TRAFFIC VIA LAKE

ITS CONTROL FOR NEXT YEAR HANDED TO THE JOINT ASSOCIATION.

TRUNK LINE PRESIDENTS,

AFTER THOROUGHLY CONSIDERING THE WHOLE MATTER, TAKE THE ACTION.

WAS THE CLOVER LEAF'S CASE.

It Is to Be Fought by the Roads Included in the Nickel Plate System.

NEW YORK, Oct. 27.—The presidents of the companies in the Trunk Line association, at a meeting in this city today, virtually transferred to the control of the board of managers of the Joint Traffic association the lake traffic that is handled in conjunction with the trunk lines at Buffalo and other lake ports. While all the trunk lines have lake connections of their own, today's action removes troublesome features in the westbound situation and gives to the Joint Traffic association direct supervision over and regulation of nearly all the freight carrying to the West.

The meeting was attended by President Depew, of the New York Central; Sloan, of Delaware, Lackawanna & Western; Wilbur, of the Lehigh Valley; Receiver Murray, of the Baltimore & Ohio; Vice President Thomson, of the Pennsylvania, and the presidents of the Nickel Plate system. The latter were on hand to discuss the trouble between their system and the Clover Leaf, or, as it is officially termed, the Toledo, St. Louis & Kansas City railroad company. It was practically decided that hereafter the Nickel Plate roads would not recognize tickets sold by the Clover Leaf. A general opinion was expressed that the temporary injunction procured by the Clover Leaf against the Nickel Plate, by which the latter was restrained from cutting rates, would not be made permanent, as, in the opinion of those present, the evidence against the former of violations of the law was overwhelming.

The matter of lake traffic was gone over thoroughly, and it was the unanimous opinion of the representatives of the Trunk Line association that that traffic should be transferred to the control of the board of managers of the Joint Traffic association. There were several independent lines engaged in lake traffic and it was resolved to communicate with them with a view of securing their co-operation in ruling lake traffic. It is proposed to put the agreement into effect next year.

The lake lines have an association in Buffalo and the action of the presidents may lead to its disbandment, in view of the fact that the government of that traffic would be directed from this city.

POLITICAL PARTY RATES.

Western Roads Warned Against Making Irregular Cuts.

CHICAGO, Oct. 27.—Some of the Western roads have, with the consent of connecting lines, been granting concessions of various kinds to both the leading political parties in the campaign and the practice has been carried so far that the chairman of the Western Passenger association has been called upon to issue notice to the roads that the association some time back made special rates for all political gatherings and that these rates must on no account be disturbed.

The Alton has given notice that it will meet the action of the lines of the Central Passenger committee in making special rates for voters going to their homes on the first two days of November to vote. On the first day of the month a rate of one fare for the round trip will be made, between all points which are less than 200 miles apart, and between points which are more than 200 miles apart this rate will be made only on Nov. 2.

NEW WESTERN FREIGHT.

Will Commence Operations Sunday if Possible.

It has been definitely decided to put the newly formed Western Freight association into effect on Nov. 1, provided that by that time the thirty or more roads accept the terms of the agreement. The new association is looked upon as a go, for there now remains but one place to fill upon the new board of administration. Chairman Midgley, of this board, who was elected to that office last week, is very busy nowadays getting matters in shape, and is in daily communication with each of the roads. A circular from the chairman, received yesterday, stated that a majority of the members of the new board of administration would report in Chicago in time to take up the work on the first of the month. The acceptance of General Freight Agent J. J. Fletcher, of the Kansas City, Ft. Scott & Gulf road, to the appointment on the board has been filed with the secretary. It is supposed that General Traffic Manager C. A. Parker, of the Missouri Pacific, will accept the appointment within a few days. C. L. Wellington, general traffic manager of the Wisconsin Central, has already accepted the appointment, and this leaves only one place in doubt.

The Western Freight association was reorganized just in the nick of time, for within two weeks there will be an unprecedented rush of business caused by the closing of the lake transportation season. The immense fleet of lake carriers will for the most part go out of commission for the year, as the government will soon declare an official close of navigation. Many of the independent ship owners, however, will continue to ply the lakes as long as the weather will allow, but the all-rail lines will feel an immense impetus to trade within a month. The movement of grain via the lakes cannot keep up much longer, and the railroads will get all the business they can handle, not only in grain, but in all lines of merchandise. The lake lines are still doing an immense business, considering the lateness of the season. The movement has been phenomenal for the end of the season. If harmony is restored among Western lines this great volume of business will be handled without friction and on a stable rate basis.

A railroad freight association like the Joint Traffic association and the Southern association is not looked upon with affection by the shippers, who, under the old system of independent tariffs, used to secure the benefits of the cut rates, etc. A shipper who sends out tons of manufactured products from St. Paul every week said to the Globe concerning the pooling and association problem:

"It strikes me that a joint traffic association is like a big trust formed to force all weaker or courageously independent lines into line. I could cite the instance of a certain line which once refused to join the association, although efforts were made from time to time to compel the road to come in. Failing in this, the association attempted bull-dozing tactics and a boycott was instituted against the refractory line. The association ordered all freight and passenger relations with the line broken off immediately. Connecting lines were ordered not to receive passenger tickets from the road or to issue joint tickets over the same, nor to receive freight from it in the usual way. Of course the boycott told in time. The line was forced to a point where it had to yield in order to preserve itself. I believe that a traffic association is an unlawful pool, and I believe further that the interstate commerce laws, which protect competitive traffic, are constantly violated. I do not see but what it is just as great a violation of the anti-trust law as a boot and shoe trust would be, or any other kind, for that matter."

SOUTHERN PACIFIC ANNUAL.

Its Earnings Larger Than for the Preceding Year.

SAN FRANCISCO, Oct. 27.—The annual report of the Southern Pacific company for the year ending June 30, 1896, just filed with the board of railway commissioners, shows a comparatively small surplus from the year's operations, but the results are more satisfactory than those for the year ending June 30, 1895, which closed with a considerable deficit. The earnings and expenses are shown in the report to be as follows:

Pacific system, including all lines west of El Paso and Ogden: Passenger earnings, $11,991,292.36; freight earnings, $19,674,692.51; other earnings, $560,639.56.

Gross earnings from operation of Atlantic system, freight and passenger, $4,020,807.07; total gross earnings of Pacific and Atlantic systems, $36,247,431.52.

The operating expenses, Pacific system, $20,958,812.64; Atlantic system, $2,539,785.71; total, $23,498,598.35; leaving an income from operations as follows:

Pacific system, $11,269,811.82; Atlantic, $1,481,021.36; total income from operating, $12,750,833.18; income from other sources, Pacific system, $763,550.39; Atlantic system, $272,881.37. Total, $1,036,431.76; making a total income from both Atlantic and Pacific systems of $13,787,264.94.

For the year ending June 30, 1895, the gross earnings for the two systems were $35,847,810.36; the operating expenses were $23,791,596.24, and there was a deficit for the year of $56,219.97. Gross earnings for the year ending June 30 last exceeded those of the preceding year by $399,619.17; operating expenses were $300,999.89 less. This accounts for the improved condition of the affairs shown in the report just filed.

MILLIONS IN BONDS

Involved in an Action Before Judge Beekman.

NEW YORK, Oct. 27.—A motion was argued before Judge Beekman today in behalf of Dwight Bralan, a Boston banker and a member of the New York and Boston stock exchanges, to continue an injunction previously granted by the same judge to prevent the use of about $6,000,000 of consolidated mortgage bonds of the St. Louis & San Francisco railway company in payment of the purchase price of the property of the railroad company which has been sold under a foreclosure sale directed by the United States circuit court in Missouri. The defendants are the Mercantile Trust company, which is in possession of the mortgaged property, claiming title under the foreclosure sale from the St. Louis & San Francisco Railway company, the Union Trust company and David King, individually and as chairman of the Atchison, Topeka & Santa Fe reorganization committee.

Roger Foster, for the plaintiff, argued that the Atchison company, by the fraudulent use of its ownership of the stock of the 'Frisco company, obtained the bonds in question by means which, under the New York penal code, amount to grand larceny. The only excuse for the acquisition by the Atchison company of $5,000,000 of these bonds was a guarantee made when the guarantor was insolvent, of $50,000,000 of 'Frisco bonds of which no more than $9,000,000 were issued. Consequently these bonds were fraudulent. Mr. Foster stated that the receiver of stolen goods was worse than the thief, and that these bonds should be canceled, and until the trial of this case, their use should be enjoined.

Edward C. Henderson, counsel for the purchasing railroad company and the Frisco reorganization committee said that he did not dispute the original invalidity of these bonds, but claimed that his clients had bought them from bonafide owners and that the New York courts had no jurisdiction. Charles C. Deming, of the trust company, and the receivers claimed that under the provision of the mortgage the trustee was not responsible. Mr. Foster in reply, said that the principal holders of these bonds, when the Atchison reorganization company acquired them, before their sale by the latter committee to the 'Frisco reorganization committee, were Baring Magoun & Co., Baring Bros., an English syndicate represented by Baring, Magoun & Co., the Mercantile Trust company, the Equitable Life Assurance Co., and the trust company. All these, he said, had notice of the invalidity of the bonds from the fact that Col. John J. McCook and George C. Magoun, one of whom was counsel, agent or director of each of these persons except the Union Trust company were directors in both the 'Frisco and Atchison railway companies at the time when the bonds were fraudulently acquired, but took part in the transaction. Judge Beekman reserved his decision and directed the parties to submit briefs and plaintiffs' affidavit in rebuttal next Monday.

SALE OF SEABOARD.

Transfer Means the Resignation of President Hoffman.

BALTIMORE, Md., Oct. 27.—R. Curron Hoffman, president of the Seaboard Air Line, said today that he would resign immediately when the transfer of the property was made to the New York syndicate, headed by Thomas F. Ryan. The Seaboard will practically become a part of the Southern system, and the latter's only foe in competition will be silenced forever. It is reported that they would pay a much higher figure per share for the Seaboard stock than $125, the price believed to have been agreed upon, rather than be disappointed in getting the property. Mr. Hoffman said: "I shall resign as soon as the transfer is made. I would not care to remain president under that syndicate, nor do I believe that the syndicate would want me. Until the transfer does take place I shall continue as president of the system and look after its interests the same as I always have done. If the transfer is made, General Gill cannot claim any of the credit for working the deal. He was never in it. A large majority of stock was pooled with a committee of which Louis McLane is the chairman, and if the deal is closed, it would be through this committee."

The committee of which Mr. McLane is chairman is empowered to manage the stock for a period of five years and is also authorized to sell at advantageous terms. It is understood that the right to ratify the action of the pool committee is vested in President Hoffman, although there was a clause in the agreement requiring a vote of three-fourths of the stockholders to ratify a sale. Mr. McLane has issued a circular letter requesting the stockholders who joined the pool to deposit their holdings at once. It is believed that when the deal goes through one of the two competing steamboat lines between this city and Norfolk will be withdrawn. President Hoffman thinks it will be the York River line.

DECREASE IN EARNINGS.

Milwaukee's Cut Rates Show a Considerable Effect.

The September report of the Chicago, Milwaukee & St. Paul road shows a decrease in both the net and gross earnings, while the operating expenses increased materially. The reason given for the great decrease is said to be in the recent rate war which forced rates down to a point which would soon have brought bankruptcy. The report is pointed out as a verification of the claim that reduced rates bring reduced dividends, even though traffic is trebled by the low tariffs. The Milwaukee's statement for the month of September and a comparative statement for the previous three months are given below:

For the month of September—	1896.	1895.	Changes.
Gross earnings	$2,878,179	$3,082,291	!$204,112
Operating expenses	1,867,065	1,736,924	* 130,141
Net earnings	$1,011,114	$1,345,367	!$334,253
Three months ending Sept. 30—			
Gross earnings	$7,948,772	$8,034,518	!$ 85,746
Operating expenses	5,271,031	4,930,522	* 340,509
Net earnings	$2,677,741	$3,103,996	!$426,255

*Increase. !Decrease.

BRITISH COLUMBIA POINTS.

Freight Rate Checkers Will Take Them Up Today.

The Transcontinental Freight meeting, now in session in St. Paul, yesterday wound up the preliminary checking of Pacific coast rates to points within the United States, and by common consent the officials took up the work of checking rates from Eastern Canadian points to British Columbia Pacific coast points, via the Canadian Pacific and lines of this country. It is expected that the Canadian Pacific will enter the agreement to meet the competition of Southern roads to South Pacific coast points. The Canadian Pacific is now represented at the meeting in session at the Great Northern. It is likely that the agreement will be reached by the end of the week, as everything has been harmonious up to date.

NO STOP-OVERS.

Western Association to Abolish Them on Cut-Rate Tickets.

The Western Passenger association has taken a new departure regarding stop-over privileges on one-way reduced rate tickets. Heretofore stop-overs have been granted in almost all cases, but now the Western roads will restrict this privilege and will make reduced rate one-way tickets read "Good only for continuous passage commencing on date of sale." This restriction may also be extended so as to apply to regular tariff tickets, even in connection with round-trip tickets. Such an action, however, would raise a howl of protest from the traveling public.

BUILD INTO PRINCETON.

Marshfield May Do It for an Omaha Connection.

The Marshfield & Southwestern railroad may be extended from Marshfield to Princeton, a distance of ninety miles, where connection can be made with the Chicago & Northwestern. A bonus of $80,000 has already been raised by parties living along the line of the proposed extension.

Oasis, Wis., is also trying to get a new railroad, and a proposition is being considered to sign $7,500 in Chicago & Milwaukee bonds to secure the extension of that line through Oasis and Plainfield.

Seaboard Sale Delayed.

BALTIMORE, Md., Oct. 27.—The transfer of the stock of the Seaboard to the New York syndicate, which recently purchased a large block of it, did not take place today as scheduled. When it will be done is not announced. It was learned, however, that the price paid for the stock is $125 per share. President Hoffman took occasion to again deny the persistent rumor that he contemplated resigning in the near future.

RATTLE OF THE FROGS.

T. A. Price, assistant general freight agent of the Wisconsin Central, is in the city.

T. P. Barry, general passenger and ticket agent of the Iowa Central, is in St. Paul on business.

The Chicago, Milwaukee & St. Paul will institute its tourist car service to California Nov. 7.

President J. J. Hill, of the Great Northern, has gone to New York. Mr. Hill's family are now in the East and he will return with them.

Howard J. Ball, general Western passenger agent of the Lackawanna route, with headquarters at Buffalo; Phil Hitchcock, traveling passenger agent of the same route, and Charles A. Brown, New England agent of the Milwaukee at Boston, were callers upon Assistant General Passenger Agent Craig, of the Northern Pacific, yesterday.

The Great Northern railroad carried over 16,000 bicycles on its line during the summer months. The company is now preparing a detailed report of this department of transportation.

No confirmation can be secured to the report that S. B. Gault would retire from the local agency of the Star Union line on the first of the month and that he would be succeeded by H. C. Shepherd, now agent of the same line at Winona. Mr. Gault is now out of the city.

WORLD WHEAT SHORT.

A Legitimate Demand Should Advance the Price.

NEW YORK, Oct. 27.—A dispatch to the World from London says: A reporter of the World had a conversation with Mr. Rush, the editor of Beerbohm's Corn Trade List, the standard authority on the market. Mr. Rush, who had just left the Corn Exchange—where he had ascertained the views of all the leading men in the trade—said:

"This rise, almost for the first time on record, originated here, not in America. This shows that it could have had nothing to do with any manipulation of the American markets for political or other purposes. Its cause is that after several years of abundance, the people now recognize that this year is one of ordinary supply.

"Owing to the previous abundance, everybody held aloof from buying, and the stocks ran down. Besides the Australian crop is pretty certain to be a failure, and there is the extraordinary fact that India has become for once, though to a small extent, an importer. These things caused the recent advance in prices. The trade always goes to extremes to start with. A reaction that has ocurred was to be expected, but the cause of the advance remains.

"The men of the most experience in the London market believe that wheat is going to rule at 35 shillings ($8.75) a quarter (eight bushels in a quarter) because it is now realized in addition to the other reasons that I have given, that is is not possible to produce wheat in Europe cheaper.

"Argentina does not count in the calculation, because her crop cannot be reckoned on until the end of November. It is now promising, but a week of bad weather might spoil it altogether. If the Argentine crop fails, there will be excitement in the trade. If it is fairly abundant, it will prevent such excitement. It cannot, at best, supply us with more than five million quarters, which is a bagatelle in the general movement of the world's wheat. Besides, the difference in gold premium means a loss of from five to ten shillings a quarter against the Argentine farmer.

"The continental markets follow us here, and until the present occasion, we have followed America.

"For the first time in years, America now holds the key to the situation. Every bushel of wheat America can spare will be wanted in Europe. At least 20,000,000 quarters (160,000,000 bushels) will be wanted before the season is over.

"If America could hold back the wheat for a month it would go up ten shillings ($2.50) a quarter. But I suppose the American banks do not consider wheat a commodity, on which it is safe to give large accommodations, so that the American trade is obliged to send wheat on as fast as it can.

"The Russian shortage is uncertain, but it is now assumed here that it will be 10,000,000 quarters. We look forward on the whole to an active time, with considerable fluctuations, for the moment trade becomes brisk, the speculators will rush in and influence the market."

SUBTREASURY DRAINED.

Gold Was in Active Demand on the Pacific Coast.

SAN FRANCISCO, Oct. 27.—The subtreasury has just pulled through a rather serious run, which threatened to annihilate its gold reserve and leave it without a dollar with which to redeem the perfect avalanche of greenbacks that poured in over the counter. Timely aid came from Chicago, and other sources, and when the outpouring of gold finally stopped, the $12,000,000 of a few months ago, despite the frequent additions that have been made during that period, was reduced to a bare $4,000,000.

For once the subtreasury had on hand more greenbacks than it wanted. In two weeks' time $10,000,000 worth of them were dumped over the counters and the gold they represented withdrawn. There was something like $7,000,000 in gold in the vaults when the run commenced. Chicago was appealed to for aid, and sent $4,000,000, and an equally large amount was secured from the mint, while the $1,500,000 in British sovereigns recently received from Australia were coined into double eagles at the mint and carted to the subtreasury. The $4,000,000 which was left after the flurry was over, has since been increased by $1,000,000 for which greenbacks were withdrawn, and there is evidence that the flurry is over. Much of the gold withdrawn went beyond the mountains. The subtreasurer here and at New York, are the only ones authorized to redeem greenbacks. Usually the demand for greenbacks is steady at the subtreasury here, as the exchange is almost invariably in favor of New York, and it costs less to ship greenbacks than gold.

DENIED AT WASHINGTON.

Washington, Oct. 27.—The statement telegraphed from San Francisco to the effect that the United States subtreasury there had just pulled through a run which threatened to annihilate its gold holdings is stated by the treasury officials to be greatly exaggerated. During the month of August and a part of September, the withdrawals reported from the subtreasury at San Francisco were abnormally heavy, but at no time were the officials apprehensive of any serious results. Long before the withdrawals assumed any considerable proportions, instruction had been given to the Chicago subtreasury officials to be ready to ship to San Francisco such quantities of gold as might be required, and later on one or more shipments were made. For the most part, however, the assistant treasurer at San Francisco managed the matter with little assistance from Washington, and as one official stated today, "the flurry lasted but a short time, and alarmed no one. There have been no unusual withdrawals at San Francisco for nearly a month."

WHALING A FAILURE

NEW BEDFORD, Mass., Oct. 27.—Advices received from the Arctic ocean whaling fleet state that the entire fleet has taken only fifty-two whales up to Oct. 1. In consequence of the poor catch, the price of whalebone will be in the neighborhood of $5 per pound. As the fleet had only one week for operations after this news was dispatched, the Arctic season is considered a failure.

TWO-CENT TUMBLE

WHEAT AGAIN ON THE SLIDE IN THE PIT AT CHICAGO.

THE OTHER MARKETS TRAILED.

CORN AND OATS BOTH LOST FRACTIONS AND PROVISIONS FELL OFF.

EVERYTHING WAS AGAINST WHEAT

Weak Cables, Heavy Northwest Receipts and Stop Loss Orders Were the Controlling Factors.

CHICAGO, Oct. 27.—Wheat suffered from a variety of causes today and closed with a loss of 2c, though selling at one time ¾c under that figure. Among the chief reasons for the slump were the disappointing cables and heavy liquidation by prominent brokers. Other markets were also affected to a degree, corn declining ½c, oats about ¼c and provisions 2½@7½c.

Everything was against wheat at the opening of the market today. The most depressing features were the early cables and the Northwest receipts. After the advance of 1c here yesterday, Liverpool was expected to show steadiness at least, and the weakness of that market was a decided disappointment. Northwest receipts were remarkably large, 1,618 cars, as compared with 1,537 last week, and 1,514 last year. At the starting of the regular trading there were no buyers of December at over 70¼c, and so anxious had some people in the crowd become to sell—having stop loss orders at about 70c—that a sale or two at 69⅞c took place in the opening melee, as against yesterday's closing price of 70¾c. If it had not been that about 1,500,000 bushels of hedges against the wheat in the Pacific elevators had to be bought in, owing to the destruction by fire yesterday, the opening weakness would have been greater. Later Liverpool cables noted a decline for December to 69¾c, after having had a short reaction from the opening to 70½c. Another depressing factor was the liberal selling for foreign account, and during the first hour such sales are believed to have aggregated over 500,000 bushels. New York also poured in selling orders, as did the other leading markets, and the trade was simply swamped with offerings. Another disturbing factor was the high money rate at New York. John Cudahy was a steady and persistent seller, especially on the soft spots. His tradings have been very heavy for some time, and as he has generally been on the right side of the market, he had a long following, the consequence being that wheat poured on the market at times in a perfect avalanche. Prices continued to go downward during the last hour under heavy liquidation, December finally reaching 69¼c. This was the turning point, and December had recovered to 69¾c at the close, though remaining active and nervous to the end.

Corn ruled slow and weak, following the course of wheat. May opened about ¼c lower at 28¼@½c, and gradually sold down to 27¾c, closing weak at 27⅞@28c. Oats were quiet, but steady, holding better than wheat or corn. Prices held well up to noon, but in the last hour were affected by the drop in wheat. May opened a shade lower at 21⅝c, declined to 21⅛@¼c, and closed at 21⅜c asked. A fair amount of speculative business was done in the provision pits, but there were more sellers than buyers most of the time. After an opening decline, prices fluctuated but little, January pork closing 7½c lower at $7.82; January lard 2½c lower at $4.50; January ribs 5c lower at $3.85@$3.87½. Estimates: Wheat 200 cars; corn 550; oats 350; hogs 39,000 head.

The leading futures ranged as follows:

	Opening.	High-est.	Low-est.	Closing.
Wheat—				
October	67⅝-68⅛	68¼	66	66½
December	69⅞-70⅜	70½	68¾	68¾
May	74½-75	75⅛	72⅞	73⅝
Corn—				
October	23⅜	23⅜	22⅞	23
December	24⅜-⅞	24⅞	24⅛	24¼
May	28¼-½	28½	27¾	27⅞-28
Oats—				
October	17½	17⅝	17¼	17¼
December	18⅜	18½	18⅛	18⅛
May	21⅝	21⅝	21⅛-¼	21⅜
Pork—				
December	6 92½	6 97½	6 92½	6 97½
January	7 80	7 85	7 72½	7 82½
Lard—				
December	4 30	4 30	4 25	4 30
January	4 50	4 50	4 42½	4 50
Ribs—				
December	.....	.....	.....	3-62½
January	3 82½	3 87½	3 80	3 87½

Cash quotations were as follows: Flour—Weaker. Wheat—No. 2 spring, 66½c; No. 3 spring, 60@64c; No. 2 red, 69¾@70¾c. Corn—No. 2, 22¾@23c. Oats—No. 2, 17¾c; No. 2 white, f. o. b., 19@21½c; No. 3 white, f. o. b., 16½@19½c. Rye—No. 2, 35c. Barley—No. 2, nominal; No. 3, f. o. b., 23½@23¾c; No. 4, f. o. b., 23½@30c. Flaxseed—No. 1, 69½c. Timothy Seed—Prime, $2.45. Pork—Mess, per bbl, $7@7.05. Lard—Per 100 lbs, $4.30. Ribs—Short sides (loose), $3.65@3.85. Shoulders—Dry salted (boxed), 4@4½c. Sides—Short clear (boxed), 4@4½c. Whisky—Distillers' finished goods, per gal, $1.18. Sugars—Cut loaf, unchanged. Receipts—Flour, 17,000 bbls; wheat, 155,000 bu; corn, 530,000 bu; oats, 520,000 bu; rye, 26,000 bu; barley, 186,000 bu. Shipments—Flour, 19,000 bbls; wheat, 29,000 bu; corn, 765,000 bu; oats, 453,000 bu; barley, 141,000 bu. On the produce exchange today the butter market was weak. Creamery, 9@18½c; dairy, 9@17c. Cheese steady, 8¼@9c. Eggs steady; fresh, 14½c.

AVAILABLE GRAIN STOCKS.

Wheat Increase of Nearly Six Million Bushels Shown.

NEW YORK, Oct. 27.—Special dispatches to Bradstreet's covering the principal points of accumulation indicate the following changes in available supplies last Saturday, as compared with the preceding Saturday:

Weeat—United States and Canada, East Rockies, increase 3,011,000. Afloat for, and in Europe, increase 1,920,000. Total increase world's available 5,931,000. Corn—United States and Canada, East Rockies, increase 550,000. Oats—United States and Canada, East Rockies, increase 1,182,000.

Stocks of available wheat increased 491,000 bu in Chicago private elevators last week; 350,000 bu in Northwestern interior elevators; 50,000 bu in Minneapolis private elevators, and 575,000 bu at various Manitoba storage points and at Fort William and at Keewatin. The more conspicuous increases at points not covered by the official visible supply statement were 56,000 bu at Galveston; 39,000 bu at Rochester, N. Y., and 20,000 bu at Kingston, Ont. More important increases of stocks of Indian corn at points not covered by the official visible supply statement were 175,000 bu at Joliet; 150,000 bu in Chicago private elevators, and 50,000 bu each at Galveston, New Orleans and Ogdensburg. These were more than offset by decrease of 45,000 bu at Port Huron; 80,000 bu at Newport News and 75,000 bu at Kankakee.

Duluth Grain.

DULUTH, Oct. 27. — The market was stronger than Chicago today and gaining ½c closed ¼c over Chicago. Trading still was weak and dull. December opened ⅜c off at 70c, sold down to 69½c at 10:05, down to 69c at 12:30, down to 68½c at 12:35, and closed 1⅜c off at 69c. Cash, 10,000 bu; mills 1¼c under December; 125,000 bu shipped, 1¾c under. Wheat, No. 1 hard, cash, 68½c; December, 70¼c; No. 1 northern, cash, 67¼c; October, 67¼c; December, 69c asked; May, 73½c asked; No. 2 northern, 65c; No. 3, 60¼@61¼c; rejected, 53¼@61¼c; to arrive, No. 1 hard, 68½c; No. 1 northern, 67¼c; rye, 35c; No. 2 oats, 18½@19¼c; No. 3 oats, 17¾@18¾c; flax, 70½c; December, 72½c bid. Car inspection—Wheat, 1,269; corn, 11; oats, 35; rye, 27; barley, 253; flax, 332. The mills at the head of the lakes ground 97,020 bbls of flour last week and shipped 86,060 bbls. The railroads received 176,506 bbls and shipped 170,520 bbls. The close—Cash No. 1 hard, 68½c; No. 1 northern, 67¼c; No. 2 northern, 65c; No. 3 spring, 60¼@61¼c; rejected, 53¼@61¼c; to arrive, No. 1 hard, 68½c; No. 1 northern, 67¼c; October, No. 1 northern, 67¼c; December, No. 1 hard, 70¼c; No. 1 northern, 69c asked; May, No. 1 northern, 73½c asked. Receipts of wheat, 514,404 bu; shipments, 529,714 bu. Cars inspected, 1,269; last year, 981. Receipts, corn, none; oats, 21,512 bu; rye, 9,495 bu; barley, 121,436 bu; flax, 206,048 bu; oats, close, 19¼@17¾c; rye, 35c; flax, 70½c bid; December, 72½c bid.

Superior Grain.

WEST SUPERIOR, Wis., Sept. 27.—Close: No. 1 hard, 68½c; No. 1 northern, 67c; No. 2 northern, 64½c; No. 3 northern, 62½c; rejected, 59½c; cash flax, 70½c. The receipts of wheat were 250,533 bu; shipments of wheat were 100,533 bu.

Liverpool.

LIVERPOOL, Oct. 27.—Wheat—Spot No. 1 standard California, 6s 5½d; October, 6s 2d, 1d lower; November, 6s 2d, 1d lower; December, 6s 2½d, 1¼d lower; January, 6s 2½d 1¼d lower; February, 6s 2d, 1¼d lower. Maize Spot American mixed, 3s 2¾d; October nominal; November, 3s 1¾d, 1d lower; December, 3s 1¾d, 1¼d lower; January, 3s 1¾d, ¼d lower; February, 3s 1¾d, ¼d lower; March, 3s 1¾d, ¼d lower. Flour—Minneapolis, 22s 6d, unchanged.

Milwaukee.

MILWAUKEE, Wis., Oct. 27.—Flour quiet, but firm. Wheat weak; No. 2 spring, 64¾c; No. 1 northern, 69c; December, 67¾c. Corn steady and wanted; No. 3, 24c. Oats very dull; No. 2 white, 19½c; No. 3 white, 18½@19½c. Barley steady; No. 2, 35c; sample, 24@35½c. Rye quiet and steady. No. 1, 35½@36c. Provisions weaker.

Butter and Eggs.

NEW YORK, Oct. 27.—Butter—Steady; Western dairy, 8@12c; Western creamery, 12½@20c; Elgins, 20c; factory, 7@12c. Eggs—Steady; state and Pennsylvania, 15@15½c; Western, 15@15½c.

CHICAGO, Oct. 27.—Butter weak; creamery, 9@18½c; dairy, 9@17c. Eggs steady; fresh, 17½c.

NEW YORK PRODUCE.

Wheat Options Were Weak and Closed Lower.

NEW YORK, Oct. 27.—Flour—Receipts, 52,000 bbls; exports, 27,398 bu; dull, with spring wheat brands relatively weaker than others. Rye flour firm. Buckwheat flour steady. Buckwheat dull and easy. Cornmeal quiet. Rye easier. Barley weaker. Barley malt dull. Wheat—Receipts, 146,100 bu; exports, 162,716 bu; spot weak; No. 2 red, f. o. b., 80¼c; No. 1 hard, 79c f. o. b. afloat; options opened weak and were heavy all day, closing at 1⅝@1⅞c net decline; May, 78⅝@80½c, closed, 79c; October closed 73¾c; December, 75½@77½c, closed 76c. Corn—Receipts, 234,700 bu; exports, 176,467 bu; spot weaker; No. 2, 29⅛@29⅝c elevator; options declined all day, closing ⅝@1⅜c net decline; October, 29⅛@29½c, closed 29⅛c; December, 30⅝@31¼c, closed 30⅞c. Oats—Receipts, 172,400 bu; exports, 61,589 bu; spot weaker; No. 2, 22½c; options dull and easier, closing at ½c decline; October closed 22½c; December, 23⅛@23½c, closed 23⅛c. Hay dull. Hops firm. Hides strong. Leather strong. Wool quiet. Beef firm. Cut meats steady. Lard lower. Pork dull. Tallow easier. Petroleum firm. Rosin firm. Rice firm. Molasses quiet. Pigiron steady. Copper easier. Lead steady. Tin steady. Spelter firm. Coffee options opened irregular with prices unchanged to 10 points higher, and closed steady at .05@.35c net advance; March, 9.90@9.95c; December, 9.90@9.95c; spot Rio, No. 7 invoice, 10⅝c; jobbing, 11⅛c; mild quiet. Sugar, raw firm; refined quiet. Cottonseed oil weak.

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, 65@66c; No. 2 northern, 63@64½c.

CORN—No. 3 yellow, 21½@22c; No. 3, 20½@21c.

OATS—No. 3 white, 17½@18c; No. 3, 16½@17c.

BARLEY AND RYE—Sample barley, 21@25c; No. 2 rye, 31@32c; No. 3 rye, 30@31c.

GROUND FEED AND MILLSTUFFS—No. 1 feed, 2 bu corn to 1 bu oats, $9.25@9.50; No. 2 feed, 1 bu corn to 1 bu oats, $9.75@10; No. 3 feed, ground, 1 bu corn to 2 bu oats, 10.50@11; cornmeal, bolted, $12@13; cornmeal, unbolted, $9@9.25; bran, bulk, $5.75@6.

HAY—Receipts very light; market higher for best qualities; fancy upland, $6.25@7; good to choice wild and upland, $5@6; fair to choice qualities, $4@4.75; good to choice timothy, $7@7.50; 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 Baling Ties. Write us for prices.
181, 183 and 185 East 6th St., St. Paul

MINNEAPOLIS MARKETS.

Dull Wheat Trade on a Decline in Prices.

There was a dull trade doing in wheat yesterday, with prices constantly declining during the greater part of the session. Cables came dull with unchanged prices, which tended to create less confidence here, and at the opening there was a good deal of wheat for sale. The first trade was made at lower prices, and as there was little buying, values constantly yielded to selling pressure, until at 12:30 December sold at 67c. Closing quotations were: No. 1 hard, o. t., 65⅝c; No. 1 northern, Oct., 66c; Dec., 67½@67⅝c; May, 71⅝c; o. t., 65⅝c; No. 2 northern, o. t., 62⅝@63⅝c. Cash sales by sample and otherwise included the following sales: 80 cars No. 1 northern, 66c; 14 cars No. 1 northern, 65¼c; 800 bu No. 1 northern to arrive, 66c; 600 bu No. 1 northern to arrive, 65⅝c; 1,100 bu No. 1 northern to arrive, 65½c; 20 cars No. 1 northern to arrive, 66c; 59 cars No. 2 northern to arrive, 64c; 8 cars No. 2 northern, 63½c; 4 cars No. 2 northern, 64¼c; 1 car No. 2 northern, 64½c; 2 cars No. 2 northern, 63c; 11 cars No. 2 northern, 63¾c; 1 car No. 2 northern, choice, 65c; 2 cars No. 3, 56½c; 2 cars No. 3, 67c; 3 cars No. 3, 56c; 8 cars No. 3, 58c; 1 car No. 3, 61c; 1 car No. 3, 59c; 1 car No. 3, 54c; 1 car rejected, 1½ lbs off, 63c; 1 car rejected, 2 lbs off, 57c; 1 car rejected, 2 lbs off, 42c; 1 car rejected, 2 lbs off, 46c; 1 car rejected, 2 lbs off, 60c; 1 car rejected, 45c; 4 cars rejected, 2 lbs off, 43c; 1 car no grade, 2 lbs off, 58½c; 2 cars no grade, 2 lbs off, 56c; 2 cars no grade, 2 lbs off, 60c; 2 cars no grade, 2 lbs off, 62c; 2 cars no grade, 3 lbs off, 58½c; 3 cars no grade, 2 lbs off, 58c; 1 car no grade, 1 lb off, 57c; 4 cars no grade, 57½c; 1 car no grade, 14c; 10 cars No. 3 oats, 16c; 2 cars No. 3 white oats, 16¾c; 3 cars No. 3 oats, 16¼c; 3 cars No. 3 oats, 15½c; 1 car No. 3 white oats, 16½c; 1 car No. 3 mixed oats, 13½c; 4 cars No. 3 oats, 15¾c; 1 car No. 4 barley, 22c; 13 cars No. 4 barley, 21¼c; 4 cars No. 4 barley, 21½c; 1 car No. 5 barley, 21¼c; 2 cars No. 4 barley, 21c; 1 car No. 3 barley, 23½c; 1 car No. 4 barley f. o. b., 21⅜c; 2 cars No. 3 rye, 32c; 1 car No. 1 flax, 67¼c.

CASH WHEAT—More activity prevailed throughout the session and rather liberal buying was indulged in. No. 1 northern was freely traded on spot and to arrive at ½c higher plane than was characteristic of the market Monday. Millers and elevators bought No. 1 northern at 2½c under December. Some large sales were made to arrive on the same basis. No. 2 northern was in improved request at 2c under standard. There was a fairly good call for suitable milling qualities of No. 3 wheat, with prices ranging all the way from 53c to 60c. Low grades were slow and light trading the rule. Some improvement seems to have taken place in the monetary situation, as elevators are more prominently in the market, and this would seem to suggest the idea that money must be a trifle easier. Receipts, 349 cars; shipped, 73.

FLOUR—First patents are quoted at $3.80@4 per bbl; second patents, $3.65@3.75; first clears, $2.90@3; second clears, $2.30@2.40; low grade and red dog at the rate of $11.50@12 per ton. Flour shipments, 77,266 bbls.

HAY—Choice to fancy is quoted at $6@6.50 per ton; coarse to medium, $4@5.50; choice timothy, $7@7.50. Receipts, 75 tons.

CORN—Nominally quoted at 20½@21½c for No. 3 yellow; No. 3 corn, 20@20½c. Receipts, 1 car; shipped, none.

OATS—No. 3 white, 16@16½c; No. 3 oats, 15@16c. Receipts, 32 cars; shipped, 73.

BUTTER—Creameries, extras, perfect goods, 18@18½c; extras, lacking in flavor,