LAND RATES GO UP

FLOUR RATES TO NEW YORK 25 CENTS AFTER OCTOBER 12TH.

NEW GREAT LAKES ROUTE

MAKES A CUT IN GENERAL FREIGHTS FROM BUFFALO, HOWEVER,

IT MAY MIX THINGS UP AGAIN,

At Least Until the Close of the 1896 Season for Lake Navigation.

The primary object of the cut in flour rates to the seaboard, as made by the Soo last week, was to bring the real situation before the Western Freight association and to compel an investigation, if possible. The object was successfully gained yesterday, for Chairman Midgley held a session in the city, which not only resulted in a complete investigation, but a restoration of rates commencing Oct. 12. Upon that day, under certain conditions, the rates will be advanced from 22½ to 25 cents on flour and millstuffs from Minneapolis to New York, both for domestic and foreign trade.

The meeting was a short one, not occupying over an hour and a half, but it was prolific of considerable interesting discussion. There were present Second Vice President W. H. Newman, of the Great Northern-Eastern Minnesota lines; General Freight Agent J. C. Eden, of the Eastern Minnesota; W. L. Martin, general freight agent of the Soo; W. W. Broughton, general freight agent of the St. Paul & Duluth; General Manager Burt, and General Freight Agent J. C. Clark, of the Omaha; Assistant General Freight Agent Brooks, of the Great Western; J. H. Hiland and D. C. Jones, of the Milwaukee; General Freight Agent C. L. Wellington, of the Wisconsin Central; Chief Clerk Lyman, of the Burlington, and Commissioner C. C. McCain, of the Lake lines.

An effort was made to place the blame for the cut, the Soo declaring that its reduced tariffs were announced only for its own protection and in order to force some settlement. The charge was made that the Kanawha Dispatch line made the cut originally, and was responsible for the trouble, but the effort to fix the blame on this company was not met with any marked success. After some discussion the following resolution was adopted:

"Resolved, That the rates on flour and millstuffs be restored to the basis of 25 cents east, Minneapolis to New York, effective Oct. 12 ensuing, provided the Association of Lake Managers concur therein, and shall in the meantime give satisfactory assurances that there are no outstanding obligations or other influences which will interfere with the strict maintenance with the advanced basis via their respective routes, on either domestic or foreign shipments; that is, traffic to be carried subsequently to the advance, in case it is so ordered."

This resolution, it will be seen, will not be effective until the lake managers file a written statement that they have on hand no contracts with shippers which bind them to the 22½-cent rate for a period longer than Oct. 1. That the lake lines will agree, it is generally conceded, and it was expected that a reply would be received from the lake managers in a day or two.

This will give flour kings fifteen days in which to take advantage of the reduced rates, and they will very likely do it with a will, for there is a tremendous saving in cost of transportation on 2½ cents for every hundred pounds on from 300 to 450 carloads per day.

Yesterday morning it was not anticipated that the meeting would be successful. Opposition to the proposed restoration was expected from many quarters, but to the surprise of all, none was offered.

NEW GREAT LAKES LINE

Institutes a Cut in Rates From Buffalo.

There was unlimited joy among the St. Paul and Minneapolis jobbers yesterday over the receipt of circulars from the Great Lakes Steamship company containing the long desired information that rates between eastern points and the Twin Cities on first, second, third, fourth and fifth class freight would be reduced, going into immediate effect. The Great Lakes Steamship company is a new organization, but the concern is giong after business with great zest, and has at its command a fleet of boats sufficient to carry all the cargo that will be moved. The jobbers have been trying for months and months to secure reduced tariffs. The Trunk Line committee has been pleaded with time and time again, but to no effect. The Eastern lines finally agreed to place low rates in effect under certain conditions, and for some time jobbers have been receiving freight at rates less than appeared upon the printed tariff sheets. The printed rate has been 84 cents first class from New York, Philadelphia to Baltimore and proportionate from points west, but the schedule which went into effect yesterday upon printed tariff sheets was upon a basis of 70 cents. These rates are made possible by paying local tariffs to Buffalo, and adding Buffalo tariff to St. Paul and Minneapolis. Under the notices received by the jobbers, bills of lading will be issued to Buffalo where the Great Lakes Steamship company will receive the freight and issue bills of lading to destination.

The lake and rail rates quoted by the Great Lakes Steamship company are as follows: Class 1, 70c; class 2, 60c; class 3, 50; class 4, 35c; class 5, 27c; class 6, 22c. from New York, Philadelphia and Baltimore. These rates are made in connection with the Wisconsin Central via Manitowoc. The lines operating under the tariff from the points mentioned are as follows: from New York to Buffalo, Lehigh Valley; from Philadelphia, the Pennsylvania & Reading; from Baltimore, Northern Central railroad.

The rates from Albany and common points will be: Class 1, 65c; class 2, 55c; class 3, 45c; class 4, 32c; class 5, 27c; class 6, 22c, via New York Central to Buffalo, thence Great Lakes Steamship company and Wisconsin Central.

From Rochester: Class 1, 46c; class 2, 39c; class 3, 32c; class 4, 24c; class 5, 21c; class 6, 17c.

From Buffalo: Class 1, 31c; class 2, 27c; class 3, 22c; class 4, 16c; class 5, 14c; class 6, 12c, via Great Lakes S. S. company and Wisconsin Central from Manitowoc.

From Cleveland, O., rates on iron articles, 10c; via Great Lakes S. S. Co., and Wisconsin Central, same as above.

These rates will astonish competing lines, and are likely to produce some retaliatory measures. However, the Wisconsin Central and the Great Lakes Steamship company have started out on a vigorous campaign, and are backed up by heavy Eastern connections. It will make an important shipping point of Manitowoc, where the company's boats will land.

The trunk lines are not so generous as the new tariff sheet would indicate, as it is through no munificence of their's that the low tariffs are placed in effect. The trunk lines are unquestionably getting their full local rate out of the haul, and if not a full local rate, something very close to it. They are losing nothing. Hence the steamship and the Wisconsin Central lines are entitled to the credit for the new rates. The Eastern trunk lines have been the objects of all the Northwestern jobbers for years. The lines control the entire situation and well they know it. All freight has to come by their lines or not at all, and, of course, this makes them entirely independent.

TRY A NEW SCHEME.

Great Western Will Have "General Agents" in Cities.

The Chicago Great Western has inaugurated a new departure in the management of terminal points by the establishment of general agents who are given exclusive authority over all classes of employes in the city interested, excepting employes of the mechanical and maintenance of way departments. Today a circular will be issued appointing G. M. Jordan general agent of the company at Kansas City, Kan., and Kansas City, Mo., with offices at 7 West Ninth street, having charge of the company's business of those two cities and also having complete jurisdiction over all the employes excepting in the departments named. The appointment will be effective Oct. 1.

Mr. Jordan will have absolute charge of all terminal matters, and will have under him two sub-agents, city passenger and ticket officials, yard master and train and switching crews, freight solicitors and agents etc. He will report directly to General Superintendent C. Shields, whose name is attached to the circular.

The plan heretofore has been for local agents to report to division superintendents, but by the change the local agents become in cities the size of Kansas City, nearly as important as the division superintendent. In case the experiment is successful, the system will be extended.

ONLY TO AGENTS

Will Commissions Be Paid by Transcontinental Lines.

CHICAGO, Sept. 22.—The Trans-continental roads have reached an agreement effective Oct. 31, that the payment of all street commissions to brokers and others, originating business outside association territory, shall be absolutely discontinued. After that date commisssions will be paid only to duly authorized ticket agents and then the commissions shall be only of the amount authorized in the association agreement and specified in the recognized rate schedules. No action has as yet been taken regarding the high commissions paid by the Southern Pacific as the other Trans-continental roads are waiting to see what has caused the Southern Pacific to take this action before they decide on any plans of their own.

Chairman Caldwell, of the Western Passenger association, has handed down a ruling to the effect that where transfer arrangements exist between two roads they may transfer bicycles from one to the other without a charge, but where no such transfer arrangement exists the roads must make a charge for all the transfers that are made. This matter has caused about as much discussion among the roads as has the old question of whether they shall or shall not make any charge of the transportation of wheels.

EVERYTHING IS LOVELY,

Inspector Clausen Says, Under the Sandstone System.

State Grain Inspector Clausen on being asked yesterday as to the situation regarding grain inspection at Duluth and Superior, said, "There is nothing particularly new to communicate. All grain from the Great Northern road is being inspected at Sandstone and is distributed from that point to Duluth, West Superior, or Old Superior in accordance with the orders of the owners and consignors. The work is progressing smoothly and expeditiously, in fact, more so than at any time heretofore, even when it was being done at West Superior, as the tracks at Sandstone are compactly located and the yard very convenient to do the work in, while the tracks at Superior covered miles of territory, making the expense of the work very great. We treat Sandstone, not as a separate terminal point, but merely as an adjunct to our Duluth business. We go there simply for the convenience of all parties, just as we go out to Hopkins, Shoreham and New Brighton at Minneapolis, which points are all outside of the city limits. We have two inspectors and two helpers at Sandstone, so that all reinspections are promptly attended to and final disposition is made from that point. A large proportion of this grain is rebilled to the Great Northern elevator at West Superior, or to the mills at Superior. At the Great Northern elevator the weighing "into store" is done by a weighman appointed by the Duluth board of trade and it is also weighed "out of store" into vessels by the same authority. On arrival of the vessel at Duluth on its way to Buffalo, it is boarded by a state inspector from Duluth, who is armed with a probe fifteen to twenty feet long and makes his inspection through the open hatches of the vessels by the same method as obtains in the inspection of car loads of grain. The certificate of inspection is issued by the Minnesota authorities, and the weight is certified to by the secretary of the Duluth board of trade. The only difference between the present status of affairs and the old, is that the Duluth board of trade is doing such work as is necessary at Superior, which was formerly done by the Minnesota department, while we are confining ourselves to our own jurisdiction. We are perfectly satisfied with the situation, the Superior board of trade seems to be satisfied and the Duluth board of trade certainly ought to be."

STOPS IN TRANSIT

Inquired Into by the Commerce Commission.

CHICAGO, Sept. 22.—The Interstate commerce commission today resumed its investigation of charges against various western roads of rebilling. The purpose of the commission is to discover if any of the roads are furnishing storage for grain for speculative purposes. General Freight Agent Simmons, of the Cedar Rapids road, Burton Johnson, of the Chicago & Northwestern, President Harris, of the Chicago, Burlington & Northern, and Thomas Miller, of the Chicago, Burlington & Quincy, were on the witness stand today. All admitted stoppage of grain for milling and cleaning purposes, but denied rebilling practice. Freight Manager Johnson, of the Rock Island, admitted the stoppage of grain in transit at various points, but denied the existence of any interest on the part of the road with such stoppage. Freight Manager Stohr, of the C. G. W. and General Traffic Manager Bird, of the C. M. & St. P., also disclaimed any such practice by their respective roads.

Mr. Dudley Goes West.

F. M. Dudley, who has been transferred from this district of the Northern Pacific's land department to the head of the department in the West, left yesterday afternoon with his wife for their future home, at Spokane, Wash. Mr. Dudley will have control of the legal business in the district bounded by the eastern line of Idaho, west to the Columbia river, and of the land business west of Montana. Mr. Dudley will also be at the head of the road's legal advisers in the West, Dudley, Bunn & Dudley.

Checking Up Tax Rates.

A meting of lines interested was held at the Great Northern offices yesterday afternoon to check up rates on flax from North Dakota and Minnesota points to Minneapolis, Duluth and Chicago. The rates for some time have been unstable and the meeting of all the lines was called to consider a general lining up. Another session will be held today.

BOSSED BY BULLS

HAD THINGS THEIR OWN WAY IN THE EARLY CHICAGO TRADES.

WHEAT THREE-EIGHTHS UP.

CLOSE, HOWEVER, WAS A CENT BELOW THE DAY'S HIGH LEVEL.

BROKE ON BRADSTREET'S REPORT

Heavy Increase in the Visible in Part Offset Abnormal Strength in the Northwest.

CHICAGO, Sept. 22.—The same influence that controlled the local wheat market yesterday, the abnormal strength of the Northwestern markets was mainly responsible for a ⅜c advance in the price of December wheat here today. Corn closed unchanged, oats ⅛c lower and provisions unchanged to 7½c higher. The bulls were masters of the wheat market at the start today. Liverpool wheat was so strong that bear sentiment shrivelled up here like paper in a fire, and everybody wanted wheat at the opening. Liverpool was 1d@1½d higher, all the more surprising because of the decline there yesterday. In addition to this, domestic markets were all on the up grade, and there was continued excitement and strength in the Northwest, especially at Minneapolis. The Duluth and Minneapolis receipts were 903 cars, or 575 cars less than a week ago, and 300 cars less than a year ago. With such encouragement, it was not surprising that December wheat opened at 62⅝@63c, compared with 62⅛@62¼c at yesterday's close. Duluth reported active shipments from there, over 700,000 bu yesterday and 500,000 bu the day before, or 1,200,000 during the past two days. The second cablegram brought news of an easier feeling abroad, and the Atlantic port exports were by no means heavy, but, notwithstanding, the market became stronger as the forenoon waned, and by 11:15 o'clock December wheat was bringing 63⅛c per bu. Previous to that it had risen from the opening prices quoted above to 63⅛c, and reacted temporarily to 62½@62⅝c. This decline had been brought about by the realizing sales of bulls, to whom the advance was too tempting to be resisted. About noon the enormous increase in the world's visible stocks, reported by Bradstreet's, amounting to 6,111,000 bu, broke the market sharply, and December, which was then selling at 63⅛c, quickly broke to 62½c. It also took considerable of the life out of trading, and after several small fluctuations December finally closed steady at 62½c bid. Corn was fairly active and a shade higher, influenced by the nervous strength in wheat. The market suffered somewhat in the last hour in consequence of the break in wheat, and the close was at practically unchanged figures. May opened ⅛c higher at 24⅞c, advanced to 25⅛@25¼c, and closed steady at 24¾@24⅞c. Oats were only fairly active, but opened a shade higher at 19¼@19⅜c, and declined to 19⅛c, where it closed. Provisions were firm but inactive. January pork closed steady and unchanged at $7.05; January lard about 7½c higher at $3.95@3.97½; January ribs unchanged at $3.50. Estimated receipts for Wednesday: Wheat, 200 cars; corn, 370 cars; oats, 230 cars; hogs, 30,000 head.

The leading futures ranged as follows:

Articles.	Opening.	Highest.	Lowest.	Closing.
Wheat—				
September	62	62⅝	61¾	61¾
December	62⅝-⅞	63⅜	62½	62½
May	66⅜-⅞	67⅛	66⅜	66⅜-½
Corn—				
September	21¼	21⅝	21¼	21⅜
October	21¼	21⅝	21¼	21⅜
December	22	22¼-⅜	21¾	21⅞
May	24⅞	25⅛-¼	24⅞	24¾-⅞
Oats—				
September	16½	16¼	16⅛	16¼
October	16⅛	16¼	16⅛	16¼
December	16⅞	17	16⅝-¾	16⅝-¾
May	19¼-⅜	19⅜	19⅛	19⅛
Mess Pork—				
October	5 95	5 97½	5 92½	5 95
January	7 10	7 10	7 02½	7 05
Lard—				
October	3 52½	3 57½	3 52½	3 57½
January	3 95	3 97½	3 95	3 97½
Short Ribs—				
October	3 20	3 20	3 15	3 20
January	3 52½	3 52½	3 50	3 50

Cash quotations were as follows: Flour—Firm. Wheat—No. 2 spring, 61¾c; No. 3 spring, 56@61½c; No. 2 red, 63¼@64½c. Corn—No. 2, 21⅜@21½c. Oats—No. 2, 16½c; No. 2 white, 20¾@22c; No. 3 white, f. o. b., 17@21c. Rye—No. 2, 33@33¼c. Barley—No. 2, nominal. Flaxseed—No. 1, 69½@70c. Timothy Seed—Prime, $2.50@2.55c. Pork—Mess, per bbl, $5.95@6. Lard—Per 100 lbs, $3.55@3.57½. Ribs—Short sides (loose), $3.20@3.30. Shoulders—Dry salted (boxed), 3½@3¾c. Sides—Short clear (boxed), 3½@3¾c. Whisky—Distillers' finished goods, per gal, $1.18. Sugars—Unchanged. Receipts—Flour, 16,000 bbls; wheat, 117,000 bu; corn, 382,000 bu; oats, 449,000 bu; rye, 14,000 bu; barley, 41,000 bu. Shipments—Flour, 9,000 bu; wheat, 63,000 bu; corn, 86,000 bu; oats, 448,000 bu; barley, 3,000 bu. On the produce exchange today the butter market was steady; creamery, 9@14½c; dairy, 9@13c. Cheese—Steady at 7½@5¼c. Eggs—Firm; fresh, 14c.

Duluth Grain.

DULUTH, Minn., Sept. 22.—The local market lost ¼c of its spread between September and December today, and cash wheat was weaker. Added to this, gossip from outside was nearly all bearish, but the market as compared with last year are held responsible. The bulls are predicting 80c wheat before the rise stops. The market opened at 62⅜c, sold up to 62⅞c, and fell back to 62⅝c later, finally closing at 62⅛c bid. Flax is gaining every day and took on 1¼c today. The mills at the head of the lakes ground 87,890 bbls of flour last week and shipped 85,210 bbls. The railroads received 127,095 bbls and shipped 138,055 bbls. The close: Cash No. 1 hard, 63c; No. 1 northern, 61½c; No. 2 northern, 59c; No. 3 spring, 55½@57½c; rejected, 50½@56½c; to arrive, No. 1 hard, 63c; No. 1 northern, 61½c; September, No. 1 hard, 63⅛c; No. 1 northern, 61⅝c; October, No. 1 northern, 61⅝c; December, No. 1 hard, 63⅝c; No. 1 northern, 62⅛c bid; May, No. 1 northern, 65⅝c. Receipts—Wheat, 418,161 bu; shipments, 706,823 bu. Cars inspected, 502; last year, 814. Receipts—Corn, 672 bu; oats, 15,338 bu; rye, 14,177 bu; barley, 31,400 bu; flax, 66,122 bu. Ooats, close, 16¾@17c; rye, 32½c bid; flax, 70c bid.

Superior Grain.

WEST SUPERIOR, Wis., Sept. 22.—Close: No. 1 hard, 63½c; No. 1 northern, 62c; No. 2 northern, 59½@60c; No. 3 northern, 57c; rejected, 54¼@55c. Receipts—Wheat, 43,164 bu.

Liverpool.

LIVERPOOL, Sept. 22.—Wheat—Spot No. 1, standard California per cental, 5s 9½d; Walla Walla, 5s 6d; No. 1 northern spring, average price per cental, 5s 7½d; September, 5s 5¾d, ¼d higher; October, 5s 5¾d, ¼d higher; November, 5s 5¾d; December, 5s 6d; January, 5s 6d. Maize, spot, American mixed per cental, 2s 10½d; September, 2s 10¼d; October, 2s 10½d; November, 2s 10½d; December, 2s 10¾d; January and February, nothing quoted.

Milwaukee.

MILWAUKEE, Wis., Sept. 22.—Flour dull. Wheat firm and higher; No. 2 spring, 60c; No. 1 northern, 64c; December, 62¼c. Corn higher; No. 3, 22c. Oats firm and higher; No. 2 white, 20½c; No. 3 white, 18@20c. Barley firm. Provisions firmer.

Butter and Eggs.

NEW YORK, Sept. 22.—Butter firm; Western dairy 7½@11½c; creamery, 11@16c. Eggs—Firm; state and Pennsylvania, 17½c; Western, 14½@16½c.

CHICAGO, Sept. 22.—Butter steady; creamery, 9@14½c; dairy, 9@13c. Eggs firm, fresh, 14c.

NEW YORK PRODUCE.

Wheat Options Held Firm and Closed Higher.

NEW YORK, Sept. 22.—Receipts, flour, 30,900 bbls; exports, 13,960 bbls; market quiet owing to high views of holders, who asked 5@10c advance. Rye flour steady. Cornmeal dull, but steady. Rye firm. Barley firm. Barley malt quiet. Wheat—Receipts, 223,100 bu; exports, 95,900 bu; spot irregular; No. 1 hard, 71c; options strong, closing ¼@⅝c net higher; No. 2 red, May, 71⅜@72 9-16c, closing 72c; December, 68¾@69⅝c; closed 69c. Corn—Receipts, 107,300 bu; exports, 89,843 bu; spot firm; No. 2, 26⅝c; options advanced, but finally weakened under realizing and closed partially ⅞c lower; May, 30¼@30⅝c, closed 30¼c; December, 27⅝@28 5-16c, closed 27¾c. Oats—Receipts, 180,500 bu; exports, 1,603 bu; spot firmer; No. 2, 20¾c; options quiet, but stronger, and closed ¼@½c net higher; September closed 20¾c; December, 21¾@21⅞c, closed 21¾c. Hay steady, shipping 55@60c; good to choice, 70@75c. Hops dull. Hides steady. Leather steady. Wool quiet. Beef firm. Cut meats firm. Lard firm. Pork firm. Tallow steady. Cottonseed oil quiet. Petroleum firm. Rosin steady. Turpentine firm. Rice firm. Molasses firm. Pig iron quiet. Copper quiet. Lard quiet. Tin easy. Spelter quiet. Coffee—Options opened steady to 5 points lower, ruled quiet and closed steady, 10@15c net decline. Sales, 13,750 bags, including October, $9.30@9.40; December, $8.85@8.90; spot coffee, Rio steady; No. 7, 10¼c; mild quiet, Cordova, 15@17c. Sugar, raw steady; refined quiet.

ST. PAUL MARKETS.

Quotations on Grain and Produce in This City.

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

WHEAT—No. 1 northern, 60½@61c; No. 2 northern, 59@60¼c.

CORN—No. 2 yellow, 20@21c; No. 3, 19½@20c.

OATS—No. 3 white, 16¾@17½c; No. 3, 15½@16¼c.

BARLEY AND RYE—Sample barley, 18@21c; No. 2 rye, 28@29c; No. 3 rye, 27@27½c.

SEEDS—Flax, No. 1, 64@65c; timothy, $1.10@1.30; clover, $3.60@4.50.

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 1 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; prices holding about steady; choice wild and upland, $6@6; fair to good, $3.50@4.75; good to choice timothy hay, $7@8; oat and rye straw, $3@3.50.

JAMESON, HEVENER & CO.,
WHOLESALE DEALERS IN
Flour, Feed, Grain, Hay, Etc.
Northwestern Agents for PILLSBURY'S BEST FLOUR.
State Agents for Griswold Bros.' Hay Bale Ties. Write us for prices.
121, 123 and 125 East 6th St., St. Paul

MINNEAPOLIS MARKETS.

Wheat Futures Strong, But Closed Below the Best.

Wheat opened strong and higher yesterday morning on higher cables, a good deal of excitement naturally following an advance like that of Monday. But some rather large selling followed the opening, and the price lost a little ground. Then comes another flood of buying, and the prices advanced to 61⅝c for December. Then Bradstreet's report was posted showing a larger increase in the world's available stocks than was expected, and the market sold off about ¾c leaving the price at 12:30 o'clock at around 60½c for December. Closing quotations were: No. 1 hard, o. t., 62½c; No. 1 northern, September, 60c; December, 60⅜@60½c; May, 63⅞c; o. t., 60¾c; No. 2 northern, o. t., 60c. New wheat on track—No. 1 hard, 61¾c; No. 1 northern, 60¼c; No. 2 northern, 53¾c. Cash sales by sample and otherwise, included the following: 47 cars No. 1 northern, 60¾c; 4 cars No. 1 northern, 60⅝c; 5 cars No. 1 northern, 60½c; 4 cars No. 1 northern, old, 61c; 3 cars No. 1 northern, to arrive, 60⅝c; 12 cars No. 1 northern to arrive, 60¾c; 2 cars No. 1 northern, to arrive, 61c; 3,020 bu No. 1 northern, to arrive, 60¾c; 1,700 bu No. 1 northern, to arrive, old, 61c; 6,000 bu No. 1 northern, to arrive, 60⅝c; 13 cars No. 2 northern, 59c; 11 cars No. 2 northern, 59⅛c; 7 cars No. 2 northern, 59¼c; 9 cars No. 2 northern, 59½c; 10 cars No. 3, 56c; 1 car No. 3, 57¾c; 1 car No. 3, 56¼c; 3 cars No. 3, old, 57½c; 3 cars No. 3, 57c; 1 car No. 3, 55c; 1 car rejected, 3 lbs off, 54c; 2 cars no grade, 55½c; 1 car no grade, 56c; 2 cars no grade, 1½ lbs off, 56c; 4 cars no grade, 2 lbs off, 56c; 1 car no grade, 1½ lbs off, 57c; 1 car No. 3 oats, 16c; 3 cars No. 3 oats, 16¼c; 1 car No. 3 oats, 16½c; 2 cars No. 4 barley, 22c.

CASH WHEAT—Being unable to obtain but a few cars of new No. 1 northern at ¼c under December, a raise of bids to December price was soon in order. Millers and elevators were extensive buyers on this bisis, and in a few case ¼@⅛c over was paid. On sales of this grade of wheat made to arrive, December price was the best bid. New No. 2 northern was traded at 1¼@1½c under new No. 1 northern. A fair call existed for No. 3 wheat on a wide range of from 3c to 6c. Only a few cars of old No. 1 northern were offered on spot and ¼c over December was the governing price. Old No. 2 northern was traded at ½@¾c under old No. 1. Practically no old No. 3 wheat was offered. Receipts, 391 cars; shipped, 30.

FLOUR—First patents are quoted at $3.45@3.65 per bbl; second patents, $3.35@3.40; first clears, $2.40@5; second clears, $2.10@2.20; red dog and low grade is quotable at $1.10@1.15 per bbl in jute. Flour shipments, 45,348 bbls.

MILLSTUFFS—Bran in bulk is quoted at $4@4.25; sacked bran, $5@5.25; bulk shorts, $4.25@4.50; shorts in sacks, $5.25@5.50; loose flour middlings, $6@6.75; middlings when sacked, $7@7.75.

FEED AND MEAL—No. 1 feed is quoted at $8.25 per ton; No. 2, $8.50; No. 3, $8.75; coarse corn meal and cracked corn, $8@8.25; granulated corn meal in cotton sacks at the rate of $1.15@1.25 per bbl.

HAY—Choice to fancy is quoted at $5@5.50 per ton; coarse to medium, $3@4.50; timothy, $7.50@8. Receipts, 68 tons.

CORN—No. 3 yellow is quoted at 19½@20c; No. 3, 19@19½c. Receipts, 2 cars; shipped, none.

OATS—No. 3 white, new, are quoted at 16½@17½c; new No. 3 oats, 15½@16¾c; old No. 3 white, 17@17c; new No. 3 oats, 15½@16c; No. 3 oats, old, 16@17c. Receipts, 15 cars; shipped, 6.

BUTTER—Creameries—Extras, perfect goods, 14½@14½c; firsts, lacking in flavor, almost perfect, 13@13½c; seconds, 11@11½c; thirds, 8@9c; imitations, firsts, 11½@12c; imitations, seconds, 8@9c. Dairies—Extras, packages included, 13@13½c; firsts, lacking in flavor, sweet, 11@12c; seconds, 8@10c. Ladles—Extras, 11@12c; firsts, 8½@9c; packing stock, 6c; grease butter, clean, 3c.

EGGS—Strictly fresh, 12c; seconds, 6@6½c. Cases returned, 5c less. Sales are made subject to candling, with loss off on rotten and broken eggs.

CHEESE—Full new cream, twins or flats, fancy, 8c; twins or flats, choice, 6@7c; twins or flats, good, 4@5c; twins or flats, sharp, 2@3c; brick, extra fancy, 9@9½c; limburger, No. 1, 7½@8c; limburger, No. 2, 4@5c; primost, No. 1, 5@5½c; primost, No. 2, 3@4c; Young America, choice to fancy, 8@9c; Swiss, No. 1, new, 11c; Swiss, block, 10@11c; skims, 2@2½c.

New York Money.

NEW YORK, Sept. 22.—Money on call easier, at 3@5 per cent; last loan, 4 per cent; closed, 4 per cent. Prime mercantile paper nominally 7@9 per cent. Sterling exchange heavy, with actual business in bankers' bills at $4.83½@4.83¾ for demand and $4.81¾@4.81½ for sixty days. Commercial bills, $4.80. Bar silver, 65⅝c. Silver certificates, 65½@66c.

Chicago Money.

CHICAGO, Sept. 22.—Money firm; on call, 6@7 per cent; on time, 7 per cent. New York exchange, $1 discount. Foreign exchange weak, demand $4.83¾; sixty days, $4.81½.

Treasury Statement.

WASHINGTON, Sept. 22.—Today's statement of the condition of the treasury shows: Available cash balance, $243,094,362; gold reserve, $117,091,994.

Gold Deposited.

NEW YORK, Sept. 22.—There has been deposited at the sub-treasury $1,000,000 in gold in exchange for greenbacks.

New York Clearings.

NEW YORK, Sept. 22.—Clearings, $91,034,519; balances, $5,199,240.

Yesterday's Transfers.

C Treadway and wife to Leonora Murphy, lt 18, blk 2, Haupt's add; lts 1 and 2 and 3, blk 2, Como add; lt 3, blk 1, Como add $300

Bridget A Bourke to H W Drewry, lt 5, blk 4, Irvine's Second add 1,300

C R Smith et al to H J Scholry et al, lt 12, blk 11, Nininger and Donnelly's add 3,500

Alla Otis to Alfred Perlt et al, part lt 13, blk 10, Prospect Plateau 4,200

Total, 4; consideration $9,300

EMANCIPATION DAY.

Fittingly Celebrated at the Home of Lincoln.

SPRINGFIELD, Ill., Sept. 22.—Emancipation day was celebrated at the home of the great emancipator here, today, in an appropriate manner. Excursion trains from Chicago, St. Louis, Belleville, Peoria, Jacksonville, Decatur and other points brought hundreds of colored people. There was a grand street parade, headed by colored wheelmen with bands, drum corps, floats, etc., and Grand Army posts, veteran corps from St. Louis. The parade ended at Washington park, where the festivities were held. Speeches by colored orators from Chicago, Jacksonville and Springfield were delivered. The attendance was estimated at several thousand.

STRONG WITH SUGAR

THE STOCK HAD A FAVORABLE INFLUENCE ON THE GENERAL LIST.

MARKET VERY ERRATIC.

FLUCTUATIONS IN THE SPECIALTIES WERE MORE THAN USUALLY WIDE.

OPENING TENDENCY DOWNWARD.

Irregular Owing to Lower Quotations From London and the Eastern War Scare.

NEW YORK, Sept. 22.—The stock market showed a moderate increase in activity today, and business was well distributed, with Sugar in the lead in extent of trading. The stock exerted considerable sympathetic influence upon the general list. The market was decidedly erratic, with especially wide fluctuations in the specialties. The opening was irregular on a strong declining tendency, owing to lower London quotations, due to the threatening aspect of political affairs in the Levant. Sales for foreign account were also executed in this market. The downward tendency was checked for a brief period, and a higher level reached on liberal purchases. Some of the gains were material, notably in New Jersey Central, which rose 2⅛ to 1.02¾, on the theory of improved conditions in the anthracite industry. Reading was a feature also, rising to 17¼ on good buying, which was attended by official denials of any check in sight to the foreclosure proceedings set by the court for tomorrow. Time money was reported offered at 6 per cent for all periods on currency notes, and an increased disposition by out-of-town banks, and to a less extent by local institutions, to buy prime mercantile paper was noted. There was no important pressure of long stock at any time except in Sugar. A decline of 2 per cent in Manhattan was attributed to realizing. A bulge of 3 per cent in Leather on the improved condition of the industry, together with news of further engagements of gold for imports later caused some improvement in the general market. The Reading issues monopolized the bulk of the trading in railroad bonds. The general market ruled firm, with Milwaukee, Lake Shore & Western firsts, Ashland division, scoring an exceptional decline of 5 per cent. The sales were $1,124,000. Governments ruled firm in dealings of $32,000.

The total sales of stocks today were 210,866 shares, including the following: Tobacco, 5,500; Sugar, 40,500; Burlington & Quincy, 13,100; Chicago Gas, 3,300; L. & N., 9,900; Manhattan, 13,800; Reading, 36,500; Rock Island, 5,300; St. Paul, 32,400; Tennessee Coal & Iron, 3,400; Western Union, 3,900; W. & L. E., 8,000.

WALL STREET, Stock Operations Carefully Conducted. MANUAL. Explaining Best Methods, FREE. Margins $5.00 upward. Correspondence invited. S. J. PECK & CO., 62 Broadway, N. Y. Established 1878. Members Consol. Stock Exchange.

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

	Opening.	Highest.	Lowest.	Closing.
Minn. Iron	....	....	....	50
C. F. & I.	....	....	....	18½
Am. Tobacco	63	63⅝	62	62
Atchison	12	12⅛	11¾	11⅝
Am. Cotton Oil	....	....	....	12½
C., B. & Q.	68⅛	68⅝	67⅞	67⅞
C., C., C. & St. L.	25½	25½	25½	25¾
Ches. & Ohio	14	14	14	14
Chicago Gas	61⅛	61⅜	60¼	60¼
Cordage	3⅞	4¼	3⅞	4⅛
Delaware & Hudson	....	....	....	121½
Del., Lack. & West.	....	....	....	154
Am. Spirits	5⅝	5¾	5⅝	5½
Erie	....	....	....	12⅞
do pfd	....	....	....	29
General Electric	28	28	27½	27¾
Hocking Valley	....	....	....	13½
Illinois Central	....	....	....	89½
Jersey Central	102	102¾	102	100½
Kansas & Texas	10	10	10	9¾
Lead	....	....	....	21
Louisville & Nash.	41¼	41⅜	40	40
Lake E. & W. pfd	....	....	....	64
Lake Shore	145¾	145¾	145¾	145½
Manhattan Con.	88-87¾	88	86	86⅛
Missouri Pacific	19½	19½	19	19⅛
Michigan Central	....	....	....	87
N. P. common	12¾	12¾	12½	12
do pfd	20¾	20¾	20⅜	20⅛
New York Central	....	....	....	92¼
Northwestern	99	99½	98¾	98½
North American	4¼	4¼	4¼	4¼
Omaha	....	....	....	36½
do pfd	....	....	....	115
Pacific Mail	....	....	....	18
Pullman	143¼	143¼	142½	142
Reading	16⅝	18¼	16⅝	17¾
Rock Island	61⅛	61⅝	60¼	60½
Southern Railway	7⅝	7⅞	7⅝	7⅝
do pfd	21⅞	22	21½	21¼
Silver Certificates	....	....	....	65½
Sugar Refinery	114	114	111¾	111¾
do pfd	....	....	....	99¾
St. Paul	71¼	71⅝	70⅝	70¾
do pfd	....	....	....	127½
Tennessee Coal	21¼	21¼	20¾	20¾
Texas Pacific	6⅝	6⅞	6¾	6¾
Union Pacific	6¼	6¼	6	6
U. S. Leather pfd	54¼	57¼	54¼	58
Western Union	83	84	82⅞	83⅛
Wabash pfd	13¾	13¾	13¼	13¾
M. & St. L. 1st pfd	....	....	....	65
do 2d pfd	....	....	....	37
N. Y. & N. E.	....	....	....	20
Ont. & Western	....	....	....	12⅝
Oregon Imp.	....	....	....	½
Oregon Nav	....	....	....	12
O. S. L. & U. N.	....	....	....	13¼
P. D. & E.	....	....	....	13¼
Pittsburg	....	....	....	150
Rio G. W.	....	....	....	15
do pfd	....	....	....	40
St. Paul & O.	....	....	....	36½
do pfd	....	....	....	115
Southern Pacific	....	....	....	20¾
Tenn. C. & I.	....	....	....	19
T. & O. C. pfd	....