigid and systematic inspection of the machinery of collection, for complete vouchers of expenditures, and for a system of reports monthly to the insular bureau and to the Dominican government covering all the operations of the receivership.

Expenses Provided.

The treaty allows five per cent. of the gross collections to be expended in defraying the cost of collections, but the regulations provide that only such expenses as the payment of the customs expense of the central office of the receivership, its special agents and the custom houses themselves, shall be charged off against this appropriation, which leaves the revenue cutter service, customs guards and other items to be provided for.

Under the old arrangement, whereby fifty-five per cent. of the Dominican revenues were deposited in the National City Bank, of New York for the benefit of the foreign credits, a fund of about $3,000,000 has been accumulated, which cannot be distributed until the new arrangement is perfected.

Under the new treaty the Dominican government is to receive a lump sum of $100,000 monthly out of its collection for its maintenance. It is stated that this is so much more advantageous for that government than the old arrangement of forty-five per cent. of the collections that the Dominican government would be about $200,000 better off had it originally been placed upon the new basis. This fact will, it is believed, hasten the conclusion of the negotiations now in progress in New York between Senor Velasquez, the Dominican secretary of the treasury and its minister, Mr. Joubert, and the Morton Trust Company, which is expected to take over the obligations of the City National Bank in this matter.

Earl of Clan William Dead.

LONG ISLAND, August 5.—Richard James Meade, fourth Earl of Clan William, is dead. He was born October 3, 1832.

Auction Sales, Future Days.

By Henry S. Hutzler & Co.,
Real Estate Brokers and Auctioneers.

Park Place Annex

AT THE SOUTHEASTERN CORNER OF TAYLOR STREET AND CARROLTON AVE.,
TWO LOTS, EACH 25x120 FEET,
AT PUBLIC AUCTION, ON THE PREMISES, ON
TUESDAY, AUGUST 6, 1907,
at 6 o'clock P. M.

These lots are convenient to street cars, and the surrounding lots are being rapidly improved.
TERMS: Very liberal; easy payments, and announced at sale.
HENRY S. HUTZLER & CO.,
6 a6 3t Auctioneers.

Hicks' Capudine Cures

It is not a narcotic or dope but removes the cause. Get a bottle and try it for headaches, sour stomach, indigestion pains or colds. It's liquid—affects immediately—pleasant to take. Sold at all drug stores.

Richmond Transfer Co.

UNION RAILROAD AND PULLMAN TICKET OFFICE,
819 E. MAIN STREET.

We represent all European and Oriental steamship lines.

Beach Park.

One Hour's Ride.
Amusements for All.
See railroad schedule for trains.
Fifty Cents—Round Trip—Fifty Cents.

Steamboats.

Virginia Navigation Co.'s
JAMES RIVER DAY LINE
To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WEDNESDAY AND FRIDAY, STEAMER HAMPTON ROADS TUESDAY, THURSDAY AND SATURDAY at 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont and James River landings, connecting at Old Point for Washington, Baltimore and the North. Staterooms reserved for the night at moderate prices on Pocahontas. Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., 819 E. Main Street, 808 East Main Street, or on wharf or steamer. Fare to Norfolk, one way, $1.50. Round Trip, $2.50.

Steamers stop at Exposition Grounds Pier, 104th Street.

Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

JOHN F. MAYER, Agent.
IRVIN WEISIGER, Gen'l Mgr.

Clyde Steamship Co.

PHILADELPHIA:
RICHMOND AND NORFOLK LINE.

Freight received and delivered daily at C. & O. Ry. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODFIN, Soliciting Agent, Clyde Line Wharf, 'Phone 840.

Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

7:00 A. M.—Daily—Local for Charlotte, connecting at Keysville for Chase City and Clarksville.
11:15 A. M.—Daily—Limited — Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham and Raleigh.
6:00 P. M.—Ex. Sunday—Keysville Local
11:30 P. M.—Daily—Limited Pullman ready 9:30 P. M., for all the South.

YORK RIVER LINE.

4:30 P. M.—Ex. Sunday—Limited—To West Point—Connecting for Baltimore.
2:15 P. M.—Ex. Sundays.
4:45 A. M.—Ex. Sunday—Local to West Point.

TRAINS ARRIVE RICHMOND.

6:55 A. M., 8:40 P. M.—From all the South.
4:10 P. M.—From Charlotte, Raleigh, Durham, Chase City, and local stations.
8:40 A. M.—From Keysville—Local.
9:20 A. M.—From Baltimore and West Point.
10:45 A. M., 5:15 P. M.—Local from West Point.

C. W. WESTBURY, D. P. A.,
920 E. Main Street, Richmond, Va.

R., F. & P. RICHMOND FREDERICKSBURG & POTOMAC R. R.

TRAINS LEAVE RICHMOND—NORTHWARD.

6:35 A. M.—Daily—Byrd St. Through.
7:00 A. M.—Daily—Main St. Through.
7:30 A. M.—Week Days—Elba. Ashland Accommodation.
8:40 A. M.—Daily—Byrd St. Through. Local stops.
12:01 Noon—Week Days—Byrd St. Through.
12:30 P. M.—Week Days—Elba. Ashland Accommodation.
4:00 P. M.—Week Days—Byrd St. Washington Accommodation.
5:45 P. M.—Sunday only—Elba. Washington Accommodation.
6:30 P. M.—Week Days—Elba. Ashland Accommodation.
6:45 P. M.—Daily—Main St. Through.
8:20 P. M.—Daily—Byrd St. Through.

TRAINS ARRIVE RICHMOND—SOUTHWARD.

6:30 A. M.—Week Days—Elba. Ashland Accommodation.
7:50 A. M.—Daily—Byrd St. Through.
8:25 A. M.—Week Days—Byrd St. Washington Accommodation.
10:35 A. M.—Sunday only—Elba. Washington Accommodation.
10:40 A. M.—Week Days—Elba. Ashland Accommodation.
12:20 P. M.—Daily—Main St. Through.
2:45 P. M.—Daily—Byrd St. Through.
3:45 P. M.—Week Days—Main St. Station. Washington—Exposition Special.
5:40 P. M.—Week Days—Elba. Ashland Accommodation.
7:15 P. M.—Daily—Byrd St. Through.
9:00 P. M.—Daily—Byrd St. Through. Local stops.
9:15 P. M.—Daily—Main St. Through.

NOTE.—Pullman Sleeping or Parlor Cars on all above trains, except local accommodations.

All trains to and from Byrd Street Station stop at Elba.

Time of arrivals and departures and connections not guaranteed.

C. W. CULP, Gen'l Supt. W. P. TAYLOR, Traf. Mgr.

Chesapeake & Ohio Railway

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND.

6:00 A. M. } Fast daily trains to Newport
9:00 A. M. } News, Old Point, Norfolk and
4:00 P. M. } Exposition. All trains carry
4:25 P. M. } Pullmans or Parlor cars.
7:00 A. M. } Daily Locals to Newport
5:00 P. M. } News.

WESTBOUND—MAIN LINE.

10:00 A. M.—Daily — Charleston, Columbus and Toledo. Pullman Sleeper to Toledo via Gauley and Ohio Central Line.
2:00 P. M. } Daily. Louisville, Cincin-
11:00 P. M. } nati, Chicago and St. Louis. Through Pullman sleepers.
7:25 A. M.—Week Days—Clifton Forge. Daily—Charlottesville.
5:15 P. M.—Week Days—Local to Orange.

JAMES RIVER LINE.

10:20 A. M.—Daily—Lynchburg, Lexington, Va., and Clifton Forge.
5:15 P. M.—Week Days—To Lynchburg. Sleeper Natural Bridge and Clifton Forge.

TRAINS ARRIVE RICHMOND.

From the East—9:10 A. M., 9:30