

NEW YORK EXCHANGE.

GRANGERS AND PACIFICS
ADVANCE.

METROPOLITAN WFAK.

SUGAR AND TOBACCO
ERRATIC AND DOWNWARDS.

COALERS DECLINE.

CONSOL. GAS ADVANCES.

New York, Oct. 12.

A more erratic market than today's is seldom witnessed. Manipulators finding they could not break the standard shares confined their operations to the specialties with the result that the former advanced materially and the latter changed about from weak to strong according to the energy of the manipulators.

Grangers and Pacifics advanced from 1 to 2 points. Traction was weak. Tobacco and Sugar were strong and weak by turns and Consolidated Gas was advanced.

MORNING OPINION.

New York Oct. 12.

Twenty active stocks declined. 14 closing at practically lowest price made this summer.

No change in opinion among traders re N. Pac. situation. Sugar weakness and election uncertainties kept many from the bull side. Commission houses report some selling on public account, but not large at any one time.

OPENING.

The market opened with rather a better feeling owing to higher prices in London. The weakness in American Tobacco is affecting the rest of market.

London buying Northern Pacific, W. B. Lawrence largest seller of American Tobacco.

Very little activity in the general market.

MONEY.

Discount rates abroad are quoted as being easier, and it is quite on the cards that the Bank of England may advance its rate to-morrow.

PROFESSIONAL CONTROL.

It looks as for some little time the market will be more or less at the mercy of the professional element, and as it is on the whole bearish, further moderate declines may be looked for.

THE WAR SITUATION.

Although cables published in the New York newspapers this morning state that the relations between Great Britain and France are more strained than yesterday nevertheless British consols show a gain of 3-16. Private despatches from abroad state that the French Government has agreed to withdraw March and.

AMERICANS STEADY IN LONDON.

The settlement in London is progressing satisfactorily. The market for Americans is strong at gains ranging from 1/2 to 1/4 p.c.

LONDON BUYS.

London continues to be a buyer of Northern Pacific. St. Paul good earnings and the advance in price of wheat were ignored in yesterday's market, but the bulls are confident that such favorable influences must in time have a good effect.

MARKET.

Yesterdays market was more narrow and professional than any we have had for sometime. Little attention has been paid to railroad stock. Northern Pacific common being the only one in which transactions were at all large.

SUGAR.

A few operators who turned bullish on sugar, made strenuous efforts to bring about a rally. There success was only temporary however.

NORTHERN PACIFIC.

Nor. Pac. haul per mile of road slightly over \$50,000, and in view of the fact that the Co. has higher ton-mile rate than other roads in its vicinity, the dividend question is likely to be indefinitely postponed.

NEW YORK STOCK MARKET.—October 12, 1898.

	CLOSING PRICES FROM OCT. 1 TO 11.										TO-DAY'S PRICES.				
	1	3	4	5	6	7	8	10	11	Open'g	Highest	Lowest	Closing	Bid.	Asked.
American Cotton Oil Co.	34 1/2	37	35	35 1/2	35 1/2	35 1/2	35 1/2	34 1/2	.....	35 1/2	36 1/2	35 1/2	36 1/2	36 1/2	36 1/2
" " Preferred	116 1/2	118 1/2	115 1/2	113 1/2	114	114 1/2	114	110 1/2	109 1/2	110 1/2	111 1/2	109	109 1/2	109 1/2	109 1/2
" Sugar	118 1/2	122 1/2	126 1/2	128	124 1/2	122 1/2	.....	124 1/2	120 1/2	120	110 1/2	116	118 1/2	118 1/2	118 1/2
" Sugar pfd.	.....	12 1/2	12 1/2	.....	12 1/2	.....	.....	12 1/2	.....	.....	12 1/2	12 1/2	.....	12 1/2	12 1/2
" Spirits Mfg. Co.	32 1/2	33 1/2	34 1/2	.....	33 1/2	.....	.....	11 1/2	.....	.....	.....	.....	.....	32 1/2	32 1/2
" Spirits Mfg Co pfd.	118	122 1/2	126 1/2	128	124 1/2	122 1/2	.....	124 1/2	120 1/2	120	110 1/2	116	118 1/2	118 1/2	118 1/2
" Tobacco	.....	12 1/2	12 1/2	.....	12 1/2	.....	.....	12 1/2	.....	.....	12 1/2	12 1/2	.....	12 1/2	12 1/2
" Tobacco pfd.	.....	12 1/2	12 1/2	.....	12 1/2	.....	.....	12 1/2	.....	.....	12 1/2	12 1/2	.....	12 1/2	12 1/2
Atch T. & S. Fe	31 1/2	.....	32 1/2	34	33 1/2	32 1/2	32 1/2	32 1/2	32 1/2	33	33 1/2	32	32 1/2	33 1/2	33 1/2
Atch T. & S. Fe pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore & Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay State Gas	62 1/2	64 1/2	65 1/2	66 1/2	66 1/2	65 1/2	64 1/2	63 1/2	64	64	64 1/2	64	64 1/2	64 1/2	64 1/2
Brooklyn Rap. Tran.	39 1/2	.....	40 1/2	.....	.....	.....	40	.....	.....	40	40	39 1/2	39 1/2	39 1/2	39 1/2
C.C.C. & St. L.	.....	.....	85 1/2	.....	.....	84 1/2	.....	83 1/2	.....	.....	.....	.....	.....	84	84 1/2
Canadian Pacific	.....	52	.....	53	.....	.....	.....	52 1/2	53	53	.....	.....	.....	53	54
Canada Southern	.....	22	22	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Chesapeake & Ohio	22	21 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	.....	14 1/2	14 1/2	13 1/2	14 1/2	14 1/2	14 1/2
Chicago & Great Western	113 1/2	114 1/2	114 1/2	115	114 1/2	114 1/2	114 1/2	113 1/2	113 1/2	114	114 1/2	113 1/2	114 1/2	114 1/2	114 1/2
Chicago B. & Q.	106	106 1/2	107 1/2	107 1/2	107 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	107 1/2	106 1/2	107 1/2	107 1/2	107 1/2
Chicago Mil. & St. P.	100	100 1/2	102	102 1/2	101 1/2	101 1/2	101 1/2	100 1/2	100 1/2	100 1/2	101 1/2	100 1/2	101 1/2	101 1/2	101 1/2
Chicago R. I. & Pacific	129 1/2	129 1/2	130 1/2	130 1/2	132 1/2	130 1/2	130	129	.....	.....	130 1/2	130 1/2	130 1/2	130 1/2	131
Chicago & Northwest	17 1/2	.....	17 1/2	17	16 1/2	16 1/2	16 1/2	16 1/2	15 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
Chic. & Northwest pfd.	49 1/2	.....	50 1/2	47 1/2	47	46	45 1/2	45	44	44 1/2	45 1/2	44	45	44 1/2	45 1/2
Cleveland, Lorain & Wheeling	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Pfd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" C. C. & St. Louis	170	170	175	173 1/2	172	169 1/2	169 1/2	169	.....	.....	172	171	172	169	172
Consolidated Gas	.....	.....	106 1/2	.....	.....	105 1/2	.....	05	104	.....	104 1/2	102 1/2	104 1/2	104	105
Delaware & Hudson	.....	.....	151	.....	.....	.....	.....	.....	148 1/2	.....	.....	.....	.....	149	150 1/2
Del. Lack. & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver & Rio Grand Pfd.	13	.....	.....	13 1/2	.....	.....	.....	13	13	.....	.....	.....	.....	13	13 1/2
Erie	48	80 1/2	80 1/2	.....	80 1/2	80 1/2	.....	79	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
General Electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glucose Pfd	112	112 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Laclede Gas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	192 1/2	194
Lake Shore	54 1/2	54 1/2	55	55 1/2	54 1/2	54 1/2	54 1/2	53 1/2	53 1/2	53 1/2	54 1/2	53 1/2	54 1/2	54 1/2	54 1/2
Louisville & Nashville	91	93	94	94	93 1/2	93 1/2	94 1/2	92 1/2	92 1/2	93	94	93	93 1/2	93 1/2	93 1/2
Manhattan con.	157 1/2	.....	158 1/2	.....	164 1/2	164	154	163 1/2	163 1/2	163 1/2	163 1/2	162 1/2	163	162 1/2	162 1/2
Met. Street Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	.....	.....	.....	.....	10 1/2	10 1/2	.....	.....	.....	.....	10 1/2	11
Missouri Kan. & Tex	.....	.....	33	33	33 1/2	32 1/2	.....	.....	31	.....	31 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Missouri Kan. & T. pfd.	31 1/2	31 1/2	33	32 1/2	32 1/2	32 1/2	.....	31 1/2	32	32 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Missouri Pacific	32	32 1/2	32 1/2	.....	.....	.....	.....	.....	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Nat. Lead	91	.....	91 1/2	91 1/2	91 1/2	91	91	90 1/2	89	89 1/2	89 1/2	87	88 1/2	88	88 1/2
Nat. Lead pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey Central	115 1/2	.....	116	115 1/2	115 1/2	115 1/2	.....	115	115	.....	115 1/2	115 1/2	115	115 1/2	115 1/2
New York Central	41 1/2	41 1/2	42	41 1/2	40 1/2	39 1/2	38 1/2	38 1/2	38 1/2	38 1/2	40 1/2	38 1/2	40 1/2	40 1/2	40 1/2
Northern Pacific	76	76 1/2	76 1/2	76 1/2	75 1/2	75 1/2	74 1/2	74 1/2	74 1/2	74 1/2	75 1/2	74 1/2	74 1/2	75 1/2	75 1/2
Northern Pacific pfd	78	97 1/2	79 1/2	.....	.....	.....	.....	79	79 1/2	79 1/2	.....	.....	.....	79	79 1/2
Omaha	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oregon Rail. and Nav.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Mail	.....	32 1/2	32 1/2	32 1/2	32 1/2	.....	.....	32 1/2	32 1/2	32 1/2	32	33	32	32 1/2	32 1/2
Pennsylvania R. R.	.....	.....	.....	.....	.....	117	.....	116 1/2	.....	.....	117 1/2	117	117 1/2	116 1/2	117 1/2
Peo. Gas L. & Coke Co.	101 1/2	102 1/2	103	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	102 1/2	102 1/2	102 1/2	102 1/2	103	103	103 1/2
Pullman Palace Car Co.	17 1/2	.....	18 1/2	.....	17 1/2	17 1/2	17 1/2	17 1/2	17	.....	17 1/2	16 1/2	16 1/2	16 1/2	17
Reading	.....	43	.....	.....	43	41 1/2	.....	40 1/2	39 1/2	.....	.....	.....	39 1/2	.....	.....
" 1st Pfd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 2nd Pfd.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific	33 1/2	33 1/2	33 1/2	.....	33 1/2	33 1/2	33 1/2	32 1/2	32 1/2	.....	33	32 1/2	32 1/2	33	33 1/2
Southern Railroad Pfd.	.....	13 1/2	.....	.....	13 1/2	.....	.....	.....	.....	.....	.....	.....	.....	13	13 1/2
Texas Pacific	26 1/2	27 1/2	27 1/2	27 1/2	27	27	.....	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2
Tenn. Coal & Iron	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Third Avenue R. R.	33	33 1/2	33 1/2	33 1/2	32 1/2	32 1/2	32 1/2	31 1/2	31 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Union Pacific	64 1/2	65 1/2	65 1/2	65 1/2											