

FULL REPORT OF TODAY'S MARKETS. LATEST ADVICES FROM THE REALM OF THE BULLS AND BEARS.

(Reported by Ware & Leland, Private Wire to George A. Howell.)

THE COTTON MARKETS.

New Orleans, Aug. 28.—New York Journal of Commerce figures the crop deterioration in August at eight per cent. Showers predicted for central and western belt Thursday and Friday. Liverpool again was disappointing and approaching holidays induced some long liquidation. The cotton market is now in the midst of one of those "fine frenzies" which are commonly supposed to be a peculiarity of poets. "Afy nothing" is given. A local habitation and a name, as it fancy were but another name for fact. The "rains" but lately deserted, now fairly swarm with speculators who translate their theories into practice from minute to minute. New facts are continually seen. There is nothing strange in the fact that rural operators should seek the centers of activity, for distance lends no enchantment to the view when values rise or fall by tens of points at a time. The public could not now be hired to sit on the fence. In the outsiders present mood, the sole charm of existence must be sought on the "Diamond" where "high flyers" and "hot grounders" constantly come from the bat. After while the game will find its logical conclusion, the umpire will be mobbed, and the "rooters" will walk home. No doubt many of the non-professionals imagine that they have to do nothing more serious than tennis or ping-pong, but broken thumbs and closed eyes will soon tell the story. The most expert batsman simply fan the air when the twist of the up and down drives is so terrific. All the signs of the hour indicate that a mighty bull campaign is on the march. In the opinion of the trade at least, the crop prospect has undergone a disastrous change. Today, Texas in particular, has gone from the one extreme to the other. Tis only the other day that the Lone Star State seemed to be the bears best hope. Now on the other hand heartrending wails come from that imperial domain. Despite all these dramatic developments the need of caution may not be exaggerated by sane men. To bull the remnant of a crop is one thing—to lift the bulk of it is quite another. Air guns are the favorite weapons in this grand skirmish but the Krag-Jorgensen will soon be sending forth their leaden hail. In other words the farmer will soon forge to the front.

NEW YORK COTTON.

Table with columns: Futures Closed, High, Low, Close. Rows include August, September, October, November, December, January, February, March, April, May, Spots Steady—Middling 6c.

LIVERPOOL COTTON.

Table with columns: Aug, Sept, Oct, Nov, Dec, Jan, Feb, Mar, Apr, May. Spots Steady—Middling 5 1/32d. Receipts 2,000—Sales 6,000.

CHARLOTTE COTTON.

Table with columns: Good Middling, Strict Middling, Middling, Tinges. Corrected Daily for the News by Heath-Reid Jobbing and Commission Company.

New Orleans Spots Quiet Middling 5 1/2c

New York, Aug. 28.—Liverpool continues its early messages of disappointment and sent a very unsatisfactory...

THE STOCK MARKETS.

New York, Aug. 28.—The stock market opened strong and with the course of the morning a number of stocks advanced sharply. Before noon most of the animation passed out of the dealings. Sharp advances were scored in certain stocks and equally sharp declines were noted in other issues. There was no addition to the general information in regard to anthracite coal strike. To some extent the market's firmness at opening was owing to advances shown in Americans in London. The unexpected advances in Americans in London market were reported in the cables as being chiefly owing to buying orders received from New York. The declines here for foreign accounts amounted to about 30,000 with the buying in favor of buyers. Features of railway list in respect of strength were C. F. I. C. A., Pacific, N. & W., and W. C. C. The extensive rise in Illinois Central which was a leader early underwent uncertain fluctuations. The weakness in Southern Railway was owing to statements that when the dividend on the preferred stock is acted on it will be declared at a reduced rate from amount last paid. The Southern Railway stocks along with L. & N. were also affected by absence of any definite news of the railway situation in Southern States but the rise in I. C. was in part at least accounted for by misunderstanding as to the position of that company in any rearrangement of Railway map in that section. A great many people write me about Copper. I am not friendly towards the industrialists, but the statistical position of Copper is as good now as it was a year ago. I would not be at all surprised to see Copper advance 20 or 30 points in the next month or so, quite independent of the list. The market has had a good healthy reaction and unless I am mistaken stocks are a purchase around the low figures of today.

NEW YORK STOCKS.

Table with columns: Atchison, Balto & Ohio, Can Pac, Ches & Ohio, Chi & Alton, Chi & G. West, Chi Ter & Tran, Erie, Hock Valley, Ill Central, Lou & Nash, Man, Misso Pac, Misso Pac & T, New Y C, Norfolk & W, Ontario & W, Penna, Read, St Paul, So Pac, So Ry, So Ry Pfd, Tex & Pac, Union Pac, Wabash, Amal Cop, Brook Bay Trans, Col Fuel & Iron, Nat Lead, Peoples Gas, Sugar, Tenn Coal & Iron, U S Leather, U S Steel, U S Steel Pfd, Western Union, V C Chemical.

THE PRODUCE MARKETS.

Chicago, Ill., Aug. 28.—Wheat—There was selling early on improved weather conditions in the Northwest with a prospect of the crop being harvested in good shape and weakness abroad. September worked off, although at times there was support given to it by Armour but the market was dull and while there was commission house selling of December and May, operations were largely of scalping character. It does not look as if clearances would be very large while the exports demand is not pronounced. The weakness in Duluth and Minneapolis made sentiment bearish. Local operators are timid and dont care to put out lines. Think careful selling on hard spots will prove profitable. Corn—September was offered quite freely although receipts were light and advices from the corn belt as regards growing conditions slightly bullish. Kansas City wired that there were complaints that weather is too cold for corn. It developed that considerable old corn was offered in large volumes from number of points with any kind of decent weather receipts should increase which would result in rapidly decreasing premiums on the article. We favor sales on hard spots. Oats—Receipts contract are very light but there was selling on the improved weather although the Cereal Company were rather free buyers through their brokers. The market closed rather firm. Provisions—Hogs were in large supply and declined, starting selling in produce but offerings were well absorbed with packers buying Pork and Lard. Armour picked up January stuff.

Table with columns: High, Low, Close. Rows include WHEAT, CORN, OATS, PORK, LARD, RIBS.

OLD SOLDIER'S EXPERIENCE. M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health." They always do. Try them. Only 25c. at Burwell & Dunn Co.'s drug store.

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Seaboard Air Line Railway.

Table with columns: No. 32, No. 40. Rows include Jv. Charlotte, Ar. Monroe, Lv. Monroe, Ar. Hamlet, Ar. Wilmington, Ar. So. Pines, Ar. Raleigh, Ar. Norfolk Jc., Ar. Portsmouth, Ar. Richmond, Ar. Washington, Ar. Baltimore, Ar. Phila., Ar. New York.

Table with columns: No. 33, No. 41. Rows include Lv. Monroe, Ar. Athens, Ar. Atlanta, Ar. Montgomery, Ar. Mobile, Ar. New Orleans, Lv. Charlotte, Lv. Lincoln, Lv. Shelby, Ar. Rutherfordton.

Trains arrive Charlotte daily, 10:08 a. m., 10:32 p. m. From East and South 7:17 p. m. From the West. Pullman sleeping cars between Charlotte and Portsmouth on Train No. 32. Connects at Monroe with fast through trains and through sleepers to the East and South. Quickest time between Charlotte and New York. Leaving Charlotte 4:50 a. m., arrive in New York at 12:45 night, same night. For detail information address, AB. V. HARRILL.

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Southern Railway

In Effect June 8th, 1902. This condensed schedule is published as information and is subject to change without notice to the public: 5:00 a. m. No. 8 daily for Richmond and local points, connects at Greensboro for Winston-Salem, Raleigh, Goldsboro, Newbern and Morehead City, at Danville for Norfolk.

7:10 a. m. No. 27 daily, for Columbia and C. C. & A. local stations. 7:15 a. m. No. 16 daily, except Sunday, for Statesville, Taylorsville and local stations, connects at Mooresville for Asheville, Hickory, Lenoir and Blowing Rock. 7:45 a. m. No. 39 daily, Atlanta Express, Pullman sleeper and day coaches to Atlanta, Pullman tourist sleeper to San Francisco, Tuesdays, Thursdays and Saturdays, via New Orleans and Southern Pacific; close connection at Spartanburg for Hendersonville and Asheville.

8:30 a. m. No. 33 daily, Florida Express, for Rock Hill, Chester, Winstonsboro, Columbia and Savannah; Pullman sleepers to Jacksonville, Port Tampa and Augusta, first-class coach Washington to Jacksonville. Dining car service. 9:25 a. m. No. 36 daily, U. S. Fast Mail, for Washington and all points North; Pullman drawing rooms, sleepers to New York and Richmond, day coaches New Orleans and Memphis; Pullman observation car, New York to Macom. Dining car service. Solid Pullman train.

10:05 a. m. No. 30 daily, for Danville, Richmond and Washington and all points North. Pullman sleeper to New York; first-class coach to Washington. This train is operated via Richmond, Va. 11:10 a. m. No. 28 daily, for Winston-Salem and Roanoke, Va. 12:35 p. m. No. 11 daily, for Atlanta and local stations; connects at Spartanburg for Hendersonville and Asheville. 6:40 p. m. No. 12 daily, for Richmond and local stations, connects at Greensboro for Raleigh and Goldsboro. 7:15 p. m. No. 24 daily, except Sunday, for Statesville and local stations, connects at Statesville for Asheville, Knoxville, Chattanooga and Memphis. 8:18 p. m. No. 38 daily, Washington and Southwestern limited, for Washington and all points North. Pullman sleepers and Pullman observation car to New York. Dining car service. Solid Pullman train.

9:30 p. m. No. 34 daily, New York and Florida Express. Pullman sleepers to New York; first-class coach to Washington. 10:10 p. m. No. 35 daily, U. S. Fast Mail, for Atlanta and all points South and Southwest. Pullman drawing room sleepers to New Orleans and Birmingham; day coaches Washington to New Orleans. Dining car service. 10:35 p. m. No. 40 daily, for Washington and joints North. Pullman sleeper for Washington, Charlotte to Richmond, Charlotte to Norfolk. First-class coach Atlanta to Washington. C. H. ACKERT, General Manager. S. H. HARDWICK, Gen. Pass Agt., Washington, D. C. R. L. VERNON, Traveling Pass. Agt. T. J. WITHERSPOON, City Ticket Agt. 11 S. Tryon Street, Charlotte, N. C. Baggage called for and checked from hotel and residence by Wadsworth's Transfer Co., on orders left at City Ticket Office.

N. & W. Norfolk and Western

Schedule in Effect Through Train Daily, Charlotte and Roanoke, Va. Lv. Charlotte, So. Ry. 11:10 a. m. Lv. Winston, N. & W. Ry. 3:00 p. m. Lv. Martinsville, Va. 5:15 p. m. Lv. Rocky Mt., Va. 6:35 p. m. Ar. Roanoke, Va. 7:40 p. m. Ar. Charlotte, So. Ry. 6:00 p. m. Ar. Winston, N. & W. Ry. 2:00 p. m. Ar. Martinsville, Va. 11:45 a. m. Ar. Rocky Mt., Va. 10:26 a. m. Lv. Roanoke, Va. 9:15 a. m.

Connects at Roanoke via Shenandoah Valley Route for Natural Bridge, Luray, Hagerstown and all points in Pennsylvania and New York. Pullman sleeper, Roanoke and Philadelphia. Additional train leaves Winston-Salem 7 a. m. daily except Sunday for Southwest Virginia and Shenandoah Valley points. W. B. BEVILL, Gen. Pass. Agt., Roanoke Va. M. F. BRAGG, Trav. Pass. Agent.

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