

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, Sept. 11.—Operators in cotton are now in the mood of the man who has taken medicine in the dark, thinking the wrong bottle, perchance has been drained. That is the question which must agonize the patient until day light and the doctor come. Certainly the public now show little disposition to ignorantly to toy with others. Far better to suffer and be still, the more especially as the little farmer sits on the stoop in undertaker's garb. In the meanwhile, the tide of events takes the market swiftly toward new possibilities, and perils. The government weekly reports seem to leave no escape from the conclusion that another thunder bolt is to be hurled by the statistical jove. Any serious decline from the September figure of condition would make it desirable that the crop of 1902, be bagged rather than baled. Then again the date of possible frosts draws on a pace. If the experience of 1889, be repeated, the cold will strike to the very marrow of the longest furred bear. On the other hand, the bull is the case of the man at the boarding house who finds difficulty in eating buck wheat cakes as fast as the cook turns them out. The trade will doubtless stake \$11 millions in the course of the year, but will hardly take half the quantity in three months, unless a liberal discount for cash be made. Moreover, there is always the Dames & Moore sword of war and financial earthquake. In such circumstances there is infinite wisdom for both schools of day traders in old Heywood's line; "Reckeners without their host must reckon twice." The principal thing is to keep commitments well within bounds so that the unexpected may not be synonymous with the irrevocable. Remember 95.

New York, Sept. 11.—Liverpool did not do as well as expected but gave us a lower market this morning on account of heavy spot offerings over night by the South. The prevailing opinion on the other side, is that lower markets must follow unless there are lighter receipts or New York and New Orleans help bear the burden. The opinion now gaining ground on our floor is that present prices are high enough for the immediate future but the world will need at least 11 million bales of American cotton. As soon as the trade can be convinced that such a production is not possible, higher prices than have so far been witnessed will be the rule. The rush of receipts

New York, Sept. 11.—Ridgely says: I really don't know what to tell you at the present moment. Some reaction is due, but it's not likely to extend very far. There are few, if any, weakly margined accounts to be wiped out. The surplus bank reserves are just about all gone, but as soon as gold imports are announced, or the treasury increases its deposits in New York banks, stocks are likely to soar, for a day or two at least. Copper, I think, is on the up grade, subject to reactions of a couple of points. The time is also about due for the U. S. Steels to advance. Its intended to hold Southern Pacific above 79 unless there should be a general break, which latter we don't expect.

Ennis & Stoppani say: Market will continue of a trading character. There is a good demand though, for stocks and on ease in money, a good upward movement can be looked for. Crop news continues very good. Joseph says: Steele features in London. Russell Sage is preparing a testimonial acknowledging the efficacy of the Rockefeller anticipate for "cholera germs." He significantly remarked: "My stocks will not be for sale under any circumstances," which means that bears will get no profits by waiting for it. Do not buy St. Paul in increased dividend but keep some of the stock.

Plett says: London very steady. News bullish. Our market holds very firm. Bears are all afraid to sell as they get whipped every time. Disposition shows by larger interests to advance prices pending closing of the money market. Some selling of longs by room traders. Butler sold 25,000 M. O. P. late yesterday and this morning. Crop reports fairly good. St. Paul dividend will probably be 1/2 or 1 per cent extra. This has been well discounted and on any spurt would take

THE PRODUCE MARKETS.

Chicago, Sept. 11.—Wheat—The market opened a trifle lower with favorable weather conditions but receipts were light in comparison with last year, which started buying by commission houses with Armour selling but bought December through brokers. Operations were largely of a scalping character. The movement is not near the amount predicted and should any declines appear we would be inclined to favor purchases.

Corn—There was no had reports from frost, in fact the weather map was good. There was selling early but predictions of frost started buying with commission houses buying. Generally thought to be for Patten. We favor sales on advances, especially the deferred futures.

Oats—Were inclined to strength with shorts in September covering on fears

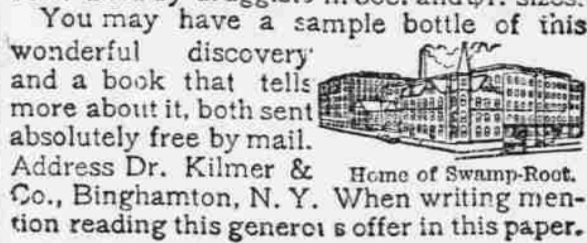
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Table with columns for No. 32 and No. 40, listing departure and arrival times for various stations like Charlotte, Monroe, and New York.

Table with columns for No. 33 and No. 41, listing departure and arrival times for various stations like Monroe, Athens, Atlanta, and New Orleans.

Trains arrive Charlotte daily, 10:08 a. m., 10:32 p. m. From East and South 7:17 p. m. From the West.

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Southern Railway

In Effect Aug. 11th, 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.

7:16 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 Winston-Salem, at Statesville 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, Winnsboro, 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. Post 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 Macao. 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. Post 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 points North. Pullman sleeper for Washington, Charlotte to Richmond, Charlotte to Norfolk. First-class coach Atlanta to Norfolk. C. H. ACKERT, General Manager.

B. H. HARDWICK, Gen. Pass Agt., Washington, D. C. R. L. VERNON, Traveling Pass. 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 Schedule in effect June 8th, 1902, 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 5:15 p. m. Lv. Rocky Mt. 6:35 p. m. Ar. Roanoke 7:40 p. m. Ar. Charlotte, So. Ry. 6:00 p. m. Ar. Winston, N. & W. Ry. 2:00 p. m. Ar. Martinsville 11:45 a. m. Ar. Rocky Mt. 10:26 a. m. Lv. Roanoke 9:15 a. m.

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