

DID NOT ADVANCE.

Contrary to Expectation, There was a Decline in Everything Except Corn.

As Has Been the Rule of Late, Trading was Chiefly Confined to Local Talent.

Wheat Lower—Corn Strong and Active—Oats in Good Demand—Provisions Generally Dull.

A Firm Market in Wall Street, Though Quiet, Stocks Being Neglected and Little Doing.

CHICAGO.

[Special Telegram to the Globe.]

CHICAGO, March 18.—The action of the market to day was a surprise to the majority of operators on the board, who looked for an upward movement after the decline of yesterday. They thought that the shorts would cover fully in wheat, corn and provisions, and force an advance, which failed to come, and the course of prices was merely a proof of the folly of predicting the night before what the market will do next day. The result in this instance was the more disappointing as wheat and provisions declined while corn was strong, and, as an old operator remarked, "the corn baby was strong enough to walk all by itself, and did it beautifully."

Closing sales to-day show a decline of 3/8c in wheat, 1/16c in pork, 2/16c on lard and 5c on short ribs, and 3/4c advance on corn, and aside from the weakness noted above, no new features were developed during the day except that more talent was more apparent in the wheat pit than usual and trading was about up to the average and more general. Outside orders were light, and operators as a rule do not look for any marked increase in the speculative business until stocks at all western points begin to diminish more rapidly than they have of late. The visible supply of wheat, as posted by the secretary of the board of trade showed a decrease of 497,000 bushels of wheat, and an increase of 377,000 bushels in corn, which was about 225,000 bushels less than the estimated increase in corn, and 9,000 bushels below that made on wheat yesterday.

Stocks in store here are 12,768,000 bushels of wheat, 6,462,000 bushels of corn, 1,610,000 bushels of oats, 1,740,000 bushels of rye and 253,519 bushels of barley; and afloat in the harbor there are 141,000 bushels of wheat, 976,000 bushels of corn and 102,000 bushels of oats. The amount of contract No. 3 spring wheat in store is 11,696,000 bushels, and of corn 5,822,000 bushels; the total amount in store is 22,838,000 bushels against 13,848,000 bushels last year. The bulk of the wheat is held by operators here. Hutchinson and Eggleston have 8,000,000 bushels between them, Poole, Kent & Co. about 1,500,000, and Brega & Co. 500,000. The remainder is held by David Dows & Co., Young & Nichols and by a number of small firms who have from 25,000 to 50,000. It is all sold for May delivery and will be sent around the first of that month, although carrying charges increase after the increase of the winter storage, April 15, no danger is apprehended by holders as the difference between near and long futures is daily widening and will afford liberal margin for carrying charges. A leading commission house bought in a lot of 30,000 bushels of May corn for a country customer who has been short at a net profit of \$1,700. Friley, of St. Louis, has been on the bear side of grain and provisions for the past three months, both here and at St. Louis, and his profits are in the neighborhood of \$170,000.

The wheat market was unsettled, irregular and lower. Liverpool was quiet, and New York declined 1/8c. The rain made the bears think that the growing crop would be all right, and there was an increased desire to sell the market down, and as buyers were backward about taking hold at the opening they had an easy task. Opening sales were at 95 3/4c for May, and 97 3/4c for June. Prices fluctuated for a time between 95 3/4c and 97 3/4c for May and then suddenly declined to 94 3/4c under free selling by Lester, Counselman and the "big four," who operated to-day through brokers. The decline brought out a number of small lots held on margins which were exhausted at 95c. The decrease in the visible supply and reports of purchases in New York of ten boat loads and of 190,000 bushels in Milwaukee, the buying of Hobbs, Walker, Boker, Kershaw and a number of brokers who were supposed to be working for Kent had a reactionary effect, and after fluctuating between 97 3/4c and 95c for a time the market finally closed at 95 3/4c for May. There was a good business done in changing from May to June at about 2c difference. On the call trading was light, the feeling weak, with sales of 525,000 bushels at 95 3/4c, while on the curb prices declined and closed at 95c. Few inquiries were made for cash wheat by shippers, but no lots of importance changed hands.

Corn opened 1/2c over yesterday's close, the first sales being on a basis of 57c for May; it quickly weakened in sympathy with wheat, and sold at 56c, but as inspection showed only 289 cars against 355 yesterday, this gave the bulls confidence, which was further strengthened by reports of buyers ordering for No. 3 for shipment, which were put in circulation by strong bears who were helping to get the market up with the intention of selling heavy lines at the top and making a good scalp. There was also a number of buying orders on the market for accounts of strong local parties, who anticipate a falling off in arrivals, and one broker has purchased 500,000 bushels for a large local operator, who has been on the bull side for some time, with good success. From 56 3/4c, the market advanced under light offerings, and buying of the "big two," Culver, Schwartz & Dupe, Boynton and the crowd generally, to 57c, and closed at 56 3/4c, with a strong feeling. On call 510,000 bushels were sold, the largest amount being by Eldridge & Co., at 56 3/4c. Closed firm with 56 3/4c bid.

Oats were in good demand by shippers, and samples on track were rapidly taken, but speculative trading in future was small and prices showed little change. Pork was dull throughout the session, scarcely any interest being manifested, and sales show little change, opening at \$18.02 1/2, and closing at \$18.05 (18.07 1/2). Lard sympathized with pork, and was entirely destitute of features of interest, buyers and sellers showing a disposition to stand off. It closed at \$2 3/4 per 100 pounds under yesterday.

Short ribs met little attention from any source, the demand being unusually small with offerings light. Prices closed 3/4c lower, on a base of \$9.55@9.57 1/2 for May. There was more call for pickled hams and shoulders and prices were maintained. The cattle market exhibited no new features. There was a fair call from shippers for choice medium weights and good

WASHINGTON.

Waterson Stirs Up a Hornets' Nest by a Tariff Editorial.

He Bullies the Protectionists and Excites Considerable Bitterness Among Democrats.

Miller, of California, and the Vice President—Licensing Allen Pilots and Engineers.

Congress Authorizes the Construction of Another Railroad Through Yellowstone Park.

[Special Telegram to the Globe.]

WASHINGTON, March 18.—The Cinnabar and Clark's Fork railroad company of Montana is seeking authority from congress to construct a railroad through the Yellowstone National Park. In recommending that authority be given for building the road, the house committee on Pacific railroads says it would not be advisable to permit the construction of railroads or the establishment of private commercial enterprises of any character not requisite to the comfort and pleasure of the park in the portions of Yellowstone park containing the objects of interest to visitors that "would distract from their natural beauty and quiet." But the committee is advised that the present traveled wagon road between Clark's Forks mining district, in which there are three hundred mining claims, and Cinnabar, on the Northern Pacific railroad, follows the Yellowstone river, east fork of that river and the Soda Butte creek, and a railroad if constructed upon the nearest practicable route would necessarily follow substantially the same course. The principal objects of interest to tourists are in portions of the park remote from this route, and the operation of a railroad would not therefore "detract from their beauty or grandeur, nor interfere with the game of the park to a greater extent than the wagon teams by which communication is now kept up. The route passes through the northern portion of the park for a distance of about forty miles."

Under the alien law approved April 17, 1874, any alien who has legally declared his intention to become a citizen of the United States and shall have a permanent residence in the United States for six months immediately prior to application for license, may be licensed as pilot or engineer of any steam vessel the same as if already naturalized. It is stated that on the Canada border and Atlantic and Pacific coasts a large proportion of aliens get their licenses as pilots and engineers by declaring their intention, and never become bona fide citizens; that their only residence in this country is during navigation season, that they serve as captains, engineers and pilots during the season, and when that is over return to their Canadian homes where they pay taxes to a foreign power. They get their licenses renewed every year after by presenting their last year's license to the local inspector. An American pilot or engineer cannot act in that capacity on a Canadian vessel without becoming a subject of that country and the law is strictly enforced against them. A strong petition from American pilots and engineers asks that the law be amended so as to correct these abuses. The bill between the Democratic party and Pennsylvania. If Mr. Miller and his followers cannot support so conservative a measure, they can support nothing except a high tariff bill proposed by the Republicans, and in that event they had better grip their spades, and go over to the Republicans where, on this question they properly belong. It is full time that masquerading should end. The Democratic masses are sick of it, and it would have been brought to a round turn two weeks ago but for the determination of Mr. Carlisle and Mr. Morrison to exhaust every means of conciliation before they opened the campaign which the present organization of the house made from the first a foregone conclusion. This kind of ballyhoo has excited more than any other of the subject of the revision of the tariff. It was the subject of general comment among Democrats to-day, some of the cooler headed reformers condemning the publication of such sentiments as earnestly as the protectionists whom Mr. Waterson assumes to read out of the party as if by authority of Mr. Carlisle and Mr. Morrison. The little progress that had been made toward the conciliation of the factions has received a check.

The Evening Star publishes a series of interviews with prominent Democratic members in which they severely denounce Mr. Waterson's ultimatum in demanding caucus action on the Morrison tariff bill. They declare their intention not to be forced into this caucus and take issue with Waterson's assertion that the sooner the break comes the better. MILLER FOR VICE PRESIDENT. The resolution for an investigation of the contract between the United States and the Alaska Commercial company, which Mr. Henley, of California, offered yesterday, and which was referred to the ways and means committee, is understood to be intimately connected with the fear the Democrats have that Senator John F. Miller, of California, will be the Republican candidate for vice president. The senator is a man of ability, chairman of the foreign affairs committee and a man of weight in the senate. He is extremely popular on the Pacific coast, on account of his success in getting the anti Chinese bill enacted, an enterprise in which he had very little assistance from his Democratic colleagues. His speech on that occasion has been widely distributed by labor organizations of the Pacific coast. It is generally admitted he can carry California, and there are doubts whether any other Republican can. He is president of the Alaska Commercial company, which pays the government \$250,000 annually for a monopoly of the seal fisheries. The company and its contract with the government has been investigated more than once and there is nothing new to be learned about it. But if Senator Miller were the Republican candidate for vice president some Democrats think it would be a great scheme to have him a subject of investigation during his campaign. Mr. Henley's resolution would confer on the special committee that is to make the investigation the power to sit during the recess following the session of congress. Thus it would not be necessary for the committee to do anything until Senator Miller's nomination and to protect them that to entitle an alien to license he must have resided in the United States six months and declared his intention of becoming a citizen, and to entitle him to a renewal he shall be required to furnish the inspectors satisfactory evidence under oath of his continuous residence within the United States for one year immediately preceding the date of application for renewal, and no license shall be

granted to a person who has been a resident of the United States for four years or who has received a fourth renewal license unless the applicant shall exhibit to the inspector a certificate of admission to citizenship of the United States. Mr. Davis, of Chicago, on behalf of commerce commissioner, recommends the passage of Mr. Maybury's bill. WATSON AND THE TARIFF. The mere return of Mr. Randall from a week's vacation seems to have cast a chill upon tariff reformers and put their leaders in the dumps. To a corresponding degree the Randall men have had their resolution strengthened to stand out against the domination policy outlined by Mr. Waterson as the mouth-piece of the tariff reform leaders. Mr. Waterson stirred up a hornet's nest on the Democratic side of the house to-day by an editorial telegraphed to his paper, and given out to local morning newspapers in which he says that a week ago the Democratic protectionists were dividing their time between bullying weak kneed Democrats, and ogling expectant Republicans with whom they are in correspondence and conspiracy. He further says: "The sooner the break comes, the better. There can be no arrangement short of the Morrison bill had been made, then, during the campaign, it could investigate and from time to time Democratic organs could make terrible disclosures. More letters and like campaign literature could easily grow out of such an investigation. At least the Democrats could enlarge on the fact that the Republican candidate for vice president was at the head of a monopoly, the history of whose contract with the government and whose alleged violations of that contract were then being investigated by a congressional committee. This committee of course could not report till a month after the election was over with."

DUNNELL AND WHITE. A row is imminent between Mr. Dunnell and Congressman Milo White growing out of a question of veracity arising over the Owatonna postmaster's report. It seems White stigmatized as false certain statements made by Dunnell to Postmaster General Fresham respecting a letter alleged to have been written by Mr. White expressing dissatisfaction at Mr. Dunnell's action in the Owatonna postmaster's squabble. Mr. Dunnell's friends fasten the facts and the adequate proof of Mr. White's duplicity will be forthcoming. PERSONAL. [Congressman Poehler and wife are in the city. O. B. King and wife, of Minneapolis, are at the Riggs. Ex-Congressman Dunnell starts for home Thursday, via New York. IRISHMEN IN THE NORTHWEST. Merchants, Lawyers, Authors, and Farmers who have Won Fame and Money. [N. Y. Sun, March 16th.] That Irishmen have made their mark in the Northwest in commerce and in the professions as well as at the plough will be seen at a glance. The Hon. P. H. Kelly, millionaire merchant of St. Paul, is in the grocery business what A. T. Stewart was in dry goods. He is also a member of the National Democratic committee. His brother, Mr. Anthony Kelly of Minneapolis, is also a merchant of equally high standing, although not known as a statesman. The Mayor of St. Paul, the Hon. C. D. O'Brien, son of the late Dillon O'Brien, had fame as a lawyer before he took the municipal reins. Judge Wilson of Winona left the bench because the practice of the law was pleasant to him, and perhaps because the emoluments of a good lawyer are greater than those of an honest Judge. He stood very high as a Judge, and stands equally high as a lawyer. The Hon. Ignatius Donnelly is only one remove from Irish birth. He is the best stump orator Minnesota ever had, and in recent years has made time from his plough for speculation as to where the garden of Paradise was, and as to whether comets came in contact with this planet; hence, "Atlantis" which showed the location of the garden, and "Ragnarok," which charged the Chicago fire to a comet, and let out Mrs. O'Leary's cow. Mr. Donnelly is busy now in his spacious mansion in the woods, at Nininger, near Hastings on the Mississippi, on a thesis to prove that Lord Bacon wrote the plays and sonnets of Shakespeare the subject is threadbare, and the public will not, I fancy, take to it, but Mr. Donnelly will glean the salient points made by those who would detract the great author. Further down the Mississippi is the Hon. P. H. Kahlily, a farmer on a large scale, who has been in the Legislature more than once. His wealth has been a cause of loss to him this winter. He stored 2,000 bushels of wheat because he was dissatisfied with the price, and a stray spark from a pipe caused the destruction of the granary and its contents. MISCELLANEOUS. H. T. Johns sent in a communication setting forth that he rented Market hall for a lecture and paid \$30 for it but took in only \$30. He asked for a reduction and the petition was dismissed. The opening, widening and extension of Oakland street was referred to the committee on streets. The salaries of the city engineer's assistants were fixed as follows: H. H. Fuller, first assistant \$3,000; A. B. Starkey, second assistant \$2,000; William Haskell, chief clerk \$1,500. The council decided that an alley in Block 7, Whitney & Smith's addition was not necessary. The request that the council appropriate \$2,500 to carry out the work on the sewer on Madison Avenue from Seventh street to Clifton street, was referred to the committee on streets. The request of Judson & Brack to move a building in the fire limits, was referred to the committee on fire department. Two ordinances were adopted to extend the fire limits. Adolph Lando is not to be allowed to erect a frame building in the fire limits. G. W. Reese is to be allowed to remove a building in the fire limits. The fire commissioners are authorized by a four wheel horse carriage, one set of Pomper ladders and new second-class steam fire engine. The fire commissioners are to put a fire alarm box at the corner of Eagle and Washington street. The superintendent of the fire alarm telegraph was authorized and empowered to remove any telegraph apparatus or electric light wires coming in contact with or endangering the free working of the fire alarm system of the city. An ordinance of 49 sections in relation to hackmen, draymen, expressmen and other persons in carrying passengers, baggage and freight, was passed. An ordinance regulating the sale of spirituous and malt liquors was read and referred to the committee on licenses. The report of the board of public works in favor of changing the grade of Wabasha, Bluff and Rice streets, Park, Sherburn and University avenues and some other streets, was referred to the committee on streets. An ordinance was adopted to allow the Chicago & Northwestern Telegraph and telephone company to erect poles on our streets. The ordinance was read and referred to the board of health, forbidding the sale within the city limits of any unwholesome flesh or fish, adulterated medicines or food.

THE COUNCIL.

The Regular Meeting Last Evening—Improvements Ordered.

The Wants of the Street Railway Company—Contracts Awarded, Etc.

BOARD OF PUBLIC WORKS.

This board was directed to open, widen and extend Surgis street from Seventh street to Western avenue; construct a sewer on Rondo street from the westerly end of present sewer to Western avenue.

The same board was directed to investigate and report as to the opening and widening Banfil street; as to constructing the necessary sewers to drain Arundel street from Laurel to Dayton avenue; as to sewer, Goodrich avenue, Oakland street, Dale street, Kent street, Mackubin street, Portland, Hollis, Park, Laurel, Sibley and Dayton avenues; as to grading Prairie street from Douglas street to Prairie avenue; as to a sewer on Oak street; as to reconstructing the sewer on Broadway from Third street to the point 15 feet north of Third street. The CHIEF ENGINEER, STEVEN MILLER, reported.

The communication from the mayor sending back the ordinance allowing Griggs & Foster to construct a frame warehouse on the corner of Wacouta and Third streets, without his signature, and the remonstrance of the wholesale dealers, together with the protests of the Northern Pacific railroad, the Chicago, Park & Ontario roads, and the St. Paul & Manitoba road were read.

At the conclusion of the reading of the papers Ald. Ots stated that he had listened attentively to the reading of the papers, but had heard nothing to change his opinion in regard to the propriety of adopting the ordinance. He therefore moved that the vote by which the ordinance was adopted be reconsidered, and the motion was adopted. He then made a motion that the ordinance be adopted notwithstanding the veto, and on a yeas and nays vote the ordinance was adopted by the following vote:

Ayes—Dowlan, Fisher, Ots, Smith, Corne, Johnson, Starkey, Mr. President—3. Nays—Van Slyke, St. Peter—2.

THE STREET RAILWAY.

Mr. Lowry, of the street railway, was before the council seeking to get an ordinance adopted in regard to the paving of the track between the rails, and also the following resolution:

Resolved, That the St. Paul City Railway company be permitted to lay a double track on Fourth street from Wabasha street to Seventh corners, so called, to take up its rails on Third street from seven corners to Wabasha street, and to lay a double track on Third street from said Seven corners to Pleasant avenue, and double track from the corner of Rice street and Martin street to the corner of St. Peter street, and to lay a double track on Fourth street from Wabasha street, and Tenth street also to take up its rails on St. Peter street from Fifth street to Tenth street, and to lay a double track on Jackson street from Fourth street to Thirteenth street, and to take up its rails on Sibley street from Fourth street to Eighth street, to lay a double track on Seventh street from said Seven corners to Bradley street, and thence on Bradley street to North street; also to extend the Lafayette avenue line from Westminster avenue to Chicago street, and to take up its rails on Eighth street, to lay a double track on Seventh street from said Seven corners to Bradley street, and thence on Bradley street to North street; 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