HANNA AT CANTON

HE DROPPED OFF BETWEEN THE TRAINS TO SEE THE REPUBLICAN NOMINEE.

THINGS GOING TO SUIT HIM.

THE NATIONAL CHAIRMAN SAID HE WAS SATISFIED WITH THE OUTLOOK.

FOUR CROWDS FILL IN THE DAY.

Weather Was Cold and Only One Meeting Could Be Held on the Lawn.

CANTON, O., Oct. 7.—The rains of yesterday which drove the McKinley crowds in doors were dried up by a bleak, cold wind today, which made it necessary to carry out the day's programme, save one early meeting on the lawn, at the tabernacle. There were four demonstrations by as many delegations. Two Ohio counties sent crowds, and it was intended to double them up, but they were so much larger than was expected that the doubling-up process would not work. Combined, they filled the hall twice over. A particularly enthusiastic delegation closed the day's doings. It came from Parkersburg, W. Va., and filled a special train of ten cars to the platforms. This party was introduced by E. M. Caldwell. National Chairman Hanna stopped over in Canton between trains this evening. He came down from Cleveland at 5:40. He was was met at the depot by Maj. McKinley, and was a guest for dinner at the major's home. He expressed himself as well pleased with the political situation, and spoke in most sanguine terms of the result.

Shortly after 8 o'clock this morning a small but enthusiastic delegation, which was the first for the day, reached this city called upon Maj. McKinley. They came in a special car attached to a regular train, the car being gaily decorated. The party came from Goodale, Ind. They were introduced to Maj. McKinley by A. P. Jenkins. Mr. McKinley said:

My Fellow Citizens of Goodland, Ind.: It gives me very great pleasure to meet you here at my home this morning. It is always a distinction to have a political organization adopt one's name. It is especially gratifying to me to be assured that if you are not the first club in the United States to give me that honor, you are the first in the state of Indiana, and I thank you for it. We are engaged this year in a great national contest, the result of which will determine for years to come the public policies which shall govern this country. Government is always an interesting study. There is a deal of misunderstanding as to how the government gets its money and how it pays it out. There are some people who seem to believe that the way the government gets its money is to make it. The government gets its money by taxation, and can get it in no other way. There are three or four sources from which this government of the United States gets money. The chief sources of revenue are through tariffs and internal taxation. Then the government gets some money from the sales of its public lands and from its postal service—and from these several sources there comes the money that is annually required to meet and discharge the public expenses. It takes about $430,000,000 a year to conduct this government. A million and one-third dollars for every day are required to keep the government in operation.

Now if the government had the power to make money, as some people seem to believe, or had the power to double the value of anything by its stamp or fiat, it would not need to resort to taxation—it would simply set its mints to work to make the necessary amounts of money to pay its running expenses. It could have paid off the national debt long ago in this way. There is another thing I would have you all know: That the government cannot get gold or silver except through the custom house or the internal revenue offices without giving something for it, just as you and I have to give something for it if we want gold or silver. Now, how does the government distribute this money? Somebody asked me this question the other day. The government distributes its annual receipts under appropriations of congress to its creditors. That is the way the money of the government is distributed. It is distributed to the army and the navy, for public improvements, for rivers and harbors, for the great postal service of the country, for the expenses of congress, for sustaining the judiciary to pay the principal and interest of the public debt, and to pay the pensions of soldiers, and to other creditors of the government, and there is no other way for the government to distribute any money except to pay it to the people whom it owes money. There is no such a thing as a general distribution of money by the government of the United States. The point I want to make in the little talk I am giving to you this morning is this—that the government does not create money; that it cannot create money, and that whatever money it needs it has to collect from taxes, either by a system of direct taxation or by a system of indirect taxation, known as a tariff, and that if the government wants to have any gold or silver minted for its own use, it has to pay for that gold and that silver just as you and I would have to pay for it, if we wanted it for our purpose.

The idea that the government can create more wealth is a mere myth. There is nothing that can create wealth but labor, as my friend to the right puts it. Now, as to the best way to get this money is one of the serious questions in this campaign. Is it easier to raise it by direct taxation, by taxing the people in their occupation on their property and on their lands, or is it not better to raise it by putting the tax upon the foreign products that comes into this country to seek a market in this country. (Applause.) The latter is the policy and purpose of the republican party. The republican party believes that the great bulk of the money required to pay the expenses of the government should be raised by putting a tax on the foreign products that come into this country to compete with American products. If we could create money by merely starting our mints running, then there would be no necessity of taxes.

Now there is another thing I want to talk to you about for a moment. We want our money good. I do not care what employment we may be engaged in—whether we work in the shop or on the farm, or in a profession, we want the dollar we have in circulation as good as our flag and as unquestioned as the currency of any country in the world, and that is the purpose of the republican party today. (Applause.) And we intend to support this government by taxes upon foreign imports and internal revenue, and we intend to have enough revenue in the public treasury, if the people elect us to power, to pay our bills. (Cheers.)

The government is just like an individual when it has not enough income to pay its expenses—it has to give its notes to raise money—it has to do that or to quit business, and when the government of the United States has not enough money to pay its running expenses, the only thing it can do is to borrow money, and that is what has been done for the last three and a half years. That is what we propose to stop. I thank you my fellow citizens for this call, and it will give me great pleasure to meet you every one individually. (Loud cheers.)

The next meetings of the day were for Ashland and Geagic counties, Ohio, and were held in the Tabernacle. The Ashland county delegation came in a special train of eight coaches. It was an enthusiastic party, conspicuous for the many aged people. Several men were pointed out as over eighty years of age; one couple which walked down the aisle of the hall, man and wife, both over eighty, but as enthusiastic as the young bloods. The Geagic county party came in two special trains and numbered about 3,000. Addresses were made on behalf of Ashland county by Dr. G. Hess, and on behalf of Gaegic county by Judge Canfield, of Chadron. Before the speaking began, it became apparent that the hall could not accommodate those assembled and those approaching, and it was decided to address Ashland county and the first train load from Geagic. Next a speech was delivered to the second crowd from Geagic and when that was concluded, a large crowd from Parkersburg, W. Va., was given possession of the hall.

To the West Virginia delegation Maj. McKinley said in part:

The interests of West Virginia are identical with the interests of every other section of our country. Th interests of your state are identical with the interests of my state. What will benefit one will benefit the other; what will injure the one will injure the other. They have no divided interests. They are one and indivisible. No longer are they separated in interest or affection or fraternity by the unhappy events of thirty-five years ago. The wounds then inflicted have been healed. The bitterness then engendered has been assuaged. The fires of passion then burning have been quenched. We are all an equal part of the glorious union of states, all equally interested in preserving its indissolubility, all alike concerned in the strength and integrity of the Union, in upholding public law, in maintaining that great bulwark of American rights, the courts of the country, with the old flag waving its folds of protection over us, and is as near to the hearts of the men of the South as to the men of the North.

It will be a glorious day in the history of our country when the North and the South shall be united in control of the government, brought together in the execution of a common purpose, agreeing in a common policy for the good of all, and together making laws and administrations which shall be national in fact as well as in name. We will never reach our full and imperial power as a government until that unity shall demonstrate its presence in a national triumph, which shall be the joint work and common triumph of all sections of our country. This is my aim and prayer; and if this contest shall result in promoting that greatly-to-be-desired result it will be the greatest victory for the Union and for American destiny since Appomattox.

CHINAMEN GOING HOME.

Large Party En Route to the Orient.

A large party of Chinamen, numbering some twenty-five members, passed through the city yesterday to their native land on a visit. The party arrived over the Great Western from New York, and left via the Great Northern for Seattle, from which port they will embark Sunday on the Great Northern's new Japanese steamship line, the Nippon Yusen Kaisha. The "Yamaguchi" sails from Seattle Sunday for Hong Kong and other points. The travelers, with three exceptions, were laundrymen and cheap merchants, who have saved up money enough to make a flying visit to the land of Li Hung Chang. There were three swells in the party, however. Wong Sik Yee, with his tiny-footed wife and tinier baby, and a sister of Mrs. Wong, occupied first-class quarters in the regular sleeper.

SEABOARD SOLD.

Deal Means an End of the Southern Rate War.

NEW YORK, Oct. 7.—Thomas F. Ryan today said that he would not deny the report that he had bought for himself and others a majority of the stock of the Seaboard & Roanoke Railroad company. The Seaboard & Roanoke owns a controlling interest in the various roads that compose the Seaboard Air Line. Mr. Ryan and Gen. Thomas have made other purchases of railroad property in the South recently, including the Port Royal & Augusta, and Port Royal & Western and have consolidated the two lines into one system, the new corporation being the Charleston & Western Carolina. The importance of the transaction lies in the assurance of peaceful readjustment of the relations between the Southern railway and certain of its competitors, who have been responsible for radical disturbances in rates.

PACKING HOUSES IN TROUBLE.

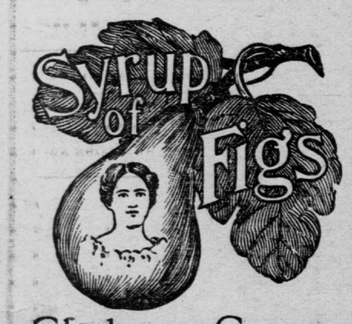
Complaint Filed With the Interstate Commerce Commission.

KANSAS CITY, Oct. 7.—Two of the principal packing houses in Kansas City are in trouble with the Western Railway Weighing & Inspection bureau, and Chairman Carman, of that association, at Chicago, has filed formal complaint against them before the interstate commerce commission, charging them with having defrauded the railroad companies by under-billing in classification and weight. The charges were accompanied by the documentary proof in a number of cases. The commission has referred the matter to the attorney general, who will instruct District Attorney Walker to cause arrests on the charge and have the matter investigated by the federal grand jury.

WHEAT IS MOVING.

Omaha Experiences Heavy Demand for Freight Cars.

General Manager Scott, of the Omaha, says that never before in the history of that road has there been such a demand for freight cars to use in the movement of the grain crop. The sudden rise in the price of wheat of 15 and 16 cents has induced the farmers to sell, and every one wants to move their product at once. Yesterday the Omaha brought 450 cars down to the Twin Cities, and at one time that road had 750 loaded cars on the sidings awaiting their turn to be unloaded into the elevators.



Gladness Comes

With a better understanding of the transient nature of the many physical ills, which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge, that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, laxatives or other remedies are then not needed. If afflicted with any actual disease, one may be commended to the most skillful physicians, but if in need of a laxative, one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

RATES ARE FICKLE

TARIFF ON SOFT COAL TO CERTAIN POINTS CUT BY THE OMAHA.

DONE TO CHECK OTHER LINES.

PACKING HOUSE RATES, HOWEVER, HAVE BEEN BRACED UP BY ALL LINES,

THE BICYCLE AS BAGGAGE.

What the Agent of One of the Lines Thinks About the Question.

Matters were about even in freight circles yesterday, as there was one reduction and one restoration announced. The Omaha announced a reduction on the soft coal rate from the head of the lakes to Sioux City, Sioux Falls, Pipestone, Doone and intermediate points, to $1.75 per ton. The former rate was $2, and the original rate before the cutting commenced was $21.37. It is said that other lines have been carrying coal for this figure some time, and the action of the Omaha was to check further cuts.

All lines running south and east agreed yesterday to a restoration of packing house rates to New Orleans and points south of the Ohio river. These rates were recently cut seven cents, and the tariff went into effect Tuesday. The cut was made originally by the Illinois Central road, and the Chicago-St. Paul lines extended the rate to this city. The rates on lines running south from Chicago, however, were stable, and the cut rate from Omaha and Kansas City threatened to disrupt the situation still further. The restored rate will go into effect Oct. 16.

The effort to restore the rate on flour to the seaboard, which was practically agreed to by all lines, has been abandoned, and the 22½-cent rate will continue in effect indefinitely. It was generally supposed that the rate would be restored to 25 cents Oct. 22, but new complications have arisen which will prevent this action. It is said the Northern Steamship company is responsible for the new trouble, as that line has apparantly determined to carry flour for 22½ cents as long as navigation is open. This action still further strengthens the belief that the Western Freight association cannot be reorganized until the lake lines have been tied up for the winter.

BICYCLES AS BAGGAGE.

What a General Agent Thinks About It.

The war between the owners of bicycles and the railroads over the transportation of wheels free is being waged with bitterness, especially in Illinois and Wisconsin. The dispute all seems to be over the legal interpretation of the word baggage. The wheelmen claim that a bicycle should be classed as baggage, the same as a baby cab, but the railroad authorities take the other side in support of their position. A general baggage agent of a well-known line said yesterday to the Globe:

"I do not see how the wheelmen can possibly construe a bicycle as being baggage. If you will turn to Webster's dictionary you will see that baggage is defined as being trunks, satchels, valises, and other receptacles holding the personal effects of an individual.

"Now, if bicycles are subject to all the state and municipal laws governing the travel of other vehicles, how can they be baggage any more than an omnibus. Bicycles are subject to laws regarding the use of lamps and bells, to turning to the right when another conveyance is met, riding on sidewalks, etc., and how can you possibly call a wheel a piece of baggage under these circumstances. On the other hand, if a bicycle is an article of the 'personal effects' of an individual, why is a bicycle not allowed in a street car or on a sidewalk, the same as a satchel. This may be peculiar reasoning, but it is certainly logical under a strict definition of the words vehicle and baggage.

"I think that roads are liberal in transporting a wheel for so low a cost as 25 cents. Dozens of claims are filed against us for breakage supposed to have occurred while in transit, and the railroads lose money every day in carrying wheels.

"Suppose a party of thirty or forty should ride over to Stillwater and decide to take the train home. Our baggage cars might be full of wheels even then, and it would require the addition of another car to the train in order to transport the forty wheels to St. Paul. It would be an out and out loss to us unless we charged a small fee for the carrying of each wheel. As it is we charge but 25 cents. Suppose some man in riding up from the depot should puncture a tire. He would come to us and say the damage was due to our negligence. If we paid the claim we would lose again. It is a heavy problem. No one has any idea of the number of wheels we carry. On two trains alone last month, running on our Western division, we carried over 500. It is still more of a problem on the Southern and Eastern divisions, and in the East, where tens of thousands of wheels are ridden."

WESTERN RATES ADVANCED.

New Schedule Will Go Into Effect Not Later Than Nov. 1.

CHICAGO, Oct. 7.—The freight traffic officials of the Western roads met today to consider the advancement of freight rates between Chicago and the Missouri river. When the meeting adjourned at night the rate on beer was elevated from 20 to 25 cents, canned goods to 27 from 12 cents; sugar, which has been carried at all sorts of rates, was fixed definitely at 27 cents; apples were advanced from 20 to 27 cents; hard coal from $2 to $3.00; soft coal was fixed at $2.25, and coke was advanced from $2 to $2.30. No date was fixed upon which these rates are to become effective, but it will be not later than November 1. The advance in rates on provisions, dressed beef, livestock and grain will probably be settled tomorrow. The question of fixing a rate on grain east-bound from Kansas City was under discussion when the meeting adjourned.

None of the executive officers of the roads were present at the meeting, but the traffic men had positive orders to put up the rates and the presidents left them alone to do the work. After all the rates have been definitely arranged a meeting of the presidents will be called and they will consider the advisability of continuing operations under the agreement of the old Western Freight association or forming a new association.

Railway Notes.

The meeting of transcontinental lines, which was to have been held Oct. 13, has been once more postponed until Oct. 20, owing to the inability of several roads to be represented.

General Passenger Agent J. C. Pond, of the Wisconsin Central, is in the city.

WHEAT RISE LOST

PRICE SLUMPED A CENT AND A QUARTER IN THE CHICAGO PIT.

FACTORS ALL DEPRESSING.

MARKET WEAK FROM THE START, THOUGH THERE WERE OCCASIONAL RALLIES.

PROVISIONS WERE INDEPENDENT.

While Grain Was on the Roller Coaster Hog Products Scored Substantial Advances.

CHICAGO, Oct. 7.—The wheat market teeter-board took a downward course today, the December option closing at 1¼c decline. Unexpectedly lower cables encouraged traders who were playing for a decline, and their sales were responsible for the slump. The coarser grains were also affected, corn closing ⅝c lower and oats ½c lower. Provisions were strong and made substantial advances. Wheat was weak from the start, and remained so practically all day, although there were occasional good rallies. The Liverpool cable was a surprise, as notwithstanding our advance yesterday, the market opened lower and seemed disposed to act independently. This was the first discouragement the bulls got, but it was followed by the big deliveries in the Northwest which were considerably in excess of last year. The official figures were 1,152 cars against 831 a week ago, and 1,041 last year. Local receipts also ran 100 cars over the estimate. December opened at 68⅝@⅞c as compared to 69c, yesterday's close. A depressing factor was the attitude of Cudahy, who has been until quite recently the backbone and chief strength of the bull movement. His aggregate sales must have been into the millions during the week. The market took this very well until today. The entire absence of encouraging news coupled with this heavy selling, created some apprehension and helped materially to weaken prices. Reports that the forthcoming government crop report will raise the estimate of the wheat crop from 405,000,000 bus, last month's estimate, to 425,000,000 bus, was also a factor in deepening the depression. Before 12 o'clock, December had declined to 67⅝c, and it did not afterwards sell above 67⅞c. It became still heavier in the last half hour, getting as low as 67⅜c, and it closed at 67⅝@⅝c. Corn was fairly active and made a strong fight to maintain itself at yesterday's prices, but in the end it secumbed to the extent of a decline of ⅜c. May opened ⅛c lower, at 26¼c, advanced to 26⅝@½c, and declined to 26, when it closed. Oats were maderately active and weak. May opened ⅛c lower at 19¾c, sold to 19⅞c, and declined to 19⅜@½c, that being the closing price. Provisions stood up stiffly against the influences of a sympathetic character from the weak grain markets. January pork closed 17½c higher at $7.45. January lard 15c higher at $4.37½@4.40; January ribs 7½c higher at $3.60. Estimated receipts Thursday: Wheat 322 cars; corn 980; oats 540; hogs 35,000 head.

The leading futures ranged as follows:

	Opening.	Highest.	Lowest.	Closing.
Wheat—				
October	67¾	68⅛	66⅝	67
December	68⅜-½	68⅞	67⅜	67⅝-¾
May	71⅝-⅞	72½	71-71⅛	71¼-⅜
Corn—				
October	22⅝	22⅝	22¼	22¼
December	23¼	23⅜	22¾	22⅞
May	26⅛-¼	26⅜-½	25¾-⅞	26
Oats—				
October	17⅝	17⅝	17	17
December	17¾	17⅞	17¼	17¼
May	19¾	19⅞	19¼-⅜	19⅜-½
Pork—				
December	6 52½	6 60	6 52½	6 60
January	7 27½	7 47½	7 27½	7 45
Lard—				
December	4 02½	4 20	4 02½	4 20
January	4 25	4 40	4 25	4 40
Ribs—				
December	3 47½	3 47½	3 47½	3 47½
January	3 60	3 67½	3 60	3 67½

Cash quotations were as follows: Flour—Firm. Wheat—No. 2 spring, 67c; No. 3 spring, 63@65½c; No. 2 red, 69½c. Corn—No. 2, 22½c. Oats—No. 2, 17½c; No. 2 white, f. o. b., 18½@23½c; No. 3 white, f. o. b., 16@20c. Rye—No. 2, 35c. Barley—No. 2, nominal; No. 3, f. o. b., 25@36c; No. 4, f. o. b., 24@27c. Flax Seed—No. 1, 73@73½c. Timothy Seed—Prime, $2.50. Pork—Mess, per bbl, $6.60@6.65. Lard—Per 100 lbs, $4.12½@4.15. Ribs—Short sides (loose), $3.40@3.60. Shoulders—Dry salted (boxed), 3⅞@4c. Sides—Short clear (boxed), 3¾@7⅝c. Whisky—Distillers' finished goods, per gal, $1.18. Sugars—Unchanged. Receipts—Flour, 11,000 bbls; wheat, 294,000 bu; corn, 730,000 bu; oats, 1,007,000 bu; rye, 34,000 bu; barley, 136,000 bu. Shipments—Flour, 14,000 bbls; wheat, 41,000 bu; corn, 333,000 bu; oats, 196,000 bu; rye, 1,000 bu; barley, 5,000 bu. On the produce exchange today the butter market was firm; creamery, 9@16½c; dairies, 9@14c. Cheese steady; 7½@8¼c. Eggs firm; fresh, 14½c.

Duluth Grain.

DULUTH Minn., Oct. 7.—Market was weaker and fairly active today. December opened ¼c off at 67⅝c, sold up to 68½c at 10 a. m., and then sold steadily down to 66⅞c at 11 a. m., rallying at close to 67c bid, 1⅛c off for the day. Ca h, 175,000 to shippers. Close: Wheat, No. 1 hard, cash, 67½c; December, 68¼c; No. 1 northern, cash, 66¼c; October, 66¼c; December, 67c bid; May, 70½c; No. 2 northern, 64c; No. 3, 61⅛@62⅛c; rejected, 53⅛@62½c; to arrive, No. 1 hard, 67½c; No. 1 northern, 66¼c; rye, 35½c; No. 2 oats, 18½@18⅝c; flax, 73¼c. Cars inspected, wheat, 272; corn, 41; oats, 24; rye, 21; barley, 93; flax, 131. Receipts—Wheat, 232,365 bu; corn, 2,229; oats, 9,258; rye, 9,000; barley, 83,281; flax, 73,346. Shipments—Wheat, 523,947 bu; corn, 5,790; flax, 103,624.

Liverpool.

LIVERPOOL, Oct. 7.—Wheat futures steady, ¼d higher; October, 5s 10¼d; November, 5s 10¾d; December, 5s 11d; January, 5s 11¼d; February, 5s 11½d. Maize—Spot firm; mixed American, per cental, 2s 11d; futures firm; October, 2s 11d; November, 2s 11½d; December, 3s; January and February, nothing quoted; March, 3s ½d.

Milwaukee.

MILWAUKEE, Wis., Oct. 7.—Flour firm. Wheat lower, but firm; No. 2 spring, 66c; No. 1 northern, 68c; December, 66⅞c. Corn steady; No. 3, 22¾@23c. Oats dull and weak; No. 2 white, 20c; No. 3 white, 17½@18½c. Barley nominal; No. 2, 35c; sample, 20@35c. Rye steady; No. 1, 36½@37c. Provisions higher.

Superior Grain.

WEST SUPERIOR, Wis., Oct. 7.—Close—Dakota No. 1 hard, 67¾c; Dakota No. 1 northern, 66½c; No. 2 northern, 64½c; No. 3 northern, 62c; rejected, 69c; cash flax closed 73¼c. The receipts of wheat were 63,000 bu.

Butter and Eggs.

NEW YORK, Oct. 7.—Butter—Receipts 11,452 packages; steady; Western dairy, 7½@11c; Western creamery, 11½@17c; Elgins, 17c; factory, 7@11c. Eggs—Receipts, 9,240 packages; steady; state and Pennsylvania, 19@20c; Westerns, 14@18c.

CHICAGO, Oct. 7.—Butter firm; creameries, 9@16½c; dairies, 9@14c. Eggs firm; fresh, 14½c.

NEW YORK PRODUCE.

Wheat Options Weak and Closed at a Loss.

NEW YORK, Oct. 7.—Flour—Receipts, 19,300 bbls; exports, 12,770 bbls; easier on springs but firmly held on all winter brands owing to light supplies. Rye flour quiet but firm. Buckwheat flour steady. Cornmeal steady. Barley easy. Barley malt dull. Wheat—Receipts, 168,300 bu; exports, 28,108 bu; spot weak; No. 1 hard, 75¾c; options less active, losing 1¼c and closing at the lowest price. No. 2 red, October, 71¾c; December, 73⅜@74¾c, closed 73½c. Corn—Receipts, 20,500 bu; exports, 5,504 bu; spot weaker; No. 2, 28¼@28⅝c; options sold off ⅝@½c. October closed 28¼c; December, 29¼@29⅝c, closed 29¼c. Oats—Receipts, 90,000 bu; exports, 36,434 bu; spot weaker; No. 2, 21⅝c; options moderately active, closing ⅝@¾c lower; October closed 21c; December, 22⅛@22¼c, closed 22⅛. Hay steady. Hops quiet. Hides firm. Wool steady. Hides firm. Cut meats firm. Lard firmer. Pork strong. Tallow firm. Cotton seed oil firm. Petroleum quiet; united closed $1.17 asked. Rosin firm. Turpentine quiet. Rice firm. Molasses firm. Pig iron steady. Copper steady. Lead steady. Tin easy. Spelter quiet. Coffee options opened steady with prices 5@15 points higher, and closed firm at 25 points net advance. Sales, 20,250 bags, including October, 10c; December, 9.45@9.60c; spot coffee firm; No. 7, jobbing, 11⅞c; invoice, 10⅝c; mild quiet; Cordova, 15@17c. Sugar, raw steady; refined quiet but steady.

New York Dry Goods.

NEW YORK, Oct. 7.—Business has been on a very moderate scale. The woolen goods side of the market did considerable, as a larger number of buyers took small to fair assortments of heavy and lightweight goods. Printing cloths were dull at 2⅛c bid and no sellers.

ST. PAUL MARKETS.

Quotations on Grain and Produce in This City.

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

WHEAT—No. 1 northern, 64@65c; No. 2 northern, 62½@63c.

CORN—No. 2 yellow, 21@21½c; No. 3, 20@20½c.

OATS—No. 3 white, 16¼@16½c; No. 3, 15½@16½c.

BARLEY AND RYE—Sample barley, 20@25c; No. 2 rye, 31½c; No. 3 rye, 30@31c.

SEEDS—Flax, No. 1, 68@69c; timothy, $1.10@1.30; clover, $3.60@4.50.

GROUND FEED AND MILLSTUFFS—No. 1 feed, 2 bu corn to 1 bu oats, $8.50@8.75; No. 2 feed, 1 bu corn to 1 bu oats, $9@9.50; No. 3 feed, ground, 1 bu corn to 2 bu oats, $9.50@10; cornmeal, bolted, $12@13; cornmeal, unbolted, $8@8.25; bran, bulk, $4.50@5.

HAY—Receipts very light; market firmer; fancy upland, $6@6.25; good to choice wild and upland, $5@5.75; fair to good qualities, $4@4.75; good to choice timothy, $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.

181, 183 and 185 East 6th St., St. Paul

MINNEAPOLIS MARKETS.

Weakness in the East Caused Wheat to Decline.

Offerings of wheat were large at the opening on account of a turn lower in cables and a general disposition to liquidate. A bearish sentiment prevailed from the start, and the first trade was made at a lower point than Tuesday's close. This was followed by a steady decline, which resulted in December wheat reaching 64⅝c before 12:30 o'clock. The market otherwise was featureless. Offerings of cash wheat on spot were large, but the amount of wheat for sale to arrive is very small compared to what it was a week or so ago. Following are closing prices: No. 1 hard, on track, 65⅞c; No. 1 northern, October, 64½c; December, 64⅝c; May, 68⅛@68¼c; on track, 64⅝c; No. 2 northern, on track, 63⅞c; new wheat on track, No. 1 hard, 64⅞c; No. 1 northern, 63⅝c; No. 2 northern, 61⅝@62⅛c. Cash sales, by sample and otherwise, include the following sales: No. 1 northern, to arrive, 6 cars, 65c; No. 1 northern, 16 cars, 65c; No. 1 northern, 98 cars, 64¾c; No. 1 northern, 4 cars, 64½c; No. 1 northern, old, 2 cars, 66c; No. 2 northern, 24 cars, 62¾c; No. 2 northern, 32 cars, 63c; No. 2 northern, 9 cars, 62c; No. 2 northern, 1 car, 61½c; No. 3, 4 cars, 59½c; No. 3, o. w. b., 1 car, 59c; No. 3, 1 car, 61c; No. 3, 1 car, 61½c; rejected, 2 lbs off, 2 cars, 50c; rejected, 2 lbs off, 1 car, 51c; rejected, 2 lbs off, 1 car, 52c; no grade, 2 lbs off, 5 cars, 60c; no grade, 2 lbs off, 3 cars, 50c; No. 3 oats, 1 car, 17¾c; No. 3 oats, 2 cars, 17½c; No. 3 oats, 1 car, 15c; No. 3 oats, 2 cars, 17¼c; No. 3 oats, o. t., 1 car, 17c; No. 3 white oats, old, on track, 1 car, 18¼c.

Received—Wheat, 589,600 bu; corn, 26,110 bu; oats, 57,630 bu; barley, 41,580 bu; rye, 4,800 bu; flax, 22,680 bu; flour, 686 bbls; hay, 105 tons; fruit, 805,820 lbs; merchandise, 1,321,715 lbs; lumber, 6 cars; barrel stock, 1 car; machinery, 25,000 lbs; coal, 718 tons; wood, 357 cords; brick, 97,000; cement, 30 bbls; household goods, 20,000 lbs; stone, 14 cars; live stock, 1 car; dressed meats, 40,000 lbs; railroad materials, 5 cars; sundries, 17 cars; car lots, 1,363.

Shipped—Wheat, 25,080 bu; corn, 680 bu; oats, 22,500 bu; flax, 1,220 bu; flour, 59,421 bbls; millstuffs, 1,503 tons; fruit, 225,400 lbs; merchandise, 1,761,220 lbs; lumber, 68 cars; machinery, 127,500 lbs; lime, 1 car; cement, 360 bbls; stone, 4 cars; live stock, 1 car; hides, 79,500 lbs; sundries, 50 cars; car lots, 838.

FLOUR—The weakness in wheat makes the flour market a little slow today, but sellers are not in the mood to press sales, feeling confident that the stuff is good to hold. First patents, $3.55@3.75; second patents, $3.40@3.45; first clears, $2.80@2.85; second clears, $2; export bakers, $2.60@2.80; second export bakers, $2.20@2.40; red dog, per ton, 140 lbs jute, $9@9.25. The following quotations are in cotton sacks, 98 and 49 lbs: Rye flour, per bbl, pure, $1.75@2; rye flour, XXX, per bbl, $1.60@1.80; rye flour, standard, per bbl, $1.50@1.60; buckwheat flour, per bbl, $3@3.50; graham flour, per bbl, $2.25@2.75. In wood, 20c extra is charged.

CORN—No. 3 corn quoted at 19½c.

OATS—No. 3 oats sold at 16¾@17¾c; No. 3 white oats quoted at 17¼@18¼c for old for choice.

RYE—Quoted at 33½cc for No. 2 and 32½c for No. 3; no sales.

BARLEY—Quoted at 23½@24c for No. 4 and No. 5 at 32½c.

BUTTER—Creameries—Extras, 15½c; firsts, 14½c; seconds, 11@12c; thirds, sour or strong tops and sides or badly mottled, 7@9c; imitations, firsts, 12c; imitations, seconds, 8@9c. Dairies—Extras, packages included, 14c; firsts, 12½@13c; seconds, 8@9c. Ladies—Extras, 11½@12c; firsts, 9½@9c; grease butter, clean, 3c. Packing Stock—Fresh, 5½@6c.

EGGS—The market for strictly fresh are ¼c beter than yesterday with the demand good. Quotations are: Strictly fresh laid, cases included, loss off, 12½c; seconds, cases included, 4@5c; cases returned, ½c off.

Chicago.

CHICAGO, Oct. 7.—Cattle—Sales were on a basis of $3.75@5.15 for native beef steers, with scattering sales at $3.40@3.70; stockers and feeders, $2.50@3.75; choice heifers, $3.40@3.75; fat cows, $3@3.40; calves, $2.50@6.25; Western range cattle, $2.95@4; cows and heifers, $2.35@3.50. In hogs, comomon to choice lots sold at $2.75@3.47½, sales being largely at $3.10@3.30; packing hogs, $2.90@3.20; choice, medium and light weights sold close together, prime assorted light selling at 12½c above the best heavy. Sheep sold at $1.50@3; Western range flocks selling largely at $2.50@2.85; lambs, $3@5, chiefly at $3.40@4.50. Receipts—Cattle, 16,000; hogs, 32,000; sheep, 22,000.

Omaha.

OMAHA, Oct. 7. — Cattle—Receipts, 3,700 head; market active, stronger native beef steers, $3.40@4.80; Westerns, $3@3.85; Texas steers, $2@3; cows and heifers, $2.40@3; canners, $1.20@2.20; stockers and feeders, $2.50@3.65; bulls, stags, etc., $1.75@2.80. Hogs—Receipts, 2,800 head; market 5c higher; bulk of sales, $3@3.10. Sheep—Receipts, 1,500 head; market steady; fair to choice natives, $2.40@2.80; fair to choice Westerns, $2.25@2.75; common and stockers, $2@2.50; lambs, $3@4.

Kansas City.

KANSAS CITY, Oct. 7.—Cattle—Receipts, 9,000 head; shipments, 3,500 head; market steady, closing rather dull. Hogs—Receipts, 9,000 head; shipments, 3,000 head; market 5c higher, active; bulk of sales, $3@3.20. Sheep—Receipts, 3,000 head; shipments, 200 head; market steady; lambs, $2.40@3.65; muttons, $1.50@2.60.

OFFICIAL.

Proceedings Board of Fire Commissioners.

Office Board of Fire Commissioners,
St. Paul, Oct. 5, 1896.

A special meeting of the Board of Fire Commissioners was held October 5, 1896, at 8 o'clock p. m.

Present—Commissioners Clark, Warner, Prendergast, President Freeman. Absent—Commissioner Mitsch.

The Chief Engineer presented an estimate of lumber required, repairs necessary to buildings and new apparatus needed for the department.

On motion of Commissioner Clark, the matter of painting walls and repairing chimneys of engine houses Nos. 1, 3, 6, 10 and 11, supply house 2, and chemical house 4, was referred to the committee on buildings with power to act, and the matter of replacing barn floor of engine house No. 12 was referred to committee on buildings, and Chief Engineer to investigate cost and report at next meeting of Board.

The Secretary was instructed to advertise for proposals for furnishing the department 34,756 feet of lumber to be delivered as directed; also for three (3) supply wagons and one (1) one-horse hose wagon; also for new set of coils for boiler of engine No. 2, and for one thousand (1,000) feet of chemical rubber hose, and four thousand (4,000) feet of steam engine rubber hose, to be either of Maltese Cross or White Anchor brand.

Adjourned.

ALFRED S. HALL, Secretary.
GEORGE W. FREEMAN, President.

SHARE LIST WORKED

MANIPULATION BY INSIDERS THE FEATURE OF THE NEW YORK TRADING.

SENSATIONAL RUMORS OUT.

IN THE FINAL HOUR THEY HELPED TO DEPRESS STOCK PRICES.

CLOSE, WEAK AT THE LOWEST.

The Bond Market Displayed Pronounced Weakness in Sympathy with Fall of Stocks.

NEW YORK, Oct. 7.—The stock market again today reflected effective manipulation by the powerful interests that originated the recent upward movement in prices. Having sold out their lines, these operators have in the last day or two favored and contributed toward a reaction with a view, presumably, of establishing a level for a further movement. The tactics employed included the circulation of a variety of distressing reports in the last hour of trading and further manipulation of the call money market. The dealings, aside from a few notable changes in the specialties, were not particularly interesting. The forenoon operations were marked by comparative steadiness on a very light volume of business, but in the afternoon break considerable activity developed. The reports attending the decline were sensational in the extreme and, so far as can be learned, in most cases, lacked foundation in fact. Sugar was hammered on continued unfavorable trade forecasts. Manhattan suffered from extensive liquidation, as the stock had reached figures approximating the bull forecasts made early in the upward movement. The market opened weak, in sympathy with a reactionary tendency in the London prices for American securities, but the losses were unimportant. A rally followed on the announcement of an engagement of $600,000 in gold for import. Tobacco was exceptionally strong, and Leather preferred gained 1½ per cent, the bulls laying stress upon the more favorable trade conditions. The pressure against Sugar became quite marked after midday and the extreme weakness sympathetically depressed the list. In the late dealings Tobacco was conspicuous by a drop to 66 and the grangers, Leather and Southwesterns receded 1@1½ per cent. The annual report of the Louisville & Nashville came to hand and was favorably received, but failed to affect the price of the stock. The report of the check to the recent savage rate-cutting in the South foreshadowed by the purchase of the Seaboard by conservative interests also fell flat. The closing was weak at the lowest point. The bond market displayed pronounced weakness in sympathy with the depression in stocks. Dealings were in fair volume and net concessions of 1@1½ per cent were made by the principal speculative issues. The sales were $1,069,000. Government bonds were weak, the declines extending to ¾ per cent in the new fours. The sales were $32,500. Silver certificates were slightly easier on sales of $10,000.

The total sales of stocks today were 182,966 shares, including: Tobacco, 10,900; Sugar, 44,900; Burlington, 12,000; Chicago Gas, 3,200; L. & N., 7,400; Man