

# THE STOCK MARKET

### Prices Were Highest in the Opening and Closing Hours. Various Influences Operated Unfavorably in the Meanwhile

New York, Oct. 28.—Opening prices of stocks were well maintained at slight fractional advances over last night. The demand was light, but there was no manifest pressure to sell. Detroit, United Railway rose 11-4 and Chicago Terminal preferred about a point.

The stability of the market at the opening, despite yesterday's alarmist rumors, influenced a better inquiry for stocks and speculation developed greater activity and strength. The demand ran pretty much to the railway section. Missouri Pacific, Washburn & Mooney, Pennsylvania, Smelting and People's Gas gained 1 and 1-4. Amalgamated, United States Steel preferred and the local traction improved fractionally. Selling of American Car which lowered it 2 points, infused some heaviness to the metal stocks. Pressed Steel Car losing 1-5-8. Standard stocks weakened in sympathy and the market was on the downward move.

The market was unfavorably affected by large transfers of currency to St. Louis, occasioned by runs on savings institutions in that city, and a rather firmer tone in the call money market. The level of prices held slightly below last night, except for stocks which had advanced most at the outset. Washburn & Mooney, Chicago and Eastern Illinois certificates and Western House 2, and Lackawanna 2-3-4. The market rallied before noon. Bond were irregular at that hour.

The large increase in the quarterly net earnings of the Pressed Steel Car Company led to heavy selling of the stock, and it lost 3 points. Other stocks reacted to the lowest and became dull. Offerings of stocks gradually diminished and a renewal of the buying in the early strong features helped to rally. Speculation, which had been quiet, livened up somewhat when the demand arose.

The best prices of the day were made during the final hour at a fraction above the early level. Northwestern preferred sold at 207. The last sale was at 192-1-4. Rubber goods preferred fell 1 and Canadian Southern 11-4. The closing was dull and rather easy.

### New York Stock Quotations

	Open	Close
Alton	28	28 1/2
American Car Eddy	20 1/2	19 1/2
American Locomotive	13 1/2	13 3/4
Sugar	115 1/2	115 1/2
American Smelting	42 1/2	42 3/4
Atchafalaya	67 1/2	67 1/2
Do. pref.	90	90 1/2
Amalgamated Copper	37 1/2	37 1/2
Brooklyn Rapid Transit	31 1/2	31 1/2
Baltimore and Ohio	75 1/2	75 1/2
Do. pref.	87 1/2	87 1/2
Canadian Pacific	120 1/2	120
Chesapeake and Ohio	30 1/2	30
C. R. I. and F.	25 1/2	25 1/2
Do. pref.	60 1/2	60 1/2
C. M. and St. P.	139 1/2	139 1/2
C. G. W.	15 1/2	15 1/2
Gen. Tob. 4 per cent bonds	55	55
Do. pref.	102 1/2	102 1/2
Colorado Fuel	31	32 1/2
Colorado Southern	13 1/2	13 1/2
Do. 1st pref.	55 1/2	55 1/2
Do. 2nd pref.	23	23
Delaware and Hudson	156	156
Erie	27 1/2	27 1/2
Do. 1st pref.	66 1/2	66 1/2
Illinois Central	131 1/2	131 1/2
Louisville and Nashville	101 1/2	101 1/2
Manhattan	135	135
Metropolitan	110	109 1/2
M. K. T.	17 1/2	17 1/2
Do. pref.	35 1/2	35 1/2
Missouri Pacific	91 1/2	91 1/2
Mexican Central	97	97 1/2
Norfolk and Western	57	57
New York Central	119 1/2	119 1/2
N. Y. O. and W.	20 1/2	20 1/2
People's Gas	95	94 1/2
Pennsylvania	119 1/2	119 1/2
Pressed Steel	30 1/2	30 1/2
Reading	45 1/2	45 1/2
R. L. Southwestern	14 1/2	14 1/2
Southern Railway	18 1/2	18 1/2
Do. pref.	74 1/2	74 1/2
Southern Pacific	42 1/2	42 1/2
T. C. L.	23 1/2	23 1/2
Texas Pacific	24	24
Union Pacific	72 1/2	72 1/2
Leather	7 1/2	7 1/2
V. S. Steel	77 1/2	77 1/2
Do. pref.	11	11 1/2
Western Union	59 1/2	59 1/2
Do. pref.	87 1/2	87 1/2
Wabash	18 1/2	18 1/2
Do. pref.	32 1/2	32 1/2
Wisconsin Central	18 1/2	18 1/2
Do. pref.	38 1/2	38 1/2
W. Car. Chem. Co.	18 1/2	20 1/2
Do. pref.	58	58

### Baltimore Stock Quotations

Baltimore, Oct. 28.—The market closed dull and steady. United Railways 4's at 90% were unchanged; Atlantic Coast Line consolidated 4's again sold at 91; Seaboard Air Line 4's at 7 1/2 were up 1/4.

### Cotton

New York, Oct. 28.—Spot cotton here was unchanged. Sales 568 bales for spinning. Middling uplands 10.35 against 8.70 last year; New Orleans and gulf 10.60 against 8.95. Southern spot prices, Galveston, Savannah, Augusta and Memphis 10 cents; New Orleans 13-16; Mobile 9-7-8; New Orleans sold 1.650 bales; Memphis 1,390; Savannah 1,095; Mobile 1,000; Augusta 908 and Galveston 295. Liverpool opened 46 1/2 points lower, but recovered losses on all months but October; spots there declined 4 points with sales of 5,000 bales. Manchester was quiet.

ing by Sully & Company; rain, too was predicted. As to Liverpool its decline of only 3 to 10 American points in response to a fall here on Tuesday of 16 to 18 points was taken by the bulls here as an expression of skepticism to the correctness of Mr. Buxton's estimate. For that matter the net decline here was nothing very great, although there can be no doubt for the moment at least, there was more pressure to sell than there was to buy. New Orleans houses had large selling orders and firms with Wall street and western connections sold freely. Philadelphia was accredited with selling. Southern spot markets were in some cases 1-1-16 lower. Southern selling was considered by some close observers to have been easily the most depressing feature of the day. This selling was partly speculative and partly against the actual cotton. Europe also sold pretty freely.

Galveston, 17,171 bales; New Orleans, 15,677; Mobile, 3,766; Savannah, 10,890; Charleston, 2,166; Norfolk, 4,118.

### Chicago Grain and Provisions

WHEAT: Open High Low Close. October... 31 1/2 ... 31 1/2 ... 31 1/2 ... 31 1/2. December... 80 3/4 ... 80 3/4 ... 80 1/2 ... 80 3/4. May... 79 1/2 ... 79 1/2 ... 78 3/4 ... 79 1/2.

### CORN

December... 43 1/2 ... 44 1/4 ... 43 1/2 ... 43 1/2. May... 42 1/2 ... 42 3/4 ... 42 1/2 ... 42 3/4.

### OATS

December... 36 ... 36 1/4 ... 35 3/4 ... 36 1/4. May... 36 1/2 ... 36 3/4 ... 36 1/2 ... 36 3/4.

### PORK

January... 11.96 ... 12.10 ... 12.00 ... 12.10. May... 12.70 ... 12.22 ... 12.15 ... 12.20.

### LARD

October... 6.50 ... 6.52 ... 6.50 ... 6.50. January... 6.60 ... 6.67 ... 6.60 ... 6.65. May... 6.67 ... 6.72 ... 6.67 ... 6.72.

### RIBS

October... 7.73 ... 7.73 ... 7.73 ... 7.73. January... 6.27 ... 6.32 ... 6.27 ... 6.32. May... 6.40 ... 6.42 ... 6.40 ... 6.42.

### December Corn

New York... 87 1/2 ... 87 1/2. St. Louis... 87 1/2 ... 87 1/2. Minneapolis... 79 1/2 ... 79 1/2. Duluth... 73 ... 73.

### December Wheat

New York... 50 1/2 ... 51 1/4. St. Louis... 39 1/2 ... 40 1/2.

### Naval Stores

New York, Oct. 28.—Stocks—Rosin, 17,178 barrels; spirits turpentine, 461 barrels; tar, 1,652 barrels. Spirits turpentine, oil barrels, 59 1/2; machine-made barrels, 60; tar, pine barrels, \$2.70@2.80; oil barrels, \$4.70@4.75; rosin, common to good strained, \$2.60@2.65; D, \$2.65@2.70; E, \$2.75; F, \$2.90@2.95; G, \$2.95@3.00; H, \$3.10; I, \$3.60; K, \$4.25@4.30; M, \$4.50; N, \$4.60; WG, \$4.75. V.W., \$4.90@5.00.

### Baltimore Provision Market

Baltimore, Oct. 28.—Flour—Quiet and unchanged. Receipts, 25,492 barrels; exports, 272 barrels. Wheat—Weak; spot contract, 85@85 1/4; October, 85@85 1/2; November, 85 1/4@85 1/2; December, 86@86 1/4; January, 88 asked; May, 82 1/4@83 1/4; steamer No. 2 red, 76@76 1/4. Receipts, 8,616 bushels, southern by sample, 73@73 1/4; southern on grade, 77 1/2@78 1/4. Corn—Weak; spot, 49 1/2@49 1/2; October, 49 1/2@49 1/2; November, new or old, 48 1/2@48 1/2; year, 48 1/2@48 1/2; January, 47 1/2@48; steamer mixed, 47 1/2@47 1/2. Receipts, 78,281 bushels; southern white corn, 50@54; southern yellow corn, 50@54.

### Oats—Steady

No. 2 white, 42; No. 2 mixed, 40@40 1/2. Receipts, 13,313 bushels.

### Rye—Firm

No. 2, 50; No. 2 western, 60. Receipts, 2,342 bushels.

### Hay—Firm and unchanged

Grain Freights—Firm, unchanged. Butter, eggs, cheese and sugar unchanged.

### Raleigh Cotton

Receipts yesterday... 535 bales. Prices yesterday... 10 to 9-3-4 cents. Receipts this date last year... 68 bales. Prices this date last year... 8 cents.

## WARE AND LE- LAND'S LETTER

On Monday, we had the advance, yesterday the break, and today both weakness and strength. It is a hard market to guess and it was small wonder that prices flew around in a very uncertain fashion. While not as weak as yesterday during the morning, the market was not strong and a lot of cotton seemed to be for sale on any advance. The feature of the day was the Boston estimate of 11,250,000 bales, which was rumored yesterday. Last year Buxton's estimate was 11,200,000 bales, and with a late frost much more. The frost was late and yet the crop turned out less than 10,700,000 bales. Last year nearly every one looked for a crop anywhere from 10,750,000 bales to 11,250,000 bales. But this year you can hardly place money on bets that the crop will not be eleven million bales. In fact any amount of money can be had that the crop is not 10,900,000 bales. This report of cotton is not in line with what the majority believe. For the moment, however, in view of the big advance in price and the amount of cotton that the south will be willing to sell, the figures are more than likely to cause a halt in the market. We have had a big rise and it behooves traders to proceed very cautiously above ten cents. It does not require a great stretch of the imagination to picture a reaction to 9-3-4 cents, and still have cotton to sell at all sorts of figures in the spring. Spot markets are firm, but domestic spinners don't come in as one would like to see them. The crop is not believed to be a liberal one, and for this reason the short side will hardly be popular. We would only buy cotton on a good reaction from this figure. If the market halts just here, a reaction is more than likely. Trade today was limited and operators were conservative on both sides of the account.

New York spot prices unchanged;

## Spencer Trask & Co. BANKERS William & Pine Sts., New York Investment Securities. Members New York Stock Exchange. Branch Office, Albany, N. Y.

middling uplands 10.35; gulf 10.60. Port receipts today estimated at 55,000 bales, against 42,990 bales last week and 51,382 bales last year.

Estimated receipts for tomorrow: At Galveston 16,000 to 18,000 bales, against 19,322 bales last week, and 14,150 bales last year; at New Orleans 14,000 to 16,000 bales, against 8,641 bales last week, and 16,367 bales last year; at Houston 21,500 to 22,500 bales, against 16,301 bales last week, and 17,786 bales last year.

### COTTON FUTURES

Cotton futures today ranged as follows: Open High Low Close. January... 10.68 ... 10.12 ... 9.95 ... 9.95. February... 10.12 ... 10.13 ... 9.97 ... 9.97. March... 10.10 ... 10.15 ... 9.97 ... 9.97. April... 10.08 ... 10.11 ... 10.00 ... 10.00. May... 10.17 ... 10.17 ... 10.01 ... 10.01. June... 10.11 ... 10.12 ... 10.01 ... 10.01. July... 10.16 ... 10.16 ... 10.01 ... 10.01. October... 9.98 ... 10.06 ... 9.90 ... 9.90. November... 10.01 ... 10.10 ... 9.92 ... 9.90. December... 10.14 ... 10.20 ... 10.01 ... 10.02.

The market for cotton futures closed steady.

### Suspension Complete

Pottsville, Pa., Oct. 28.—The suspensions made by the big coal companies today were surprisingly sweeping. Not only were all the Reading Company's collieries closed down, but the carpenters, blacksmiths and mechanics at Palo Alto were suspended, and even the telegraph operators at many points were laid off. Independent operators along the Philadelphia and Reading were refused cars and were also compelled to close down. Over forty thousand men in this section are now idle.

### This Is Mitchell Day

Scranton, Pa., Oct. 28.—John Mitchell arrived in Scranton at 3.30 today to take part in the Mitchell day parade in this city tomorrow, in which it is expected that over 30,000 men will participate. Mr. Mitchell was looking ill and has been compelled to wear eye glasses. He was immediately surrounded by leaders of the miners and was in conference with them the remainder of the day. Tomorrow evening a dinner is to be given Mr. Mitchell at the St. Charles Hotel.

### Bomb Explodes and Kills

New York, Oct. 28.—The premature explosion of an aerial bomb killed one man and hurt a number of other persons, two of them seriously, in Woodside, Queens, Borough tonight. The bombs were being shot off in honor of a fusion mass meeting which was being held. Several bombs had been shot off, and it is supposed that the one which exploded was put into the iron mortar before the fire from the previous one had been wholly extinguished. The bomb seemed to explode just as it reached the edge of the mortar.

### Express Men Strike

St. Louis, Oct. 28.—The trouble of the local express shippers, which began with the strike of the Pacific company's men, were augmented today when the drivers of the Adams, United States, American, Wells-Fargo and National Express companies walked out in sympathy with their striking brothers. The employees of these companies presented a petition to the officials of each company Tuesday, asking that the support said to be given by the companies to the Pacific in its fight with its own men be removed.

### Cartridge on the Track

Charlotte, N. C., Oct. 28.—Special. One of the fair young visitors to the Mecklenburg Fair was the victim of an unusual accident this morning. Miss Lela Sloop of Taylorsville was the unfortunate. While transferring from a depot car to go to the fair grounds she heard the report of a pistol and felt a stinging pain in her right arm. Investigation disclosed the fact that a bullet had struck her right forearm, entering a heavy coat sleeve and spending its force against the bone of her arm, making an ugly and painful wound. For a while the shooting appeared to be a mystery until it was learned that a sportive youngster had placed a loaded cartridge on the car track and a passing car, exploded it. The police are hunting the funny man.

### NECK BROKEN

### Foot Ball Player Fell on His Head When Tackled

New York, Oct. 28.—Thomas McCaulley, Jr., the sixteen year old son of Police Sergeant Thomas McCaulley of the Fort Hamilton station, had his neck broken while playing foot ball today. At midnight the boy was alive in the hospital. Young McCaulley was a member of the second eleven of the Manual Training School. This team played the second eleven of the St. John's School today. McCaulley played left half back and the ball was passed to him for a run around the end from St. John's ten yard line. Just as McCaulley reached the line and was about to score he was tripped up. He landed on his head. He dropped the ball and lay on the ground unable to move. The other players carried him to the club house and an ambulance was summoned.

"It was almost a miracle. Burdock Blood Bitters cured me of a terrible breaking out all over the body. I am very grateful." Miss Julia Filbridge, West Cornwall, Conn.

## STEEPED IN SCANDALS

### Former Congressman Loud Involved in Crooked Postal Business

San Francisco, Oct. 28.—Some sensational testimony was given by Daniel S. Richardson in the post office scandal today, and it involved both Postmaster Montague of San Francisco and former Congressman Loud.

Before United States Commissioner Peacock, Mr. Richardson, general superintendent of the San Francisco post office, testified that he went to Washington in the interest of a device of the Montague Time Indicator Company, and at the request of Superintendent Machen of the free delivery division and Superintendent Beavers of the department of salaries and allowances. He gave them large blocks of stock in the company, for which they secured \$30,000 worth of contracts for the device from the post office department. He practically assumed entire responsibility for the bribery himself. The resolution by which the directors of the local company issued stock to Machen and Beavers, under other names than their own, was placed in evidence. The document bore the letters "O. K. W. W. M." and Richardson testified that W. W. M. stood for W. W. Montague, postmaster of San Francisco, then president of the device company. When Machen and Beavers had ordered a large number of postal devices at \$4 each Richardson had the price raised to \$4.25 and \$4.50 each, and a letter written upon the subject by Richardson to Machen was introduced in evidence. It says, referring to the additional sum required to meet the increased bill:

"I have laid the matter as frankly before Loud as I have before you, and I am assured by him that the money will be provided."

Loud was then Chairman of the House committee on postal affairs.

### SWITCH LEFT OPEN

### Double-header Ditched and Four Men Killed

Charlotte, N. C., Oct. 28.—Special. In the wreck of a freight train near Bessemer City early this morning, four men were instantly killed and two slightly injured. The dead are Engineer Thomas J. Pettus, Fireman J. R. Higgins, colored; Fireman John Thompson, colored, and an unknown white tramp. The freight, which is known as No. 74, was running at a good rate of speed and was pulled by two engines. In some manner not yet accounted for, the north switch at Bessemer City was misplaced, and when the heavy train reached that point it was derailed, the engines and ten cars going into the ditch. Both locomotives and the ten cars were badly smashed.

Engineer Tate was slightly injured and so was the head brakeman, P. S. Pfaff. The conductor in charge of the train was Mr. Patterson. Engineer Pettus was a native of Charlotte and has two brothers here, one of whom is an engineer in the employ of the Southern. The tracks have been blocked all day, but an extra train has been running to the point of the wreck to accommodate local travel.

### Workmen Had the Switch Open

Charlotte, N. C., Oct. 28.—The train, which was a double-header with engines Nos. 1056 and 1103, manned by Engineers T. J. Pettus and C. T. Tate, and under the control of Conductor Patterson, was running at a fair rate of speed when it was derailed at the north switch above the Bessemer City station. The track at that point was being repaired by a force of section men, and it is understood the section foreman contends that the danger signals he had caused to be displayed were not heeded. Evidently neither of the engineers of the approaching train apprehended any danger. Mr. Pettus, who was on the front engine, was killed almost instantly, as was his fireman and the fireman on the other engine.

### RICH CARGO IN AN AMERICAN SHIP

Galveston, Tex., Oct. 28.—The American steamer Massachusetts cleared for Havre this afternoon with 22,500 square bales of cotton weighing 11,995,000 lbs., valued at \$1,199,953, and 3,388 round bales of cotton, weighing 487,600 pounds, valued at \$84,700, besides 45,000 feet of pine lumber, valued at \$675. The total value of the cargo is \$1,285,328.

The Massachusetts, which is the first American vessel to carry a cargo from Galveston to a north Atlantic port in thirty years, will go to sea tomorrow. In the old days of American clipper ships a large number of cotton laden ships plying between Galveston and European ports were American sailing ships of the best and largest type of their days. Since the decadence of the American merchant marine the cotton carrying trade has passed completely from American to foreign bottoms, principally British.

The Sunday-school association of Raleigh contemplates visiting every house in Raleigh and holding a brief service. It is said that with a few volunteers from each Sunday-school such a canvass of the entire city could be made in three hours.

"Yes," said the playgoer, "the sourette in uniform came out and sung that she was 'One of the Ranks.'" "Did it impress the audience?" asked the friend. "Yes, they agreed unanimously that she was as rank as they make them.—Chicago Daily News.

Bertha—"Oh, dear, I'm so tired of having every man who comes along

making love to me!" Kitty—"I wouldn't mind, dear; it never goes any farther than that, you know. Of course, none of them is really serious."—Boston Transcript.

### Special Rates via Seaboard Air Line

Commencing October 15, 1903, the Seaboard Air Line railway will place on sale from all important stations round trip winter tourist tickets to all winter resorts, tickets sold until April 30, 1904, with final limit May 31.

Following are rates from Raleigh for round trip: Austin, Tex. ... \$61.85. Daytona, Fla. ... \$40.05. El Paso, Tex. ... \$6.45. Fort Lauderdale, Fla. ... \$7.10. Galveston, Tex. ... \$8.55. Havana, Cuba. ... \$0.55. Houston, Tex. ... \$5.10. Jacksonville, Fla. ... \$7.45. Jackson Springs, N. C. ... \$4.35. Lake City, Fla. ... \$7.45. Lakerview, N. C. ... \$3.05. Miami, Fla. ... \$9.45. Niagara, N. C. ... \$2.25. Palm Beach, Fla. ... \$5.95. Pine Bluff, Fla. ... \$2.70. Pinehurst, N. C. ... \$3.65. St. Augustine, Fla. ... \$9.95. San Antonio, Tex. ... \$5.45. Southern Pines, N. C. ... \$2.40. Tampa, Fla. ... \$4.05. Thomasville, Ga. ... \$8.15. Tickets bear fifteen days transit limit and stop-over allow.

For information apply to local agent or address C. H. GATTIS, C. P. T. A., Raleigh, N. C.

### Special Rates via Southern Railway

\$6.55—Raleigh to Wilmington, N. C., and return, account Synod of North Carolina. Tickets on sale Nov. 2, 3, and 4, final limit Nov. 13th.

\$5.05—Raleigh to Winston-Salem, N. C., and return, account annual Conference Methodist Protestant church. Tickets on sale Nov. 16, 17, and 18, final limit Nov. 25th.

For any other information apply to any ticket agent Southern Railway, or address T. E. GREEN, C. T. A., Raleigh, N. C.

### Special Rates via S. A. L. Railway

\$ 6.55—Raleigh to Wilmington, N. C., and return, account meeting of North Carolina Presbyterian Synod, Wilmington, N. C., November 3d. Tickets on sale November 2, 3, and 4th, with final limit November 13th.

\$7.35—Raleigh to Greenville, N. C., and return, account N. C. Christian Missionary Convention. Tickets on sale October 26, 27, 28; final return limit October 31, 1903.

\$3.65—Raleigh to Weldon, N. C., and return, account Weldon Fair. Tickets on sale October 26, 27, 28, 29, and for trains arriving Weldon before noon October 30, final return limit November 2, 1903.

\$3.10—Plus 50 cents Raleigh to eldon, N. C., and return, account of Roanoke and Ttor River Fair, Weldon, N. C. Tickets on sale October 26th to 27th, inclusive, with final return limit November 2nd.

\$6.55—Raleigh to Wilmington and return, account of Meeting North Carolina Presbyterian Synod, Wilmington, N. C., November 3rd. Tickets on sale November 2nd, 3rd and 4th, with final limit returning November 13th.

Account of the North Carolina Industrial Fair (colored), to be held in Raleigh, October 27th-30th, the S. A. L. Railway will sell tickets from all points in Virginia and North Carolina to Raleigh at one first-class fare plus 25 cents for the round trip. Tickets on sale October 27th to 29th, inclusive, with final return limit October 30th.

For further information, apply to C. H. GATTIS, C. P. T. A., Raleigh, N. C.

Z. P. SMITH, T. P. A., Raleigh, N. C.

For further information address C. H. GATTIS, C. P. T. A., Raleigh, N. C.

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## SEABOARD AIR LINE RAILWAY

Short Lines to principal cities of the South and Southwest, Florida, Cuba, Texas, California and Mexico, also North and Northwest, Washington, Baltimore, Philadelphia, New York, Boston, Cincinnati, Chicago Indianapolis, St. Louis, Memphis and Kansas City.

### Trains leave Raleigh as follows:

No. 24, 1:25 a. m.—"SEABOARD EXPRESS" for ALL points Raleigh to Portsmouth, Richmond, Washington, Baltimore, Philadelphia, New York, Boston and all points North, Northeast and Northwest.

No. 33, 11:15 a. m.—"SEABOARD LOCAL MAIL" for ALL LOCAL points, Raleigh to Portsmouth, Norfolk to Richmond connects at Henderson for Oxford and Weldon with A. C. L. at Portsmouth-Norfolk with ALL STEAMERS for points North and Northeast.