

NEW WHEAT ON
CHICAGO MARKETFirst Car Arrived Earlier in
Season Than Ever Before
Known.

CHICAGO, June 16.—Increased hedging of wheat and the fact that the first car to reach here loaded from the new crop district, had arrived earlier in the season than ever before known, made the market today pitch heavily downward. The close was weak, 50 to 55 under last night. Corn finished 1/2 to 3/4 net decline, oats unchanged to 1/4 net, and provisions with a loss of 1/2 to 3/4.

No Support.
Even a reduction of more than 10,000, 00 bushels in the world's available supply had no supporting influence on wheat after prices began to fall. A temporary shortage of firmness, which at the start came about thru an extension of the rain area into the harvest district southwest, disappeared within an hour and left the market without a prop. Traders seemed disposed to believe that the new crop would be largely overcome the effects of the unfavorable season.

Shearers.
About the only active demand was from shearers, who were taking profits from traders that not so long ago had been looking upon quite generally as rather daring ventures.

Export bias today, as a rule, were out of line, also some European business unobtainable was done in France in particular was said to need generous imports.

Corn Weakens.
Corn weakened with wheat and as a result of better weather for shipping in Argentina and growth in the U.S. The decline was checked in a measure by predictions that the new crop receipts for some time would be meagre.

Outs ruled steeper than corn, as exporters were of the opinion that the recent drought in Illinois had inflicted much irreparable damage.

Barrenness offerings, chiefly from Canada, caused a break in provisions. The chief recently warehouse statement showing increased stocks on hand.

WINNIEP GRAIN MARKET.
WINNIEP, June 16.—Cash close: Wheat No. 1 northern, 92 1/2; No. 2 do, 91 1/2; No. 3 do, 89 1/2; No. 4 do, 88 1/2; No. 5 do, 87 1/2; No. 6 do, 86 1/2; No. 7 do, 85 1/2; No. 8 do, 84 1/2; No. 9 do, 83 1/2; No. 10 do, 82 1/2; No. 11 do, 81 1/2; No. 12 do, 80 1/2; No. 13 do, 79 1/2; No. 14 do, 78 1/2; No. 15 do, 77 1/2; No. 16 do, 76 1/2; No. 17 do, 75 1/2; No. 18 do, 74 1/2; No. 19 do, 73 1/2; No. 20 do, 72 1/2; No. 21 do, 71 1/2; No. 22 do, 70 1/2; No. 23 do, 69 1/2; No. 24 do, 68 1/2; No. 25 do, 67 1/2; No. 26 do, 66 1/2; No. 27 do, 65 1/2; No. 28 do, 64 1/2; No. 29 do, 63 1/2; No. 30 do, 62 1/2; No. 31 do, 61 1/2; No. 32 do, 60 1/2; No. 33 do, 59 1/2; No. 34 do, 58 1/2; No. 35 do, 57 1/2; No. 36 do, 56 1/2; No. 37 do, 55 1/2; No. 38 do, 54 1/2; No. 39 do, 53 1/2; No. 40 do, 52 1/2; No. 41 do, 51 1/2; No. 42 do, 50 1/2; No. 43 do, 49 1/2; No. 44 do, 48 1/2; No. 45 do, 47 1/2; No. 46 do, 46 1/2; No. 47 do, 45 1/2; No. 48 do, 44 1/2; No. 49 do, 43 1/2; No. 50 do, 42 1/2; No. 51 do, 41 1/2; No. 52 do, 40 1/2; No. 53 do, 39 1/2; No. 54 do, 38 1/2; No. 55 do, 37 1/2; No. 56 do, 36 1/2; No. 57 do, 35 1/2; No. 58 do, 34 1/2; No. 59 do, 33 1/2; No. 60 do, 32 1/2; No. 61 do, 31 1/2; No. 62 do, 30 1/2; No. 63 do, 29 1/2; No. 64 do, 28 1/2; No. 65 do, 27 1/2; No. 66 do, 26 1/2; No. 67 do, 25 1/2; No. 68 do, 24 1/2; No. 69 do, 23 1/2; No. 70 do, 22 1/2; No. 71 do, 21 1/2; No. 72 do, 20 1/2; No. 73 do, 19 1/2; No. 74 do, 18 1/2; No. 75 do, 17 1/2; No. 76 do, 16 1/2; No. 77 do, 15 1/2; No. 78 do, 14 1/2; No. 79 do, 13 1/2; No. 80 do, 12 1/2; No. 81 do, 11 1/2; No. 82 do, 10 1/2; No. 83 do, 9 1/2; No. 84 do, 8 1/2; No. 85 do, 7 1/2; No. 86 do, 6 1/2; No. 87 do, 5 1/2; No. 88 do, 4 1/2; No. 89 do, 3 1/2; No. 90 do, 2 1/2; No. 91 do, 1 1/2; No. 92 do, 1/2; No. 93 do, 1/4; No. 94 do, 1/8; No. 95 do, 1/16; No. 96 do, 1/32; No. 97 do, 1/64; No. 98 do, 1/128; No. 99 do, 1/256; No. 100 do, 1/512.

D.U.R. EARNINGS.
DETROIT, June 16.—Change: First week June, Dec. 14, 1899, 1st week to date, Dec. 27, 1903.

C.N.R. EARNINGS.
CANADIAN NORTHERN RAILWAY gross earnings: July 1 to date, 1,519,000; 1903, 1,519,000; 1902, 1,519,000; 1901, 1,519,000; 1900, 1,519,000; 1899, 1,519,000; 1898, 1,519,000; 1897, 1,519,000; 1896, 1,519,000; 1895, 1,519,000; 1894, 1,519,000; 1893, 1,519,000; 1892, 1,519,000; 1891, 1,519,000; 1890, 1,519,000; 1889, 1,519,000; 1888, 1,519,000; 1887, 1,519,000; 1886, 1,519,000; 1885, 1,519,000; 1884, 1,519,000; 1883, 1,519,000; 1882, 1,519,000; 1881, 1,519,000; 1880, 1,519,000; 1879, 1,519,000; 1878, 1,519,000; 1877, 1,519,000; 1876, 1,519,000; 1875, 1,519,000; 1874, 1,519,000; 1873, 1,519,000; 1872, 1,519,000; 1871, 1,519,000; 1870, 1,519,000; 1869, 1,519,000; 1868, 1,519,000; 1867, 1,519,000; 1866, 1,519,000; 1865, 1,519,000; 1864, 1,519,000; 1863, 1,519,000; 1862, 1,519,000; 1861, 1,519,000; 1860, 1,519,000; 1859, 1,519,000; 1858, 1,519,000; 1857, 1,519,000; 1856, 1,519,000; 1855, 1,519,000; 1854, 1,519,000; 1853, 1,519,000; 1852, 1,519,000; 1851, 1,519,000; 1850, 1,519,000; 1849, 1,519,000; 1848, 1,519,000; 1847, 1,519,000; 1846, 1,519,000; 1845, 1,519,000; 1844, 1,519,000; 1843, 1,519,000; 1842, 1,519,000; 1841, 1,519,000; 1840, 1,519,000; 1839, 1,519,000; 1838, 1,519,000; 1837, 1,519,000; 1836, 1,519,000; 1835, 1,519,000; 1834, 1,519,000; 1833, 1,519,000; 1832, 1,519,000; 1831, 1,519,000; 1830, 1,519,000; 1829, 1,519,000; 1828, 1,519,000; 1827, 1,519,000; 1826, 1,519,000; 1825, 1,519,000; 1824, 1,519,000; 1823, 1,519,000; 1822, 1,519,000; 1821, 1,519,000; 1820, 1,519,000; 1819, 1,519,000; 1818, 1,519,000; 1817, 1,519,000; 1816, 1,519,000; 1815, 1,519,000; 1814, 1,519,000; 1813, 1,519,000; 1812, 1,519,000; 1811, 1,519,000; 1810, 1,519,000; 1809, 1,519,000; 1808, 1,519,000; 1807, 1,519,000; 1806, 1,519,000; 1805, 1,519,000; 1804, 1,519,000; 1803, 1,519,000; 1802, 1,519,000; 1801, 1,519,000; 1800, 1,519,000; 1799, 1,519,000; 1798, 1,519,000; 1797, 1,519,000; 1796, 1,519,000; 1795, 1,519,000; 1794, 1,519,000; 1793, 1,519,000; 1792, 1,519,000; 1791, 1,519,000; 1790, 1,519,000; 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1494, 1,519,000; 1493, 1,519,000; 1492, 1,519,000; 1491, 1,519,000; 1490, 1,519,000; 1489, 1,519,000; 1488, 1,519,000; 1487, 1,519,000; 1486, 1,519,000; 1485, 1,519,000; 1484, 1,519,000; 1483, 1,519,000; 1482, 1,519,000; 1481, 1,519,000; 1480, 1,519,000; 1479, 1,519,000; 1478, 1,519,000; 1477, 1,519,000; 1476, 1,519,000; 1475, 1,519,000; 1474, 1,519,000; 1473, 1,519,000; 1472, 1,519,000; 1471, 1,519,000; 1470, 1,519,000; 1469, 1,519,000; 1468, 1,519,000; 1467, 1,519,000; 1466, 1,519,000; 1465, 1,519,000; 1464, 1,519,000; 1463, 1,519,000; 1462, 1,519,000; 1461, 1,519,000; 1460, 1,519,000; 1459, 1,519,000; 1458, 1,519,000; 1457, 1,519,000; 1456, 1,519,000; 1455, 1,519,000; 1454, 1,519,000; 1453, 1,519,000; 1452, 1,519,000; 1451, 1,519,000; 1450, 1,519,000; 1449, 1,519,000; 1448, 1,519,000; 1447, 1,519,000; 1446, 1,519,000; 1445, 1,519,000; 1444, 1,519,000; 1443, 1,519,000; 1442, 1,519,000; 1441, 1,519,000; 1440, 1,519,000; 1439, 1,519,000; 1438, 1,519,000; 1437, 1,519,000; 1436, 1,519,000; 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1376, 1,519,000; 1375, 1,519,000; 1374, 1,519,000; 1373, 1,519,000; 1372, 1,519,000; 1371, 1,519,000; 1370, 1,519,000; 1369, 1,519,000; 1368, 1,519,000; 1367, 1,519,000; 1366, 1,519,000; 1365, 1,519,000; 1364, 1,519,000; 1363, 1,519,000; 1362, 1,519,000; 1361, 1,519,000; 1360, 1,519,000; 1359, 1,519,000; 1358, 1,519,000; 1357, 1,519,000; 1356, 1,519,000; 1355, 1,519,000; 1354, 1,519,000; 1353, 1,519,000; 1352, 1,519,000; 1351, 1,519,000; 1350, 1,519,000; 1349, 1,519,000; 1348, 1,519,000; 1347, 1,519,000; 1346, 1,519,000; 1345, 1,519,000; 1344, 1,519,000; 1343, 1,519,000; 1342, 1,519,000; 1341, 1,519,000; 1340, 1,519,000; 1339, 1,519,000; 1338, 1,519,000; 1337, 1,519,000; 1336, 1,519,000; 1335, 1,519,000; 1334, 1,519,000; 1333, 1,519,000; 1332, 1,519,000; 1331, 1,519,000; 1330, 1,519,000; 1329, 1,519,000; 1328, 1,519,000; 1327, 1,519,000; 1326, 1,519,000; 1325, 1,519,000; 1324,