WEST GIRLS' BASEBALL TEAM—WINNERS

Standng—L. Attwell and M. Moir. Kneeling—E. Bamford, J. Graham, J. Turner, E. Bathurst and H. Aitkens. Sitting—S. Bamford, P. Fordner and F. Carfrae.

Members of the Canadian Brotherhood of Railway Employees in this city are not worried in the least over the action of the Canadian Trades Congress which is holding forth in Winnipeg, by which their organization was expelled from the central body of labor in Canada. In fact, according to several of the officials interviewed, it was fully expected that the trades congress would take just such a course.

"None of the strongest railway organizations in Canada, such as the engineers and trainmen, are affiliated with the trades congress," said J. Chick, chairman of the local grievance committee, when interviewed today, "and so we believe that we can get along without any such connections. It is only an attempt to force us to amalgamate with the international organization, and, of course, they cannot force us to do anything."

An official of the expressmen's union which is affiliated with the C. B. R. E., said that his organization had got along very well for four or five years without connection once before, so he believed that it could do so again.

NO LOCAL EFFECT.

It is not likely that the action of the Trades Congress of Canada will have any other effect locally than the withdrawal of delegates to the local trades and labor council, and an early return of the four delegates who are representing this city at the conference in Winnipeg. They are J. Johnston and T. Clift for the C. B. R. E., and M. Dundas and A. Ball for the expressmen's union.

IN ROYAL BANK BUILDING.

The offices of Superintendent G. Both-well, recently appointed as supervisor of the local division of the Canadian National Express Company, an amalgamation of the Canadian Express Company and the Canadian National Railways Express, will be located in the Royal Bank of Canada in this city, it was announced today. Route Agent B. S. Murray will also have an office in the same building. Before his appintment to the superintendency, Mr. Bothwell was the city agent for the Canadian National Express Company in Winnipeg. It is expected that he will take over his office here early in September.

PASS THROUGH CITY.

An official special bearing President H. G. Kelly of the G. T. R. and General Superintendent H. C. Bowker of the Ontario Lines, passed over the St. Thomas division of the G. T. R. today en route to Windsor. On arrival in Windsor, Mr. Kelly proceeded west, while Mr. Bowker returned to Toronto via London, passing through this city at 2 o'clock this afternoon.

NO MORE EXCURSIONS.

Ticket agents for the G. T. R. and the C. P. R. in this city have no hopes now that the harvest excursions to Western Canada will be resumed again this summer. Some weeks ago, all the remaining excursions were cancelled owing to the fact that the west was reported to be glutted with labor. The local agents, however, rather expected at that time that the excursions would be resumed later in the season, but they now admit that there is little likelihood that such a step will be taken.

CANADIAN STEAMER SINKING IN PACIFIC: ALL ABOARD SAVED

Merchant Vessel, Canadian Importer, Abandoned Off California Coast.

Victoria, Aug. 25.—The Canadian Government merchant marine steamer Canadian Importer is sinking at sea, 600 miles off the California coast, according to a wireless message picked up early this morning. The message reads: "Canadian Importer sinking fast. Seventeen feet of water in engine room. Steamship Cordova has part crew aboard. Rest in boats bound for shore."

HAD GENERAL CARGO.

Vancouver, Aug. 25.—The steamer Canadian Importer of the Canadian Government emrchant marine left this port on August 13 for Auckland, N. Z., Sydney and Melbourne, Australia, with a general cargo.

The steamer Cordova is reported standing by the Canadian Importer, and to have picked up survivors from all but one of the lifeboats. One lifeboat is reported missing, according to a wireless message. A message received in Seattle said the Cordova had headed for Astoria, Oregon, with the survivors.

BANDITS HOLD UP TRAIN, GET CLOSE TO $500,000

Denison, Tex., Aug. 25.—Two masked bandits held up and robbed the mail coach of the M. K. & T. train as it entered Denison early today. Postal authorities intimated that the robbers' loot might reach half a million dollars.

FIVE-CENT FARE IS FAVORED BY BOARD

TORONTO, Aug. 24.—Following the announcement today by the transportation commission that a seven cent fare with four tickets for a quarter would be charged on the Toronto Street Railway after the commission gets control next week, the board of control called a special meeting of the city council for tommorrow to take action on the fare situation. The board favored a six months' test with a straight five cent fare and will recommend the proposal to the council. The commission retorts that they are guided by the statutes in the matter and not by any suggestions from the city council. The statutes say the commission shall fix a fare adequate to cover all costs.

CUSTOMS OFFICIALS GRAB ALL BOUQUETS

Afraid That Corn Borer May Be Taken Across Line.

ST. THOMAS, Aug. 24. — If Madison Cooper, secretary-treasurer of the American Gladiolus Society, could convince the United States officials at the border that the corn-borer so far has not touched the gladioli, nor is the pest likely to claim relationship, he may be the means of saving some lovely bouquets of these blooms for many women visiting or returning to the other side of the line.

The customs officials are confiscating every posey of the gladiolus breed, and posegays and bouquets by dozens have been thrown from the windows of the M. C. R. cars before the owners reached Uncle Sam's preserves.

Mr. Cooper announces that he has investigated conditions in the United States, and he has yet to hear of a case of gladiolus that has been touched by the borer, which has apparently treated the beautiful flower with possing contempt.

DONATES DAMAGES FOR NEW HOSPITAL

WINDSOR, Aug. 24.—Seizure of 60 cases of 9 per cent beer by license department officers Tuesday en route from the Walkerville Brewing Company to the ferry dock is the result of instructions from Attorney-General W. E. Raney to seize "every drop" of liquor in transport for export to the United States, License Inspector M. N. Mousseau stated this afternoon. He said that another test case will result. Absolutely no beer is moving in the border cities for export to the United States customers, Inspector Mousseau said. "We have orders to seize everything and will do so until further instructions from Toronto."

When asked concerning a dispatch from Toronto to the effect that John A. Ayearst, chief provincial liquor license inspector, had stated that he had ordered all his men to "tip off" the United States authorities each time a boatload of liquor leaves Canadian shores, Inspector Mousseau stated that he had never received such instructions. He intimated, however, that Mr. Ayearst had spoken over the telephone to some officer in the department here regarding the supplying of information regarding liquor movements to officers on the other side.

EAST GIRLS' BASEBALL TEAM—LOSERS

Standing—Edna Swanson, Dorothy Moore, Kathleen McDonald and P. [illegible]. Second Row—M. Kinsella, H. Gramlick, H. Orendorff, H. Holdby and [illegible]nick. Sitting—M. Davis and H. Langford.

NEW YORK STOCKS

New York, Aug. 25—Wall Street, 10:30 a.m.—Price tendencies again were downward at the opening of today's stock market. Dealings were broad and gave indications of an active session. Oils, equipments and junior rails were under further selling pressure. Losses of 1 to 1½ points soon were made by Mexican Petroleum, Baldwin Locomotive, Railway Steel Spring and St. Paul preferred. The few gains were limited to unimportant issues. Exchange on London was firm.

1:30 p.m.—The noon rally continued for a time, notably among rails, equipments, steels and oils. An abrupt reversal continued later, however, when Mexican Petroleum suffered a decline of 7 points to 84½, a new low record. Other oils also fell back sharply, and the list as a whole became heavy.

[Reported by Jones, Easton, McCallum Company for The Advertiser.]

New York, Aug. 25.

Trunk Lines and Grangers—	Open.	High.	Low.	1:30.
Baltimore & Ohio.	34	35½	24	35
Erie, com	12¾	12¾	12½	12¾
Erie, 1st pfd	17¼	17¾	17¼	17¾
Great Northern	69¾	70½	69¼	70
New Haven	14⅝	15¼	14⅝	14⅝
New York Central	68⅝	70¼	68⅝	69⅜
Rock Island	28⅞	30¼	28⅝	29¼
St. Paul	23⅛	24¼	23⅛	23¾
Wabash, A	20	20	19⅞	19⅞
Pacifics and Southerns—				
Atchison, com	83⅞	..	..	..
Canadian Pacific	111⅝	113	111⅝	113
Col. Southern	22½	23¼	22½	23
Louis. & Nash	108	..	..	..
Missouri Pacific	17½	17½	17⅜	17⅜
Northern Pacific	69⅝	71½	69½	69¾
Southern Pacific	75¼	76¼	75¼	75⅞
Southern Railway	18¾	18⅞	18¾	18¾
Southern Ry., pfd.	43	..	..	..
Union Pacific	118	118⅛	118	118½
Coalers—				
Ches. & Ohio	50¼	50½	49¾	50½
Lehigh Valley	49⅞	49⅞	49	49
Reading Railway	64⅜	65⅜	64¼	65⅜
Tractions—				
Brooklyn Transit	9¾	9¾	9⅝	9¾
Interboro, com	3¼	3¼	3	3
Industrials—				
Allis-Chalmers	29	29¼	29	29
American Can	24¼	24⅜	24¼	24⅜
American Car	119¾	120⅝	119½	120⅜
American Hide	9⅝	..	..	..
Am. Hide, pfd	45½	46	45½	46
Am. Locomotive	82¾	83¼	82¾	83
American Sugar	59½	60¾	59½	60½
Am. Smelters	29⅞	30⅞	29⅝	30⅞
American Steel	30¼	31⅜	20	20¾
Am. Tel. & Tel	105½	..	..	..
American Wool	64¾	66	64¾	65¾
Atlantic-Gulf	19¼	19½	19¼	19⅜
Baldwin Loco	70⅞	71¾	70¼	71⅜
Central Leather	22¼	23	22¼	22⅝
Corn Products	64¾	64¾	63⅛	63⅞
Col. Fuel & Iron	22½	..	..	..
Dome Mines	16⅝	..	..	..
General Electric	112	114½	111½	113¼
General Motors	9⅜	9½	9⅜	9⅜
Goodrich Rubber	28½	..	..	..
G. Northern Ore	27⅜	..	..	..
Inter. Paper	38⅝	40⅛	38⅝	39
Inter. Nickel	11¾	12¼	11¾	12
Marine, com	7¾	7 ¾	7⅛	7⅛
Marine, pfd	37½	38	36	36
People's Gas	53	53	52	52½
Studebaker	65⅞	67	65⅝	66¾
U. S. Rubber	43	43⅝	42¾	43¼
Westinghouse	39⅞	40½	39¾	40¼
Willys-Overland	6	6	5⅞	5⅞
Coppers—				
Anaconda	32	32⅝	32	32⅛
Chino Copper	20	20⅞	20	20¼
Inspiration	29¾	30	29¾	29⅞
Miami Copper	19	..	..	..
Ray Consolidated	11½	11½	11¼	11¼
Utah Copper	42	42¾	41⅛	42¾
Oils—				
Cal. Petroleum	31	31½	30½	30½
M. S. O.	10⅝	10⅝	10½	10⅝
Mex. Petroleum	90	91½	84½	90
Pan-American	40¾	41½	38⅛	39⅞
Texas Oil	33¼	33⅝	32¾	32¾
Steels—				
Bethlehem, B	46½	46⅞	46¼	46⅝
Crucible Steel	49½	50¼	49½	50¼
Pressed Steel Car	49	49	48	48
Republic Iron	44	44⅛	43¾	43¾
Railway Steel	71	73	71	73
U. S. Steel	72⅞	73⅛	72⅝	73⅛

the London Times, "all human enterprises have arisen more fully equipped for success, and it will be so with the airship."

A conference of air ministry officials was called this morning, and it considered the project of holding a public funeral for the victims, possibly in St. Paul's Cathedral in this city.

44 KILLED WHEN GIANT DIRIGIBLE FALLS INTO RIVER

HULL, England, Aug. 24.—Seventeen officers and men of the United States navy and 27 officers and men of the British navy met death today in the collapse of the great dirigible ZR-2 over the city of Hull. Every one of the United States men on board the ill-fated craft perished, as far as could be ascertained at midnight tonight.

Only Five Saved.

Only about five men out of the forty-nine who were making the trip in the dirigible prior to the vessel being turned over to the United States navy are known to have been saved.

The United States officers who started on the trip included Commander Louis H. Maxfield, Lieut. Commander Emery Coil, Lieut. Henry W. Hoyt, Lieut. Marcus Esterly, Lieut. Commander Valentine N. Beig and Lieut. Charles G. Little.

The United States enlisted men who went up with the craft from Howden were C. I. Allier, Robert Coons, L. E. Crowel, J. T. Hancock, William Culius, M. Lay, A. L. Loftin, A. I. Pettit, W. J. Steele, N. O. Walker and George Welsh.

Famous Veteran.

The British losses include the famous air veteran, Brig.-Gen. E. M. Maitland and all the other officers on board, except Lieut. Wann, the commander of the ZR-2.

Starting from Howden Tuesday morning on a test flight to Pulham, the big aircraft had been afloat for 34 hours, at times in bad weather, and was returning to the Pulham airdrome at the time of the disaster, which constituted the most terrible of its kind in peace times.

While flying at about 1,000 feet over Hull spectators saw the ZR-2 suddenly seemingly buckle amidships and plunge downward over the city and into the Humber River.

Did Tank Explode?

One theory of the cause of the disaster is that while the ship's rudders were being tested the giant craft took a sharp turn which caused her framework to buckle and the explosion of a gasoline tank completed the tragedy of the air. The actual cause, however, never may be known. A rumor had been afloat for some days that the ZR-2 was structurally weak, but this was stoutly denied by all in authority.

Tens of thousands of spectators saw several men climb outside the balloon and drop from the falling mass, which was enveloped in smoke, and others jumped into the Humber as the crippled craft came over the water. As the dirigible struck the wreckage above the water was burning, and there was slight chance for any of the men caught inside to escape.

Taken to Hospitals.

Tugs immediately put out into the stream and brought ashore the survivors, who were taken in ambulances to hospitals. Among these was the United States Quartermaster N. O. Walker and Lieutenant Little, United States, who died soon after reaching the hospital from burns they had received. A rescue tug pulled another American out of the water. He was dead. Inside his coat was the name "Commander Maxfield." Early reports were to the effect that Lieutenant Esterly had been saved. Unhappily this report proved to be without foundation.

A Hazardous Task.

One member of the rescuing party said that when they got alongside the burning airship the pilot of the tug asked for volunteers to board one part that still was almost intact. Jumping upon the wreckage, the rescuers ripped open part of the fabric, while parts of the debris were pulled away by means of ropes. The task was a hazardous one because one of the balloonettes was still filled with gas and another explosion was feared.

One man was found hanging to the tail of the ship, apparently uninjured, while another was found floating in the water. Both of them were saved. While the rescuers were at work the balloon began to turn over and the rescue party had to return to the tug.

Smoke Burst Out.

When first seen from Hull the ZR-2 was approaching the city, coming from a southwesterly direction. When sailing on an even keel above the city a huge cloud of dense smoke burst from the tail of the aircraft. It was thought the ZR-2 was sending out a smoke screen as an exhibition, but to the horror of thousands of spectators it was seen that she had broken in two and was taking a tremendous nose dive which apparently would bring her down into the thronged streets. Then there came a loud explosion and a great crash, followed by another explosion which was accompanied by the breaking of glass in windows on land, the whole being reminiscent of war times when the German airships bombed Hull, and explosions shook the whole town. Today's concussion was so great that it wrecked windows over an area of about a mile square.

Nearly a Mile.

The broken halves of the ZR-2 reached the water nearly a mile apart. The general opinion of the public of Hull is that the commander of the airship accomplished a remarkable feat of bravery in diverting the descent of the vessel so that it fell into the water instead of in the crowded street.

It was a moment of terror for the populace when the disaster occurred. People in the streets rushed madly to cover, fearing that the massive wreck would fall upon and crush them. During the fall of the airship three members of the crew were observed making a thrilling parachute descent. They came down into the river, where they were rescued by small boats. All who jumped from the falling craft without parachutes lost their lives. They had no chance for escape, for the water was covered with burning gasoline, and the heat from the burning wreckage was intense.

A Sister Ship.

The ZR-2, which was a sister ship of the famous R-34, the first dirigible to cross the Atlantic, was on her final test trip prior to being accepted by the United States navy and taken across the Atlantic by an American crew especially trained for that purpose. She was 695 feet long and was built to carry a crew of 30. Her speed was estimated at 70 miles an hour. The United States was to pay $2,000,000 for the craft.

A REAL LOSS.

NEW YORK, Aug. 24.—ZR-2 Commander E. M. Maitland, believed to have perished in the explosion of the dirigible ZR-2 over Hull, Eng., was official observer for the British air ministry in the historic trans-Atlantic round trip voyage of the R-34 in July, 1919.

His renown as a flyer was world-wide, and the log in which he recorded the important and trivial events during the flight of the R-34 from England to Long Island and return formed one of the best bits of aeronautical literature.

The commander was a pioneer flyer. Coming from an Essex infantry regiment, he learned to fly in 1909. He was one of the first men to pilot a British ship over the lines during the recent war.

Continued From Page One

SNAPPING OF

like a rock. The concussion threw me down in the navigator's car, where I was pinned by the wreckage. The section of the craft in which I was riding remained above the water after the ship plunged into the Humber, and I was rescued after being imprisoned for 15 minutes. That is all I am able to say."

Lieut. Wann denied local reports that he had heroically plunged the ZR-2 into the river rather than on the shore, which was crowded by thousands of spectators. The disaster occurred so quickly, he said, that any such action was impossible.

BUCKLED AND BROKE.

Hull, England, Aug. 25.—Divers began at dawn this morning to explore the fire-twisted wreck of the ZR-2, which last evening exploded above this city and fell into the Humber, carrying with it more than forty of her crew. Only one member of the United States crew, Norman O. Walker, a rigger, and four British, Flight-Lieut. A. H. Wann, Ernest Davies, airman, H. Bateman, scientific assistant, and Walter Potter, mechanic, survived the disaster that in a twinkling changed the trial cruise of the airship into a ghastly tragedy.

During the hours of darkness that followed the collapse and destruction of the ZR-2, tugs stood by the wreckage, and keen eyes scanned the water for any bodies that might have been dislodged by the tide that flowed over all that remained of what was yesterday Great Britain's mightiest dirigible, which officials expected to turn over to the United States navy today. It was believed that the ruins of the aerial dreadnought held the bodies of 26 British and 15 United States officers and enlisted men who were engaged in the final test of the machine.

All hope that there might be other survivors of the disaster was dissipated during the night.

Experts here were at a loss to account for this greatest of peace time air disasters.

Noticed Dirigible Drooping.

Residents of Hull who were watching the ZR 2 when her cruise came to its sudden and tragic end, declared that it seemed when the craft attempted to make a sharp turn during a speed test, some of her girders buckled and broke, probably because of a strain too heavy for the structure to bear. Some members of the crew appear to have this idea of the cause of the accident.

Charles Harrison Brown of the United States Army Flying Force, was an eye-witness to the disaster.

"I noticed," he said today, "that the ZR-2 was moving in a peculiar manner, the nose of the dirigible showing an unusual tendency to droop down. I knew at once that something was wrong, and watched the machine carefully. In less than two minutes the huge envelope broke in two and fell in flames."

Harbor officials today expressed doubt that many bodies would be recovered, unless they were held fast in the wreckage or were imprisoned in the gondolas. They said they feared the tide and the swift current of the Humber would carry them away.

Large quantities of wreckage were found this morning to have been floated up the river by the tide, and little was visible outside of the hull of the airship. A diver who went down early this morning failed to locate anything material.

EXPERIMENTS TO CONTINUE.

London, Aug. 25.—Britain was profoundly stirred by the destruction last evening of the ZR-2, the greatest disaster that has ever befallen human efforts to conquer the air. The people were accustomed to the sight of airships sailing quietly and safely far overhead, and dispatches telling of the collapse of the dirigible caused a sensation. The impression made upon the public was reflected in newspapers this morning, all of them expressing profound sympathy for the relatives of the men who made up the crew of the ill-fated craft.

There has been recently an inclination in some quarters here to oppose lighter-than-air craft as too costly and uncertain, but, with one exception, London newspapers today expressed firm confidence that there was a great future for airships. They declared that yesterday's tragic failure would not deter the continuation of experiments until the present stage of progress is passed and safety is established.

"From such disasters as this," says

FINANCIAL AND COMMERCIAL

OATS ADVANCE 5 CTS. PER HUNDREDWEIGHT

Wheat Dropped Slightly — Vegetable Prices Remain Unchanged.

Oats registered an advance on the local market Thursday, when they sold at $2.10 to $2.15 a cwt., an increase of 5c on the latter quotation, and at 70c to 72c a bushel.

Wheat took a slight drop, selling at $1.20 to $1.25 a bushel, and $2 to $2.08 a cwt., a drop of 5c and 8c, respectively.

Pears sold at 75c to $1 for 11-quarts, and 60c to 90c for a 6-quart basket, a drop of 25c on the former quotation, and 10c on the latter.

Peaches and plums brought $1.25 to $1.50 for 11-quart baskets and 60c to 75c for 6 quarts.

Hay was offered in fairly good quantities and the price declined accordingly. The top figure was $20 as against yesterday's figure of $21.

The vegetable market was unchanged. Cauliflowers are very poor this year, and practically none have been offered.

Quotations are as follows:

Grain, per Cwt.—			
Oats, pr cwt	$2 10	to	$2 15
Wheat, per cwt	2 66	to	2 75
do, new, per cwt	2 00	to	2 08
Barley, per cwt	1 40	to	1 50
Buckwheat, per cwt	2 25	to	2 50
Grain, per Bushel—			
Oats, per bu	70	to	72
Wheat, per bu	1 60	to	1 65
do, new, per bu	1 20	to	1 25
Barley, per bu	67	to	72
Buckwheat, per bu	1 08	to	1 30
Vegetables—			
Potatoes, new, peck	60	to	70
do, per bu	1 75	to	2 25
Lettuce, per doz	30	to	40
Cabbage, new, each	10	to	20
do, doz	1 50	to	1 75
Green onions, doz	30	to	40
do, pickling	20	to	25
do, 11 quarts	1 10	to	1 50
do, dried, bu	2 50	to	5 00
Green corn, doz	10	to	15
Cucumbers, per doz	30	to	60
do, pickling, 100	35	to	50
Green peas quart	40	to	40
Beets, per bunch	10	to	10
do, per doz	35	to	40
Green peppers, doz	10	to	20
do, sweet, doz	40	to	40
Beans, 11 quarts	65	to	75
do, per quart	10	to	10
Cauliflowers, doz	2 00	to	2 00
Carrots, per bunch	5	to	5
do, per doz	40	to	50
Turnips, per doz	40	to	50
Parsnips, per bu	35	to	40
Pumpkins, each	10	to	25
Hubbard squash, each	10	to	20
Rhubarb, per doz	40	to	40
Vegetable marrows	10	to	15
Tomatoes, 15 quarts	40	to	50
do, per lb	5	to	8
Radishes, per doz	40	to	50
Mint, per doz	40	to	40
Celery, bunch	10	to	10
do, per doz	45	to	80
Fruits, Retail—			
Apples, cooking, bu	1 50	to	2 00
do, per peck	60	to	60
do, eating, bu	2 50	to	3 00
do, per peck	90	to	1 00
Blueberries, 11 quarts	3 25	to	3 50
Grapes, 6 quarts	75	to	85
Watermelons, doz	2 75	to	3 00
do, each	25	to	35
Muskmelons, doz	1 00	to	2 00
do each	10	to	15
Pears, 11 quarts	60	to	90
do, No. 1	75	to	1 00
Plums, 6 quarts	60	to	75
do, 11 quarts	1 25	to	1 50
Peaches, 6 quarts	60	to	75
do, 11 quarts	1 25	to	1 50
Honey, Wholesale—			
do, strained, lb	20	to	23
do, comb	25	to	26
Honey, Retail—			
Honey, 5-lb pail	1 00	to	1 00
do, strained, lb	20	to	20
do, comb	28	to	29
Hay and Straw—			
Hay, new, ton	18	to	20
Straw, per ton	10 00	to	11 00
Dairy Products, Retail—			
Butter, creamery, lb	45	to	46
do, dairy, lb	42	to	42
do, crocks, lb	42	to	42
Eggs, strictly fresh	45	to	45
Dairy Products, Wholesale—			
Butter, creamery, lb	42	to	43
do, dairy, lb	40	to	40
do, crocks, lb	40	to	40
Eggs, per basket	40	to	42
do, fresh, crate	40	to	42
Poultry, Dressed, Retail—			
Turkeys, per lb	37	to	40
Ducks, per lb	37	to	37
do, each	1 25	to	1 75
Chickens, each	1 25	to	2 00
do, per lb	28	to	28
Poultry, Dressed, Wholesale—			
Chickens, per lb	25	to	25
Ducks, per lb	32	to	35
Live Fowl—			
Ducks, per lb	20	to	20
Geese, per lb	28	to	28
Old fowl, per lb	20	to	20
Spring chickens, lb	25	to	28
do, spring, each	75	to	1 20
Live Stock—			
Live hogs, cwt	11 00	to	11 50
Fat sows, cwt	7 00	to	7 50
Small pigs, pair	10 00	to	12 00
Dressed Meats, Wholesale—			
Dressed hogs, cwt	17 00	to	18 00
Veal, choice, 100 to 125 lbs, cwt	13 00	to	13 00
Heifers and steers,			
500 to 600 lbs	14 00	to	15 00
do, 400 to 500 lbs	12 00	to	12 00
Cow beef, choice, 500 to 600 lbs	13 00	to	14 00
do, 400 to 500 lbs	12 50	to	12 50
Lambs, choice, cwt	22 00	to	24 00
Beef, hinds, lb	22	to	24
do, front, lbs	10	to	12
Veal, hinds, lb	25	to	25
do, fronts, lb	12	to	12
Lambs, hinds, lb	35	to	35
do, fronts, lb	20	to	20
Hides—			
Cow hides, No. 1	4	to	4½
do, No. 2	3	to	3½
Calf skins, No. 1	11	to	11
do, No. 2	9	to	9
Lamb skins, each	15	to	20
Horse hides, each	2 00	to	2 00
Kip, per lb	5	to	7
Wool, Unwashed—			
Wool, coarse, per lb	6	to	7
do, medium, lb	9	to	10

HAY.

MONTREAL, Aug. 24. — Prices for baled hay are up under a strong demand.

Hay—Carlots, No. 2 per ton, $34@35.

TORONTO, Aug. 24.—Hay—No. 1 per ton, $22; extra No. 2, $21; mixed, $18.

FLOUR.

MONTREAL, Aug. 24.—A steady trade is reported in flour.

Flour—Manitoba spring wheat patents, firsts, $10.50.

TORONTO, Aug. 24.—Manitoba flour—On track Toronto, cash prices: first patents, $10.50; second patents, $10.

MINNEAPOLIS, Aug. 24.—Flour unchanged to 10c higher; in carlots, family patents quoted at $7.75@7.95 in 98-lb. cotton sacks. Shipments, 66,629 barrels. Bran—$14@15.

NEW YORK, Aug. 24.—Flour steady; soft winter straights, $6@6.50.

LIVE STOCK

Toronto, Aug. 25.—Cattle—Receipts, 208; receipts light, market steady; large steers reached 7c, but the bulk of offerings are of inferior quality; prospects are that stale cattle will be all taken up today. Quotations: Butcher steers, choice, $6@6 50; good, $5 50@6; medium, $4 50@5 50; common, $3@4 50; butcher heifers, choice, $6@6 50; medium, $5@6; common, $3@4; butcher cows, choice, $4 50@5; medium, $3@4 50; cutters and canners, $1@2; butcher bulls, good, $4@5; common, $2@3 50; feeding steers, good, $5 50@6; fair, $5@5 50; stockers, good, $5 50@6; fair, $3@4.

Calves—Receipts, 43; calves are selling steady with a few tops at 10c. Quotations: Choice, $8@10; medium, $6@8; common, $2@6.

Milch Cows—Choice, each, $50@70; springers, choice, $55@75.

Sheep—Receipts, 1,087; lambs steady. Quotations: Ewes, $1 50@5; lambs, $8 50@9 50.

Hogs—Receipts, 157; today's supply of hogs light. Quotations, fed and watered: Selects, $11; light, $9; heavy, $10; sows, $6@8.

East Buffalo, N.Y., Aug. 25.—Cattle—Receipts, 500; 50c lower than Monday.

Calves—Receipts, 100; 50c higher at $5@13.

Hogs—Receipts, 2,800; 25@35c higher; heavy, $9@9 75; mixed, $10 25@10 50; yorkers, $10 50@10 60; light yorkers, $9 50@10; pigs, $9@9 50; roughs, $6 50@6 75; stags, $4@5.

Sheep and Lambs—Receipts, 2,200; slow, 25@50c lower; lambs, $5@10; yearlings, $3 50@7 50; wethers, $5@5 50; ewes, $1@4 25; mixed sheep, $4 50@5.

GRAIN

Winnipeg, Aug. 25.—Opening: Wheat—Oct. ⅝c higher at $1 39@1 39⅝, and Dec. ⅛c lower to ⅛c higher at $1 32@1 32¼.

Oats—Oct. ¼c higher at 46⅞c; Nov., ⅛c higher at 45¾c; Dec., ⅛c lower at 44¼c.

Barley—Oct. ¼c lower at 74¼c.

Flax—Ot. ⅛c higher at $2 04, and Nov. ¾c higher at $2 06.

Rye—Oct. unchanged at $1 08.

Chicago, Aug. 25.—Opening: Wheat—Sept., $1 18⅛; Dec., $1 19⅝.

Corn—Sept., 54¼c; Dec., 54⅛c.

Oats—Sept., 34⅝c; Dec., 37¾c.

Chicago, Aug. 25.—Wheat started unchanged to ¼c higher this morning, first figures being $1 18¼ for September, $1 19¼@1 20 for December, and $1 22½@1 23 for May. Enactment of the farm credits bill by Congress, and explanations that the new Capper-Tincher law will not tax dealings in futures, caused some early buying. This was helped by announcement that yesterday's export sales were around 1,000,000 bushels. Offerings increased on the advance and northwest interests were credited with some selling. September turned heavy and sagged to $1 17¾. Trade was light.

Corn was dull and moved within narrow limits in the early trading, in sympathy with wheat. September started unchanged, December ⅛c higher, and May ¼c up.

Oats were dull, despite exceptionally small country offerings. The opening was ⅛c lower to ¼c higher for September.

CHICAGO GRAIN FUTURES

[Jones, Easton, McCallum Company.]

Chicago, Aug. 25.

	Open.	High.	Low.	Close.
Wheat—				
Sept.	$1 18	$1 20½	$1 17½	$1 20
Dec.	1 19¼	1 22	1 18¾	1 21½
May	1 22½	1 25¾	1 22¼	1 25
Corn—				
Sept.	54⅛	54½	53¾	54⅜
Dec.	54⅛	54⅝	53¾	54⅜
May	57⅞	58⅝	57¾	58⅜
Oats—				
Sept.	34¼	34⅝	33⅞	34⅝
Dec.	37½	37⅞	37⅛	37⅜
May	41⅝	41⅞	40⅞	41¾

FRUIT AND VEGETABLES

Toronto, Aug. 25.—White & Co. report the following wholesale fruit and vegetable quotations this morning:

Blackberries—18@20c.
Egg Plants—75c@$1.
Grapes—60@75c.
Plums—75c@$1 50.
Peaches—Lenos, 6 quarts, 75c@$1.
Pears—Eleven quarts, 75c@$1.
Apples—75c@$1.
Canteloupes—Salmon-flesh, 12 quarts, 40@50c.
Tomatoes—30@40c.
Potatoes—$2 50 per bag.
Corn—7@15c.
Beans—50@75c.
Vegetable Marrow—50@75c.
Cucumbers—25@50c.
Green Peppers—Hot, 50c; sweet, 75c @$1; red, 75c@$1.

PROVISIONS

Chicago, Aug. 25.—Provisions, with the initial trading confined to lard, were around 10 points higher at the start, but lost part of that gain when word came from the stockyards that the live hog market was weakening after a higher opening.

Liverpool, Aug. 25.—Hams—Short cut, 196s.

Bacon—Cumberland cut, 130s; Wiltshires, 160s; clear bellies, 120s; long clear middles, light, 133s; short clear backs, 115s; shoulders, square, 112s.

Lard—Prime western, in tierces, 78s; American refined, in pails, 82s 6d.

Cheese — Canadian finest white, 132s 6d.

OILS

Liverpool, Aug. 25.—Turpentine Spirits—65s.

Rosin—Common, 16s 3d.

Petroleum—Refined, 1s 4d.

War Kerosene—No. 2, 1s 5d.

COTTON

Liverpool, Aug. 25.—Cotton—Futures closed firm; Aug., 9.65d; Sept., 9.66d; Oct., 9.68d; Nov., 9.67d; Dec., 9.69d; Jan., 9.66d; Feb., 9.66d; March, 9.66d; April, 9.64d; May, 9.62d; June, 9.58d; July, 9.57d.

BUTTER AND EGGS

Chicago, Aug. 25.—Butter—Market is firm; creamery extras, 37c.

Eggs—Market lower; receipts, 6,277 cases.

Montreal, Aug. 25.—Butter—No. 1, 546 boxes sold at 38¾c; No. 2, 225 boxes sold at 37¾c; pasteurized, 224 boxes sold at 39⅝c.

BANK CLEARINGS

Montreal	$87,736,557
Toronto	79,218,318
Ottawa	5,776,750
Quebec	5,504,469
Hamilton	4,872,676
Halifax	3,330,572
Windsor	3,240,068
St. John	2,408,227
Sherbrooke	1,062,941
Moncton	1,040,778
Brantford	907,544
Kitchener	892,528
Brandon	808,132
Kingston	738,963
Peterboro	693,865
Fort William	681,293

EXCHANGE RATES

New York, Aug. 25.—Sterling exchange strong; demand, $3 70⅛; cables, $3 70¾.

Canadian dollars, 97⅜ per cent discount.

LONDON STOCK EXCHANGE

London