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TWIN CITY SOLD UP TO 88

Canadian Bank Stocks Maintain Their Strong Tone.

Wall Street Market Eased Off Yesterday Morning, But Rallied in the Afternoon—Money Rates and Foreign Exchange—London Stock Exchange—Notes and Gossip.

World Office,
Monday Evening, June 10.

Twin City was a feature again on the exchanges to-day. The continued excellent exhibits of earnings, coupled with the expectation of an increase in the August dividend, sufficed to keep up a good demand for the stock. The issue was again bought rather freely to-day at advancing prices. On the local board it sold up to 87¾, 2 full points above Saturday's final figures. The closing quotation was 87½ bid and 88¼ asked. On the Montreal exchanges the final figures were 88⅛ bid and 88⅞ asked. In New York, however, the record price was reached. On Wall-street the stock touched 88. In regard to this stock a Minneapolis despatch says: "The control of Twin City is said on good authority to have passed from Thomas Lowery to a syndicate of Toronto capitalists, altho Mr. Lowery says he has not sold a single share. The deal, which has been pending for two months, is said to have been engineered by a firm of Montreal bankers on behalf of Toronto capitalists. It is understood Mr. Lowery will remain at the head of the system, but will devote more attention to Soo road, of which he is president." This despatch was followed shortly by the following from New York: "A prominent director in Twin City says that there is absolutely no truth in the report that the control of property had passed to Canadian capitalists. The Canadians have been large buyers of the stock, and are now largely interested—so much so that at a meeting to be held within the next day or two the Canadian interests will be granted one representative on the board. Mr. Lowery, this director says, has not sold any of the stock."

On the Canadian exchanges both issues continued strong to-day, Commerce selling at 154 and Merchants at 155. C. P. R. and Toronto Railway were off a fraction, and Richelieu was up a fraction.

Forget's London cable quotes Grand Trunks to-day at 94½ for first pref., 81¼ for second pref., and 36¼ for third pref.

Montreal Street Railway earnings on Friday, $5,348.23, an increase of $590.68; on Saturday, $6665.46, an increase of $790.10.

Notes by Cable.

Consols in London to-day, unchanged to ⅛ lower.

Bullion gone into Bank of England on balance to-day, £18,000.

In Paris at 4 p.m. 3 per cent. rentes, 101f 20c; French Exchange on London, 25f 24c.

Bar silver in London to-day, 27½d per ounce.

Berlin Exchange on London, 20 marks 44½ pfennigs for cheques; discount rates, short bills, 3 per cent; three months' bills, 3⅝ per cent.

The London Stock Exchange Committee for General Purposes decided to-day that the buying in of Northern Pacific might proceed on and after June 17. The decision was anticipated, and is not expected to have any effect on the market. All accounts in Northern Pacific are practically settled, and there is no further difficulty in borrowing shares.

On Wall Street.

There was some liquidation in the stock market to-day induced by Saturday's bank statement, as was foreshadowed by the drop in prices on Saturday afternoon. The bear party which sold stocks at that time continued their efforts to get prices lower to-day and extend their profits. A number of developments helped them in this purpose. This week's stock exchange settlement is somewhat dreaded, altho assurance is given that the shorts in Northern Pacific are fully prepared to meet the decision to-day of the London Stock Exchange Committee for general purposes in ending the moratorium granted to the Northern Pacific shorts after the corner developed in the stock. The persistent heaviness of consols in face of the growing ease of money in London gives rise to some dread of a secret development in diplomacy or international government policy. The heavy demands here disclosed by the bank statement on Saturday for resources caused uneasiness, as it was not known how much further they might proceed. Payments for the $60,000,000 worth of new Pennsylvania stock are required between June 4 and June 15, so that the needs on that account might run over a period to come. But the easy rate for money to-day caused a more cheerful feeling and encouraged the hope that the requirements for large corporate transactions have been mostly satisfied for the present. This was a potent factor in the latter rally in the market, when the adjournment of the London stock market had relaxed the pressure here. The mystery attaching to the purchasers' consolidation of some of the independent steel companies was made much of by the bears, who circulated rumors that a breach in the steel trade was imminent between the two financial groups which figured in the Northern Pacific contest. The steel stocks lost 1⅞ and 1¼ respectively for the common and preferred during the period of weakness, but rallied to a fraction over Saturday. The bears were also inclined to discount their supposition that the government crop report, which was not due until an hour after the closing of the stock market, would disclose a decided deterioration in the condition of the local crops. Rock Island fell as much as 4½ from the best, St. Paul 3½ and Missouri Pacific 3¾. The leading industrials showed rather acute depression. Sugar falling nearly 4. Amalgamated Copper 3½ and American Tobacco, People's Gas and the New York Public Utilities from 1⅞ to 3. The late rally left the net changes slight. Money at only a few stocks. Missouri Pacific rose strongly to 120 in the late dealings, which was 2½ points over Saturday. The Southwestern stocks generally, Southern Pacific, Atchison and Union Pacific made notably good recoveries, and Pennsylvania was lifted a point over Saturday. The closing, nevertheless, was slightly irregular, the market yielding again in spots. American Linseed rose 8½ and the preferred 8 on the buying of only a few hundred shares.

J. J. Dixon has the following this evening from New York:

London prices came lower this morning, and arbitrage houses sold stocks. The forenoon market was heavy, but the transactions were comparatively light and declines in general list were not important. Stocks like M.O.P., St. Paul, R.I. and U. P. seemed to have been pressed for sale, with resulting declines of two points or more in some instances. Sugar and Steel stocks were also heavy. In the afternoon the tone was better, and partial recoveries were made, and in some instances prices were higher than those at the close on Saturday. The main influence was the crop news, and this is likely to have an important bearing on the market for some time to come. Pennsylvania was conspicuously strong, and there was excellent buying of Big Four, reflecting an effort to secure stocks without advancing the price. The money market was easy, showing that Saturday's bank statement did not give cause for alarm in regard to the money situation. Demand sterling, 4.88¼.

The New York Tribune to-day says: Crop situation is not as promising as it was a month ago, when conditions were unusually favorable. Some of the high-priced shares look like attractive short sales on the theory that prices have gone beyond actual worth, but in these days of records and bull activity it requires a brave leader to sell anything short. If the public is again willing to come into the market at current prices, stocks may go higher.

Banks gained since Friday $190,000.

The New York Evening Post says to-day: Most of the reasons proposed in Wall-street for to-day's decline in prices were mere explanations after the event. There was heavy liquidation in the forenoon, and some of the speculative rovers of the Stock Exchange, detecting signs of it, helped it along by short sales of their own. Extreme declines were reached shortly after noon; the market then lay idle for an hour and recovered rather sharply towards the close. One of the striking movements was in British consols, which went nearly ¼ point below Saturday's low price, to 92⅞.

Probably this extreme heaviness was due to the fact that weak capitalists bought on speculation more than they could pay for, expecting a sharp advance which did not come. It unfortunately suggests, however, that the rumors of effective peace negotiations in South Africa are probably untrue. If they were well founded there would be plenty of well-posted buyers to take such sales of consols as to-day's at good prices. American crop prospects are not of course what they were a month ago, the government estimate on winter wheat, to be published late this afternoon, will not show the 9 per cent. condition of last month. The margin for reduction without calamity indeed may be imagined from the fact that the May 10 estimate indicated a crop increase as compared with 1900, of 100,000,000 bushels. Returns of railway earnings meantime show no reduction whatever. Taking all returns, the week cannot fail to provide important material for forecast and reflection.

U. S. Railway Earnings.

Wabash, first week June, increase, $32,796.

Canadian Pacific Traffic.

The return of Canadian Pacific Railway traffic for the week ending June 7 was $095,000; same week last year, $591,000; mileage increased to 7553.

The Wall Street Outlook.

The New York Commercial Advertiser says:

The week's dealings in securities have unquestionably revealed a position of great underlying strength, but they have left some division of opinion as to the immediate course of prices. There is no very great desire to sell around the present level, and this is true not only of investors but of the great majority of speculative holders. The daily transactions reflect an inconsiderable increase in the ready supply of stocks even when the market is moving upward, while they continually bear witness to the immense absorption for various purposes which has gone on among the railroad issues particularly. In some respects these technical indicia are of more importance than anything else in the Wall-street situation just now. They furnish the inspiration for operations for the rise in many cases, where reasons of a special or general nature are lacking. They also account for the fact that the market does not obey the ordinary laws of a speculation in which professional traders are the prominent figures.

The causes which have led to the great reduction in the security supply during the past half year do not need rehearsing. It is becoming more and more manifest that enormous as the permanent investment of individual capital has been, the operations of the railroad banking syndicates have been an even more important agency in removing stocks from the market. The great consolidations which have lifted virtually the entire issue of the Burlington and the Northern Pacific are only extreme demonstrations of the process which has been going on generally. Next to the cases of absolute ownership are the cases where control has been obtained by purchase of a majority holding. Southern Pacific and Jersey Central are typical instances in point, and it is quite probable that the scheme for a greater Missouri Pacific will result in that company holding in its treasury the majority of Texas Pacific, St. Louis Southwestern and the Denver and Rio Grande stocks. The third form of the new financial operations includes the buying by the major trunk lines of the shares of competing roads, in application of the principle of community of interest. Pennsylvania's purchases of Norfolk and Western, Chesapeake and Ohio and Baltimore and Ohio, and the similar purchases of New York Central in its immediate territory, are the more striking examples. Before the concentration of railway ownership reaches its final stage we shall undoubtedly see these several varieties of security absorption carried a good deal further, so that they will affect the greater part of the country's transportation system.

The technical situation thus created in the investment markets is obviously stronger than anything ever known before. A great mass of stocks have been taken from the speculative arena, and, being held for a fixed purpose, will not return, however high prices may go. It is inevitable, therefore, that so long as market quotations bear any relation at all to conservative estimates of value the speculative forces working for a decline will be less effective and those working for an advance will be more effective than under previous conditions where stocks have been in freer supply. This, however, is a purely technical consideration, and one which will only appeal to the mind of the speculator. Investment reasoning must take the broader view that the railroad combinations and alliances have not diminished capital issues, but, on the contrary, have added heavily to these issues. It is the form and not the substance of the investment which has been changed. Bonds have been substituted for stocks at valuations which by all previous standards are extremely high, and the result is that while the field of speculation has been greatly contracted, the field of investment has been enormously extended. The sceptic can easily raise the suspicion that bonds have been issued rather than stocks, in the various combination schemes, because they are more readily marketable. But, on the other hand, justification for the new method of financing may be found in the fact that the railroads have largely increased their earning capacity during the last few years and are able to support a much heavier burden of interest charges. Whichever view of the matter is taken, the essential thing to observe is that along with the immense expansion in the country's investment resources there has gone a commensurate increase in the volume of securities. It is easier for speculation to put up prices of stocks now than it was a year ago, because the supply of the articles in which speculation chiefly deals has been vastly reduced. But when conditions change, as they must in the end, so that speculative optimism is checked and investment capital is the determining factor, the technical situation will be readjusted, and prices which have gone up too far will come down again.

The time for such a change, however, is obviously remote, and for this reason in practical everyday discussion of the market it is necessary to emphasize the strength of the technical situation as it is now and as it is likely to continue for some time to come.

Foreign Exchange.

Buchanan & Jones, 27 Jordan-street, Toronto, stock brokers, to-day report closing exchange rates as follows:

	Between Banks. Buyers.	Sellers.	Counter
N.Y. Funds..	3-64 dis	1-64 dis	1-8 to 1-4
Mont'l Funds.	10c dis	par	1-8 to 1-4
Demand Sg..	9 15-16	9 7-8	10 to 10 1-8
60 days sight.	9 1-8	9 3-16	9 3-8 to 9 1-2
Cable Trans..	9 15-16	10	10 1-8 to 10 1-4

—Rates in New York.—

	Posted.	Actual.
Demand, sterling ..	4.89	4.88¼ to 4.88⅜
Sixty days' sight ..	4.86	4.85½ to ....

Money Markets.

The Bank of England discount rate is 3½ per cent. Open market discount rate 2 15-16 to 3 1-16 per cent.

The local money market is steady. Money on call 5 per cent.

Money on call in New York steady at 2½ to 3½ per cent.; last loan, 2½.

Toronto Stocks.

	Morning. Ask.	Bid.	Afternoon. Ask.	Bid.
Montreal	...	252	...	254
Ontario	125	124¼	125	124⅛
Toronto	250	247	250	247
Merchants	...	...	161	155
Commerce	154⅝	154¼	155	154
Imperial	231¾	231½	232	231½
Dominion	...	243	241¼	242
Standard	...	...	233	233
Hamilton	216	214½	216	214½
Nova Scotia	...	234	...	233
Ottawa	205	200	...	200
Traders	110	107	109½	107
Brit. America	112	107	112	107
West. Assurance	120	114	120	114
do. fully paid	...	108¼	...	108⅜
Imperial Life	...	144	...	144
National Trust	...	130	...	130
Tor. Gen. Trusts	...	157	...	157½
Consumers' Gas	218	215½	218	215½
Ont. & Qu'Appelle	60	...	60	...
Can. N.W.L. pref.	48½	46½	48½	46

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	Open.	High.	Low.	Close.
C.P.R. Stock	104¾	104½	105	104⅞
Tor. Elec. Light	136¼	135	136½	135
Gen. Electric	226	225½	227½	225½
do. pref.	...	109	...	109
London Elec.	111	107	111	107
Com. Cable	188	187	188	187
do. coup. bonds	102	101	102	101
do. reg. bonds	102	101	102	101
Dominion Tel.	125	123½	124½	124
Bell Tel.	175	170	175	170
Rich. & Ont.	118	116	117½	116⅝
Ham. Steamboat	...	106	...	105
Toronto Ry	110	109½	110½	109¼
London St. Ry	...	165	...	165
Halifax E. T.	95	...	98	92
Winnipeg St. Ry	...	108	...	109½
Twin City Ry	87¾	87½	87⅝	87½
Luxfer P., pref.	100	...	100	...
Cycle & M., pref.	69	65	...	64
Carter-Crume, pref.	108½	107½	108½	107½
Dunlop Tire, pf.	109¼	108¼	109¼	108¼
Dom. Steel Co.	35	31	33	...
do. pref.	86	82½	85	83
W. A. Rogers, pf.	103½	102¾	103¼	102¾
War Eagle	20	19	20	19
Republic	11	10	10¾	10⅝
Payne Mining	...	30	32	30¼
Cariboo (McK.)	40	37	38	37
Golden Star	5¾	4½	5½	4½
Crow's Nest Coal	330	315	332	315
North Star	...	57	...	56
Brit. Can. L. & I.	...	45	...	...
Can. Landed	...	100	97	...
Can. P.-West. Can.	124½	123	...	...
Can. S. & L.	...	115	...	...
Central Can. L.	...	134	...	...
Dom. Savings	...	73	70	...
Ham. Provident	118	115	...	...
Huron & Erie	...	185	...	...
Imperial L. & I.	80	75	...	...
Landed B. & L.	...	115	...	...
Lon. & Canada	...	85	...	...
London Loan	...	110½	...	...
Manitoba Loan	...	50	...	...
Ont. Loan & Deb.	...	122	...	...
People's Loan	...	25	...	...
Real Estate	...	75	...	...
Toronto Savings	...	128	...	...
Tor. Mortgage	...	84	...	...
Dom. Steel bonds	90½	88	90½	88

Toronto morning sales: Commerce, 20, 11 at 154, 1 at 154½, 10, 20, 10, 40 at 154¼; Imperial, 10 at 231½, 10, 5 at 231¾; Hamilton, 8 at 214, 8, 1 at 214½; C.P.R., 15, 25 at 105, 50 at 104⅞, 50 at 104½; Toronto Electric Light, 25 at 135; Cable, 100 at 187½, 25 at 187; Toronto Ry., 50 at 109¾; Twin City, 15, 10, 10 at 86½, 25, 25, 25, 25, 25, 25, 25, 300 at 86¾, 25, 25, 100 at 86⅞, 25, 25, 25, 25 at 87, 50, 100 at 87¼, 25, 25, 50, 25, 25 at 87⅝; 50, 60 at 87½; Carter-Crume, pref., 25 at 107¾; Dom. Steel, pref., 10 at 84; W. A. Rogers, pref., 18 at 103; War Eagle, 1000, 500 at 19½; Can. Permanent & W. C., 25, 12 at 124; Huron and Erie, 3 at 185.

Afternoon sales: Montreal, 2 at 253¾; Commerce, 20 at 154; Imperial, 25 at 231¾; Hamilton, 2, 1 at 214¼, 1 at 214½; C. P. R., 25, 25 at 105; Dom. Telegraph, 17 at 124; Twin City, 25 at 87¾, 25, 25 at 87⅝, 25 at 87½, 50, 25 at 87⅜, 25 at 87¼, 25 at 87⅛, 25 at 87, 25 at 87⅝, 25 at 87½, 25 at 87⅝, 25 at 87½; Carter-Crume, pref., 25 at 107¾; Dom. Steel, pref., 10 at 84; W. A. Rogers, pref., 18 at 103; War Eagle, 1000, 500 at 19½; Can. Permanent & W. C., 25, 12 at 124; Huron and Erie, 3 at 185.

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	Open.	High.	Low.	Close.
Am. Cot. Oil, com.	27½	27½	27½	27½
Am. Sugar, com.	144	144½	140⅞	140⅞
Am. Tobacco	143	143	140¼	141¼
Am. Car Foundry	29⅞	30½	29⅞	30⅜
Amal. Copper	123½	123½	120⅝	122½
Atchison, com.	85¼	86⅝	84¾	86⅝
Atchison, pref.	102⅝	103	101	102¾
do. adj.	97	...	97	97
Anaconda Cop	49	49	47½	48⅜
B. R. T.	80¼	80⅞	79¼	80⅜
Consol Gas	221	222	218½	221¼
C. F. & I., com.	107¼	108¼	106½	108¼
B. & O., pref.	95½	96	95½	96
Ches. & Ohio	49½	50¼	48½	50
C.C.C. & St. L.	86	86	84	84
Cont. Tobacco	69½	70¼	69½	70⅛
do. pref.	196⅞	196¾	196½	196½
Chi. M. & St. P.	166¼	167⅛	163¼	165¼
Chi. Gt. West	22¾	23¼	22	22⅜
C. P. R.	105	105	104¼	104¼
Col. Fuel & I.	101⅞	101⅞	100½	100⅞
Del. & Hudson	166	166	165½	165½
Del., Lack. & W.	284	285	224	224
Den. & Tex.	43	43⅜	41⅞	43½
Erie, 1st pref.	70	70¼	69¼	70
U. S. Steel, com.	49	49½	47⅞	49½
U. S. Steel, pref.	91¾	92½	89⅞	92½
Gen. Electric	246	246	243	245
Ill. Central	142¾	143	142¼	143
Int. Paper, com.	23	23	22	22
Iowa Central	33	33	35½	35½
Louis. & Nash.	109¼	109⅞	108¼	109½
Gt. Nor., pref.	186	186	185⅝	185¾
Erie, 2nd pf.	55½	56⅜	55½	56⅜
Wheeling	20¼	20¼	19¼	19⅜
Chic. & Alton	46	46¼	45½	46¼
Col. South.	15⅛	15¼	14⅞	15¼
Denver, pref.	99	99	98	98
Missouri Pac.	119	120	118	119¾
Mex. Cent.	19	19	18¾	18¾
M. K. & T., pref.	63¼	64	63	63¾
Manhattan	118¼	119	117½	119
Met. St. Ry.	171½	172½	170	172
N. Y. Central	153¾	156	154½	155¾
Nor. & Wes, com.	53½	53½	52⅝	53
Nor. American	89	89	89	89
Nor. Pac., pref.	93¾	93¾	93¾	93¾
Norf. Lead.	21	23	20¾	23
Ont. & West.	37¼	37½	36½	37½
Penn. R. R.	150¼	151¼	149	151
People's Gas	115¼	115⅞	114½	115⅞
Pacific Mail	43¼	43¼	43	43
Rock Island	168¼	169	164½	168
Reading, com.	45½	45¾	44¼	45½
Reading, pref.	75½	75½	75	75
Republic Steel	19	19½	19	19⅛
South. Ry., com.	33¼	33⅝	32½	33½
South. Ry., pref.	86½	86⅞	85½	86⅛
South. Pacific	59½	59½	58½	59¼
St. L. & S.W., pf.	70¼	71	68½	70
Texas Pacific	48½	49⅞	48	49⅝
Tenn Coal & I.	58½	59	58	59
Twin City	88	90¼	86½	87½
U. S. Leather, com.	13¾	14	13½	13⅞
U.S. Leather, pf.	79¼	79¼	79¼	79¼
U.S. Rubber, com.	20¾	20¾	20¾	20¾
U.S. Rubber, pref.	109¼	107½	109¼	107⅞
Un. Pac., com.	90	90⅝	89½	90⅝
Wabash, pf.	43¼	44	41¾	44
Western Union	94	94¼	93½	93½
Wabash, com.	23¼	24¼	23¼	24
Wabash B. Bonds	67½	68	67½	68
Reading, 2nd	55½	56	54½	55¾

Sales to noon 452,400.
Total sales, $46,600.

London Stock Market.

	June 8. Last Quo.	June 10. Last Quo.	N.Y. Equiv.
Consols, account	93 3-16	93¼	....
Consols, money	93 1-16	93 1-16	....
C. P. R.	107¾	106½	104
N. Y. Central	160½	159	155½
Illinois Central	147	146	142½
Pennsylvania	77	76½	149¼
St. Paul	171½	169¼	165¼
Louis. & Nashville	112¾	111¾	109⅛
Northern Pacific	...	...	...
do. preferred	101	100	97⅞
Union Pacific	111	109	106½
do. preferred	92½	92¼	90
Erie	44¼	43¾	42¾
do. pref.	71¾	71½	69¾
do. 2nd pref.	58¾	58½	57
Reading	23⅞	23¼	45½
do. pref.	40	39¾	77½
do. 2nd pref.	29	28½	55½
Atchison	88⅞	88¼	86¼
do. pref.	103¾	105	102½
Ont. & Western	38¾	37⅞	37
U. S. Steel	51½	50½	49¼
do. pref.	101	100¼	97⅞
Southern Railway	34½	34⅛	33⅝
do. pref.	89⅝	88	86
Ches. & Ohio	51¾	51	49¾
Denver	43¼	52¼	51
do. pref.	101½	101½	99
B. & O.	110¼	110	107½
do. pref.	98¼	98¼	96
Southern Pacific	60⅞	59½	58
Wabash	24	23⅝	23
do. pref.	43⅝	41⅞	43
do., B bonds	69	69	67½
G. W.	23¼	23	22⅝
Nor. & Western	56	55	53¾
do. pref.	91¼	91¼	89
Rand Mines	4⅜	4¾	...
G. T. R.	11½	9⅞	...
Anaconda	9⅞	11⅝	...
Kansas & Texas	32¼	...	...
do. pref.	65¼	...	...
Mexican Central	26½	26¼	...
Mexican	11¼	11¼	11

London Money Markets.

London, June 10.—Money was very easy to-day, but there was little doing. The movements of the next few days will probably be slight, apart from those connected with the Stock Exchange settlement, pending which there is little disposition for fresh speculation. General tone of Stock Exchange was unsatisfactory and the attendance was small. Gilt-edge securities were generally easier. Americans were inactive and below parity, in sympathy with the weakness of New York. Afterward they were above the worst, closing firm. Reading was exceptionally supported.

Cotton Markets.

New York, June 10.—Cotton—Futures opened at a decline. July 7.95, Aug. 7.48, Sept. 7.16, Oct. 7.16, Nov. 7.12, Dec. 7.14, Jan. 7.18, Feb. 7.17 bid, March 7.19.

New York, June 10.—Cotton—Spot closed quiet. Middling uplands, 8¼c; middling Gulf, 8½c; sales 1400 bales.

New York, June 10.—Cotton—Futures closed quiet and steady. June 7.98, July 8.00, Aug. 7.45, Sept. 7.14, Oct. 7.11, Nov. 7.07, Dec. 7.10, Jan. 7.13, Feb. 7.13, March 7.17.

Liverpool Cotton Market.

Liverpool, June 10.—(4 p.m.)—Cotton—Spot fair demand; prices 3-32d lower. American middling, fair, 5¼d; good middling, 4 27-32d; middling, 4 13-32d; low middling, 4⅜d; good ordinary, 4¼d; ordinary, 3⅞d.

The sales of the day were 10,000 bales, of which 500 were for speculation and export, and included 9000 American. Receipts, 1000 bales, including 600 American. Futures opened and closed quiet: American middling, L.M.C. June, 4 29-64d, buyers; June and July, 4 28-64d to 4 29-64d, sellers; July and Aug., 4 28-64d, value; Aug. and Sept., 4 32-64d, sellers; Sept., 4 22-64d, sellers; Oct., 4 20-64d, sellers; Oct.-Nov., 4 3-64d, sellers; Nov. and Dec., 4d to 4 1-64d, buyers; Dec. and Jan., 4d to 4 1-64d, buyers; Jan. and Feb., 4 1-64d, buyers.

Price of Oil.

Pittsburg, June 10.—Oil closed at 1.05.

The Metal Markets.

New York, June 10.—Pig-iron—Dull; Northern, $14.75 to $16.50; Southern, $13 to $15.50. Copper—Dull; broker, $17; exchange, $17. Lead—Steady; broker, $4; exchange, $4.37½. Tin—Weak; Straits, $28.37; sellers; plates quiet; spelter quiet; domestic, $3.95 to $4.

BIG DECREASE IN VISIBLE

Good Increase in Quantity of Wheat Afloat Monday.

Wheat Cables Came Little Changed—Chicago Wheat Options Down a Cent and Corn Futures Higher—World's Wheat Shipments Very Heavy—Local Markets.

World Office.
Monday Evening, June 10.

In Liverpool to-day wheat futures about unchanged from Saturday. Maize options advanced ¾d per cental.

Chicago wheat futures to-day declined a cent a bushel. Corn options rallied ⅞c per bushel.

Russian maize shipments the past week, 112,000 bushels.

Imports of wheat into Liverpool last week were 56,600 quarters from Atlantic ports, 7000 from Pacific ports and 28,000 from other ports. The imports of corn from Atlantic ports last week were 49,400 quarters.

Toronto Grain Stocks.

	June 3. Bush.	June 10. Bush.
Wheat, hard, bush	21,000	22,000
" fall, bush	22,773	24,216
" spring, bush	1,658	7,258
" goose, bush	17,670	15,302
Barley, bush	71,352	67,525
Oats, bush	1,113	1,113
Rye, bush	8,255	8,255
Peas, bush	4,027	4,027

Visible and Afloat.

As compared with a week ago, the visible supply of wheat in Canada and the United States has decreased 1,642,000 bushels; that of corn has decreased 364,000 bushels, and that of oats has decreased 930,000 bushels. Following is a comparative statement for the week ending June 8, the preceding week and the corresponding week of last year:

	June 10,'01.	June 3,'01.	June 9,'00.
Wheat, bu.	35,262,000	36,904,000	44,407,000
Corn, bu.	16,049,000	16,413,000	2,832,000
Oats, bu.	10,588,000	11,218,000	6,135,000

The quantity of wheat and flour afloat for the United Kingdom equals 27,440,000 bushels; the quantity afloat for the Continent, 14,880,000 bushels. Corn afloat for the United Kingdom is 8,480,000 bushels; afloat for the Continent, 6,560,000 bushels. The total quantities of cereals afloat are today, with comparative figures for a week ago, are:

	June 3.	June 10.
Wheat, bush	42,000,000	42,320,000
Corn, bush	14,080,000	15,040,000

Thus the wheat and flour on passage increased 320,000 bushels during the past week, and corn on passage increased 960,000 bushels. The wheat and flour on passage a year ago was 35,224,000 bushels.

To recapitulate, the visible supply of wheat in Canada and the United States, together with that afloat for Kingdom, is 77,612,000 bushels, against 78,934,000 bushels a week ago, and 79,631,000 bushels a year ago.

World's Wheat Shipments.

World's wheat shipments the past week totalled 10,192,000 bushels, against 8,078,000 bushels the previous week, and 7,414,000 bushels the corresponding week of 1900. By countries the shipments were:

	Week End. June 10,'01. Bush.	Week End. June 9,'00. Bush.
Canada and U.S.	6,954,000	4,230,000
Russia	1,768,000	1,552,000
Danube	168,000	236,000
Argentina	192,000	1,224,000
India	294,000	nil
Australia	536,000	152,000
Totals	10,192,000	7,414,000

Grain Stocks To-Day.

	Wheat. Bush.	Corn. Bush.	Oats. Bush.
Duluth	5,382,747	3,044,436	1,039,555
Minneapolis	12,307,437	93,871	1,317,391
Milwaukee	442,000	597,018	369,362
Toledo	20,000	696,938	159,580
Detroit	249,384	144,884	.....

Leading Wheat Markets.

Following are the closing quotations at important wheat centres to-day:

	Cash.	July.	Sept.
Chicago	....	72⅝	69
New York	....	73¼	74⅝
Milwaukee	74	....	69½
St. Louis	70¼	68¼b	67¼b
Toledo	72½	72¾	71⅝
Detroit, red	74	74b	72⅝
Detroit, white	74	....	....
Duluth, No. 1 North	72⅛	72¼	69¼
Duluth, No. 1 hard	75⅛	....	....
Minneapolis, No. 1 Nor.	....	69¼	67⅝

Hides and Wool.

Price list revised daily by E. T. Carter, successor to John Hallam, 85 East Front-street:

Hides, No. 1 green	$0 06½ to $....	
Hides, No. 2 green	0 05½	....
Hides, No. 1 green steers	0 07	....
Hides, No. 2 green steers	0 06	....
Hides, cured	0 07	0 07¼
Calfskins, No. 1	0 09	....
Calfskins, No. 2	0 08	....
Deacons (dairies), each	0 60	0 70
Sheepskins, fresh	0 90	0 00
Tallow, rendered	0 05	0 05¼
Wool, fleece	0 13	0 14
Wool, unwashed, fleece	0 08	0 09

E. T. Carter, successor to John Hallam, 83 and 85 East Front-street, pays highest cash prices for all descriptions of wool, hides, sheepskins, deerskins, etc.

Chicago Markets.

John J. Dixon reports the following fluctuations on the Chicago Board of Trade to-day:

	Open.	High.	Low.	Close.
Wheat—July	73½	74¼	72½	73¾
" —Sept	70¼	70⅝	69⅝	69½
Corn—July	43⅝	44	43⅝	43¾
Oats—July	25½	25¼	28	28
Pork—July	14 70	14 80	14 70	14 80
Lard—July	8 50	8 55	8 50	8 55
Ribs—July	8 00	8 07	8 00	8 07

British Markets.

Liverpool, June 10.—(12.30 p.m.)—Wheat, No. 1 nal., 6s 1½d; red winter, 6s; No. 1 Northern, 6s 0½d; spring, 6s 1d. Peas, 5s 8d. Pork, 61s. Bacon, long clear, light, 43s 3d; long clear, heavy, 41s 3d; short clear, light, 41s 3d. Lard, 41s 6d. Tallow, Australian, 25s; American, 26s 6d. Cheese, colored, 46s; white, 44s. Wheat, steady. Corn, quiet.

Liverpool—Open—Spot wheat, easy; No. 1 Cal., 6s 1½d to 6s 2d; Walla, 6s 0½d; No. 2 red winter, 6s 1d to 6s 1½d;