HAVE A RIGHT TO IT

RAILROADS CLAIM THAT THE FIRST STREET STRIP HAS NEVER BEEN PLATTED.

THEY WILL NOT GIVE IT UP.

NORTHERN PACIFIC REFUSES TO ASSUME ANOTHER JOB-LOT OF OLD CONTRACTS.

LIST OF THE LEASES INVOLVED.

Soo's Blow at Scalpers Was a Hard One—Doings in Local Railway Circles.

The action of the city council of St. Paul in directing the commissioner of public works to open a roadway on First street, that used to be, means a legal fight between the city and the Milwaukee and Omaha roads, if any effort is made on the part of the commissioner to carry out the letter of the resolution. The manufacturers or others doing business along the upper levee are the ones interested in seeing the street restored. They want a roadway opened in order that teams can reach the union depot and the levee freight houses without the present drives around via the Seven corners.

The roadway on the levee has been lost sight of for years, and the case, if it gets into the courts, will be an interesting one, as it will involve several questions of importance to the railroads. The manufacturers claim that the street has been duly platted for years, and that hence the city has the absolute right to open it, whenever the spirit moves. On the other hand, the railroads claim that the street was never platted, and that they have a right to the strip. The Milwaukee has had its tracks down for over a score of years, and the Omaha for nearly as long. The strip is covered with sidings and main lines, and if the city compels the railroads to pull up stakes, it will only be after a hot legal contest.

MORE CONTRACTS OUT.

Northern Pacific Hasn't Any Use for Some of Them.

The Northern Pacific has issued a circular over the signature of President E. W. Winter notifynig the holders of seventeen or eighteen different contracts, that the new Northern Pacific Railway company would not assume the contracts mentioned, as the new company did not consider itself holden to recognize the contracts of the old company, the Northern Pacific Railroad company. Among the leases and contracts involved are the following:

Montana Improvement company, limited, July 2, 1883.

German-American Trust company, Aug. 27, 1891; Aug. 28, 1891.

American Surety company, Dec. 9, 1891.

Eastern Railway Company of Minnesota, May 15, 1889.

Eber H. Bly, Jan. 23, 1877; April 1, 1877.

Alexander McKenzie, April 1, 1884; June 29, 1892.

Carbon Hill Coal company, March 10, 1888.

Bismarck Water company, Jan. 1, 1878.

Anson S. Brooks, Dwight F. Brooks and Lester L. Brooks, comprising the firm of Brooks Bros., Dec. 1, 1889.

Milwaukee, Lake Shore & Western Railway company and Wisconsin Central company, June 23, 1891.

Chicago, Milwaukee & St. Paul Railway company, Feb. 21, 1891; also Chicago, Milwaukee & St. Paul Railway company and Wisconsin Central company, Feb. 21, 1891.

St. Paul & Duluth Railroad company, dated April 14, 1886, and April 15, 1886.

Tacoma Coal company, Aug. 1, 1886.

Rocky Fork & Cook City Railway company, Aug. 16, 1887.

W. G. Peck and D. E. Little, Aug. 31, 1882.

A similar notice, as previously mentioned in the Globe, has been issued by President Winter to apply to the Yellowstone Park company, the Yellowstone Park Transportation company and the Park association. Also notice has been served the Great Northern, the tracks of which road to Minneapolis have already been given up by the Northern Pacific.

The Great Northern people have already signified their intention of disputing the nullification of the contract, claiming that the new Northern Pacific assumes all the contracts of the old company.

Among other roads that have been notified of the withdrawl of contracts are: The Minneapolis Union Railway company, which is practically the property of the Great Northern; the St. Paul, Minneapolis & Manitoba, also a Great Northern auxiliary; and the Great Northern proper.

SHOWS LARGE INCREASE.

Favorable Report of Net Earnings of the Milwaukee Line.

An increase in earnings is shown by the annual report of the Chicago, Milwaukee and St. Paul railway, which was issued in phamphlet form yesterday.

Total earnings	$32,681,828 88
Operating expenses (including taxes)	19,676,808 04
Net earnings	13,005,020 84
Income from other sources	64,857 13
Total	13,069,877 97
Fixed charges—interest on bonds	7,611,928 18
Premium on bonds purchased	57,560 00
Total	7,669,488 18
Balance above all charges	5,400,389 79

The results, compared with the previous year, show an increase of $5,346,459.69 in total earnings; an increase of $2,633,054.95 in operating expenses, and an increase of $2,713,404.74 in net earnings.

The earnings from frieght traffic were $23,887,930.06, an increase of $4,909,667.17, or 25.87 per cent. The number of tons of freight carried was 12,210,055, an increase of 1,834,113 tons, or 16.55 per cent. The increase in tons of freight carried was principally in the following commodities: Flour and mill feed, wheat and agricultural products, live stock, iron and steel. There was no decrease in any important item except lumber, which decreased 47,909 tons.

The number of tons of all agricultural products carried during the year was 3,846,426, an increase, compared with the previous year, of 1,051,680 tons, or 37.63 per cent. Agricultural products are made up of 31.50 per cent of the total tonnage, as compared with 26.68 per cent of the total tonnage of last year.

Apparently the increase in revenue from freight was due principally to the increase in tonnage of agricultural products, in consequence of good crops, and to the increase of 26.56 miles in the average miles each ton of freight was carried. These conditions were offset somewhat by the decrease in the rate per ton per mile, and, on the other hand, the expense of transportation was diminished by the increase of tons of freight per loaded car.

The average rate per ton per mile received for freights, for a series of years past shows a decrease from 3.94 cents in 1867 to 1.003 cents in 1896.

The earnings for passenger traffic during the year were $6,147,678.88, an increase over the previous year of 5.04 per cent. The number of passengers carried was 7,427,614, an increase of 2.66 per cent. The revenue per passenger per mile was 2.357 cents, a decrease of .039 cents, or 1.63 per cent.

In the expenditures pertaining to maintenance of way and structures there was an increase over the previous year of $671,258.05. The expenditures for maintenance of rolling stock during the year were $2,942,294.65, an increase of $856,985.19 over the expenditures of the previous year on this account, and include the amount of $362,705.81 to replace the loss of equipment burned during the year.

The payments of the company for labor directly employed in its service during the year were $12,460,923.03, as compared with $10,979,624.29 last year, and for material and supplies, $5,820,736.08, as compared with $3,736,444.89 last year.

During the year two dividends aggregating 7 per cent were paid on the preferred stock and two dividends aggregating 3 per cent were paid on the common stock.

ANNOYED BY SCALPERS.

Western Passenger Association Lines in Trouble.

The Western Passenger association is investigating the action of the Soo in making a rate of $18 to New York and other eastern points. The avidity with which the offer has been accepted by dozens of travelers was a cause of anxiety among the other lines. At the Chicago meeting of the association, the Soo claimed that its action was purely one of self protection. A move of that sort was absolutely necessary, it is claimed, to secure a share of the eastern travel, which was being driven to other lines on account of the deadly work of the scalpers. No action was taken on the matter. Chairman Caldwell has been instructed to find out what the eastern roads will do about it.

The scalpers doing business in St. Paul have demoralized the affairs of the Western Passenger association, and until after the end of the month, there will be one continual worry. The scalpers have hundreds of tickets on hand to every possible point in the Northwest, and all over the country for that matter, as the visitors to the encampment who did not return to the starting point, sold their tickets in St. Paul right and left.

CAR FERRY RATES

To Be Discussed by Western Freight Association.

A meeting of the Western Freight association is to be held in Chicago today, and the old matter of the Michigan Car Ferry company's rates from Chicago to St. Paul will be considered.

Nothing has been heard of this matter for ten days, but during this time the ferry company, and the Lake Michigan and Lake Superior Transportation company have been getting lots of business at ten cents per hundred pounds.

The fight has developed some very amusing situations. The normal Soo rate from New York to St. Paul via Lake Superior, is 84 cents per hundred. Owing to the cut rates in effect, the Soo, it is said, finds it cheaper to send their steamers from Buffalo direct to Chicago, and there load their cars and send them to St. Paul via the car ferry company's boats, making a saving of 20 cents, and securing that much more profit.

DEPOT PROJECT DENIED.

Rumors of a Minneapolis Deal Are Discredited.

Yesterday's gossip brought out a renewal of the story that the Northern Pacific, the Soo, and possibly the Milwaukee and the St. Paul & Duluth would immediately commence negotiations for the construction of a new union depot in Minneapolis, to be located somewhere between the present Milwaukee station and the milling district. The Minneapolis & St. Louis owns a tract of land in this district, but this is in litigation with the Great Northern. It is said that the former road will either not await the result of the suit, or will push it to an early settlement, in order that the proposed depot project may be rushed forward. The officials of the Northern Pacific, the St. Paul & Duluth and the Milwaukee claimed yesterday that rumors of immediate action were unfounded. In fact the Northern Pacific denied any interest in the project whatever.

SUMMER TOURIST RATES

To Be Withdrawn Owing to Lack of Business

The Western Passenger association has taken a fall out of further summer tourist travel, and there will be some wailing thereat. The association has passed a resolution effective Sept. 15, that all round trip summer tourists' tickets from Western Passenger association territory to or through the eastern gateway of such territory, be withdrawn from sale, provided, however, that from Missouri river points, Kansas City to Sioux City inclusive, such tickets be withdrawn at once upon telegraphic instructions from Chairman Caldwell. The reason for the action is said to be a lack of business, and demoralized rates.

The Chicago & Alton has met the rate of the Santa Fe and the Rock Island, and will apply a one fare rate for the round trip to the City of Mexico, Nov. 16-19, to the annual convention of the Pan-American Medical congress.

RAILWAY NOTES.

O. P. Gothlin, general agent of the Wisconsin Central in Cincinnati, and his family, are in the city.

A rough estimate to place the number of cars which entered the union depot loaded last week is 3,000 coaches, making 300 trains, all of which were specials. Allowing each coach sixty-five people, the total number of passengers who arrived at the union station was 195,000.

General Superintendent Kimberley, of the Northern Pacific, has returned from a ten days' tour of inspection of the line, the trip taking him over a large portion of the system. The work of rebuilding the bridges and reducing unnecessary grades is progressing rapidly.

Francis B. Clark, general traffic manager of the Northern Steamship company, has issued a circular ordering all communications regarding freight or passenger business to be sent to him direct. The retirement of General Passenger Agent Heard, and the circular above mentioned, would indicate that the Northern Steamship company would abolish the position of general passenger agent, at least for the present.

SENATOR PAYNE DEAD.

Passed Away at His Home at Cleveland.

CLEVELAND, Sept. 9.—Ex-United States Senator Henry B. Payne died this morning at 9:30 o'clock at his home No. 595 Euclid avenue. His death was due to a stroke of paralysis with which he was stricken a few days ago. His son, Col. Oliver H. Payne, of New York, and his daughter, Mrs. Charles W. Bingham, the only surviving members of his family, were at his bedside when he passed away.

A Cool Comfort

for a hot day is a glass of

"Rock Spring" Table Water

A refreshing beverage for any hour and an unsurpassed table water for family use. Received the highest award at the World's Columbian Exposition in '93. At your grocers, or send to

JACOB RIES BOTTLING WORKS,
Sole Proprietor, SHAKOPEE, MINN.

MARKETS ALL FIRM

DECEMBER CLOSED HALF A CENT HIGHER IN CHICAGO WHEAT PIT.

COARSE GRAINS DID WELL.

CORN AND OATS WERE BOTH STEADY AND CLOSED AT ADVANCES

PROVISION SHORTS GETTING SHY.

Disposition of the Pork Crowd Was to Buy and the Undertone Was Strong.

CHICAGO, Sept. 9.—All grain and provision markets opened firm today and gained strength as the session advanced. Expectations of a bullish crop report caused enough covering to advance December wheat ½c. Corn closed 3-16c higher for September, but unchanged for later months. Oats advanced about ⅜c and provisions 7½c to 12½c. Wheat opened firm, although the immediate figures were a shade under yesterday's final quotations. Initial sales of December were made at 57⅞@58c, yesterday's closing price being 58c. There was somewhat of a disagreeable shock to many of the traders who have so persistently played the bear side, relying on the uncertain political situation and the heavy Northwest receipts to help them to prosperity. In this latter expectation they were not disappointed today. Nine hundred and twenty carloads were reported from Minneapolis and Duluth, against 1,023 carloads on the corresponding day of the year before. Perhaps the main reason for the firmness was the strength of the New York stock market. The absence of any general demand from abroad brought on free realizing and a consequent decline in prices. The total of wheat and flour cleared from the Atlantic ports only amounted to 121,000 bushels. The Michigan state crop report confirmed the previous estimates of the shortage of the crop. The final strength which closed the market at call prices was caused by general covering by shorts, who feared that the government figures tomorrow would bull prices. New York reported that 15 boatloads had been placed for export, principally from outports and including three boatloads at Duluth. December sold from 57⅞c, where it had dropped from 58⅝c, and retained its strength to the end, closing firm at 58½c. Corn was steady at a shade under yesterday's closing price, during the greater part of the session, but a trifle firmer near the end, in sympathy with wheat. May opened unchanged at 23⅞c, fluctuated between 23⅜c and 24c, closing steady at the opening price. September did better, closing 3-16c higher. Oats started easy, but quickly firmed and closed firm and higher. Quite a fair business was transacted. May opened a shade lower at 18⅜c, and advanced to 18⅝c, where it closed. Provisions have evidently reached a point where short sellers are adverse to doing business in their line. Trading was very moderate, but the disposition of the crowd was to buy and consequently a firm undertone was observable. A fair advance was established for the day. January pork closed 12½c higher at $6.72½; January lard, 7½c higher, at $3.65; January ribs, 7½c higher, at $3.37½. Estimates—Wheat, 200 cars; corn, 500 cars; oats, 200 cars; hogs, 25,000 head.

The leading futures ranged as follows:

	Opening.	Highest.	Lowest.	Closing.
Wheat—				
September	56¼	56¾	56¼	56¾
December	57⅞-58	58⅝	57⅞	58½
May	62⅛-⅜	62⅞-63	62⅛	62⅞
Corn—				
September	19¾	19⅞	19¾	19⅞
October	19⅞	20⅛	19⅞	20
December	20¾-⅞	21	20¾-⅞	20⅞-21
May	23⅛	24	23¾	23⅞
Oats—				
September	15	15¼	15	15¼
October	15¼	15½	15¼	15½
May	18⅝	18¾	18⅝	18¾
Mess Pork—				
September	5 67½	5 75	5 62½	5 75
October	5 65	5 77½	5 62½	5 77½
January	6 65	6 72½	6 60	6 72½
Lard—				
September	.....	.....	.....	3 25
October	3 27½	3 32½	3 27½	3 30
January	3 62½	3 65	3 60	3 65
Short Ribs—				
September	.....	.....	.....	3 17½
October	3 17½	3 20	3 17½	3 20
January	3 30	3 37½	3 30	3 37½

Cash quotations were as follows:

Flour—Easier. Wheat—No. 2 spring, 56¾c; No. 3 spring wheat, 51@53c; No. 2 red, 60@60½c. Corn—No. 2, 19¾c. Oats—No. 2, 15¼c; No. 2 white, f. o. b., 19¼@19¾c; No. 3 white, f. o. b., 13¾@19c. Rye—No. 2, 31c. Barley—No. 2, nominal; No. 3, f. o. b., 21@32c; No. 4, f. o. b., 16@23c. Flax Seed—No. 1, 64c. Timothy Seed—Prime, $2.60. Mess Pork—Per bbl, $5.75@5.80. Lard—Per 100 lbs, $3.27½. Ribs—Short sides, $3.20@3.25. Shoulders—Dry salted (boxed), 3¾@4c. Sides—Short clear (boxed), 3½@3⅝c. Whisky—Distillers' finished goods, per gal, $1.18. Sugars—Unchanged. Receipts—Flour, 8,000 bbls; wheat, 235,000 bu; corn, 472,000 bu; oats, 542,000 bu; rye, 16,000 bu; barley, 24,000 bu. Shipments—Flour, 7,000 bbls; wheat, 54,000 bu; corn, 478,000 bu; oats, 252,000 bu; rye, 50,000 bu; barley, 4,000 bu. On the produce exchange today the butter market was easier; creamery, 9@15c; dairy, 9@13c. Cheese steady; 7½@8¼c. Eggs steady; fresh, 13c.

AVAILABLE STOCKS.

Increase of Three and a Half Million Bushels of Wheat.

NEW YORK, Sept. 9.—Special dispatches to Bradstreet's, covering principal points of accumulation, indicate the following changes in available supplies last Saturday as compared with preceding Saturday. Wheat: United States and Canada east Rockies, increase 1,104,000 bu; afloat for and in Europe, increase 2,288,000 bu; total increase world's available 3,492,000 bu. Corn: United States and Canada east Rockies, decrease 693,000 bu. The more important decreases in available stocks of wheat last week, not reported in the official visible supply statement, were: 100,000 bu at New Orleans, 80,000 bu at Port Huron, 75,000 bu at Northwestern Canadaian storage points, and 26,000 bu at Burlington. Corresponding increases include 250,000 bu in Northwestern interior elevators and 180,000 bu at Galveston.

Duluth and Superior Grain.

DULUTH, Minn., Sept. 9.—The market was fairly active today. The Michigan crop reports went to hold up early in the day. Later, when Bradstreet's report, showing an increase in the visible, came in, there was a drop. The cash demand was strong and probably caused the upward turn toward the close of the morning. The opening was at 57⅝c, and this was the low point. The market went to 58c and then fell off again to 57⅞c, but jumped to 58⅝c, closing with that figure asked. Cash sales were 400,000 bu, all to the shippers at September price. The close: Cash No. 1 hard, 58@58¼c; No. 1 northern, 56½@56¾c; No. 2 northern, 54@54¼c; No. 3 spring, 51¾@52¾c; rejected, 45¾@51¾c. To arrive: No. 1 hard, 58c; No. 1 northern, 56½c; September No. 1 hard, 58c; No. 1 northern, 56½c bid; October No. 1 northern, 56⅞c; December No. 1 hard, 59⅞c; No. 1 northern, 58⅜c; May No. 1 northern, 62¾c. Receipts, wheat, 317,221; shipments, 136,019. Cars inspected, 438; last year, 748. Receipts—Corn, none; oats, 11,363 bu; rye, 9,152 bu; barley, 23,945 bu; flax, 19,145 bu. Oats close, 17¼@16c; rye, 31¼c; flax, 63½c.

Cash sales were as follows: 5 cars No. 1 hard, 57¾c; 3 cars No. 1 hard, 57¼c; 5,000 bu No. 1 northern, 56¼c; 3 cars No. 1 northern, 56½c; 37,000 bu No. 1 northern, 56c; 100,000 bu No. 1 northern, 55⅞c; 2 cars No. 2 northern, 53⅝c; 2 cars rejected, 51½c; 1 car rejected, 50c; 1 car No. 3 white oats, 16½c; 1 car No. 3 white oats, 15¾c; 1 car No. 3 white oats, 15c; 2 cars rye, 31¼c; 1 car barley, 23½c; 15,000 bu flax, 63½c; 2,000 bu flax, 63¼c.

Liverpool.

LIVERPOOL, Sept 9.—Wheat—September, 5s 1½d, ¼d lower; October, 5s 1¼d, ¼d lower; November, 5s 2d; December, 5s 2d; January, 5s 2¼d. Maize—Spot American mixed, 2s 9d; September, 2s 9d; November, 2s8¾d; December, 2s 9d; January and February, nothing quoted.

Milwaukee.

MILWAUKEE, Wis., Sept. 9.—Flour unchanged. Wheat firmer; No. 2 spring, 54½c; No. 1 northern, 55½c; December, 58½c. Corn quiet and steady; No. 3, 18½c. Oats higher; No. 2 white, 20c; No. 3 white, 15@15¼c. Barley steady; No. 2, 31c; sample, 20@31c. Rye steady; No. 1, 32½c. Provisions steady.

NEW YORK PRODUCE.

Wheat Options, on a Last Hour Rally, Closed Higher.

NEW YORK, Sept. 9.—Flour—Receipts, 49,800 bbls; exports, 8,662 bbls. Steady, with a more active demand for small lots. Rye flour steady. Cornmeal steady. Rye quiet. Barley steady. Barley malt firm. Wheat—Receipts, 197,800 bu; exports, 50,000 bu. Spot quiet, firm; No. 1 hard, 65⅝c. Options were dull, but steady, until the last hour, when prices advanced sharply, closing ¼c net higher; No. 2 September, 63¼@63½c, closed 63½c. December, 62⅞@65 7-16c, closed, 65⅝c. Corn—Receipts, 158,300 bu; exports, 69,097 bu. Spot closed firmer; No. 2, 25¼c elevator. Options steady with wheat, closing at a partial ¼c net advance. September closed 25¼c; December, 27 1-16@27¼c, closed at 27¼c. Oats—Receipts, 113,100 bu; exports, 695 bu. Spot firmer; No. 2, 19¼@19½c; options strong, closing ⅝@¾c net higher; September closed 19½c; December, 20¼@20⅝c, closed 20⅛c. Hay steady. Hops heavy. Hides steady. Leather easy. Beef steady. Wood steady. Cut meats steady. Lard dull. Pork quiet. Tallow quiet. Cottonseed oil a steady. Petroleum firm. Rosin steady. Turpentine steady. Rice firm. Molasses firm. Pig iron steady, Copper quiet. Lead firm. Tin dull. Spelter dull. Coffee options opened irregular with prices unchanged to 10@20 points lower; closed firm at 25 points net decline. Sales, 26,250 bags, including September, 9@9.20; December, 8.40@8.45. Spot coffee dull; Rio weak; No. 7 jobbing, 10⅝c; invoice, 10½c; mild, quiet; Cordova, 15@16½c. Sales, 900 bags, Maracaibo P. T. Sugar—Raw quiet, refined steady.

ST. PAUL MARKETS.

Fractional Decline in Oats and Millstuffs.

Quotations on hay, grain, feed, etc., furnished by Griggs Bros., commission merchants:

WHEAT—No. 1 northern, 52½@53½c; No. 2 northern, 51@52¼c.

CORN—No. 3 yellow, 20@21c; No. 3, 19½@20c.

OATS—No. 3 white, 16½@17c; No. 3, 15½@16c.

BARLEY AND RYE—Sample barley, 20@25c; No. 2 rye, 28@29c; No. 3 rye, 27@27½c.

GROUND FEED AND MILLSTUFFS—No. 1 feed, 2 bu corn to 1 bu oats, $8.25@8.50; No. 2 feed, 1 bu corn to 1 bu oats, $8.75@9; No. 3 feed, ground, 1 bu corn to 2 bu oats, $9.25@9.50; cornmeal, bolted, $12@13; cornmeal, unbolted, $7.75@8; bran, bulk, $4.50@5.

HAY—Receipts and demand both light; price holding about steady; choice wild and upland, $5@6; fair to good, $4@5; good to choice timothy hay, $7@8; oats and rye straw, $3@3.50.

JAMESON, HEVENER & CO.,
WHOLESALE DEALERS IN
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Northwestern Agents for PILLSBURY'S BEST FLOUR.
State Agents for Griswold Bros.' Hay Baler Ties. Write us for prices.
181, 183 and 185 East 6th St., St. Paul

MINNEAPOLIS MARKETS.

Grain Quotations Steady at a Slight Advance.

There was a rather dull market for wheat futures during the greater part of the session, but at times some little activity was noted and the market was generally steady, with a rather strong undercurrent. The opening was at about the same point as the close of Tuesday, and did not fall below that, while the mark above that was generally not far from it. There was an active market for cash wheat. Offerings were not excessive and there was a demand for everything up to the contract grades. Reports would indicate supplies in the country increasing less rapidly than is usually the case at this time of the year. It seems that the elevators are selling the actual wheat just about as fast as they are getting it. Following are closing prices:

No. 1 hard, o. t., 55⅞c; No. 1 northern, September, 53⅝c; December, 55⅝c; o. t., 54⅞c; No. 2 northern, o. t., 54¼c. New wheat on track—No. 1 hard, 54⅝c; No. 1 northern, 53⅝c; No. 2 northern, 51¾@52¾c. Cash sales, by sample and otherwise, include the following sales: 27 cars No. 1 northern, 53⅜c; 47 cars No. 1 northern, 53⅝c; 1 car No. 1 northern, 53¾c; 2,500 bu No. 1 northern, to arrive, 53⅝c; 3,000 bu No. 1 northern, to arrive, 53½c; 10 cars No. 1 northern, old, 54¾c; 2 cars No. 1 northern, old, 54½c; 1 car No. 1 northern, to arrive, 53½c; 1 car No. 2 northern, old, 54c; 18 cars No. 2 northern, 52c; 4 cars No. 2 northern, 52½c; 7 cars No. 2 northern, 52¼c; 1 car No. 2 northern, 51½c; 14 cars No. 2 northern, 51¾c; 12 cars No. 2 northern, 51⅞c; 1 car No. 2 northern, 51c; 1 car No. 3 old, 51½c; 1 car No. 3, 50c; 14 cars No. 3, 48c; 5 cars No. 3, 49c; 1 car No. 3, 50½c; 1 car No. 3, 49½c; 1 car rejected, 2 lb off, old, 51c; 1 car rejected, 2 lb off, old, 52c; 1 car no grade, 2 lb off, 49c; 1 car no grade, 1 lb off, 48c; 1 car No. 3 oats, 16c; 6 cars No. 3 oats, 14c.

Received—Wheat, 482 cars, 327,760 bu; corn, 1,260 bu; oats, 22,050 bu; barley, 9,490 bu; rye, 1,320 bu; flax, 3,360 bu; flour, 618 bbls; millstuffs, 40 tons; hay, 40 tons; fruit, 231,310 lbs; merchandise, 1,037,541 lbs; lumber, 5 cars; posts and piling, 1 car; barrel stock, 2 cars; machinery, 45,000 lbs; coal, 399 tons; wood, 165 cords; brick, 54,000; lime, 1 car; cement, 100 bbls; household goods, 20,000 lbs; ties, 8 cars; stone and marble, 8 cars; live stock, 1 car; dressed meats, 30,000 lbs; railroad materials, 13 cars; sundries, 6 cars; car lots, 757.

Shipped—Wheat, 161 cars, 129,750 bu; oats, 4,960 bu; barley, 620 bu; rye, 730 bu; flax, 2,100 bu; flour, 34,691 bbls; millstuffs, 903 tons; hay, 12 tons; fruit, 210,500 lbs; merchandise, 1,604,840 lbs; lumber, 46 cars; barrel stock, 2 cars; machinery, 89,700 lbs; lime, 2 cars; ties, 10 cars; hides, pelts, etc., 20,000 lbs; sundries, 10 cars; car lots, 670.

FLOUR—First patents are quoted at $3.20@3.30 per bbl; second patents, $3.10@3.15; first clears, $2.35@2.45; second clears, $2.05@2.15; low grade and red dog are quotable at $1.05@1.10 per bbl in jute. Flour shipments, 34,691 bbls.

HAY—Choice to fancy, $5@6; coarse to medium, $3@4.50; timothy, $8@8.50. Receipts, 40 tons.

CORN—No. 3 yellow, 17½@18c; No. 3, 17½c. Receipts, 2 cars; shippen, none.

OATS—No. 3 white oats, old, 16c; No. 3 white, new, at 15@15½c; old No. 5, 15@15½c; new No. 3, 13@14c. Receipts, 21 cars; shipped 4 cars.

BARLEY—19@19½c. Receipts, 13 cars; shipped, 1.

RYE—No. 2, 28½c. Receipts, 2 cars; shipped, 1.

BUTTER—Creameries—Extras, perfect goods 15@15½c; firsts, lacking in flavor, almost perfect, 14@14½c; seconds, 11@12c; thirds, 8@9c; imitations, firsts, 11½@12c; imitations seconds, 8@9c. Dairies—Extras, pkgs included, 14c; firsts, lacking in flavor, sweet, 12@12½c; seconds, 8@10c. Ladles—Extras, 12@12½c; firsts, 9@9½c; packing stock, 7c; grease butter, clean, 3c.

12½c; firsts, 9@9½c; packing stock, 7c; 5½c. Cases returned, ½c less. Sales are made subject to candling, with loss off on rotten and broken eggs.

Omaha.

OMAHA, Sept. 9.—Cattle—Receipts, 3,600; market steady; native beef steers, $3.50@4.40; Western steers, $2.80@3.75; Texas steers, $2@2.85; cows and heifers, $2.20@3; canners, $1.40@2.10; stockers and feeders, $2.75@3.60; calves, $3.50@5.25; bulls, $1.60@2.50. Hogs—Receipts, 3,300; market shade stronger; heavy, $2.70@2.90; mixed, $2.75@2.85; light, $2.90@3.10; bulk of sales, $2.75@2.85. Sheep—Receipts, 2,200; market dull, weak; fair to choice natives, $2.50@3; Westerns, $2.40@2.85; common and stock sheep, $2@2.60.

Butter and Eggs.

NEW YORK, Sept. 9.—Butter steady; state dairy, 10@15c; Western dairy, 8@12c; Western creamery, 11½@16½c; Elgins, 16½c; factory, 7½@11¼c. Eggs quiet; state and Pennsylvania, 15½@17c; Western, 15@16c.

CHICAGO, Sept. 9.—Butter easy; creameries, 9@15c; dairies, 9@13c. Eggs steady; fresh, 13c.

New York Money.

NEW YORK, Sept. 9.—Money on call easy at 5@6 per cent; last loan 4; closed 3@4. Prime mercantile paper, nominally 7@9 per cent. Sterling exchange weak, with actual business in bankers' bills $4.83⅞@4.84 for demand and $4.82¼@4.82½ for sixty days. Posted rates, $4.82½@4.84 and $4.84½@4.86. Commercial bills, $4.81½. Bar silver, 66c; silver certificates, 66½@67c.

London Financial.

NEW YORK, Sept. 9.—The Evening Post's London financial cablegram: The stock markets were quiet but firm today, the feature being a sharp rise in Americans. More business was done in them than for months, and second-class gold bonds were in demand. St. Paul shares were especially good on dividend rumors. Prices closed at about the best.

Chicago Money.

CHICAGO, Sept. 9.—Money firm; on call, 6@7; on time, 7. New York exchange, $1.25 discount. Foreign exchange barely steady; demand, $4.84; sixty days, $4.82½.

Gold Bars Advanced.

LONDON, Sept. 9.—The Bank of England has advanced the price of bar gold to 78 shillings. American eagles are unchanged. Withdrawals of gold from the Bank of England today were £128,000 and £126,000 in bars for the continent and Egypt, respectively, and £170,000 in American eagles for the United States; total, £428,000.

Gold Imports.

NEW YORK, Sept. 9.—The steamship Servia brought £99,600 in gold. The total arrivals to date aggregate $14,609,250.

Gold Deposits.

NEW YORK, Sept. 9.—The Bank of Montreal has deposited $100,000 in gold at the subtreasury in exchange for legal tenders.

New York Clearings.

NEW YORK, Sept. 9.—Clearings, $98,489,191; balances, $4,887,835.

ERRATIC STOCK DAY

PRICE CHANGES IRREGULAR, AND, IN SOME INSTANCES, THE VARIATIONS WIDE.

LONDON PLAYED BOTH ENDS.

OPENING FIRM IN TONE, WITH A FAIRLY LARGE TRADE VOLUME.

MIDDAY SLUMP ON REALIZATIONS.

Close on a Rally Was Dull but Firm, Showing General Net Fractional Gains.

NEW YORK, Sept. 9.—Stock speculation again today reflected professional manipulation to a large extent, although some commission house buying was noted. London was again an uncertain factor, figuring on both sides of the account. The movement of prices was irregular, and in a number of instances the variations were wide. Aside from Sugar and St. Paul, which jointly figured for nearly half of the aggregate dealings, the trading was fairly well distributed. The bullish influences included the declaration of the regular quarterly dividends on Sugar and Western Union; a statement of operations of the last mentioned company for the last quarter; rumors of a probable extra dividend on the common by St. Paul directors at tomorrow's meeting, and, late in the day, a break in foreign exchange rates and a reaction in call money to 3 per cent. Additional gold arrivals and the sale by the Bank of England of $2,129,000 in gold, presumably for shipment to this country, also helped. The adverse developments included the failure of an important financial institution at New Orleans and suggestions that, as a result of the heavy demands for gold, the Bank of England might raise its minimum rate of discount. Aside from the causes named improvement in the market for commercial paper was noted. On the other hand, the shipments of currency to the interior, principally the West, are on a heavy scale and offerings of time money are limited. The opening was characterized by a renewal of the upward movement that had been in progress at the close yesterday, and the volume of business was on a fairly large scale. The strength of the market continued until near midday, when realizations caused a reactionary movement. In the downward movement Western Union, which had risen to 82¼, receded to yesterday's final in the general slump. The quarterly statement, though fully as favorable as had been anticipated, failed to exert any influence upon the price of the stocks. On the downward trend, the market became dull and continued heavy until about delivery hour, when the break in exchange caused an improving tendency, resulting in fractional gains all along the line. The movement was facilitated by covering purchases. The closing was dull, but steady at the rally, with prices showing irregular fractional changes. Bonds ruled firm and higher on dealings of $928,000.

The governments displayed continued strength, and rose fractionally on sales of $20,000. Silver certificates were steady on sales of $2,000 at 67.

Total sales of stocks today were 238,552 shares, including the following: Tobacco, 6,400; Atchison, 4,600; Sugar, 52,400; Burlington, 19,100; Chicago Gas, 11,200; General Electric, 5,400; L. & N., 12,100; Manhattan, 9,800; Reading, 6,700; Rock Island, 9,800; St. Paul, 47,400; Tennessee Coal & Iron, 7,400; Western Union, 4,200; W. & L. E., 4,400; Southern preferred, 3,500.

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The following table shows the fluctuations in the leading railway and industrial stocks yesterday:

	Open-ing.	High-est.	Low-est.	Closing.
Minnesota Iron	51¼	51½	51	50
C. F. & I.	20¼	20¼	20¼	19⅞
Am. Tobacco	65	67¼	65	65¾
Atchison	12¼	12½	12¼	12¼
Am. Cotton Oil	13	14	13	14
C., B. & Q.	68½	68⅞	67½	67
C., C., C. & St. L.	25½	26½	25½	25½
Ches. & Ohio	14⅛	14¾	14	13¾
Chicago Gas	60¼	62	59	59
Cordage	3⅞	3⅞	3⅞	3¾
Delaware & Hudson	....	....	....	121
Del., Lack. & West.	151	151	151	151
Am. Spirits	5⅞	5⅞	5¼	5⅛
Erie	....	....	....	12⅞
do pfd	....	....	....	29
General Electric	29	29½	27¾	27¾
Hocking Valley	....	....	....	15
Illinois Central	....	....	....	88½
Jersey Central	102¼	102½	102	102
Kansas & Texas	....	....	....	10
Lead	22¾	22¾	22	21
Louis. & Nash.	42¼	42½	40⅞	40⅞
Lake Erie & W. pfd	68¾	68¾	68	68
Lake Shore	....	....	....	144
Manhattan Con.	84¼	86⅜	84½	84½
Missouri Pacific	20¼	20½	19¾	19⅞
N. P. common	12	12½	12¼	12½
do pfd	20¾	20¾	20	20
New York Central	93¼	93¼	93	93⅛
Northwestern	99¾	100	98¾	98¾
North. American	4⅜	4½	4⅜	4⅜
Omaha	38	38¾	38	37¾
do pfd	....	....	....	115
Pacific Mail	19⅝	19¾	19¼	19½
Pullman	145	145	143	142½
Reading	16¼	16¾	16	16¼
Rock Island	61	61⅞	60⅞	60¼
Southern Railway	7⅝	7¾	7⅝	7¾
do pfd	21	21½	21	21¼
Silver Certificates	67	67	67	66½
Sugar Refinery	116¼	117⅞	115½	115¼
do pfd	102	102	101½	101
St. Paul	70⅝	71⅝	70½	70⅝
do pfd	....	....	....	127
Tennessee Coal	22½	22½	21⅝	21¾
Texas Pacific	....	....	....	6½
Union Pacific	6