ST. PAUL SHOWS STRENGTH

Trading Concentrated in This Stock and Union Pacific.

The Entire Market Governed by the Northern Pacific Situation—The Advances in the Leading Stocks Extend Finally to Other Quarters.

NEW YORK, Oct. 23.—Today's stock market was plainly, and, it might be said, exclusively, governed by the more correct views regarding the general state of affairs grouped under the head of the Northern Pacific situation. The stocks directly and more or less indirectly concerned with that situation were in all respects the leaders of the market. Cool-headed observers of the situation have all along been of the opinion that notwithstanding the apparent difficulties in the way of an amicable settlement of the Northern Pacific problem, a solution of the question would eventually be reached, and upon amicable lines.

It was said today, and with apparent authority, that the points at issue between the various parties in interest would be settled by arbitration and that the decision of the referees would be handed down by the close of the week. The stock market accepted, at any rate, statements to this effect as authentic, and in consequence very heavy buying orders appeared in Union Pacific and St. Paul, and the strength of these stocks extended gradually to the remainder of the market.

It was a matter of some comment that Northern Pacific was lethargic in the face of the spirited advances which took place in Union Pacific and St. Paul. The trading was, however, so concentrated in the two stocks in question that the remainder of the market suffered somewhat in attention in consequence. The very heavy trading and the strength in St. Paul were based on the belief that the property would occupy a prominent position in any adjustment of the railway situation in the Northwest, and it seemed to be the common opinion that much closer relations were apt to be established between the Union Pacific and St. Paul companies. The ideas in this respect, however, continued very indefinite, and it might be noted that Chicago and Northwestern common and preferred were again exceedingly strong. It is difficult to believe that any change in the relations which have so long existed between Union Pacific and the Northwestern properties would be involved in any adjustment of the railway situation in the West, no matter what might be its scope.

The market opened strong, but subsequently receded moderately upon the development of pronounced weakness in Amalgamated Copper. The influence of the latter stock was comparatively transient, however, and subsequently prices advanced under the lead of the stocks already cited. Still, as noted, the movements in the railway list, apart from St. Paul and Union Pacific, were not very extensive. Other notably strong features were the Minneapolis and St. Louis shares, New York Central and the other Vanderbilt issues, and Southern Railway. The London market was generally heavy, but American shares showed comparative strength, and foreign houses reversed their recent attitude toward this market, although their purchases were of nothing more than nominal proportions.

There were few movements of interest outside the railways and the already noted decline in Amalgamated Copper. The fluctuations in the traction stocks, and in the industrials, were limited and insignificant, and nothing of interest resulted from the trading in the specialties. Pressed Steel Car was firm in advance of the dividends on those issues. Money market and foreign exchange conditions were not essentially altered, but this week's heavy shipments of currency to New Orleans, resulting from the freer movement of the cotton crop, would appear to foreshadow some change in both directions.

New York Stock Exchange, Oct. 23.

	High. est.	Low. est.	Clos. ing.	Net ch'g's.
xAmal. Copper	89⅞	88	89	+1⅛
Am. Bicycle Co. pfd	11	11	11	
xAm. C. and F dry	25¼	25	25¼	+¼
xAm. C. and F. pfd	89⅞	89⅞	89⅞	+⅝
Am. Cotton Oil	39	39	39	
Am. Cotton Oil pfd	89	89	89	
xAmer. Ice	27⅞	26⅞	27½	+¾
xAmer Ice pfd	63⅞	63⅞	63⅞	⅝
xAmer. L. O. pfd	46	46	46	+¾
xAm. Loco.	25¼	25	25¼	+¾
xAm. Loco. pfd	84⅞	84⅞	84⅞	+½
xAm. Smelting	44½	44	44	+¾
xAm. Sugar	121⅞	119½	120⅞	+⅝
xAm. Woolen	15	15	15	
xAnaconda	36	35¾	36	
Ann Arbor	26½	26	26½	−⅛
At., T. & S. F.	79	78	78⅞	+⅛
At., T. & S. F. pfd	97⅞	96⅞	97¼	+½
Balt. & Ohio	103⅞	102½	103½	+1
xBrook. Rap. Tran	61½	60⅞	61½	
Can South.	83⅞	83¼	83½	−¼
Can. Pacific	110⅞	110¼	110½	+½
Ches. & Ohio	46	45¼	45⅞	+¾
Chic. & Alton	37¼	36¼	36½	+½
Chic. & E. Ill.	128	127	128	+2
Chic. Great Western	26	25⅞	26	+2⅛
Chi. Great West. pf A	86¼	85	86¼	−½
Chi. Great West. pf B	45⅞	45⅞	45⅞	+½
Chi., Ind. & L.	41	41	41	+⅝
Chi., M. & St. P.	170⅞	167⅞	170	+2¼
Chi., M. & St. P. pfd	192¼	191⅞	192¼	
Chi. & Northwest	212	210	211½	+2½
Chi. & Northwest pfd	241¼	239½	239½	
Chi., R. I. & P.	149½	142½	148½	+1
C. S. P. M. & O.	145	145	145	
Chi. Ter. Tran	20¼	20½	20¼	+⅛
Chi. Ter. Tran. pfd	37⅞	37¼	37⅞	+⅝
C., C., C. & St. L.	96⅞	96⅞	96⅞	+½
C., C., C. & St. L. pfd	119	118	118	+½
Col. Fuel and I.	32½	32½	32½	+1½
Col. & South.	19⅞	19½	19⅞	+¼
Col. & South. 2d pfd	24	24	24	+⅝
Col. & H. C. & I.	14	13½	13½	−⅝
Consol. Gas	218¼	217	217	+1
xCon. Tob. pfd	115⅞	115⅞	115⅞	+¼
Crucible St. pfd	85	84⅞	84⅞	−¼
Del. & Hudson	169¼	168	169¼	+¼
Del., L. & W.	277	275¼	275¼	+1
Den. & Rio Grande	44⅞	44	44⅞	+1⅝
Den. & Rio Grande pfd	93⅞	91½	93⅞	+⅝
xD. M. & Ft. D.	43½	42¼	42½	
Det. Un. R. R.	75½	75½	75½	
Diamond Match	130	130	130	
xDist. of Am.	7⅞	7¾	7⅞	+⅛
xDist. of Am. pfd	28½	28½	28½	+½
xD., S. S. & A.	11⅞	11⅞	11⅞	
xD., S. S. & A. pfd	30	30	30	+¼
Erie	41⅞	41	41½	+¼
Erie 1st pfd	69⅞	69⅞	69⅞	+⅝
Erie 2d pfd	55⅞	55	55⅞	+1
Evans. & Terre Haute	62⅞	62⅞	62⅞	+⅝
Gen. Electric	250½	250	250	+1
Glucose S. R.	41	38	38	−2½
Glucose S. R. pfd	97	96	96	−2
Great North. pfd	195	193⅞	194⅞	+⅝
Hocking Valley	54½	54	54¼	+¼
Hock. Valley pfd	75⅞	75	75⅞	+⅝
Illinois Central	147⅞	146⅞	147⅞	+½
Inter. Paper	21½	20½	21½	+1
Inter. Paper pfd	79½	76	79	+¼
xInt. Power	91⅞	89	91⅞	+3½
Int. Pump	47	46¼	46¼	
Iowa Central	41½	41	41½	+½
Lake Erie & West.	70	70	70	+1
L. Erie & West. pfd	158⅞	158⅞	158⅞	+1⅞
Louis. & Nash.	103⅞	103⅞	103⅞	+¼
Manhat. Beach	9	9	9	
Manhat. Elev.	121⅞	120⅞	120⅞	−¼
xMet. Street Rwy	158	156⅞	158	+¼
Mex. Central	22⅞	22	22⅞	+⅝
Mex. Nat. ctfs	14¼	13⅞	13⅞	−¼
Minn. & St. L.	110⅞	109⅞	110½	
Minn. & St. L. pfd	124½	124½	124½	+1½
M. S. P. & S. S. M pfd	77	75½	77	+1½
Mo., Kan. & Tex.	26⅞	25¼	26¼	+1
Mo., Kan. & Tex. pfd	51	51	51	+1⅞
Missouri Pacific	97	95	96½	+1
Nat. Bis.	42½	42	42½	+¾
xNat. Bis. pfd	102	100¼	102	+½
Nat. Salt	33	32	33	+¾
N. Y. Central	156⅞	155⅞	156⅞	+1½
N. Y. C. & St. L.	56⅞	56½	56⅞	
N. Y. C. & St. L. 2d pf	91	91	91	+⅛
N. Y., O. & W.	33⅞	33¼	33½	+⅜
Norf. & West.	56⅞	55¼	56½	+½
Norf. & West. pfd	90	90	90	+1
North. Pacific pfd	106	104½	104½	
Pacific Mail	41⅞	41⅞	41⅞	+⅜
Penn. R. R.	148⅞	146⅞	147½	+⅜
Peo. Gas and C.	107⅞	106½	106⅞	−⅛
P. Marquette	79½	79	79	
P. Marquette pfd	85	85	85	+1
Pressed S. Car	40⅞	40½	40⅞	+⅛
Press. S. C. pfd	82	81½	82	+1⅛
Pull. Palace Car	226½	220¼	220¼	−⅞
Reading	41	40⅞	41	+¼
Reading 1st pfd	76⅞	76¼	76⅞	+⅝
Reading 2d pfd	52	51⅞	52	+¼
xRep. Iron and Steel	15¼	15	15¼	+⅛
xRep. Iron and Steel pf	66	66	66	
xRubber Goods	29½	28⅞	29¼	+¼
St. J. & G. I. 2d pfd	23	23	23	+½
St. L. & Adk.	122⅞	122½	122⅞	+¼
St. L. & S. F.	42⅞	41⅞	42⅞	+⅞
St. Louis Southwest	27¼	26⅞	27¼	+¼
St. L. & Southwest. pfd	56⅞	56	56⅞	+⅛
Shar. Shoff. pfd	79	78	79	
South. Pacific	61¼	59⅞	60⅞	+⅝
Southern Rwy.	32⅞	32½	32⅞	+⅜
South. Rwy. pfd	87	86⅞	87	+¼
Tenn. C. and I.	60½	60	60½	+½
Texas Pacific	38⅞	38¼	38⅞	+1⅛
Tol. St. L. & W.	20¼	20¼	20¼	+⅛
Tol., St. L. & W. pfd	35	35	35	
xUn. Bag & P.	14⅞	14½	14½	−½
Union Pacific	103	100⅞	102⅞	+2⅞
Union Pacific pfd	90	88⅞	90	+1½
U. S. Express	90	90	90	
xU. S. Leather	12½	12¼	12¼	−¼
U. S. Rubber	45½	45½	45½	
U. S. Steel	43¼	42⅞	43¼	
U. S. Steel pfd	92½	91⅞	91⅞	−⅝
Va. Car. Ch. pfd	123	123	123	+2½
Wabash	20⅞	20¼	20⅞	+⅞
Wabash pfd	36⅞	36¼	36⅞	+½
West. Un. Tel.	91¼	91¼	91¼	−¼
Wheel. & Lake Erie	17⅞	17¼	17⅞	+¼
Wis. Central	20⅞	20¼	20⅞	+⅝
Wis. Central pfd	41¼	40½	41¼	+1½

—Bearish. —Bearish. xUnlisted.
Total sales, 700,800 shares.

Government Bonds.

	Bid.	Asked.
U. S. 2's, R, 1930-39, Q. J.	108¼	109¼
U. S. 2's, C, 1930-39, Q. J.	108¼	109¼
U. S. 3's, R, 1908, Q. F.	107½	108¼
U. S. 3's, R, 1908, R. C.	108¼	109¼
U. S. 4's, 1908, Q. J.	111⅞	112¼
U. S. 4's, 1907, Q. J.	111⅞	112¼
U. S. 4's, R, 1925	128	129
U. S. 4's, C, 1925	139	140
U. S. 5's, R, 1904	105¼	107¼
U. S. 5's, C, 1904, Q. F.	107¼	108¼

There was a fine upward movement in the stock market yesterday, and especially in the last two hours of the day it deserved to be called even a boom. The Western railway stocks generally, the grangers and the Pacifics led the movement, with gains of from one to three or more points on very heavy buying, that bore every evidence of coming from inside sources. The other railway securities generally were also strong, the Vanderbilts and anthracites very little less so than the Western stocks. The industrial list was neglected somewhat, but fairly strong also. The size of the buying and the rapidity of the advance made the movement one of the best in recent weeks, and it attracted wide attention in the street, and naturally gave rise to all kinds of rumors as to its cause. On the whole, the chances do not seem to favor more than a temporary rally at this time. The underlying conditions are excellent, but they have been as much for some time past. The money market is not a menace as long as the stock market is quiet, but it is very evident that it would be dangerous if a big broad market were to develop. The conservative people look for a quiet, strong market for the present, and for higher prices later in the year, when money begins to come back to New York from the West and South. The fact that there is a temporary boom in prices at the moment does not change their views of the situation, any more than the slumps of two or three weeks ago did. The advice to buy stocks on the recessions is still given.

Of course, there is the possibility of a sustained advance now. Nothing is impossible in stocks. It is possible that the large interests wish to discount the easy money market that may be expected next month. It is possible that they wish to put prices up five to ten points before the public begins to buy stocks. And it is not impossible that they intend to bring out announcements of importance regarding railway deals to help their movement along. Some enthusiastic people took this view of the situation yesterday afternoon, arguing that the buying of St. Paul and Union Pacific and the Vanderbilt securities was so large and important that only inside people could be responsible for it. Today's market and that of next week will show if there is any foundation for this view, but at present it is not held by any great number of people.

The Northwestern situation was again the matter around which most of the gossip centred. Late in the day there was a rumor that the difficulty supposed to exist between the Morgan-Hill people and the Harriman-Union Pacific interests will be left to arbitration. The rumor went so far as to say that the arbitrators will include a Vanderbilt and will be three of the most important railway and financial men in the country outside of those directly interested. It does not seem impossible that there may be some truth in this story. If the street understands the situation in the least it is one in which arbitration might well be tested.

The Morgan-Hill interests bought up Burlington for the Northern Pacific and the Great Northern. The Union Pacific interests believed that this move would be prejudicial to them throwing the balance of power too strongly into the Morgan-Hill hands. They bought a large stock of Northern Pacific common, and the majority of Northern Pacific preferred. This caused the fight of last spring and the May panic. Since that time there has been a truce, the Union Pacific people having control of the Northern Pacific, if both the common and the preferred securities are considered. The Morgan-Hill people, however, own the control of the common stock, and a provision of the charter of the company is that the preferred stock may be retired at the beginning of any year, when "the company" shall see fit. It is a matter of dispute whether the "company" here means the stockholders, which would include both the common and the preferred stockholders, of course, or only the directors. The directors of the company are Morgan people, and if they have the right to act, could retire the preferred stock on January 1. This, in brief, is the difference of opinion between the two parties, as it is understood. The supposition is that the Morgan people wish to retire the preferred stock of the Northern Pacific as a part of their general consolidation plan in the Northwest. The further supposition is that the Union Pacific interests oppose this for the same reason that they opposed the buying of Burlington six months ago. It is said that the question whether the Morgan or the Harriman people are in the right is one that might be carried to the Supreme Court, and buried there for six years, if it were left to the court. It will be seen that arbitration is a very promising solution of the difficulty.

Whether, if there is to be arbitration, this question of Northern Pacific preferred stock will be the only one taken up, or whether the general railway situation in the Northwest will be considered, is not explained in the gossip as yet, but it seems probable that such a board as the one suggested might be allowed or requested to take up the entire situation, with a view to bringing about the big harmony plan that the important interests are supposed to have at heart as a final consummation. Yesterday the rumor was that Union Pacific, Northwestern, St. Paul and Southern Pacific will all be grouped on the one side in negotiations (or a deal, and Northern Pacific, Great Northern and Burlington on the other side. This story had nothing to do with the arbitration rumor, but might be true at the same time, nevertheless. Union Pacific, St. Paul, Southern Pacific and Northwestern were the most buoyant securities on the list yesterday afternoon whatever the truth as to the "deal" situation may be. St. Paul jumped up to above 179, Southern Pacific to above 61, and Union Pacific to above 102. These prices are the best of recent weeks. The buying was very large and either for inside interests or for a very strong and very confident pool.

Chicago and Great Western was one of the features of the market, selling up from 23 and a fraction to 25 and a fraction, the highest recent price. It was whispered that a party of important railway people have been making an inspection of the property preparatory to making a bid for it for one of the biggest interests already established in the Western railway field, and that their bid is likely to be accepted. The buying of the stock was large. It is quite possible that the movement may have been due to pool manipulation, as it is certain that this stock must be active always when there is talk of an adjustment of the Western railway situation. The Great Western occupies such an important position that it cannot be ignored.

There is again a "tip" to buy Pacific Mail for an advance before Congress meets.

Sugar was one of the few strong industrial securities yesterday. There has been much bullish gossip in good quarters regarding this stock recently and an advance of some importance would not be a surprise to conservative people. But the stock is not a good one to speculate in on general principles.

Washington Stock Exchange.

Sales—United States Coupon 3's, 10,000@108¼; U. S. Electric Light, Deb. 6's, 500@105¾; American Security and Trust Company, 50@225; Union Trust and Storage Company, 28@108¼; Capital Traction, 15@194¾, 100@194½; Mergenthaler Linotype, 27@175, 18@174½; American Graphophone Company, common, 52@6; N. & W. Steamboat Company, 10@175. After call—Capital Traction, 50@194½; Washington Traction and electric 4½'s, 1,000@67; Mergenthaler Linotype, 100@174¾, 50@174¾; Washington Gas, 28@41½—S. O. B.

DISTRICT OF COLUMBIA BONDS.

	Bid.	Asked.
Funding currency, 3.65's	126	....
MISCELLANEOUS BONDS.		
Capital Traction R. R. 4's	106¾	107¾
Wash. Trac. & Elec Co 1. 4½'s	65	68
Wash. Trac. & Elec. Receipts	65	....
Met. R. R. 7's, 1892	117	120
Met. R. R. Cert. Indebtedness A	103¾	....
Met. R. R. Cert. Indebtedness B	106¼	107¾
Columbia R. R. 6's, 1914	116	....
Columbia R. R. 3d mort. 7's	104	108
City & Suburban R. R.	....	....
Anacostia & Potomac 5's	....	....
Wash. Gas Co., ser A, 6's, 1902-'27	107	110
Wash. Gas Co., ser. B, 6's, 1901-'29	107	....
U. S. Elec. Light, Deb. Imp., 1907	105¾	107
U. S. Elec. Light, Cert. Indebt	102¾	104
Ches. & Pot. Tel., Com. 5's	105⅞	....
American Security & Trust 4's	100	....
Wash Market Co., 1st 6's, 1892	....	....
1911, $7,000 retired annually	112¼	....
Wash. Mkt. Co., Imp. 6's, 1912-'27	112¼	....
Wash. Mkt. Co., ext. 6's, 1914-'27	112¼	....
Masonic Hall Ass'n 5's, C, 1908	104	108
American Graphophone Deb. 5's	90	100
SAFE DEPOSIT AND TRUST COMPANIES.		
National Safe Deposit	145	155
Wash. Loan and Trust	*175	....
American Security and Trust	220	229
Washington Safe Deposit	....	....
Union Trust and Storage	108	109
Wash. Savings Bank	100	....
NATIONAL BANK STOCKS.		
Bank of Washington	370	....
Metropolitan	725	800
Central	325	....
Farmers and Mechanics	240	....
Second	168	....
Citizens	165	....
Columbia	170	....
Capital	150	170
West End	120	130
Traders'	135	140
Lincoln	128	132
RAILROAD STOCKS.		
Capital Traction	194¼	194¾
City & Suburban	....	....
INSURANCE STOCKS.		
Firemen	25	....
Franklin	40	....
Metropolitan	75	....
Corcoran	60	....
Potomac	68	....
Arlington	27	33
German-American	230	....
National Union	7	8
Columbia	10¾	11
Riggs	7¼	8
People's	6¼	6¾
Commercial	4	5
Colonial	....	120
TITLE INSURANCE STOCKS.		
Real Estate Title	85	100
Columbia Title	4¾	4¾
Washington Title	5⅞	6¼
District Title	5	....
TELEPHONE STOCKS.		
Chesapeake & Potomac	72	76
U. S. STOCKS.		
Washington Gas	*63¾	64¼
Georgetown Gas	68	75
MISCELLANEOUS STOCKS.		
Mergenthaler Linotype	174¼	175¼
Lanston Monotype	12⅞	13¼
American Graphophone	5⅞	6¼
American Graphophone, pfd	8⅞	9⅞
Pneumatic Gun Carriage	.05	.10
Washington Market	14	....
Norfolk & Washington	175	....

*Ex-dividend.

THE CHICAGO GRAIN MARKET.

Wheat Rules Strong, Closing at a Half Cent Advance.

CHICAGO, Oct. 23.—Wheat has ruled strong, closing ½c higher than last night. Light offerings have been the feature and had there been a better speculative demand the advance would have been greater. Local bulls are waiting for Europe to show more strength before taking back their holdings sold out in the last three days. Advices from the Northwest are more bullish. Their stocks are increasing slowly and receipts are not up to expectations. Liverpool was unchanged to ¼d higher; Paris, ½c to 1c lower. There was no cash business here and but one load at the seaboard.

Corn was very active and strong. It opened a shade easier on local bear selling, but there was a decided absence of liquidation. The market hardened on good local buying, and as the day advanced there was a gradual improvement, which ended in a rush to cover by the eleventh-hour bears. The best prices were 1⅝c over the opening. Reports of sales here and at St. Louis of cash corn to go South and Southwest were the bull incentives. A feature was the strength of December delivery, which closed at only 2c discount under the May, instead of 2½c yesterday. Receipts were 157 cars, with 165 estimated for tomorrow.

Oats closed strong. The Northwest and Eastern shippers were the best buyers. Offerings were very light all day. There was some buying for the account of a local professional, who is already long a good line.

There was an increased trade in provisions, particularly in lard, largely between packers who were evening up spreads between nearby and the deferred deliveries, and also considerable demand from shorts. Prices were moderately higher, influenced by stronger hog and grain markets, and the closing steady at the improvement. The cash trade was quiet.

Chicago Grain and Provision Market.

Corrected daily by W. B. Hibbs & Co., members of the New York Stock Exchange, 1419 F Street.

	Open	High.	Low.	2 p. m.
WHEAT—				
November	70⅛-⅞	70⅞-⅞	70¼	70⅞-⅞
May	73⅞	74⅛	73⅞	74⅛
CORN—				
December	55	55⅞	55	55⅞
May	58	58¼	57⅞	58¼
OATS—				
May	37¼	37¼	37⅛	37⅛-¼
PORK—				
January	14.97	15.00	14.97	15.00
May	15.00	15.02	15.00	15.02
LARD—				
January	8.87	8.87	8.87	8.87
May	8.87	8.87	8.87	8.87
RIBS—				
January	7.80	7.80	7.80	7.80
May	7.90	7.90	7.90	7.90

New York Cotton Market.

	Open.	High.	Low.	Clos.
December	7.90	7.90	7.84	7.85
January	7.87	7.87	7.79	7.85
March	7.80	7.80	7.76	7.78
May	7.77	7.77	7.72	7.76

BALTIMORE PRICE CURRENT.

BALTIMORE, Oct. 23.—Following are today's quotations in the local wholesale provision and grain markets:

Flour—Market steady. Western super, $2.35@2.45; Western extra, $2.45@2.90; Western family, $3.20@3.35; winter patents, $3.60@3.65; spring patents, $3.65@3.85; spring straights, $3.60@3.75; spring bakers', $2.90@3.10; Baltimore Best Patents, $4.45; Baltimore high-grade family, $4.35; Baltimore high-grade extra, $3.95; Baltimore choice family, $3.70; Maryland, Virginia and Pennsylvania super, $2.35@2.45; Maryland, Virginia and Pennsylvania extra, $2.45@2.90; Maryland, Virginia and Pennsylvania family, $3.20@3.35; city mills super, $2.35@2.45; Rio extra, $3.55@3.75; rye flour, medium to choice, $3.00@3.25.

Oats—The market was firm. Stock in elevators, 263,902 bus; white, No. 2, 40½@41c; do, No. 3, 39@39½c; mixed, No. 2, 39½@40c; do, No. 3, 38½@38c.

Rye—Market was quiet. Stock in elevators, 185,449 bus; No. 2 nearby in cars, 55c; No. 3 rye, 54c; No. 4 rye, 51@52c; No. 2 Western rye, 56c, in export elevator.

Hay—Market firm. No. 1 timothy, $16@16.50; No. 2, $15@15.50; No. 3, $12.50@14; No. 1 clover, mixed, $13@14; No. 2 clover, mixed, $11.50@12.50; No. 1 clover, $12@12.50; No. 2 clover, $10@11.

Straw—Market was quiet. No. 1 straight rye, new, $13; No. 2 straight rye, new, $12@12.50; tangled rye, blocks, $8@8.50; wheat, common to prime, $7@8; oat straw, common to prime, $8@9.

Mill feed—Market was firm. Winter bran, as to weight, $16.50@17.50; spring bran, in 200-lb sacks, $18@18.50; do, in 100-lb sacks, $18.50@19; Western middlings, in bulk, $17@17.50; City Mills middling steady at $19 a ton.

Grain freights—The market was dull. Liverpool, 2d, October; London, per qr, 1s 3d, October; Glasgow, 1s 6d, November; Belfast, 2s, November; Bristol, none offered; Leith, 2s, November; Copenhagen, 1s 9d, October; Cork, 2s 1½d, October; Denmark, 2s 1½d, October; packed ports, 1s 6d, October; Antwerp, 1s 4½d, October; Rotterdam, 1s 3d, October; 1s 6d November; Bremen, 20 pfgs, October and November; Hamburg, 1s, October.

Butter—Market was firm. Creamery, separator, extra, 24@25c; extra first, 22@23c; creamery first, 21@22c; do, imitation extra, 18@19c; Iowa and Northwestern ladle, extra, 16@17c; do, extra first, 15@16c, Western store-packed, 13@14c; Ohio rolls, first, 15@16c; second, 13@14c; West Virginia rolls, first, 14@15c; second, 12@14c; Elgin creamery prints, ½-lb, 25@26c; do, 1-lb, 25c; do, 2-lb, 23@24c; Maryland and Pennsylvania creamery prints, ½-lb, 24@25c; do, 1-lb, 23@24c.

Eggs—The market is firm. Strictly fresh, 18@20c; Western, 18@20c.

Fish, crabs, and clams—Market was steady. Bass, per lb, 7@8c; crocus, per lb, 2½@3c; rock, boiling, per lb, 10@12c; do, medium, per lb, 9c; do, pan, per lb, 6@8c; white perch, large, per lb, 8@10c; do, medium, per lb, 6@5c; perch, yellow, per lb, large, 6@6c; do, medium, 2@2c; sheepshead, per lb, 8@10c; spots, per lb, 5@5c; star or butterfish, per lb, 2½@3c; mackerel, bay, per lb, large, 20@25c; grey trout, per lb, large, 5c; do, per lb, small, 3@4c; flounders, per lb, 4@5c; salmon trout, per lb, 5@6c; tailors, per lb, large, 5@6c; do, small, 3@5c; catfish, per lb, 3c; green pike, native, per lb, 10@12c; clams, white, per 100, 45c; hard crabs, per flour bbl, 75@$1; oysters, bulk stock, per bus, 80c@$1.15; choice raw box, per bbl, $4.00@4.50; prime, per bbl, $3.50@4.00; medium, $2.00@2.25; culls, bbl, $1.50@1.75.

Green fruits and vegetables—The market was quiet. Apples, Maryland and Virginia, per bbl, fancy, $2.25@2.50; do, fair to good, $1.75@2.25; do, common, small, $1.25@1.50; do, Western Maryland and Pennsylvania, packed, per bbl, $2.25@3.00; do, New York, assorted, per bbl, $2.50@4.00; cabbage, New York State, per ton, $10.50@12.00; carrots, native, per box, 25@30c; cauliflower, Long Island, per crate or bbl, $2.00@2.75; celery, New York State, per dozen stalks, 25@40c; do, native, per bunch, 3@4c; corn, per dozen, native, 8@12c; cranberries, Cape Cod, per bbl, $5.50@6.00; do, Jerseys, per bbl, $5.50@6.00; eggplants, Florida, per crate, $2.00@4.00; grapes, New York, per 5-lb basket, 8@9c; do, per 5-lb. basket, Niagaras, 12@14c; do, per 5 lb basket, Delaware, 10@12c; do, per 5-lb basket, Salems, 11@12c; do, per 5-lb basket, Catawba, 11@12c; kale, native, per bus box, 10@15c; lettuce, native, per bus. box, 25@30c; lima beans, native, per bus box, 65@75c; onions, Maryland and Pennsylvania, yellow, per bus, 80c to 85c; do, Western, yellow, per bus, 80@85c; do Western, white, per bus, $1.10@1.25; oyster plants, native, per bunch, 2½@3c; pears, Eastern Shore, Kieffer, per basket, 15@20c; do, New York Bartletts, per bbl, No. 1, $3.50@4.00; do, do, per keg, $1.50@1.75; do, do, Seckel, per keg, $1.00@1.75; peas, Norfolk, per half-bbl basket, $1.00@1.50; pumpkins, native, each, 3½@4c; quinces, New York, per bbl, No. 1, $3.00@3.50; do, per half-bbl keg, $1.25@1.75; do, per bbl, No. 2, $2.00@2.25; spinach, native, per bus box, 15@20c; string beans, native, per bus, green, 40@45c; do, Norfolk, per bas, green, 40@50c; do, do, per bas, wax, green, 60@70c; tomatoes, Eastern Shore, Md., per basket, sound, 30@35c; do, do, market stock, 45@55c; do, native, per measured bus, 90@95c; do, Anne Arundel, per bus, 45@50c; turnips, native, per bus box, 15@20c.

Groceries—Raw sugar steady; refined quiet. Per 100-lb lots: Granulated, $5.20; cut-loaf, $5.70; Keystone "A," $5.20; yellow sugars, $4.55. Molasses—N. O., St. Clare, 28c; Kilgrand, 34c; Sunlight, 27c; Ivy, 26c; St. Vincent, P. R., 25c; St. John's, P. R., 19c; No. 12 Sugar House, 18c. Syrups—Market was steady. Gold Medal, 27c; King Vanilla, 29c; Rock Candy Drips, 27c; Gilt Edge, 24c; Corn, 22c; No. 12, 17c. Tea was firm; Hyson, superior to fine, 28@32c; choice to choicest, 42@46c; uncolored Japan (new crop), finest, 31@35c; choice to choicest, 32@34c; extra choice, 45c; Oolong, Amoy, and Fuchow (new crop), finest, 40@45c; choice to choicest, extra, finest, 30@40c.

Potatoes—The market was firm, Maryland and Pennsylvania, per bus, No. 1, 65@70c; do, seconds, 40@50c; New York, per bus prefer, 65@80c; common, per bus, 40@50c; sweets, Eastern Shore, Virginia, per bbl, truck, $1@1.10; do, flour bbl, $1.15@1.25; do, culls, per bbl, 60@75c; Anne Arundel, per bbl, No. 1, $1.15@1.20.

Poultry—Market firm. Old fowls, 9½@10c per lb; spring chickens, 10@10½c; roosters, 25@30c apiece; ducks, 9@10c pound dressed; old fowl, 10@10½c; springers, 10½@11½c; turkeys, 10@11c.

Green coffee—Market steady. No. 7 (Rio grade), 7c.

Roasted coffee—Market steady. Bulk roasted coffee—Pure Java, 32c; Maracaibo, 22c; pure Laguayra, 22c; pure Santos, 18c; African Java, 19½c; Rio blend, 18c; Peaberry mixture, 17½c; pure Mocha, 30c; Java-Mocha blend, 27½c. These coffees are packed in fancy bags, paper-lined. If packed in cans or tubs, ½c higher.

Package brands—E. L. C., 100-lb cases, 11½c; 60-lb cases, 11 6-10c; 20-lb cases, 11 7-10c; Lion coffee, in 100-lb lots, 10.85c; in 60-lb lots, 10.75c.

THIRD REVIVAL MEETING.

The Anti-Saloon League Discusses the Temperance Problem.

The third of the series of revival meetings to be conducted by the District Anti-Saloon League was held last night at the Mount Vernon M. E. Church South. Interest in the movement, which has for its motto, "The saloon must go," was manifest by a large attendance. It was "an evening with the temperance