

NEW YORK.

MARKET IRREGULAR—SPECIALTIES ERRATIC.—STANDARD SHARES OFF—B. R. T. HAS A WIDE RANGE CONSIDERABLE REALIZING.

GOSSIP.

At the opening of business on Stock Exchange yesterday securities were offered for sale in large volume. The announcement of engagements of 1,500,000 dollars gold for import may have helped to some extent the revival of bullish feeling, it is becoming plain that virtually identity of ownership of the great Anthracite coal properties is precisely what Wall street has been surmising for some time past. Most of the southern railroads are now beginning to make a handsome ratio of gain over the preceding year and the South has before it not only the prospect of a decided increase in manufacturing activity but the promise of a future important trade with the West Indies.

New York, Jan. 6.

The market for Americans is rather heavy in London.

The fact that the political outlook in Europe is still disturbed, seems to prevent any active speculation in any of the foreign markets.

There is said, however, to be good buying of O. & W. as a result of the announcement of the acquisition of a large block of coal lands in the neighborhood of Scranton Pa. by capitalists closely associated with the Road.

The annual coal tonnage of the Road is expected to be largely increased as a result of this purchase. There is still a total lack of news to account for the recent advance in Brooklyn Rapid Transit. Nothing definite can be obtained either from Mr. Flower or his associates. The mere fact that they will say nothing, but are content to advise their friends to buy the stock, convinces the Street that some important negotiation are on foot, which will probably result in some sort of a consolidation of all the transportation companies in the city of Brooklyn. Unless something of the sort is imminent, the advance in the stock is certainly not warranted.

The Street is full of rumors in regard to Manhattan.

It is said that Mr. Gould and his friends have practically decided upon the electrical equipment of the Road. Mr. Sage as usual is reported to be opposed to any improvements or innovations. That some people are satisfied that the future of Manhattan is fairly bright, is shown by the fact that there has been persistent buying of the stock for some months.

The stock market opened irregular but quite active, taking its tone from London market, which again showed under the New York closing figures. At the opening of business, London Houses were seen to have fairly heavy selling orders here in all the internationals. They seem thus far to have disposed of about 15,000 shares on the balance.

Some apprehension was also excited by the appearance of great pressure in B. R. T., under which that stock broke to 89. It has since rallied to 91. It is believed that in a few days the Flowers will announce the deal which has been the basis of the striking advance in this stock. Pending this announcement, it is not believed that the stock will have much of a break, that is, of a permanent kind, although it is likely that it will continue to fluctuate widely, as it has been doing.

Federal Steels also showed pressure of heavy profit realizing sales, but have also recovered, and in view of the dividends which it is believed will be declared on both classes of the stock in the spring, they are apt to go through about the same sort of movements indicated in B. R. T.

With the cessation of the London selling towards noon, the market behaved as it did yesterday, developing strength in all the Standard issues.

A sharp rise in Western Union, which has long been one of the dominant stocks in the market, was a feature in the dealings. There is nothing definite to account for the advance, except that as a 5 per cent. stock it is selling out of proportion of other dividend payers.

There has been little news of importance. Indications point to yet easier rates for money, and there are no further immediate chances of a flurry.

ATWATER & DUCLOS,
Advocates.
Barristers and Solicitors,
Standard Chambers, 151 St. James St.
MONTREAL.
HON. ALBERT W. ATWATER, Q.C., M.P.P.
CHAS. A. DUCLOS.

NEW YORK STOCK MARKET.—January 6, 1899.

	CLOSING PRICES FROM DEC. 23 TO JAN. 5.					TO-DAY'S PRICES								
	23	27	28	29	30	3	4	5	Open'g	Highest	Lowest	Closing	Bid.	Asked
Am. Cotton Oil Co.....	33 1/2	33 1/2	33 1/2	34 1/2	35 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
" " " Pfd.....	50 1/2	50 1/2	51 1/2	51 1/2	52 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	50 1/2	50 1/2	51 1/2	51 1/2
" Sugar.....	125	126 1/2	123 1/2	122 1/2	126	124 1/2	125 1/2	125 1/2	124 1/2	127 1/2	124 1/2	125 1/2	125 1/2	125 1/2
" Sugar pfd.....	13 1/2	14	14	14	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	13 1/2	13 1/2	13 1/2	14 1/2
" Spirits Mfg. Co.....	37 1/2	37 1/2	38	37 1/2	40	39	39	39	38 1/2	38 1/2	38 1/2	38 1/2	37 1/2	37 1/2
" Spirits Mfg. Co pfd.....	140 1/2	142 1/2	143 1/2	143	143 1/2	143 1/2	147 1/2	148 1/2	148	149 1/2	147 1/2	148 1/2	148 1/2	148 1/2
" Tobacco.....	18 1/2	18 1/2	19	18 1/2	19 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
" Tobacco pfd.....	50 1/2	50 1/2	51 1/2	51 1/2	52 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	50 1/2	50 1/2	51 1/2	51 1/2
Atch T. & S. Fe.....	70 1/2	69 1/2	69 1/2	67 1/2	70	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	66 1/2	67 1/2	67 1/2	67 1/2
Atch T. & S. Fe pfd.....	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Baltimore & Ohio.....	72 1/2	74 1/2	76 1/2	76 1/2	77 1/2	79 1/2	87 1/2	91 1/2	91 1/2	91 1/2	86	87 1/2	87 1/2	87 1/2
Bay State Gas.....	44	44	43 1/2	43 1/2	43 1/2	43	43 1/2	43 1/2	42 1/2	42 1/2	42 1/2	42 1/2	43 1/2	43 1/2
Brooklyn Rap. Tran.....	72 1/2	74 1/2	76 1/2	76 1/2	77 1/2	79 1/2	87 1/2	91 1/2	91 1/2	91 1/2	86	87 1/2	87 1/2	87 1/2
C.C.C. & St. L.....	44	44	43 1/2	43 1/2	43 1/2	43	43 1/2	43 1/2	42 1/2	42 1/2	42 1/2	42 1/2	43 1/2	43 1/2
Canadian Pacific.....	56 1/2	56 1/2	57	57	55 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Canada Southern.....	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Chesapeake & Ohio.....	15 1/2	16	16 1/2	15 1/2	16 1/2	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2	16	15 1/2	15 1/2	15 1/2
Chic. & Great Western.....	122 1/2	122 1/2	124 1/2	123 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	124 1/2	124 1/2	124 1/2	124 1/2
Chicago B. & Q.....	118	118 1/2	119 1/2	119 1/2	120 1/2	120 1/2	121 1/2	121 1/2	121 1/2	121 1/2	120 1/2	120 1/2	120 1/2	120 1/2
Chicago Mil. & St. P.....	111 1/2	111 1/2	114 1/2	113 1/2	114 1/2	114 1/2	113 1/2	114 1/2	114 1/2	114 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Chi. Mil. & St. P. pfd.....	142	142	142 1/2	141 1/2	142 1/2	142	142	142 1/2	142 1/2	142 1/2	141 1/2	141 1/2	141 1/2	141 1/2
Chicago R. I. & Pacific.....	142	142	142 1/2	141 1/2	142 1/2	142	142	142 1/2	142 1/2	142 1/2	141 1/2	141 1/2	141 1/2	141 1/2
Chicago & Northwest.....	15	15	15	15	15	15	15	15	15	15	14 1/2	14 1/2	14 1/2	14 1/2
Chic. & Northwest pfd.....	43 1/2	44 1/2	44 1/2	43 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	42	44 1/2	44 1/2	44 1/2
Clevel'd, Lor. & Wheel'g.....	44	44	44	43 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	42	44 1/2	44 1/2	44 1/2
" " " Pfd.....	195	194 1/2	195	194 1/2	195	195	194 1/2	194	194 1/2	194 1/2	193	193	193 1/2	194 1/2
" C. C. & St. Louis.....	105 1/2	104 1/2	104 1/2	106 1/2	107 1/2	107	106 1/2	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Consolidated Gas.....	105 1/2	104 1/2	104 1/2	106 1/2	107 1/2	107	106 1/2	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Delaware & Hudson.....	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	159	158 1/2	159	158 1/2	158 1/2	158 1/2	158 1/2	158 1/2	159 1/2
Del. Lack. & Western.....	14 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	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Denver & Rio Grand Pfd.....	93	94	96	95 1/2	96	95 1/2	95 1/2	95 1/2	99 1/2	99 1/2	97 1/2	99 1/2	98 1/2	99 1/2
Erie.....	93	94	96	95 1/2	96	95 1/2	95 1/2	95 1/2	99 1/2	99 1/2	97 1/2	99 1/2	98 1/2	99 1/2
General Electric.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Glucose Pfd.....	197	197	197	197	197	197	197	197	197	197	197	197	197	197
Fed. Steel Com.....	63 1/2	64	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
" " Pfd.....	97 1/2	97 1/2	98	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Lake Shore.....	192	191 1/2	192 1/2	190 1/2	192	191 1/2	192	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2	191 1/2
Louisville & Nashville.....	13 1/2	13 1/2	13 1/2	13 1/2	13 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	14 1/2
Manhattan con.....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	39 1/2	39 1/2	40 1/2	40 1/2	40 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Met. Street Ry. Co.....	45	45	45	44 1/2	45 1/2	45 1/2	44 1/2	44 1/2	45 1/2	45 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Michigan Central.....	37 1/2	38 1/2	38 1/2	37 1/2	38 1/2	38 1/2	38 1/2	38 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Missouri Kan. & Tex.....	93 1/2	93 1/2	93 1/2	94 1/2	97 1/2	98 1/2	98 1/2	98 1/2	97 1/2	97 1/2	97 1/2	97 1/2	96 1/2	98
Missouri Kan. & T. pfd.....	123	123	123 1/2	122 1/2	123 1/2	122 1/2	122 1/2	123	122 1/2	122 1/2	121 1/2	121 1/2	121 1/2	122
Missouri Pacific.....	42	42 1/2	43 1/2	43 1/2	44 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43	43 1/2	43 1/2	43 1/2
Nat. Lead.....	76 1/2	76 1/2	78	77 1/2	77 1/2	78	77 1/2	77 1/2	77 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2
Nat. Lead pfd.....	92	91	91 1/2	92 1/2	93 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	91	92
Nat. Jersey Central.....	43 1/2	44	45 1/2	45	45 1/2	45 1/2	44 1/2	45	45 1/2	46	44 1/2	44 1/2	44 1/2	45
New Jersey Central.....	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	121 1/2	121 1/2	121 1/2	121 1/2
New York Central.....	42	42 1/2	43 1/2	43 1/2	44 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43	43 1/2	43 1/2	43 1/2
Northern Pacific.....	76 1/2	76 1/2	78	77 1/2	77 1/2	78	77 1/2	77 1/2	77 1/2	77 1/2	76 1/2	76 1/2	76 1/2	76 1/2
Northern Pacific pfd.....	92	91	91 1/2	92 1/2	93 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	91	92
Oregon Rail. and Nav.....	43 1/2	44	45 1/2	45	45 1/2	45 1/2	44 1/2	45	45 1/2	46	44 1/2	44 1/2	44 1/2	45
Pacific Mail.....	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	121 1/2	121 1/2	121 1/2	121 1/2
Pennsylvania R. R.....	108 1/2	109 1/2	110 1/2	108 1/2	110 1/2	110	110 1/2	112 1/2	112 1/2	113 1/2	111 1/2	111 1/2	112 1/2	112 1/2
Peo. Gas L. & Coke Co.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	23 1/2	23 1/2	22 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Pullman Palace Car Co.....	46 1/2	47 1/2	48	48 1/2	48 1/2	55	53 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	53
Reading.....	41 1/2	41 1/2	42	41 1/2	42 1/2	41 1/2	40 1/2	40 1/2	41 1/2	42	40 1/2	41 1/2	41 1/2	41 1/2
" 1st Pfd.....	18 1/2	19	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	18 1/2	18 1				