KING CORN RULED 'CHANGE.

DISAPPOINTING HUSKING RETURNS GAVE CORN STRENGTH.

General Buying Movement Noticed in Wheat and Sent the Cereal Up—Oats Showed Slight Gain—Provisions Higher.

CHICAGO, Oct. 23.—Corn was the leader on 'Change to-day and furnished the principal foundation for the strength developed in the other markets. Disappointing husking returns and a steady decrease in stock gave corn traders an opportunity to give vent to a feeling that has been struggling for expression for some time and the December option closed with a gain of 5c. There was a general buying movement in wheat, which shows the principal participants and December closed at an advance of 5@6c. Oats followed suit 1@1½c and provisions from 2½c to 10c.

Wheat opened strong and active. Complaints of damage by drouth in the Southwest and higher Liverpool cables, notwithstanding the downward tendency of the market here for the last week, caused the change in sentiment. Buying was heavy from the outset and as offerings were scarce the market soon got above full figure. Profit taking and selling by holders of privileges caused a slight reaction after it had been added to the opening advance, but as soon had begun to show decided strength shorts became anxious and ran to cover. Outside buying hastened the upturn that followed and the price traded upward the remainder of the session, the market closing strong at the best price of the day. A smaller increase in the visible supply than expected and liberal clearances helped to maintain the advance. December opened a shade higher at 69½@70c, advanced to 70@70½c and off to 69½ and advanced to 70¼@70½c at the close. Chicago received 232 cars, one of which graded contract. Minneapolis and Duluth got 1,021 cars, compared with 1,443 for the same day a year ago. Total primary receipts were 1,784,000 bushels, against 2,008,000 bushels last year. Atlantic port clearances in wheat and flour equaled 248,000 bushels. World's shipments to Europe last week were 8,000,000 bushels. The visible supply increased only 1,241,000 bushels, whereas an increase of over 2,000,000 bushels had been expected. Cash demand here was slow as well as at the seaboard, where only 20 boatloads were reported sold for export.

Corn started strong and kept improving a little right along until with half an hour from the close when profit taking checked the advance. Reports of poor yards and a large decrease in stocks coupled with the heavy current requirements of both foreign and domestic consumption, was the basis of the market's strength. The buying was well distributed, with the market at times being bare of offerings. The visible decreased 866,000 bushels. Cash demand good. December opened 1@1½c higher at 29¾@29⅞c, sold sparingly at 29¾@29⅞c and advanced to 31⅛@31⅜c at the close.

Oats ruled quiet and the advance was due almost entirely to sympathy with corn. Receipts 232 cars, with visible decreased 327,000 bushels. December opened ⅛c higher at 22⅞c, eased off to 22⅝@22⅞c and advanced to 22⅞@22⅞c at the close.

Higher prices for hogs and a good cash meat demand strengthened provisions. The advance in corn was a further encouragement and a moderate gain was easily established. January pork closed at 7½@10c higher at $9.42½@9.45, January lard and ribs 2½c higher at $5.35 and $4.92½, respectively.

Estimated receipts for Tuesday—Wheat, 280 cars; corn, 832 cars, oats, 447 cars; hogs, 24,000 head.

LOCAL GRAIN MARKET.

Wheat Active and Higher—Corn Up and Oats Firm.

In store—Wheat, 2,365,000 bushels; corn, 29,700 bushels; oats, 59,900 bushels; rye, 11,500 bushels.

Wheat.

Receipts the past 48 hours	290,630 bushels
Receipts the same time last year	265,800 bushels
Shipments the past 48 hours	62,420 bushels
Shipments the same time last year	194,630 bushels

There was more life and strength to the market yesterday than for some days. The receipts were good, but there was the demand. Cables came in a little better, but closed with the early strength lost, and the visible supply statement showed an increase of 1,241,000 bushels in the United States and Canada last week, but was more than offset by the heavy thinned dry weather throughout most of the winter wheat belt, and, under the influence, there was more speculation than for some time and with freer speculative buying the cash market also showed more life and strength. In Chicago, December closed ⅝c higher than on Saturday. Here the same option advanced ⅞c and closed at the top. Prices for May and July also showed a good gain, while following the spring leader, hard winter futures advanced 5@6c, and Pacific Coast futures 4@5c. The receipts in the Northwest were light, and the cash market there was firm and 1@2c higher.

No. 2 red—Nominally 69@70c.

No. 3 red—1 car 68c, 1 car 68½c.

No. 4 red—4 cars 67 pounds at 65c, 1 car 59 pounds at 65c, 3 cars 58 pounds at 65c, 2 cars 55 pounds at 65c, 2 cars 54 pounds at 65c, 2 cars 53 pounds at 65c, 1 car 52 pounds at 65c, 1 car 51 pounds at 65c, 1 car 50 pounds at 65c, 1 car 48 pounds at 65c, 1 car 45 pounds at 65c, 1 car 44 pounds at 65c, 1 car 39 pounds at 65c.

No. 3 hard—1 car 63 pounds at 66½c, 1 car 59½ pounds at 67½c, 1 car 58 pounds at 67½c, 2 cars 56½ pounds at 67½c, 4 cars 56 pounds at 67c, 2 cars 55½ pounds at 67½c, 2 cars 55 pounds at 67c, 2 cars 54½ pounds at 67c, 1 car 54 pounds at 67c, 1 car 51 pounds at 67c, 1 car 50 pounds at 67c, 1 car 48½ pounds at 67c, 1 car 47½ pounds at 67c, 1 car 47 pounds at 67c, 1 car 46½ pounds at 67c, 1 car 46 pounds at 67c, 1 car 45½ pounds at 67c, 2 cars 45 pounds at 67c, 1 car 44½ pounds at 67c, 1 car 44 pounds at 67c, 1 car 43½ pounds at 67c, 1 car 43 pounds at 67c, 1 car 42½ pounds at 67c, 1 car 42 pounds at 67c, 1 car 41½ pounds at 67c, 1 car 41 pounds at 67c, 1 car 40½ pounds at 67c, 1 car 40 pounds at 67c, 1 car 39½ pounds at 67c, 1 car 38 pounds at 67c, 1 car 37½ pounds at 67c, 1 car 37 pounds at 67c, 1 car 36½ pounds at 67c, 1 car 36 pounds at 67c, 1 car 35½ pounds at 67c, 1 car 35 pounds at 67c, 1 car 34½ pounds at 67c, 1 car 34 pounds at 67c, 1 car 33½ pounds at 67c, 1 car 33 pounds at 67c, 1 car 32½ pounds at 67c, 1 car 32 pounds at 67c, 1 car 31½ pounds at 67c, 1 car 31 pounds at 67c, 1 car 30½ pounds at 67c, 1 car 30 pounds at 67c, 1 car 29½ pounds at 67c, 1 car 29 pounds at 67c.

No. 4 hard—1 car 60 pounds at 65c, 1 car 59 pounds at 65½c, 1 car 58½ pounds at 65½c, 1 car 58 pounds at 65½c, 1 car 57½ pounds at 65½c, 1 car 57 pounds at 65½c, 1 car 56½ pounds at 65½c, 1 car 56 pounds at 65½c, 1 car 55½ pounds at 65½c, 1 car 55 pounds at 65½c, 1 car 54½ pounds at 65½c, 1 car 54 pounds at 65½c, 1 car 53½ pounds at 65½c, 1 car 53 pounds at 65½c, 1 car 52½ pounds at 65½c, 1 car 52 pounds at 65½c, 1 car 51½ pounds at 65½c, 1 car 51 pounds at 65½c, 1 car 50½ pounds at 65½c, 1 car 50 pounds at 65½c, 1 car 49½ pounds at 65½c, 1 car 49 pounds at 65½c, 1 car 48½ pounds at 65½c, 1 car 48 pounds at 65½c, 1 car 47½ pounds at 65½c, 1 car 47 pounds at 65½c, 1 car 46½ pounds at 65½c, 1 car 46 pounds at 65½c, 1 car 45½ pounds at 65½c, 1 car 45 pounds at 65½c, 1 car 44½ pounds at 65½c, 1 car 44 pounds at 65½c, 1 car 43½ pounds at 65½c, 1 car 43 pounds at 65½c, 1 car 42½ pounds at 65½c, 1 car 42 pounds at 65½c, 1 car 41½ pounds at 65½c, 1 car 41 pounds at 65½c, 1 car 40½ pounds at 65½c, 1 car 40 pounds at 65½c, 1 car 39½ pounds at 65½c, 1 car 39 pounds at 65½c.

No. 4 hard—1 car 60 pounds at 65c, 1 car 59½ pounds at 67½c, 1 car 58 pounds at 67½c, 2 cars 56½ pounds at 67½c, 4 cars 56 pounds at 67c, 2 cars 55½ pounds at 67½c, 2 cars 55 pounds at 67c, 2 cars 54½ pounds at 67c, 1 car 54 pounds at 67c, 1 car 51 pounds at 67c, 1 car 50 pounds at 67c, 1 car 48½ pounds at 67c, 1 car 47½ pounds at 67c, 1 car 47 pounds at 67c, 1 car 46½ pounds at 67c, 1 car 46 pounds at 67c, 1 car 45½ pounds at 67c, 2 cars 45 pounds at 67c, 1 car 44½ pounds at 67c, 1 car 44 pounds at 67c, 1 car 43½ pounds at 67c, 1 car 43 pounds at 67c, 1 car 42½ pounds at 67c, 1 car 42 pounds at 67c, 1 car 41½ pounds at 67c, 1 car 41 pounds at 67c, 1 car 40½ pounds at 67c, 1 car 40 pounds at 67c, 1 car 39½ pounds at 67c, 1 car 39 pounds at 67c.

Rejected 1 hard—2 cars 58½ pounds at 65c, 1 car 55½ pounds at 58½c, 1 car 54 pounds at 58½c, 2 cars 53½ pounds at 58½c, 1 car 52 pounds at 58½c, 1 car 51 pounds at 58½c, 1 car 50 pounds at 58½c, 1 car 49 pounds at 58½c, 1 car 48 pounds at 58½c.

No grade—1 car 55 pounds at 58c, 1 car 53 pounds at 58c.

No. 2 red—Nominally 66@67c.

No. 3 red—Nominally 66@67c.

No. 4 red—4 cars 57 pounds at 65c, 3 cars 58 pounds at 65c, 1 car 57 pounds at 65c, 2 cars 56 pounds at 65c.

No. 4 red—4 cars 57 pounds at 65c, 1 car 55 pounds at 65½c, 3 cars 54 pounds at 65c, 2 cars 53 pounds at 65c, 2 cars 52½ pounds at 57½c, 1 car 52½ pounds at 57½c, 1 car 52 pounds at 56½c, 1 car 51 pounds at 56½c, 1 car 51 pounds at 55½c.

Rejected 1 hard—2 cars 58½ pounds at 65c, 1 car 55½ pounds at 58½c, 1 car 54 pounds at 58½c, 1 car 53 pounds at 58½c, 1 car 52 pounds at 58½c, 2 cars 51 pounds at 58½c, 1 car 52½ pounds at 58½c, 1 car 51 pounds at 58½c, 1 car 51½ pounds at 57½c, 1 car 51 pounds at 57½c, 1 car 50½ pounds at 57½c, 1 car 50 pounds at 57½c, 1 car 49½ pounds at 57½c, 1 car 49 pounds at 57½c, 1 car 48½ pounds at 57½c, 1 car 48 pounds at 57½c, 1 car 47½ pounds at 57½c, 1 car 47 pounds at 57½c, 1 car 46½ pounds at 57½c, 1 car 46 pounds at 57½c, 1 car 45½ pounds at 57½c, 1 car 45 pounds at 57½c, 1 car 44½ pounds at 57½c, 1 car 44 pounds at 57½c, 1 car 43½ pounds at 57½c, 1 car 43 pounds at 57½c, 1 car 42½ pounds at 57½c, 1 car 42 pounds at 57½c, 1 car 41½ pounds at 57½c, 1 car 41 pounds at 57½c, 1 car 40½ pounds at 57½c, 1 car 40 pounds at 57½c, 1 car 39½ pounds at 57½c, 1 car 39 pounds at 57½c.

No. 2 spring—1 car 66 pounds at 64c.

No. 3 spring—1 car 58 pounds mixed at 61½c, 1 car 54½ pounds at 61½c.

Kansas City futures yesterday and the day before:

Wheat—	Opened.	High.	Low.	Close.	Sat.
Dec.	64½	65½	64½	65½	65½
May	67½	69	67½	68	68½
Corn—					
Dec.	27½	27½	27½	27½	26⅝
May	29½	29½	29½	29½	29½

Corn.

Receipts the past 48 hours	48,750 bushels
Receipts the same time last year	20,150 bushels
Shipments the past 48 hours	4,200 bushels
Shipments the same time last year	1,000 bushels

This market yesterday showed new life. Very good receipts were had, but under a better demand than for some days and stronger cables Improve not only took hold more freely but paid a little more money for the mixed and white. Inspectors were good buyers and the local cash trade showed more life. Futures were also higher under a decrease in the visible supply last week of 866,000 bushels, which encouraged buyers and helped to lend tone to the general market. In Chicago, December closed ⅞c higher than Saturday, and here the same option advanced ½c and closed 1c higher at the top, good for 31c sample on track here at Kansas City.

No. 2 mixed—1 car at 29½c, 5 cars at 29½c, 2 cars at 29¾c, 2 cars yellow at 29¾c, 2 cars yellow at 29½c.

No. 3 mixed—2 cars at 29½c, 3 cars at 29¾c, 2 cars yellow at 29½c.

No. 4 mixed—Nominally 27@28½c.

No grade—Nominally 26@27c.

No. 2 white—2 cars at 29¾c, 1 car at 29c.

No. 3 white—2 cars at 29¾c, 1 car 29½c.

No. 4 white—Nominally 29@29½c.

Oats.

Receipts the past 48 hours	79,000 bushels
Receipts the same time last year	1,000 bushels
Receipts the same time last year	1,000 bushels
Shipments the same time last year	1,000 bushels

There is yesterday than for some days, but with a stronger wheat and corn market behind it, the cash trade showed more life and prices generally held up well. The visible supply was increased last week 327,000 bushels in the United States and Canada, which had a counteracting influence upon the market. Mixed moved a little higher for white, which held well to hand, made no notable improvement. By sample on track here at Kansas City:

No. 2 white—1 car 25½c, 1 car 25¾c, 1 car 25½c, 1 car 25¾c, 1 car 25½c, 1 car 25¾c.

No. 3 white—Nominally 25@25½c.

No. 4 mixed—Nominally 24@25½c.

No. 2 white—1 car at 26½c, 2 cars at 26c.

No. 3 white—1 car at 25½c, 1 car at 25½c.

No. 4 white—1 car at 25c.

Rye.

Receipts the past 48 hours	1,200 bushels
Receipts the same time last year	2,500 bushels
Shipments the past 48 hours	——— bushels
Shipments the same time last year	——— bushels

In sympathy with wheat, the market for this grain showed a little more strength and the demand was fair to the extent of the supply. By sample on track here at Kansas City:

No. 2 rye—Nominally 50@52c.

No. 3 rye—Nominally 50@52c.

FLOUR—Demand fair and prices steady, quoted fair shipping patents, jute, $3.10@3.20; straights, $3.00@3.10; clears, $2.80@2.90; winter patents, $3.10@3.20; straights, $3.00@3.10; clears, $2.80@2.90; rye flour, $2.60@2.70 per sack in jute for home trade.

CORNMEAL—Steady, but slow sale. Bulk, $80@85 per cwt.

CORN CHOP—Dull at mill prices. Sacked, 90@95c per cwt.

BRAN—In good demand and firm. Packed, 60@65c per cwt.

SHORTS—Higher. Selling at outside per cwt., sacked.

GROUND OIL CAKES—Car lots, $22 per ton; ton lots, $24. Two-pound pats, $12.50 per ton; 5-pound cakes, $12 per ton.

BROOM CORN—Quotations per ton for car lots, f. o. b., Kansas City:

Choice green self-working	$80 00
Choice red or yellow tipped hurl	90 00
Good green hurl	80 00
Good green self-working	65 00
Choice red or yellow tipped self-working	65 00
Common hurl	50 00

FLAXSEED—Receipts, 2 cars; same day last year, 3 cars. Steady, cash and October, $1.20 per bushel, upon the basis of pure.

CASTOR BEANS—In car lots, $1.05 per bushel, and $1.90 per bushel for less.

SHIP YOUR HAY to Gaugh & Gaugh, commission merchants. Quick returns guaranteed. 1216 and 1218 Grand Ave. Established 1886. Telephone 2612.

Hay.

Receipts and shipments by cars the past 48 hours:

	Receipts.		Shipments.	
	1899.	1898.	1899.	1898.
Prairie	76	*67	21	8
Timothy	21	--	--	--
Clover mixed	4	--	--	--
Alfalfa	--	--	--	--
Clover	--	--	--	--
Cane straw	--	--	--	--
Straw	1	--	--	--
Millet	--	--	--	--
Totals	102	67	21	8

*All graded included in prairie.

Heavy receipts yesterday caused the market to drag. But while sales were slow and buyers did more or less picking around, no actual decline was reported, though the feeling was weak on all low grades. Sales and quotations furnished by the Kansas City Hay Dealers' exchange:

Sales: 1 car cars good No. 1 timothy $8.00, 1 car $7.50, 2 cars good No. 2 timothy $7.50, 1 car good No. 1 clover mixed $7.50, 1 car pure clover $7.00, 1 car choice prairie $7.00, 2 cars $6.75, 2 cars good No. 1 prairie $6.50, 6 cars $6.25, 2 cars good No. 2 prairie $6.00, 4 cars $5.50, 1 car wheat straw $5.50, 1 car choice alfalfa $7.50.

Quotations: Prairie hay, choice, $6.75@7.00; No. 1, $6.25@6.50; No. 2, $5.50@6.00; No. 3, $4.50@5.25; No. 4, $4.00@4.50; packing, $3.50@4.00. Timothy hay, choice, $7.25@7.50; No. 1, $7.00@7.25; No. 2, $6.00@6.50; No. 3, $4.50@5.50. Clover mixed, No. 1, $7.00@7.50; No. 2, $6.00@7.00; No. 3, $5.00@6.00. Pure clover, $6.50@7.50. Alfalfa, $7.00@7.50. Straw, rye, $5.50@6.00; wheat, $5.00@5.50; oat, $5.00.

Grain Notes.

Toledo received 20 cars of wheat yesterday, against 58 cars a year ago.

Puts on Kansas City December wheat, good to-day, sold at 64⅝@64⅞c, calls, 64⅞c.

The total visible supply of rye is now 1,087,000 bushels, and of barley 2,510,000 bushels.

A New York message reported 10 loads of wheat and 5 loads of corn taken yesterday for export.

Imports of wheat at Liverpool last week were 555,000 bushels, including 529,000 bushels from America.

Block one wheat shipments for the week were 624,000 bushels, against 1,944,000 bushels the previous week.

The trade in futures on the Kansas City board Saturday amounted to 412,000 bushels of wheat and 240,000 bushels of corn.

The English visible supply of wheat increased 16,000 bushels last week, compared with 1,416,000 bushels increase a year ago.

Liverpool wheat stocks are 3,624,000 bushels, decrease 48,000 bushels last week. Stocks of corn are 436,000 bushels, a decrease of 24,000 bushels.

The amount of wheat on ocean passage to Europe is 28,000,000 bushels, and increased 328,000 bushels last week, corn, 19,832,000 bushels, increased 488,000 bushels.

Puts on Chicago December wheat, good to-day, sold at 69⅝@70⅛c, and closed at 70⅛c; calls, 71⅛@71¼c, closing at 71¼c. December wheat sold on the curb at 70½c. Puts on May corn, 29⅝@29⅞c; calls, 29¾@29⅞c.

Kansas City grain stocks, with changes last week, are as follows: Wheat, 2,365,000 bushels, increase 71,000 bushels; corn, 29,700 bushels, increase 17,100 bushels; oats, 59,900 bushels, decrease 14,600 bushels; rye, 11,500 bushels, increase 1,500 bushels.

Yesterday's clearances for export at the four Atlantic ports were 157,307 bushels of wheat, 2,114 packages of flour, 156,161 bushels of corn and 68,924 bushels of oats. Total wheat and flour equaled 248,000 bushels of corn, and oats 68,000 bushels.

A Broomhall Liverpool cable says: The steadiness of the market this morning is accounted for by the cessation of the selling pressure which has been such a factor for the past few days. Corn steadied on the comparative firmness at this grain in America Saturday.

The primary market receipts yesterday were 1,781,000 bushels of wheat, against 2,007,000 bushels a year ago; shipments were 776,000 bushels, last year 1,028,000 bushels. Corn receipts 890,000 bushels, a year ago 896,000 bushels; shipments 1,021,000 bushels, last year 1,311,000 bushels.

The world's shipments of corn last week were 7,059,000 bushels, against 5,720,000 bushels the previous week and 3,691,000 bushels a year ago. Last week's shipments included 5,039,000 bushels from the United States, 1,464,000 bushels from Argentina, 344,000 bushels from Danubian ports and 222,000 bushels from Russia.

E. G. Logan, of Chicago, wired W. W. Cowen yesterday: Foreign markets act rather stubborn at this level of prices. Local conditions are bearish. Stocks are piling up at this point, being brought here for no reason, apparently, but to make carrying charges for elevators. A slight improvement is noted in the demand for cash wheat by country mills South and West.

Flaxseed yesterday had a very sharp break, although there was very little trade and no selling pressure whatever on the market. Increasing receipts are beginning to tell, partly due to the efforts of elevator people, who have been more or less against the market for a week or two. At Minneapolis, Duluth and Chicago yesterday there were 246 cars of flax, compared with 167 cars last year. The bull crowd showed no inclination to support prices and has probably been doing the best it could for a week to sell flax without breaking the price.

The Chicago Times-Herald says: Gifford says of the corn situation: "A crop of 2,000,000 bushels a few years ago was sure to cause lower prices. Thirty cents, however, is a fairly cheap price for this grain, and the low prices of the last four years have so stimulated the demand, it has entered into very many new commercial uses. The consumption of corn in America and the demand from abroad have absorbed during the last three years 2,000,000,000 bushels annually. It is this increasing demand that is now the controlling feature. We believe it will take 2c, and possibly above, on this crop, even with cheap wheat, to curtail the demand sufficiently to bring it within the limits of supply."

The Mark Lane Express, in its foreign report, says: "The Antwerp wheat market has shown no great activity. French farmers have been profiting from the recent fine weather, and have proceeded reasonably with the autumn sowing. The threshing has been somewhat interrupted in consequence. The country markets have not been very largely attended. Field work probably will be continued another month at least, but the farmers at the same time are not anticipating any improvement in prices. Very little supplies appear to be wanted for some time to come. Wheat has shown rather a firmer tone at Odessa. A French authority estimates the world's wheat crop this year at 204,845,000 quarters, as compared with 240,700,000 quarters in 1898, showing a falling off of 35,855,000 quarters. Australia has by far the largest crop of the world in which more wheat has been grown this year, the production of Australian wheat having been 62,000,000 quarters, as compared with 4,200,000 quarters in 1898. The production of Europe this year is set down at 175,000,000 quarters, as compared with 186,500,000 quarters in 1898."

The weekly shipments of wheat and flour to wheat from the different countries for the week ending on the dates named, were as follows:

	Oct. 21, '99.	Oct. 14, '99.	Oct. 22, '98.
America	4,167,000	2,296,000	4,592,000
Russia	2,088,000	1,616,000	2,392,000
Danubian ports	336,000	224,000	1,320,000
Argentina	1,952,000	1,176,000	———
Australia	32,000	———	16,000
Australia	184,000	192,000	———
Totals	8,759,000	5,504,000	8,320,000

Car lot receipts of wheat:

	K. C.	Chi.	St. L.	Tot.
Yesterday	65	232	178	475
A week ago	48	209	296	553
Two weeks ago	47	77	296	420
Three weeks ago	31	168	273	472
Four weeks ago	108	613	237	958

Car lot receipts of corn:

	K. C.	Chi.	St. L.	Tot.
Yesterday	19	232	72	323
A week ago	15	473	189	677
Two weeks ago	47	111	131	289
Three weeks ago	32	331	97	460
Four weeks ago	30	397	72	499

Changes in the visible supply of grain in the United States and Canada as reported by the Chicago board of trade:

	Wheat, bu.	Corn, bu.	Oats, bu.
Last week	1,241,000	* 866,000	*327,000
Previous week	1,239,000	219,000	432,000
A year ago	124,000	2,000	84,000
Two years ago	699,000	4,372,000	594,000
Three years ago	2,847,000	441,000	761,000
Four years ago	4,624,000	*1,574,000	77,000

*Decrease; others increase.

The visible supply of grain in the United States and Canada, as reported by the Chicago board of trade:

	Wheat, bu.	Corn, bu.	Oats, bu.
Yesterday	48,777,000	14,000,000	6,747,000
A week ago	47,534,000	15,866,000	7,074,000
A year ago	19,848,000	24,603,000	6,104,000
Two years ago	21,625,000	44,312,000	13,800,000
Three years ago	32,555,000	17,936,000	16,567,000
Four years ago	52,506,000	4,612,000	4,472,000

Movement of Wheat.

Receipts of wheat at winter and spring grain markets for sixteen weeks, ending Oct. 14, with comparisons, in bushels, compiled by the Chronicle:

Primary movement:	1899.	1898.	1897.
St. Louis	5,427,000	6,222,000	6,441,000
Toledo	3,127,000	2,475,000	6,869,000
Detroit	1,475,000	2,000,000	2,401,000
Kansas City	9,127,000	11,187,000	17,007,000
Cincinnati	———	255,000	512,000
Winter wheat	23,956,000	29,242,000	33,230,000
Chicago	13,040,000	11,944,000	17,416,000
Milwaukee	1,047,000	1,256,000	2,300,000
Minneapolis	23,976,000	19,348,000	18,916,000
Duluth	9,874,000	22,410,000	21,311,000
Spring wheat	47,893,000	54,958,000	59,962,000
Aggregate 16 weeks	81,849,000	83,557,000	91,212,000
Winter, last week	1,421,000	2,307,000	1,900,000
Spring, last week	6,670,000	7,172,000	7,418,000
Total, week	8,091,000	10,029,000	8,921,000
Previous week	7,791,000	11,127,000	7,699,000

The total receipts of wheat at primary markets for sixteen weeks, from July 1 to October 16, with comparisons for ten years, are shown in the following:

1899	91,849,000	1894	78,991,000
1898	83,557,000	1893	71,467,000
1897	91,212,000	1892	125,072,000
1896	80,200,000	1891	106,903,000
1895	67,814,000	1890	42,635,000

MONEY, STOCKS AND BONDS

SUBSTANTIAL GROWTH OF BULL SENTIMENT IN WALL STREET.

Dealings Well Distributed and Almost Every Department Represented—Profit Taking Made Inroads in Some Gains.

A very good demand was reported for money yesterday. The country and city both borrowing and the new paper offering of a general character. Rates steady at 4@5 per cent. Current shipments to the country continue active. Bank clearings, $2,077,272, against $1,940,312, an increase of $177,761, a gain of 7 per cent.

Eastern exchange quiet.

Houston, Fible & Co., exchange brokers, quote it as follows: New York, 25c discount; Chicago, 15c discount; St. Louis, par.

The gold reserve yesterday was $103,372,799.

Kansas City Local Securities.

Following are the prices of local stocks and bonds, as reported by H. P. Wright & Co., 739 Delaware street, telephone No. 2624:

	Annual div—decl.	Last div—decl.	Bid.	Asked.
National Bank of Commerce	6	July '99	189	192
Kansas City State bank	6	July '99	60	65
First National bank	12	July '99	225	230
Interstate National bank	6	July '99	137	140
Union National bank	6	July '99	120	122
American National bank	6	July '99	97	99
Missouri Savings bank	8	Oct. '99	190	195
New England National bank	7	July '99	145	149
United States Trust Co.	———	———	95	105
Fidelity Trust Co.	———	———	105	106
Guardian Trust Co.	6	July '99	90	95
Mechanics' bank	7	Oct. '99	90	95
Kansas City Stock Yards	6	Aug. '99	121	122
Metropolitan Street Railway	4	Aug. '99	98	99
K. C., F. S. & M. common	———	———	12	15
do preferred	6	Oct. '99	25	40
Central Coal and Coke Co.	2	Oct. '99	65	74
do bonds	———	———	85	89
Metropolitan gas bonds, 5s	———	———	104½	106½
Metropolitan Consolidated 5s	———	———	104½	105
K. C., F. S. & M. bonds, 6s	———	———	106½	108½
Kansas City, Pittsburg & Gulf stock	———	———	5	15
Kansas City Elevated Railway bonds, 4s	———	———	90	95
Kansas City Elevated Railway bonds, 6s	———	———	103	———
Kansas City Belt Railway bonds, 6s	———	———	112	116
Kansas City, Mo., school bonds, 4s	———	———	105	———
Kansas City, Kansas school bonds, 4s	———	———	103	———
Kansas City, Pittsburg & Gulf bonds, 5s	———	———	71½	72½
Jackson county court house bonds, 4s	———	———	102	105
Kansas City, Pittsburg & Gulf bonds, 6s	———	———	112	116
Kansas City, Mo., school bonds, 4s	———	———	105	———
Kansas City, Kansas school bonds, 4s	———	———	103	———
Missouri state 3½s per cent bonds	———	———	100½	102½
Jackson county court house bonds, 4s	———	———	102	105
Kansas City, Pittsburg & Gulf bonds, 5s	———	———	71½	72½
Kansas City, Pittsburg & Gulf bonds, 6s	———	———	112	116
Kansas City 4½s per cent water bonds	———	———	110	111½
Kansas City, Mo., gas bonds, 5s	———	———	101	103
American Smelting and Ref. Co. pref. 5s	———	———	87	87½
do preferred	———	———	86½	86¾

Stocks and Bonds.

NEW YORK, Oct. 23.—The market gave convincing evidence to-day of a substantial growth of bull sentiment in Wall street. The dealings took on the appearance of animation than at any time since the violent downward course of prices when the money stringency first began to awaken anxiety. Dealings were very well distributed in that almost every department of the securities market was represented in the advance. Some of the prices were the highest achieved in many prominent stocks and in a large number of cases the last prices were the best. In other cases profit taking made notable inroads upon the day's highest prices and some effort was obvious in sustaining in the closing dealings. It was a noticeable feature that while a large number of members of a distinctive group of stocks would show great strength and activity, other members of the same group, seemingly dependent on the same influences, would remain quiescent and almost immovable. Thus while Louisville and the Norfolk stocks advanced with vigor, other conspicuous Southern lines of railroads were quite unaffected. Again, while the grangers also as a rule were strong and active, Northwestern scarcely moved and the Pacific stocks, including Southern Pacific, showed very slight response to prevailing strength. The New York, Chicago & St. Louis stocks were subjected to rather palpable manipulation, the first preferred rising an extreme 8 points and the second preferred 5 points. New York Central was also vigorously bulled to a maximum price of 140. The high priced specialties, including Sugar, Tobacco and People's Gas and the leading stocks, were all of them quite vigorously strong. The largest activity was in the Leather stocks and the buying in them continued until the close, the common closing 19 and the preferred bounding 6. This remarkable information includes the most conspicuous instances of strength. There was at the same time a notable backward movement in Pullman, Ladiede Gas and Anaconda, which show net declines respectively of 6, 5 and 2 points. American Malting and one or two other iron and steel stocks also reacted and Glucose Sugar preferred dropped 3 points in spite of the strength of the common stock. How far the general strength was due to covering by the short interest which common evidence places at still larger proportions, it would be difficult to say. The public had little to do with to-day's rise, but professional operators on a large caliber took a conspicuous and efficient part in the market. In the face of the backward course of sterling exchange affords relief from all apprehension of gold exports. But no prospect is discernible of easier money conditions. Call money to-day was stiffer at 6@7 per cent and time loans for all periods again came back to 6 per cent. The exchanges continue to move in favor of the interior as against New York. Recent large expenditures by the government show a declining tendency and thus threatened a renewed drain upon the New York banks in taking up the government surplus. To-day's movement of stocks demonstrates how completely the money outlook was ignored.

There was very heavy buying of Green Bay income 3s at an advance of 2½. The bond market otherwise was moderately active at advancing prices. Total sales, par value, $1,845,000. United States 3s advanced ¾ and old 4s (registered) declined ½ in the bid price.

Range and closing prices of active stocks in New York yesterday, as furnished by Houston, Fible & Co., 421 Delaware street, telephone 2662:

Stocks.	High.	Low.	Close—Bid.	Close—Asked.
American Steel & Wire	31⅝	30⅞	31	32½
American Smelting Co.	90⅝	88⅝	90½	———
American Smelting Co., pref	87½	86½	87½	———
American Sugar Refining	132½	129½	131	132½
American Tobacco	124½	122	123	127½
A., T. & S. F., com	23½	22½	23½	24
A., T. & S. F., pref	73	72½	73½	74½
Baltimore & Ohio, com	82⅝	82½	82½	83
Baltimore & Ohio, pref	73	72½	73½	74½
American Cotton Oil	45½	44½	45½	46½
Brooklyn Rapid Transit	47½	46⅝	46½	47⅛
Col. Fuel & Iron	30½	29	30½	35½
C., B. & Q.	116½	115½	116½	117½
C., C., C. & S. L., com	79½	79	79½	79
Chicago & Eastern Illinois	———	———	———	96½
Chicago Great Western	14½	14½	14½	14½
Chi. Great Western, pref A	82½	82	82½	82
Chi., M. & St. P., com	127	125½	126½	127
Chicago & Northwestern	142½	140½	142½	142
C., R. I. & P.	115½	113½	114½	115½
Chesapeake & Ohio	26½	26½	27½	25½
Canada Southern	52	52	52	———
Delaware & Hudson	122½	122	122½	———
Denver & Rio Grande, pref	40½	39½	40	———
Federal Steel, com	45½	44½	45½	45½
Federal Steel, pref	79	77½	79	———
General Electric	121	121	122½	———
Glucose	49½	48½	49½	49
International Paper	26	25	26	27
Illinois Central	116½	115½	115½	115½
Louisville & Nashville	76½	75½	76½	76½
Metropolitan Traction	190½	190½	187½	190½
Chi. Great Western, pref B	42	42	42	42
Cont. Tobacco Co., com	43½	42	43½	41½
Cont. Tobacco Co., pref	92½	92½	92½	93½
Consolidated Gas	193½	190	193½	194
Iowa Central	10½	10½	10½	10
Lake Erie & Western, pref	93½	93½	93½	———
Michigan Central	110½	109½	110½	109½
Missouri Pacific	43