

WHEAT DAMAGES

The United States Visible is Under 12 Million Bushels, the Smallest in 20 Years, and Spring Wheat is Fast Losing Ground EXPORTING COMPANIES WILL IMPORT

A big, broad, active market has characterized the price movement of wheat for more than a week. Values are materially higher and underlying conditions are unusually strong. We have had reports of damage by hail, and advices being received almost daily indicate that the situation throughout the Northwest is extremely critical. Extensive moisture has caused stunted and backward growth and many of the samples received are not only very small, but of very poor color. All previous estimates of a bumper crop in the Spring Wheat section are shattered, and every rift of sunshine is followed by more soaking rains than before. That Black Rust exists in many of the Wheat fields of the Northwest is unquestionably true, and to properly mature the plant we must have very soon the sunshine and warmth that has been lacking so far. Everybody is familiar with Black Rust, in so far as it affected the Spring Wheat crop last year, and the fear that a recurrence of this dreadful scourge (and it is a disease) will largely reduce the previously estimated enormous yield for that section, is largely responsible for the present strength in the speculative markets. Professor Bolley of the North Dakota Agricultural Department says that in the sections visited by heavy rains the rust spores have been washed to the ground to some extent; but at that, the infection is already there and with clear weather, is liable to spread further. We do not believe in taking alarm unnecessarily, and have been conservative all along against damage reports, because there was a chance for the crop to recover with improvement in the weather, but any one can see at this late date, with the Wheat so backward, Red Rust very general, and a weather outlook still uncertain, it is time to abandon all previous hopes of a big yield and consider rather if the Northwest is going to produce even a satisfactory crop or not. Wheat, on a commercial basis, should not be worth less than present prices even with a good crop, and with a poor crop there is no telling how high the price will be a little later on. Field glasses and experts are not necessary to reveal the situation as it now exists, and any observing man can see it. A year ago we were the first brokerage firm to sound the note of warning that was followed by such disastrous results to the Wheat crop, and our extensive private wire system reaching every important Wheat section of the Northwest has enabled us to compile the following reports that tell a story of crop deterioration that, should the threshing returns verify them, must result in enormous losses.

Willmar, Minn.—This section is almost like a lake. A few more days of rain will result in very serious damage. Appleton, Minn.—Only Wheat that is any good in this section is Macaroni. Ground soaked and farmers very blue. Granite Falls, Minn.—Plenty of Red Rust and some Black Rust. On close inspection situation is very discouraging. Hector, Minn.—Fields soaked with water and Wheat is four weeks behind. Fields are choked with weeds and mustard. Prospects very poor. Grand Forks, N. D.—Hundreds of acres of Wheat in this territory destroyed by hail. Marshall, Minn.—Severe hailstorm of last week destroyed several hundred acres of Wheat. Montevideo, Minn.—Red Rust and some Black Rust discovered here. Watson, Minn.—Have had too much rain in this section and Wheat turning yellow. Farmers discouraged and situation very critical. General run far below average at this time of year. Grain on low lands very spotted, much of it under water; some drowned out entirely. Yield in this territory will not exceed ten bushels per acre.

Redwood Falls, Minn.—Advices from Sundown, Willow Lake, Three Lakes and Charlestown Townships state that several thousand acres completely wiped out by hail. Sioux Falls, S. D.—There has been an over abundance of moisture in this section. Conditions on high ground favorable, but farmers west of here say crop will probably be nearly a total loss. Aberdeen, S. D.—Reports from southern part of state indicate damage from excessive moisture. Neche, N. D.—The crop is late, and fields in this vicinity cannot stand very much more rain. Low lands suffered most. Must have good weather from now on. Ortonville, Minn.—Crop one to two weeks late; some damage on low lands. Fields thoroughly soaked, ground soggy and cold. St. James, Minn.—Rust prevails throughout this section and prospect for Wheat extremely poor. Milan, Minn.—Some Black Rust in this vicinity, and unless warmer weather arrives soon crop will be a failure. Yankton, S. D.—Rust threatens big damage to crop in this section.

Winnipeg City, Minn.—Too much moisture. Farmers all complaining of Red Rust and rank growth; say must have good weather at once to insure any kind of yield. Lake Crystal, Minn.—Fields full of Red Rust, and if heavy rains continue yield may not exceed ten bushels per acre. Osakis, Minn.—Farmers complaining of too rapid growth and too wet on low ground; some Red Rust. Raining hard now. Bismark, N. D.—Late reports indicate some Black Rust, and Red Rust is very general. Brandon, Manitoba—Red Rust is general in this section and have had entirely too much moisture. Boyd, Minn.—Hundreds of acres under water. Situation critical. Sheldon, Iowa.—There are reports of lodging from excessive rains. Sunshine needed. Echo, Minn.—Crops of six or eight farmers in southern portion of this township completely destroyed by hail. Thief River Falls, Minn.—Fields wet and weedy; prospects very poor. Parker, S. D.—Wheat damaged to some extent by Red Rust. Acreage in this locality very light.

Our reports from nearly every section of the entire Northwest are to the effect that there is lots of Red Rust and some Black Rust; that the crop is just at the point where any more rain will practically destroy the present prospects. A special report from Crop Expert Jones says that even should the right kind of weather prevail from now on, the yield of Wheat for the three leading Wheat states will not exceed 160,000,000 bushels. These states raised in 1904: 153,792,784 bushels; and in 1903: 173,146,171 bushels. This indicates a condition but little better than that of a year ago at a time fully six weeks later than this.

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YANKEE ROWERS IN LEAD

Vesper Boat Club Beats the Cambridge Crew at Henley.

GREAT INTEREST IN TODAY'S CONTEST

Vesper and Leander Crews Will Row for the Grand Challenge—Coach Dempsey Is Conscientious.

HENLEY, England, July 4.—The crew of the Vesper Boat club of Philadelphia celebrated Independence day in England by winning its heat against the best university crew competing at Henley this year and by making the best time of any eight. Indeed, all Henley seemed to be celebrating the Fourth of July. American flags were flying all over the pretty Thames-side town, and as the American Stripes were waved from all parts of the grand stand, the shores were filled with a record gathering of Britishers and American visitors.

Race for Grand Challenge Cup.

The great contest between the Vespers and the Leanders tomorrow unquestionably will be the most interesting event from the international as well as the oarsman's view ever known in Henley. The most expert critics of rowing differ in their opinions and the Englishmen hold that the American style cannot prevail over that of Leander on the ground that the Americans use a sculling style and fail to put in body weight. In today's results, however, when the Club Nautique of Belgium beat the Thames Rowing club by using much the same style with short oars, the blades of which are somewhat similar to those of the Americans, the theories of the rowing sharp were upset and consequently tonight there is much guessing over tomorrow's struggle, which unquestionably will decide who will be the winner of the grand challenge cup, though the successful crew will row against the Club Nautique.

Coach Dempsey of the Vespers said to the Associated Press:

"I believe the American style to be much better than the British."

Big Event of the Day.

Outside the grand challenge cup, in which the Vespers of Philadelphia, Pa., and the Leander crew were competing, there was little of interest in the regatta. The racing started with the first heat of the grand challenge cup, in which the Leanders, on whom the British pin all their hopes of retaining the trophy in England, won practically as they liked from Jesus college, Cambridge. The Belgians won an easy victory over the Thames Rowing club. Then came the big event of the day, the heat for the grand challenge cup, in which the Americans led all the way and defeated a strong Cambridge collegiate crew. All anticipations regarding today's heats for the grand challenge cup were thus fulfilled, except that Christ college gave the Vespers a hard row that expected. A slight wind toward the Bucks shore gave the Americans, who had the Berke side, a slight advantage. The Vespers got well away, led almost immediately and at the quarter distance were more than a length in front, while at the half way past the Americans were leading by two lengths. At that point the Cambridge men made the Philadelphia crew steadily overhauled the Philadelphia until there was only a length between the bows. The Vespers struck quickly, the crew promptly responded and the Americans completed a

punishing finish with the advantage of a full boat's length in the best time of the three heats. The crews showed the effects of the sharp struggle.

The Americans started by working hard from the outset, so that when half the distance had been reached the Cambridge crew were more easily able to pick up with their quicker stroke. Great enthusiasm was manifested on the crowded banks of the river throughout the entire race and both crews were warmly cheered.

NEW AUTOMOBILE RECORD

Webb Jay Goes a Mile on a Circular Track at New York in 48.4-5 Seconds.

NEW YORK, July 4.—At the second session of the national circuit of the Automobile association at Morris park today, Webb Jay made a new world record for a mile on a circular track from a flying start. He covered the distance in 48.4 seconds. The previous record was 49.4 seconds.

PREPARE FOR AUTOMOBILE RACE

Contest for James Gordon Bennett Cup to Be Decided Today.

LAS CLAMP, Department of Puy De Dome, France, July 4.—Great animation prevails here and along the Auvergne course on which the international automobile race for the James Gordon Bennett cup will take place tomorrow. All the leading contestants have arrived here, including Thery, the winner of the Hamburg race of last year, and the winner of the Irish course in 1933. The three American contestants are Earl H. Dunsen, San Francisco, Calif.; Herbert Lytle of San Francisco, Calif.; and Joseph Trapp, New York. The race will start at 6 o'clock tomorrow morning. The course, which is about 250 miles long, is divided into lots of about eighty-seven miles each. The course abounds in many break-neck turns, making it unusually dangerous. These are being treated today with an anti-lead wire and the sharp turns are being rounded with cement blocks. The government is supervising the race against mobsters. About 7,000 soldiers have been assigned to police the course.

McCormick Will Fight Rutlin.

SAN FRANCISCO, July 4.—Jimmy McCormick today signed articles to meet Gus Rutlin before the Colma club on August 11, the winner to take 75 per cent of the purse. Billy Madden, Rutlin's manager, has wired his acceptance from New York, and will leave for San Francisco at an early date.

EVENTS ON THE RUNNING TRACKS

Syonoby Wins the Lawrence Realization Stakes at Sheepshead Bay.

NEW YORK, July 4.—James R. Keene's champion 3-year-old, Syonoby, winner of the rich tidal stakes and the Commonwealth handicap today, added another stake to his already long list by capturing the Lawrence Realization stakes at Sheepshead Bay. Syonoby was a hot favorite at 2 to 1 and at no time during the race did his backers cause for alarm. H. P. Whitney was an easy second with Fred Burrows' Migraine third.

HEAT RACE HAS A LIVELY TIME

Fireman's Races and Horse Races Finish Amusement.

BEATRICE, Neb., July 4.—Special Telegram.—The Fourth passed here with excellent weather and no accidents. In the afternoon there were fireman's races and horse races at the driving park, which were attended by about 2,000 people. The fireman's races were against time, each company to run 100 yards, lay 100 feet of hose uncut and put on nozzle. Three companies competed and the result was Kilpatrick's first, No. 2, second, and No. 1, third. In the horse races, I. L. Dunn of the Kilpatrick team ran three yards in 9:08. Pioneer Hook and Ladder company ran a ladder race, pulled by team of horses, one-eighth of mile, but an Indian team, led by Harry Dunlap (Australian), beat William I. L. and William J. Clougher, 5-4, 5-5, 2-4, 6-2.

Arranging for Third Meeting.

RENO, July 4.—Marvin Hart and Jack Root, principals in yesterday's fight, left today. Root going west and Hart east. Before leaving the men were brought together and it is between Lou Houseman, acting for Root, and Jack McCormick, manager of Hart, that the third and deciding battle be arranged. Each man now holds a victory over the other. Root having won his first fight against Hart in six rounds.

TESTS IN LONDON OF RELATIVE CONTROL UNDER SIMILAR CONDITIONS.

Tests in London of Relative Control Under Similar Conditions.

HORSE-DRAWN VEHICLES HARD TO CHECK

Motor Cars Stop in Shorter Distance at Given Speeds and Show Control is Easier and Safer.

LONDON, July 4.—In view of the present hostile attitude of the public toward motor cars, great interest attaches to the series of tests being made at Crystal Palace, at the instance of Mr. F. E. Edge, in the relative degree of control of automobiles and horse-drawn vehicles. The conditions were, if anything, in favor of the latter, since the sudden gravel of the terrace gave a good grip to the hoofs of the horses, while it slightly reduced the adhesion of the wheels of the motor cars. Trials were carried out with various types of both horse-drawn and motor vehicles.

Wool Market.

LONDON, July 4.—Wool.—The fourth series of the 1935 wool auction sales opened today with a very large attendance. Competition was spirited. There was a good selection and the demand was active from all sections. Practically all the wool offered was sold. Merinos and fine cross-breds were 5 per cent, medium 6 1/2 per cent and coarse grades 10 per cent higher. New South Wales, 60 bales; scored, 18/6; 100 bales; scored, 18/6; 150 bales; scored, 18/6; 200 bales; scored, 18/6; 250 bales; scored, 18/6; 300 bales; scored, 18/6; 350 bales; scored, 18/6; 400 bales; scored, 18/6; 450 bales; scored, 18/6; 500 bales; scored, 18/6; 550 bales; scored, 18/6; 600 bales; scored, 18/6; 650 bales; scored, 18/6; 700 bales; scored, 18/6; 750 bales; scored, 18/6; 800 bales; scored, 18/6; 850 bales; scored, 18/6; 900 bales; scored, 18/6; 950 bales; scored, 18/6; 1,000 bales; scored, 18/6.

London Stock Market.

LONDON, July 4.—Closing quotations on stocks were: Consols, money, 92-1/2; 3 1/2, 92-1/2; 4 1/2, 92-1/2; 5 1/2, 92-1/2; 6 1/2, 92-1/2; 7 1/2, 92-1/2; 8 1/2, 92-1/2; 9 1/2, 92-1/2; 10 1/2, 92-1/2; 11 1/2, 92-1/2; 12 1/2, 92-1/2; 13 1/2, 92-1/2; 14 1/2, 92-1/2; 15 1/2, 92-1/2; 16 1/2, 92-1/2; 17 1/2, 92-1/2; 18 1/2, 92-1/2; 19 1/2, 92-1/2; 20 1/2, 92-1/2; 21 1/2, 92-1/2; 22 1/2, 92-1/2; 23 1/2, 92-1/2; 24 1/2, 92-1/2; 25 1/2, 92-1/2; 26 1/2, 92-1/2; 27 1/2, 92-1/2; 28 1/2, 92-1/2; 29 1/2, 92-1/2; 30 1/2, 92-1/2; 31 1/2, 92-1/2; 32 1/2, 92-1/2; 33 1/2, 92-1/2; 34 1/2, 92-1/2; 35 1/2, 92-1/2; 36 1/2, 92-1/2; 37 1/2, 92-1/2; 38 1/2, 92-1/2; 39 1/2, 92-1/2; 40 1/2, 92-1/2; 41 1/2, 92-1/2; 42 1/2, 92-1/2; 43 1/2, 92-1/2; 44 1/2, 92-1/2; 45 1/2, 92-1/2; 46 1/2, 92-1/2; 47 1/2, 92-1/2; 48 1/2, 92-1/2; 49 1/2, 92-1/2; 50 1/2, 92-1/2; 51 1/2, 92-1/2; 52 1/2, 92-1/2; 53 1/2, 92-1/2; 54 1/2, 92-1/2; 55 1/2, 92-1/2; 56 1/2, 92-1/2; 57 1/2, 92-1/2; 58 1/2, 92-1/2; 59 1/2, 92-1/2; 60 1/2, 92-1/2; 61 1/2, 92-1/2; 62 1/2, 92-1/2; 63 1/2, 92-1/2; 64 1/2, 92-1/2; 65 1/2, 92-1/2; 66 1/2, 92-1/2; 67 1/2, 92-1/2; 68 1/2, 92-1/2; 69 1/2, 92-1/2; 70 1/2, 92-1/2; 71 1/2, 92-1/2; 72 1/2, 92-1/2; 73 1/2, 92-1/2; 74 1/2, 92-1/2; 75 1/2, 92-1/2; 76 1/2, 92-1/2; 77 1/2, 92-1/2; 78 1/2, 92-1/2; 79 1/2, 92-1/2; 80 1/2, 92-1/2; 81 1/2, 92-1/2; 82 1/2, 92-1/2; 83 1/2, 92-1/2; 84 1/2, 92-1/2; 85 1/2, 92-1/2; 86 1/2, 92-1/2; 87 1/2, 92-1/2; 88 1/2, 92-1/2; 89 1/2, 92-1/2; 90 1/2, 92-1/2; 91 1/2, 92-1/2; 92 1/2, 92-1/2; 93 1/2, 92-1/2; 94 1/2, 92-1/2; 95 1/2, 92-1/2; 96 1/2, 92-1/2; 97 1/2, 92-1/2; 98 1/2, 92-1/2; 99 1/2, 92-1/2; 100 1/2, 92-1/2.

MOTORS BEAT HORSE STOPS

Motor Cars Stop in Shorter Distance at Given Speeds and Show Control is Easier and Safer.

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Foreign Financial.

LONDON, July 4.—Money was abundant in foreign markets. Discounts were easy, though Paris had taken all the procurable gold in the open market. Prices on the Stock exchange were quiet, firm on the cheap front. Business though largely professional, was upheld by the better understanding regarding Morocco. Consols were 92-1/2, 3 1/2, 92-1/2, 4 1/2, 92-1/2, 5 1/2, 92-1/2, 6 1/2, 92-1/2, 7 1/2, 92-1/2, 8 1/2, 92-1/2, 9 1/2, 92-1/2, 10 1/2, 92-1/2, 11 1/2, 92-1/2, 12 1/2, 92-1/2, 13 1/2, 92-1/2, 14 1/2, 92-1/2, 15 1/2, 92-1/2, 16 1/2, 92-1/2, 17 1/2, 92-1/2, 18 1/2, 92-1/2, 19 1/2, 92-1/2, 20 1/2, 92-1/2, 21 1/2, 92-1/2, 22 1/2, 92-1/2, 23 1/2, 92-1/2, 24 1/2, 92-1/2, 25 1/2, 92-1/2, 26 1/2, 92-1/2, 27 1/2, 92-1/2, 28 1/2, 92-1/2, 29 1/2, 92-1/2, 30 1/2, 92-1/2, 31 1/2, 92-1/2, 32 1/2, 92-1/2, 33 1/2, 92-1/2, 34 1/2, 92-1/2, 35 1/2, 92-1/2, 36 1/2, 92-1/2, 37 1/2, 92-1/2, 38 1/2, 92-1/2, 39 1/2, 92-1/2, 40 1/2, 92-1/2, 41 1/2, 92-1/2, 42 1/2, 92-1/2, 43 1/2, 92-1/2, 44 1/2, 92-1/2, 45 1/2, 92-1/2, 46 1/2, 92-1/2, 47 1/2, 92-1/2, 48 1/2, 92-1/2, 49 1/2, 92-1/2, 50 1/2, 92-1/2, 51 1/2, 92-1/2, 52 1/2, 92-1/2, 53 1/2, 92-1/2, 54 1/2, 92-1/2, 55 1/2, 92-1/2, 56 1/2, 92-1/2, 57 1/2, 92-1/2, 58 1/2, 92-1/2, 59 1/2, 92-1/2, 60 1/2, 92-1/2, 61 1/2, 92-1/2, 62 1/2, 92-1/2, 63 1/2, 92-1/2, 64 1/2, 92-1/2, 65 1/2, 92-1/2, 66 1/2, 92-1/2, 67 1/2, 92-1/2, 68 1/2, 92-1/2, 69 1/2, 92-1/2, 70 1/2, 92-1/2, 71 1/2, 92-1/2, 72 1/2, 92-1/2, 73 1/2, 92-1/2, 74 1/2, 92-1/2, 75 1/2, 92-1/2, 76 1/2, 92-1/2, 77 1/2, 92-1/2, 78 1/2, 92-1/2, 79 1/2, 92-1/2, 80 1/2, 92-1/2, 81 1/2, 92-1/2, 82 1/2, 92-1/2, 83 1/2, 92-1/2, 84 1/2, 92-1/2, 85 1/2, 92-1/2, 86 1/2, 92-1/2, 87 1/2, 92-1/2, 88 1/2, 92-1/2, 89 1/2, 92-1/2, 90 1/2, 92-1/2, 91 1/2, 92-1/2, 92 1/2, 92-1/2, 93 1/2, 92-1/2, 94 1/2, 92-1/2, 95 1/2, 92-1/2, 96 1/2, 92-1/2, 97 1/2, 92-1/2, 98 1/2, 92-1/2, 99 1/2, 92-1/2, 100 1/2, 92-1/2.

Comment on the Tests.

On these results certain comments should be made. The mail van was carrying two tons, and the goods van one and a half tons. It may be instructive to the police to note that a pair-horse team traveling at about eight miles an hour cannot be stopped under twenty-four feet. In the third test the driver of the car was taken unawares by the signal, a circumstance proved by the much better result shown in the fourth test at the higher speed. In the fifth test the driver of the motor car did not do justice to his brakes. In the sixth test the motor car result is doubtful, for, although it is possible that under most favorable circumstances, the probability is that the car in its endeavor not to outstrip the horse had dropped a little behind. The results shown in the tenth and eleventh tests are especially interesting and instructive. The trotter driven by Will Bishop of the Coliseum was a very handy animal and showed surprising stopping powers. Practically, of course, it had only itself to stop, for the momentum of the driver and the sulky was but slight. The general inference is that only trotting sulkeys and motor cars are safe vehicles to use on the streets. A local government board official was present at the tests, and the results will doubtless bear fruit. At the conclusion of the trials Mr. Edge pointed out that, broadly speaking, the

Winnipeg Grain Market.

LIVERPOOL, July 4.—WHEAT—Spot nominal; futures quiet; July, 6 1/2; September, 6 1/2; December, 6 1/2; 1934, 6 1/2; 1935, 6 1/2; 1936, 6 1/2; 1937, 6 1/2; 1938, 6 1/2; 1939, 6 1/2; 1940, 6 1/2; 1941, 6 1/2; 1942, 6 1/2; 1943, 6 1/2; 1944, 6 1/2; 1945, 6 1/2; 1946, 6 1/2; 1947, 6 1/2; 1948, 6 1/2; 1949, 6 1/2; 1950, 6 1/2; 1951, 6 1/2; 1952, 6 1/2; 1953, 6 1/2; 1954, 6 1/2; 1955, 6 1/2; 1956, 6 1/2; 1957, 6 1/2; 1958, 6 1/2; 1959, 6 1/2; 1960, 6 1/2; 1961, 6 1/2; 1962, 6 1/2; 1963, 6 1/2; 1964, 6 1/2; 1965, 6 1/2; 1966, 6 1/2; 1967, 6 1/2; 1968, 6 1/2; 1969, 6 1/2; 1970, 6 1/2; 1971, 6 1/2; 1972, 6 1/2; 1973, 6 1/2; 1974, 6 1/2; 1975, 6 1/2; 1976, 6 1/2; 1977, 6 1/2; 1978, 6 1/2; 1979, 6 1/2; 1980, 6 1/2; 1981, 6 1/2; 1982, 6 1/2; 1983, 6 1/2; 1984, 6 1/2; 1985, 6 1/2; 1986, 6 1/2; 1987, 6 1/2; 1988, 6 1/2; 1989, 6 1/2; 1990, 6 1/2; 1991, 6 1/2; 1992, 6 1/2; 1993, 6 1/2; 1994, 6 1/2; 1995, 6 1/2; 1996, 6 1/2; 1997, 6 1/2; 1998, 6 1/2; 1999, 6 1/2; 2000, 6 1/2.

Winnipeg Grain Market.

LONDON, July 4.—CLOSING QUOTATIONS ON STOCKS WERE: Consols, money, 92-1/2; 3 1/2, 92-1/2; 4 1/2, 92-1/2; 5 1/2, 92-1/2; 6 1/2, 92-1/2; 7 1/2, 92-1/2; 8 1/2, 92-1/2; 9 1/2, 92-1/2; 10 1/2, 92-1/2; 11 1/2, 92-1/2; 12 1/2, 92-1/2; 13 1/2, 92-1/2; 14 1/2, 92-1/2; 15 1/2, 92-1/2; 16 1/2, 92-1/2; 17 1/2, 92-1/2; 18 1/2, 92-1/2; 19 1/2, 92-1/2; 20 1/2, 92-1/2; 21 1/2, 92-1/2; 22 1/2, 92-1/2; 23 1/2, 92-1/2; 24 1/2, 92-1/2; 25 1/2, 92-1/2; 26 1/2, 92-1/2; 27 1/2, 92-1/2; 28 1/2, 92-1/2; 29 1/2, 92-1/2; 30 1/2, 92-1/2; 31 1/2, 92-1/2; 32 1/2, 92-1/2; 33 1/2, 92-1/2; 34 1/2, 92-1/2; 35 1/2, 92-1/2; 36 1/2, 92-1/2; 37 1/2, 92-1/2; 38 1/2, 92-1/2; 39 1/2, 92-1/2; 40 1/2, 92-1/2; 41 1/2, 92-1/2; 42 1/2, 92-1/2; 43 1/2, 92-1/2; 44 1/2, 92-1/2; 45 1/2, 92-1/2; 46 1/2, 92-1/2; 47 1/2, 92-1/2; 48 1/2, 92-1/2; 49 1/2, 92-1/2; 50 1/2, 92-1/2; 51 1/2, 92-1/2; 52 1/2, 92-1/2; 53 1/2, 92-1/2; 54 1/2, 92-1/2; 55 1/2, 92-1/2; 56 1/2, 92-1/2; 57 1/2, 92-1/2; 58 1/2, 92-1/2; 59 1/2, 92-1/2; 60 1/2, 92-1/2; 61 1/2, 92-1/2; 62 1/2, 92-1/2; 63 1/2, 92-1/2; 64 1/2, 92-1/2; 65 1/2, 92-1/2; 66 1/2, 92-1/2; 67 1/2, 92-1/2; 68 1/2, 92-1/2; 69 1/2, 92-1/2; 70 1/2, 92-1/2; 71 1/2, 92-1/2; 72 1/2, 92-1/2; 73 1/2, 92-1/2; 74 1/2, 92-1/2; 75 1/2, 92-1/2; 76 1/2, 92-1/2; 77 1/2, 92-1/2; 78 1/2, 92-1/2; 79 1/2, 92-1/2; 80 1/2, 92-1/2; 81 1/2, 92-1/2; 82 1/2, 92-1/2; 83 1/2, 92-1/2; 84 1/2, 92-1/2; 85 1/2, 92-1/2; 86 1/2, 92-1/2; 87 1/2, 92-1/2; 88 1/2, 92-1/2; 89 1/2, 92-1/2; 90 1/2, 92-1/2; 91 1/2, 92-1/2; 92 1/2, 92-1/2; 93 1/2, 92-1/2; 94 1/2, 92-1/2; 95 1/2, 92-1/2; 96 1/2, 92-1/2; 97 1/2, 92-1/2; 98 1/2, 92-1/2; 99 1/2, 92-1/2; 100 1/2, 92-1/2.

Winnipeg Grain Market.

LONDON, July 4.—CLOSING QUOTATIONS ON STOCKS WERE: Consols, money, 92-1/2; 3 1/2, 92-1/2; 4 1/2, 92-1/2; 5 1/2, 92-1/2; 6 1/2, 92-1/2; 7 1/2, 92-1/2; 8 1/2, 92-1/2; 9 1/2, 92-1/2; 10 1/2, 92-1/2; 11 1/2, 92-1/2; 12 1/2, 92-1/2; 13 1/2, 92-1/2; 14 1/2, 92-1/2; 15 1/2, 92-1/2; 16 1/2, 92-1/2; 17 1/2, 92-1/2; 18 1/2, 92-1/2; 19 1/2, 92-1/2; 20 1