DOES NOT TOTE FAIR.

CHARGES OF DISCRIMINATION AGAINST THE CANADIAN PACIFIC.

IT CLAIMS DIFFERENTIALS.

Great Injustice Wrought to American Roads on Both Passenger and Freight Business—New Station in Nebraska—World's Fair Traffic Large—Great Northern Changes.

After a careful investigation the GLOBE man has stumbled upon certain matters which make it appear to an unprejudiced observer that the Canadian Pacific is guilty of discrimination against the United States. Some few years ago, when the Canadian Pacific completed its line and opened up for transcontinental business in conjunction with the Great Northern, it demanded and insisted on receiving a differential on both passenger and freight rates on the ground of longer time, layovers en route, customs regulations, water routes, etc. Since that time some five or six years have elapsed, yet the Canadian road still tenaciously holds to this differential, and, it is said, is taking more and more business every year out of the states, and over the international boundary line, to the detriment of the American lines. The Canadian Pacific will hardly deny that its train connections are now practically as good as those of its competitors. It still insists on quoting less rates than are secured by transcontinental lines in the United States. As a local railway official put the matter, in other words:

"The Canadian Pacific comes into American territory claiming a share of the business, and is not even willing to compete with the American lines on an even keel, but forces them to stand a differential rate, to which the Canadian road is certainly no longer entitled, if it ever was. How strangely different this is when it comes to business it cannot hold on its own side of the international boundary line. In connection with a certain steamship line which this road has opened up between certain trans-Pacific points and Vancouver, a passenger who desires to come into the states via Winnipeg is charged a $10 higher rate than it will make for him if he will go all the way across the continent to any Atlantic coast destination by way of the Canadian Pacific's main line."

THE OFFICIAL ROUTE.

Grand Army Men Select the Minneapolis & St. Louis.

John Day Smith, department commander of the Grand Army in this state, desires the announcement to be made that the Minneapolis & St. Louis railroad has been selected as the official route of the Grand Army of this department in its trip to the national encampment at Indianapolis in September. The official train will leave Minneapolis Sunday night, Sept. 3, and will go through without transfer, arriving at Indianapolis early in the day Monday, Sept. 4. It is desired that all of the comrades and their friends who wish to make this trip may go on this train and date, and on returning an opportunity will be given to stop over in Chicago for thirty days. Saturday, Sept. 9, will be "Grand Army day" at the World's Columbian exposition, when all of the old soldiers and their friends will desire to be present. The Western Passenger association has declined to make any concessions beyond the world's fair rates. This will make the transportation from Minneapolis and St. Paul to Indianapolis and return at $17.15. The department commander wishes to assure the comrades and their friends that any cut in rates by other roads will be promptly met by the Albert Lea system.

POPULAR RATE.

Illinois' Day Rate Likely to Become a Fixture.

CHICAGO, Aug. 22.—In the rooms of the Western Passenger association today representatives of the various Texas lines met to discuss the best means of obviating the friction which has heretofore prevailed in that territory. The discussion was today mainly on routine matters, and the prospect for an amicable settlement of the troubles is quite bright. The roads claim that they have lost an immense amount of money during the last few years by indulging in petty rows which might have been avoided with profit all around.

Several of the Western lines have no hesitancy in declaring that the lowering of the rates to one fare for Illinois day may have the ultimate result of bringing in such rates as a fixture. This other lines deny, and, if the rates are to be made permanent for world's fair business, it is a sure thing that there will not be much of the fair left by the time they are put in. The chance for lower rates for the Grand Army encampment at Indianapolis has gone glimmering. The vote on lower rates for Illinois day was taken without the roads being represented in a regular meeting. If the meeting had been called it is more than probable that the Grand Army rates would have had a fighting chance, but now their last chance seems to have departed, none of the roads having made a demand for a special meeting.

Meeting of Passenger Agents.

MILWAUKEE, Wis., Aug. 22.—W. A. Thrall, general passenger and ticket agent of the Chicago & Northwestern Railway company, and Maj. George H. Heafford, general passenger and ticket agent of the Chicago, Milwaukee & St. Paul Railway company, were in the city today to make arrangements for the reception and entertainment of the members of the General Passenger Agents' Association of North America, which will convene in Milwaukee next month. Some enjoyable excursions, a public reception, etc., will be provided for the gentlemen who are at the head of the passenger departments of all the railways in the country.

Johnson Out of a Job.

It is learned from good sources that A. H. Johnson, the division freight and passenger agent of the Great Northern at Seattle, has severed his connection with the road, and further, that he has been out of a job for several days. It is further learned from Great Northern sources that P. P. Shelby, general manager of the Pacific coast lines of the Great Northern, will perform the duties of the place in addition to his own—that is, will have general supervision, though C. G. Dixon, the city passenger and ticket agent at Seattle, will act locally there.

Official Tour of Inspection.

General Superintendent Scott, E. E. Woodman, secretary and tax commissioner; J. J. Ellis, master mechanic, and H. C. Hope, superintendent of telegraph, all of the Omaha, left yesterday morning on a tour of inspection over the lines of the road in Minnesota, South Dakota, Iowa and Nebraska. While in Nebraska Mr. Scott will go over the new line from Panca to Newcastle, which was recently completed, and will be open for traffic on the 24th inst.

More Railroad Changes.

On or about Sept. 1 the offices of train dispatcher and superintendent of the Cascade division of the Great Northern will be removed to Leavenworth from Spokane, as being more central.

M. P. Benton, formerly traveling freight and passenger agent for the Great Northern at Seattle, has received the appointment of general agent for the road at Tacoma.

World's Fair Travel.

In speaking with the St. Paul passenger men yesterday it was learned that travel is greatly increasing to Chicago these days. All the trains are well filled, and it is an ordinary matter for the roads to be compelled to press extra cars into service. It is probable that the traffic will steadily increase from now on until the end of the fair.

Lost Under the Rules.

In the matter of home-seekers' excursions, B. D. Caldwell, chairman of the Western Passenger association, has wired members to the effect that the proposition to adopt ironclad signature tickets to be executed for return passage at destination, being negatived, is lost under the rules.

Capital Increased.

KEOKUK, Io., Aug. 22.—W. W. Baldwin, president, and N. E. Jarvis, assistant secretary, today filed an amendment to article incorporating the St. Louis, Keokuk & Northwestern railroad, increasing the capital stock from $8,000,000 to $20,000,000. Recent extensive improvements near St. Louis are the reason of the increase.

Along the Lines.

The following went out over the Milwaukee last night: M. Frisk, Mr. Shanks, J. F. Williams, Mr. Clark, Miss Lowenstein, Mr. Benedict, Mr. Bradford, Mrs. B. Harriss, Mr. Hyde, Mr. Waldo, A. Pratt, J. B. Tarbox, Mr. Hall, W. L. Ames, F. Schmuhl, N. Pritchard and wife.

Commodore Hull, traveling passenger agent of the Lake Shore, returned from an extended trip to Osseo, Anoka, Fridley and other points in Northern Minnesota yesterday.

Assistant Freight Agent Baird, of the Northern Pacific, returned yesterday morning from Chicago, where he has been attending the world's fair for the past ten days.

J. T. Condon, manager of the Temple opera house at Duluth, was in St. Paul yesterday. In the evening he left for the Zenith city over the Milwaukee.

A number of extra cars were found necessary to be added to the Great Northern's harvest train yesterday morning.

General Agent Slossen, of the Denver & Rio Grande, with headquarters at Chicago, was in St. Paul yesterday.

E. H. Wright, ticket agent for the Great Northern, was a St. Paul transient yesterday.

Low Rates for Tight Times.

Commencing July 24, and continuing until Sept. 1, the Soo Line will sell round-trip tickets, Mondays, Wednesdays and Fridays, good to return ten days from date of sale, from St. Paul and Minneapolis to Mackinac Island, at the very low rate of $10 for the round trip, and Chicago, $20. A special sleeper to Mackinac will be attached to the "Atlantic Limited" on above days, making direct connections with steamers for Chicago. Everybody should avail themselves of these low rates.

STILLWATER NEWS.

Mr. O'Gorman Gets the Best of It in the Sabin Suits.

Judge Williston, of the district court, has filed decisions in the two cases of J. C. O'Gorman against D. M. Sabin and the Stillwater Transfer company. In the suit against Mr. Sabin Mr. O'Gorman is given judgment in four causes of action, amounting in all to $15,419.72. The fifth cause of action, which was for the sale of $100,000 worth of Iron Mountain Ore and Furnace company bonds to Mr. Sabin, the court decides was not proven. By this decision the bonds still remain the property of the plaintiff. The court also held that Mr. Sabin had failed to prove any of the claims set forth in the counter claim for $100,000. In the case against the transfer company Mr. O'Gorman is given a judgment for $5,912.30.

The Clyde departed yesterday with a raft of logs for the Standard and Lesure Lumber companies, Dubuque. The Abner Gile departed with a raft of logs and lumber for the Canton Saw Mill company.

Anton Barstad, a young man whose back was broken while employed in one of the logging camps owned by a Stillwater concern last winter, died yesterday at the city hospital of weakness. Deceased has been helpless since the accident, and has been confined to his bed steadily.

Mrs. Charles Upstill, residing on Olive street, fell into a basement yesterday and fractured one of her limbs at the thigh.

A special term of the district court was held yesterday, Judge Williston presiding. In the case of Lathrop against O'Brien the plaintiff's application to have the findings of the court amended was allowed in some points and denied in others. In the matter of the assignment of Gillespie & Harper, Ray S. Reed was allowed attorney's fees. Cecelia Porter was granted a divorce from Adolphus O. Porter.

The boom did not start up yesterday, as expected, a heavy wind making it impossible to handle the logs. It is reported that a number of logs broke loose in Lake St. Croix below South Stillwater, but the extent of the damage is not known.

The city council had an interesting time with the street lighting question last night, but the only action taken will refer the lights a few weeks longer. A motion to have the electric light company turn on the lights at the reduced figure of $5 per year was lost, as was also a motion to advertise for bids.

Popular Rates to the World's Fair.

To meet the popular demand for low excursion rates to the world's fair, "The Burlington" will put on sale, commencing Aug. 1, tickets at the following rates: Minneapolis or St. Paul to Chicago, $7.00; to Chicago and return, $13.50. These tickets will be good on all trains and in all classes of cars. The round trip tickets will be good for return at any time within thirty days. Now is your chance to visit the fair cheaply. For further information and tickets apply at ticket offices, 400 Robert street, Hotel Ryan and union depot.

CROP REPORT.

Wheat Yield Below the Average in Minnesota.

WASHINGTON, Aug. 22.—Over the states of the central Mississippi valley and from the lake region south to Florida there was a general deficiency in rainfall during the past week, although in many localities in the region named sufficient rain fell to modify the drought conditions previously existing, and especially in the Ohio valley and west portions of the Middle Atlantic states, where absence of rain has doubtless caused some injury to growing crops. Reports from Indiana and portions of Illinois indicate that the yield of corn will be reduced owing to continued dry weather.

In the extreme Northwest, including Minnesota and the Dakotas, the week has been dry, and the weather has been especially favorable for threshing, the former being practically completed, but all growing crops are in need of rain. Timely rains are reported from Wisconsin, Nebraska, Missouri and portions of Illinois where conditions were favorable and crops were improved.

Drought continues in West Tennessee, but generally throughout the cotton region the weather conditions caused some impovement in crops, except in Louisiana and Arkansas, where boll worms are doing considerable damage. Alabama and Louisiana also report too much rain for cotton in some sections, causing rust and shedding to continue.

Special telegraphic reports: Wisconsin—Rain improved crops; spring grain light; cranberries promise large yield.

Mindesota—Wheat yield considerably below average; quality good; corn doing well.

Iowa—Corn making good progress; good crop insured.

North Dakota — Harvesting nearly finished; rain needed.

South Dakota — Good harvesting weather; rain needed; corn not filling well.

Montana—Conditions are favorable.

$7.00 and $13.50.

Commencing Aug. 1, the Chicago Great Western railway will sell single-trip tickets to Chicago for $7; round trip tickets, good thirty days, for $13.50. Tickets good in any car of train. For further information inquire City Ticket Office, 364 Robert street, corner Fifth.

LEAVES.

That's what Sick Headache does, when Dr. Pierce's Pleasant Pellets are taken. These tiny, sugar-coated, anti-bilious granules cure it completely. They're the smallest, the easiest to take, and the most *natural* remedy. No disturbance, no unpleasantness, no reaction afterward. One little Pellet at a dose regulates the whole system. Constipation, Indigestion, Bilious Attacks, Dizziness, and all derangements of the liver, stomach and bowels are prevented, relieved, and permanently cured.

They're the *cheapest* pills you can buy at any price, for they're *guaranteed* to give satisfaction, or your money is returned. You pay only for the *good* you get.

Things that *seem* to help Catarrh may be doing harm. Poisonous, irritating snuffs and strong, caustic solutions only drive it from the head to the lungs. Dr. Sage's Catarrh Remedy *cures* Catarrh. Its proprietors promise $500, or a cure.

Any Time is the right time for everybody to drink **Hires' Root Beer**

A temperance drink.
A home-made drink.
A health-giving drink.
A thirst-quenching drink.
A drink that is popular everywhere.
Delicious, Sparkling, Effervescent.

A 25 cent package makes 5 gallons of this delicious beverage. Don't be deceived if a dealer, for the sake of larger profit, tells you some other kind is "just as good"—'tis false. No imitation is as good as the genuine HIRES'.

Off the hinge:—

(Not sure of the time, or what to do with it.)

You sag and creak at every move, and fail to make connections. Fortune declines to enter. This might all be different:—time and money at command and life going smoothly—by the help of a new, **quick-winding Waterbury.**

A reliable, handsome watch, that every member of the family should carry, and can afford to. It is stem-winding and setting and has all the improvements.

It is made in various styles, to suit every taste and purse, for ladies, business men, and youngsters. Next time your high-priced watch is being "doctored" substitute this. All jewelers keep it. 30

READY MADE MUSTARD PLASTERS

We were the first manufacturers on this Continent. Our latest improvement surpasses anything ever before produced. 15c., 25c., 35c. per tin. Be sure to have **SEABURY'S.** Ask for them spread on cotton cloth.

SEABURY'S SULPHUR CANDLES:

Prevention is better than cure, by burning these candles bad smells in basements, closets, &c. are destroyed, and thus contagious diseases are kept away; also useful for expelling mosquitos and irritating insects. Price, 25c. each.

To purify sick-rooms, apartments, etc., use **HYDRONAPHTHOL PASTILLES,** which in burning, disinfect and produce a fragrance refreshing and invigorating. 25c. per box of 12. Sole Manufacturers,

SEABURY & JOHNSON, Pharmaceutical Chemists, NEW YORK.

AUGUSTA FEMALE SEMINARY STAUNTON, VIRGINIA. Opens Sept. 7, 1893. Closes last of May, 1894. Unsurpassed location, building and grounds. Full corps of teachers. Board, etc., with full English course. $250 for entire session of 9 months. Music, Languages, Elocution, Art, Bookkeeping, and Physical Culture, extra. For Catalogue, apply to Miss MARY J. BALDWIN, Prin.

Rheumatism, Lumbago, Sciatica, Kidney Complaints, Lame Back, &c.

DR. SANDEN'S ELECTRIC BELT
With Electro-Magnetic SUSPENSORY.
Latest Patents! Best Improvements!

Will cure without medicine all Weakness resulting from over-taxation of brain nerve forces; excesses or indiscretion, as nervous debility, sleeplessness, languor, rheumatism, kidney, liver and bladder complaints, lame back, lumbago, sciatica, all female complaints, general ill health, etc. This electric Belt contains wonderful improvements over all others. Current is instantly felt by wearer or we forfeit $5,000.00, and will cure all of the above diseases or no pay. Thousands have been cured by this marvelous invention after all other remedies failed, and we give hundreds of testimonials in this and every other state.

Our Powerful Improved ELECTRIC SUSPENSORY, the greatest boon ever offered weak men, FREE with all Belts. Health and Vigorous Strength GUARANTEED in 60 to 90 days. Send for Illus'd Pamphlet, mailed, sealed, free.

SANDEN ELECTRIC CO., 3d Av. & 3d St. MINNEAPOLIS, MINN.

MUCH WHEAT FOR SALE

CAUSES A DROP IN THE PRICE AND A MEAGER DEMAND.

A DEMORALIZED MARKET.

Small Fluctuations in the Stock Market—Little Interest Taken in the Market Pending Positive Developments on the Silver Question — Operators Taking Small Profits.

CHICAGO, Aug. 22.—The wheat market just tipped over today. There was free realization sales on weak cables, stoppage of shipments, increased contract stocks and an over-bought condition of the local trade. Corn weakened on big receipts, rains over the West, and in sympathy with wheat. The provision trade was very slow, with only 5c range in prices. Wheat lost ¾c, corn ⅛c and oats ⅛c of their yesterday's closing values. Provisions closed a shade lower except pork, which is nominally a trifle higher.

Wheat at the opening was ¼c lower than yesterday's closing figure, ruled weak and with only slight fluctuations prices declined ⅝@¾c, then held steady. The closing was easy, ¼@⅜c from bottom. There was a good deal of wheat for sale, but there was a meager demand. Stocks in New York were higher, and the business situation seemed to be brightening, but this did not prevent weakness. Good exports from the seaboard helped the market some later in the day, but the general tone was heavy.

In corn some changing was going on, selling the September and buying May, largely for New York account. The moderate quantity estimated for tomorrow helped to sustain the market at the decline, but it was prevented from reacting to any extent by the very encouraging outlook for the crop in Iowa as published in the weekly report from that state. Some receivers reported the outlook for increased receipts from Nebraska for some time to come, claiming that there was plenty of old corn there and that the crop promised well and was already practically assured.

The absence of orders was the most notable point in oats. Prices kept within ¼c range. The stagnation in the provision trade was again in evidence today. There was a little business in ribs at the opening, and then trading died out entirely. The demand for vessel room was slow, and rates unchanged at 1¼c for wheat and 1c for corn to Buffalo. Estimated receipts for tomorrow: Wheat, 90 cars; corn, 300 cars; oats, 235 cars; hogs, 23,000.

The leading futures ranged as follows:

ARTICLES.	Opening.	Highest.	Lowest.	Closing.
Wheat, No. 2—				
August	61⅝	61⅝	61	61⅛
September	62–62¼	62¼	61⅝	61¼–⅞
December	63⅝	63⅝	62⅝	62½–⅝
Corn, No. 2—				
August	38¼	38¼	38	38
September	38½–⅝	38⅝	38¼	38¼–⅜
October	39⅜	39⅝	39⅛	39⅜
May	41	41–41⅛	40¾–⅞	41–41⅛
Oats, No. 2—				
August	23¾	23¾	23½	23⅝
September	24	24	23¾–⅞	23⅞
May	30	30	29¾–⅞	29⅞
Mess Pork—				
August	.....	.....	.....	12 75
September	12 75	12 80	12 75	12 75
October	13 00	13 00	12 95	12 95
Lard—				
August	.....	.....	.....	8 25
September	8 27½	8 27½	8 25	8 25
October	8 05	8 05	8 00	8 00
Short Ribs—				
August	.....	.....	.....	7 02½
September	7 95	8 00	7 90	7 02½
October	7 75	7 82½	7 72½	7 75

Cash quotations were as follows: Flour dull, steady. Wheat—No. 2 spring, 61⅛c; No. 3 spring, f. o. b., 55@60c; No. 2 red, 61⅛c. Corn—No. 2, 38⅛c. Oats—No. 2, 23⅝c; No. 2 white, f. o. o., 27½@28c; No. 3 white, f. o. b., 25⅝@27c. Rye—No. 2, 46c. Barley—No. 2, nominal; No. 3, no sales; No. 4, f. o. b., 55c. Flaxseed—No. 1, $1. Timothy Seed—Prime, $3.30@3.35. Mess Pork—Per bbl, $12.75@13. Lard—Per 100 lbs, $8.25@8.35. Short Ribs—Sides (loose), $8.07½@8.12½; dry salted shoulders (boxed), $7.25@7.50; short clear sides (boxed), $8.25@8.50. Whisky—Distillers' finished goods, per gallon, $1.12. Sugars—Cut loaf, unchanged. Corn—No. 3, 37½c. Receipts—Flour, 9,000 bbls; wheat, 62,000 bu; corn, 312,000 bu; oats, 368,000 bu; rye, 9,000 bu; barley, 3,000 bu. Shipments—Flour, 2,000 bbls; wheat, 9,000 bu; corn, 15,000 bu; oats, 89,000 bu. On the produce exchange today the butter market was quiet; creamery, 17@24c; dairy, 16@21c. Eggs steady, strictly fresh, 13½c.

Duluth Wheat.

Special to the Globe.

DULUTH, Aug. 22.—Wheat opened weak and lower for futures and unchanged for cash. The demand for cash wheat was very sharp, millers coming into open competition with shippers for all offers for spot stuff. Cash wheat sold steadily for 59c for No. 1 northern, closing at that. September opened ⅜c off at 58⅝c, firmed up to 59c and closed at that. December sold ¾c lower at 66½c, and closed at that. The market closed firm at unchanged figures for cash and August wheat, ½c lower for September, and ¾c off for December. Close: No. 1 hard, cash, August and September, 62c; No. 1 northern, cash, August and September, 59c; December, 66½c; to arrive, 60c; No. 2, 56c; No. 3, 50c; rejected, 41c.

Receipts—Wheat, 27,019 bu.

Shipments—Wheat, 170,353 bu.

New York Produce.

NEW YORK, Aug. 22.—Flour—Receipts, 56,000 pkgs; exports, 12,000 bbls, 78,000 sacks; sales, 6,000 pkgs; market dull, easy. Cornmeal steady, fair demand; sales, 600 bbls. Rye dull, nominal. Barley malt dull; Western, 65c. Wheat—Receipts, 566,000 bu; exports, 255,000 bu; sales, 1,710,000 bu futures, 72,000 bu spot; spot market dull, ½c lower, steady; No. 2 red, store and elevator 68@68¼c; afloat, 68⅜@68¾c; f. o. b., 68¾@69¾c; ungraded red, 65@69c; No. 1 northern, 69½c; options were moderately active and ⅛@¾c lower on weak cables foreign selling, weaker West and local realizing; closing steady. No. 2 red, August, 68⅛c, closing at 68⅛c; September, 69⅛@69⅜c, closing at 69⅛c; October, 71 7-16@71⅞c, closing at 72⅛c; December, 76¼@76½c, closing at 76¼c. Corn—Receipts, 61,000 bu; exports, 21,000 bu; sales, 425,000 bu futures; 33,000 bu spot; spots dull, ½c lower; closing steady; No. 2, 46¼@46½c elevator, 46⅝@48c afloat; No. 2 white, 47c; options were moderately active and ⅜@⅝c lower on good weather reports, easiar cables, large interior receipts and free offerings; September, 46⅜@46½c, closing 46⅜c; October, 47⅛@47¼c, closing at 47⅛c; December, 47c. Oats—Receipts, 150,000 bu; exports, 600 bu; sales, 145,000 bu futures, 61,000 bu spot; spot market dull, lower; options dull, easier; September, 30⅜@30½c, closing at 30⅜c; October, 30⅝c, closing at 30¾c; November, 31⅝c; spot No. 2 white, 35@35½c; No. 2 Chicago, 31¼c; No. 3, 29¼@29½c; mixed Western, 30@32c; white, 35@43c; Hay steady, quiet. Hops dull, steady. Hides nominal. Wool dull, irregular. Cut meats dull, quiet, steady. Lard easier, quiet; Western steam closed 9c; sales, 220 tierces at 9c; option sales, none; September, $8.95, nominal; October, $8.45, nominal. Pork quiet, steady. Butter quiet, irregular; Western creamery, 17@25c. Cheese quiet, firm. Eggs lower, heavy receipts, quiet; receipts, 9,000 pkgs; Western, fresh, 15@15½c. Tallow more active, firm. Cottonseed oil dull, steady; crude, 35@36c; yellow, 42@43c. Petroleum dull, easy; United, 59c. Rosin dull, easy. Turpentine more active, firm; sales, 500 bbls at 25½@26c. Rice firm and demand fair. Molasses quiet and steady. Coffee—Options opened quiet and unchanged to 10 points down, and closed dull and unchanged to 5 up; sales were 5,000 bags, including: September, 14.65c; October, 14.65c; March, 14.40c; Rio on the spot was dull, but steady at 15¾c for No. 7; sales, 500 bags. Sugar—Raw firm, dull; centrifugals, 96-test, 3¼c; refined firm, fairly active. Pig iron dull, steady; American, $12.75@15.50. Copper steady; lake, $8.60. Lead quiet; domestic, $3.37½. Tin firm; straits, $18.70 bid; plates dull, steadier; spelter nominal; on change sales 50 tons October tin at $19.30@19.40.

Liverpool Grain.

LIVERPOOL, Aug. 22.—Wheat easy, demand poor, holders offer freely; red Western, spring, 5s 7d@5s 8d per cental. Receipts for the past three days, 245,000 centals, including 199,000 centals American. Corn easy, demand poor; mixed Western, 4s ½d per cental. Receipts American for the past three days, 68,900 centals.

FINANCIAL.

New York.

NEW YORK, Aug. 22.—There was less activity in the stock market than yesterday, and the fluctuations were confined with narrower limits. As a rule prices were higher in the early trading owing to farther arrivals of gold and the receipts of Washington advices favoring the repeal of the Sherman silver law. The rise was equal to ½ to 1¾ per cent, the latter in Chicago Gas, which sold at 53. The offerings were light on the way up, but the rise was taken advantage of by the buyers of yesterday and Saturday to realize profits. During the afternoon the professionals working on the bear side put out fresh lines of shorts, and a decline of ½ to 3 per cent ensued. General Electric fell off 3 to 38¾; Burlington & Quincy, 2⅝ to 75½; Chicago Gas, 2¼ to 50¾; Distillers', 2¼ to 21; Manhattan, 2 to 110¼, and Western Union, ⅞ to 76⅞. There was little in the way of news to affect the market, and the reaction excited only a languid interest among operators. Most of the traders have apparently reached the conclusion that only small turns can be made pending positive developments of the silver question, and they are accordingly jumping in and out as they see opportunities of making profits. Among the specialties the following changes occurred from the last-reported sales. An advance of 10 in Rensselaer & Saratoga, 4½ in Jersey Central, 3¼ in United States Rubber and 2½ in Lead preferred; a decline of 15⅝ in Louisville, St. Louis & Texas. The last-named sold at 4. The general market closed about steady in tone. Railway and miscellaneous bonds were firm; the sales were $1,048,000 Chesapeake & Ohio, Richmond & Allegheny 1st consols rose 3½ to 74; Chicago Gas 1sts, 2½ to 73; Colorado Midland 4s, 2 to 35; Nashville & Chattanooga 1sts, 3 to 120; New York Central coupons, 1sts, 3 to 119, and Northwestern currency 7s, 2 to 128. Cleveland, Cincinnati & Indianapolis generals fell 3 to 115; Ohio & Mississippi consols, 7s, 2 to 102; Oregon Improvement 1sts, 3 to 90.

The Total Sales of Stocks

today were 161,440 shares, including:

Atchison	3,100	N. Pacific	3,500
Bur. & Quincy	7,200	Rock Island	6,600
Chicago Gas	14,500	St. Paul	18,800
Distilling	17,500	Sugar	16,560
General Electric	8,400	Western Union	19,200
Northwestern	6,500		

Stocks—Closing.

Atchison	14⅞	Northern Pacific	3⅞
Adams Express	135	N. Pacific pfd	18⅝
Alton & Terre H.	23	U. P., D. & Gulf	5
do pfd	145	Northwestern	93⅞
American Ex	102	Northwest'n pfd	129
Batl. & Ohio	64	N. Y. Central	97½
Canad'n Pacific	7-8¾	N. Y. & N. Eng.	38¾
Can. Southern	41	Out. & Western	13¼
Central Pacific	18	Oregon Imp	9½
Ches. & Ohio	14⅛	Oregon Nav	30
Chicago & Alton	125	O. S. L. & U. N.	7
C., B. & Q.	75⅞	Pacific Mail	9½
Chicago Gas	50¾	P., D. & E.	7
Consol. Gas	118	Pittsburg	138
C., C., C. & St. L.	31½	Pullman P. Car	144
Cotton Oil Cert's.	23¾	Reading	13¼
Del. & Hudson	106¾	Richmond Ter.	14
Del., L. & W.	134⅝	do pfd	9½
D. & R. G. pfd	27½	Rio G. Western	15
Distillers' & C. F.	20⅞	do pfd	53
East Tennessee	4	Rock Island	58¼
Erie	14½	St. Paul	53
do pfd	24	St. Paul pfd	10½
Fort Wayne	140	St. P. & Omaha	28⅜
Great Nor. pfd	100½	do pfd	97½
Chi. & E. Ill. pfd	86	Southern Pacific	18¼
Hocking Valley	14	Sugar Refinery	74
Illinois Central	89	Tenn. C. & I.	11½
St. Paul & Duluth	20	Texas Pacific	4
Kan. & Tex. pfd	15½	Tol. & O. C. pfd	70
Lake Erie & W.	13¾	Union Pacific	18
do pfd	58	U. S. Express	42
Lake Shore	113½	Wab., St. L. & P.	6⅞
Lead Trust	25	do pfd	15⅜
Louisville & N.	54⅝	Wells-Fargo Ex.	125
Louisville & N. A.	10½	Western Union	76¾
Manhattan Con.	110½	Wheeling & L. E.	11
Memphis & Chas.	10	do pfd	38⅜
Mich. Central	89	M. & St. Louis	8
Missouri Pacific	21¼	D & R. G.	9½
Mobile & Ohio	10	Gen. Electric	38⅞
Nashville & Chat.	58	Nat. Linseed	15
Nat. Cordage	8	H., & T. C.	3
do pfd	25	S. A., A. & N. M.	7½
N. J. Central	92½	T., St. L. & K. C.	2
Norfolk & W. pfd	20¾	do pfd	20
N. American Co.	3¾		

Bonds.

NEW YORK, Aug. 22.—Government bonds lower; state bonds dull.

U. S. 4s reg	111½	N. W. consols	128
do 4s coup	111½	do deb. 5s	100
do 4½s reg	95	St. L. & S. F. G. M.	100
Pacific 6s of '95	102	St. Paul Consols	119½
Louisiana S. 4s	95	St. P. C. & P. 1sts	107½
Missouri 6s	95	T. P. L. G. Tr. rcts.	60
Tenn. new set. 6s	106	T. P. H. G. Tr. rcts.	14
do 5s	94	Union Pac. 1sts	100
do 3s	63	West Shore	94½
Can. South. 2ds	95	R. G. W. 1sts	61
Cen. Pacific 1sts	102	Atchison 4s	68½
D. & R. G. 1sts	106	do 2½ "A"	35
do 4s	73	G. H. & S. A. 5s	95
Erie 2ds	65	do 2d 5s	100
M. K. & T. Gen 6s	33½	H. & T. C. 5s	99
do 5s	69	do con 6s	95
Mut. Union 6s	105	N. C. 6s	122
N. J. C. Int. Cert	105⅛	do 4s	100
N. Pacific 1sts	109	Virginia 6s	50
do 2ds	85	do ex-mat coup	35
St. L. & I. M. G. 5s	70		

San Francisco Mining Stocks.

SAN FRANCISCO, Aug. 22.—The official closing quotations for mining stocks today were as follows:

Alta	$0 10	Mexican	$0 55
Belcher	20	Ophir	65
Best & Belcher	55	Potosi	60
Bulwer	10	Savage	35
Challar	25	Sierra Nevada	30
Con. Cal. & Va.	1 30	Union Con	35
Crown Point	25	Utah	5
Gould & Curry	25	Yellow Jacket	35
Hale & Norcross	50		

New York Money.

NEW YORK, Aug. 22.—Money firmer on call, closing offered at 4 per cent. Prime mercantile paper, 8@12 per cent. Sterling exchange weak, with actual business in bankers' bills at $4.82@4.83 for sixty days, and $4.87@4.88 for demand. Commercial bills, $4.80½@4.86½. Silver certificates were bid up to 70c without a sale.

THESE QUOTATIONS
Are Furnished by
JAMESON, HEVENER & CO.,
Commission Merchant, St. Paul.

St. Paul Grain Market.

Wheat—The wheat market is firm, but quiet; No. 1 hard, 60@61c; No. 1 northern, 58@59c; No. 2 northern, 56@57c.

Corn—There is very little corn moving, although prices are firm at 36@37c for No. 3, and 37@38c for No. 3 yellow.

Oats—New oats are moving this way very freely, and with a fair demand prices are somewhat lower; No. 3 white, 27@28c; No. 3, 25@26c.

Barley and Rye—Receipts and shipments none.

Flour—Patent, $3.50@3.80; straight, $3@3.50; bakers, $2.20@2.40; rye, $2.50@3; bolted corn meal, $2.10@2.20.

Ground Feed—No. 1, $14.75@15.25; No. 2, $16; No. 3, $16.50; coarse corn meal, $14.50.

Bran and Shorts—Demand slow, but prices firm at $10 for bran and $11 for shorts.

Hay—The receipts the past few days have been light and the demand somewhat better; but few sales are made above $6.50 for choice upland, with more sellers at $6@6.25.

MINNEAPOLIS.

Chamber of Commerce.

Wheat futures were lower on weaker foreign markers. There was very little trade. The clearances from the Atlantic coast were again large, but attracted little attention. The market acted as though nothing but extremely strong and sensational news would start any buying to amount to anything. The trade was almost entirely confined to scalpers. The state weather crop bulletin says harvesting in Minnesota is well along, with stacking in various stages of development. In some parts wheat stacking is completed.

Wheat ranged as follows: August, closing, 55⅝c; September, opening, 56c; highest, 56c; lowest, 55½c; closing, 55⅝c; December, opening, 63¼c; highest, 63½c; lowest, 62⅞c; closing, 63⅜c.

On Track—No. 1 hard, old, 59½c; new, 58c; No. 1 northern, old, 57½c; No. 2 northern, old, 55½@56c; new, 54c.

FLOUR AND COARSE GRAINS.

Flour—Receipts, 579 bbls; shipments, 32,797 bbls. Quoted at $3.40@3.70 for first patents, $3.15@3.40 for second patents, $1.90@2.40 for fancy and export bakers', $1.10@1.45 for low grades in bags, including red dog.

Bran and Shorts—The market for bran is quite dull, but holders are a little stiff. Quoted at $9.25@9.50 in bulk; shorts, $9.25@11 per ton.

Corn—Receipts, 2,070 bu; shipments, 1,510 bu; corn is somewhat easier, with no sales.

Oats—Receipts, 12,600 bu; shipments, 3,630 bu. Demand slow.

Barley—Receipts, 3,000 bu; shipments, none.

Rye—Receipts, none; shipments, none; sold for 40c f. o. b.

Feed—Millers hold at $14@14.75 per ton; less than car lots, $15@15.50; with corn meal, $13.50@14; granulated meal, $18@19. Probably higher, but not fixed.

Hay—Receipts, 62 tons; shipments, none, light. King & Co. advise that all the best cars of upland were picked up early at $6.50@7. The greater proportion of hay arriving is from Southern Minnesota points. Sales are still confined to upland prairie.

Some Sample Sales—No. 1, hard, 1 car, 60½c; No. 1 hard, 1 car, new, 58½c; No. 1 hard, 1 car, new, 59c; No. 1 northern, 13 cars, 58½c; No. 1 northern, 5 cars, 58c; No. 1 northern, 3 cars, new, 57c; No. 1 northern, 1 car, new, 56¾c; No. 1 northern, 10 cars, new, 56½c; No. 1 northern, 2 cars, 58½c; No. 1 northern, f. o. b., 60c; No. 1 northern, 1 car, o. t., 58c; No. 1 northern, 7 cars, 56c; No. 2 northern, 1 car, poor, 53c; No. 2 northern, 2 cars, new, 55c; No. 2 northern, 6 cars, 55½c; No. 2 northern, 1 car, choice, 57½c; No. 2 northern, 3 cars, 55c; No. 2 northern, 3 cars, 56½c; No. 2 northern, 2 cars, 57c; No. 2 northern, 1 car, f. o. b., 55½c.

Union Stockyards.

Receipts—369 hogs, 143 cattle, 5 calves, 501 sheep.

Hogs—Strong. An outside packer was on