

# NEW YORK EXCHANGE.

MARKET ENDS WEEK STRONG  
— METROPOLITAN MAKES A RECORD — TRADING SLOW —  
SUGAR STEADY—PACIFIC MAIL CLOSURES AT 40½.

RANGE FROM NOV. 25TH TO DEC. 2ND INCLUSIVE.

	HIGH.	LOW.	CLOSE.
Sugar	130½	121½	127
Tobacco	139	133½	135½
Brooklyn R. Transit	70½	66½	69½
Chicago B. & Q.	120½	119½	119½
“ Mil. & St. P.	115½	113½	114½
“ R. I. & Pac.	109½	107½	108
“ & Northwest	141½	138½	139½
Consolidated Gas	197½	187½	195
General Electric	85½	82½	84½
Manhattan con.	98½	96½	97½
Met. Street Ry. Co.	182½	175	181½
N. Y. Central	119½	118	118½
Northern Pacific	42	40	40½
“ Pfd.	76½	75½	75½
Omaha	87	84½	85
Peoples Gas	110½	108½	109½
Tenn. Coal & Iron	31	29½	30½
Union Pacific	39½	36½	36½
“ Pfd.	70½	67½	69½
U. S. Rubber	47½	42½	46
U. S. Rubber Pfd.	108½	104½	108½
U. S. Leather Pfd.	68½	67	68

\*Ex-div.

## GOSSIP.

There was no development of general importance yesterday and the reactions which took place here and there in the stock market were no more than might have been expected from the liberal profit taking incidental to the close of the week.

Bull manipulation in Sugar on the eve of a severe trade contest is not considered beneficial to the general speculative situation. The vagaries of Tobacco have also been reckoned with.

The tone of the European Exchanges is growing more favorable, and the foreign money markets are also a shade less strained. The domestic monetary situation is thoroughly satisfactory and it is not likely to be disturbed so long as bankers are willing to make six months' loans at 3 p.c.

The movement in yesterday's market in Pacific mail was logical after the remarkable Oct. statement of earnings. The securities of some of the Southern Ry shares is doubtless based in part on the belief that the ultimate development of the West Indies means largely increased traffic on the railroads leading to the Gulf ports.

The recent sluggishness of the Granger group of stocks casts no reflection upon the prosperity apparently lying before the Western roads.

The steady investment absorption of railway bonds, of grades inferior to the gilt-edged class, may be accepted as an indication of the strength of the Wall St. position.

The realizing movement which took place in our market yesterday afternoon, affecting prices more or less throughout the entire list, does not seem to have had much effect in London. The market for Americans there is irregular, but there is no very decided change, as compared with our close; fluctuations varying from ¼ decline to a like advance.

There is no considerable degree of activity in Americans, but they are said to be fairly steady. London was on both sides of the market here yesterday, but on balance they are said to have bought some 10,000 shares.

As compared with recent markets, some of the London specialties were quite dull yesterday in an otherwise very broad market.

The volume of business transacted in yesterday's market was larger than for several days past, and was said to have been better distributed than on any previous day in the history of the Exchange.

Nearly 160 different issues were dealt in. Sugar refining, in its violent fluctuations, absorbed nearly one-fifth of the day's transactions. The Bull pool which was formed in this stock some days ago is said to have liquidated its holdings to a large extent after the high price was reached yesterday. One of the stories was that one of the members of the pool had unloaded on his partners, and thus precipitated a decline before they were ready for it.

Pacific Mail was a prominent feature, and while the rest of the market continued strong, it was one of the leaders.

The Company's October Statement made a most favorable showing, and it is thought to be merely a forerunner of the possibilities of the Com-

## NEW YORK STOCK MARKET.—December 3, 1898.

	CLOSING PRICES FROM TO NOV. 23 TO DEC. 2.								TO-DAY'S PRICES					
	23	25	26	28	29	30	1	2	Open'g	Highest	Lowest	Closing	Bid.	Asked
Am. Cotton Oil Co.	32	32	32	32	32	32	34	34½	34	34½	33½	34½	34½	34½
“ “ Pfd.	122½	121½	122½	122½	124½	126	129½	127	126½	128½	126½	127½	127½	127½
“ Sugar	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½
“ Sugar pfd.	37	37	37	37	36½	36	37	37	37	37	37	37	37	37
“ Spirits Mfg. Co.	137½	134½	134½	135½	136	137½	137	135½	135½	136½	135½	136½	136	136½
“ Spirits Mfg. Co. pfd.	16½	16½	16½	16½	16½	16	16½	16½	16½	16½	16½	16½	16½	16½
“ Tobacco	46½	45½	46½	47½	46½	46	46½	46½	46½	46½	46½	46½	46½	46½
“ Tobacco pfd.	54½	57	58½	59½	58½	58½	58½	58½	58½	58½	58½	58½	58½	58½
Atch T. & S. Fe	68½	68½	68½	68	67	67½	68½	69½	68½	69½	68½	69	68½	69
Atch T. & S. Fe pfd	41½	41½	41½	41½	42	42	41	41	41	41	41	41	41	41
Baltimore & Ohio	85	85½	85½	85	85	85	85	85	85	85	85	85	85	85
Bay State Gas	68½	68½	68½	68	67	67½	68½	69½	68½	69½	68½	69	68½	69
Brooklyn Rap. Tran.	41½	41½	41½	41½	42	42	41	41	41	41	41	41	41	41
C.C.C. & St. L.	54½	54½	54½	54½	54½	54½	54½	54½	54½	54½	54½	54½	54½	54½
Canadian Pacific	23½	23½	23½	24	23½	23½	24	24	24½	24½	24½	24½	24½	24½
Canada Southern	15½	15½	15½	15½	15½	15½	15	15	15	15	15	15	15	15
Chesapeake & Ohio	119	119	119	120½	119	119	119	119	119	119	119	119	119	119
Chic. & Great Western	113½	113½	113½	114½	114½	114½	114½	114½	114	114½	114	114½	114	114½
Chicago B. & Q.	108½	108½	108½	108½	108	108	108½	108	108	108½	107½	108½	108½	108½
Chicago Mil. & St. P.	141½	141½	141	140	139½	139	140	139½	139½	139½	139½	139½	139½	139½
Chi. Mil. & St. P. pfd.	16	15½	15½	15½	15½	15½	15½	15½	15	15	15	15	15	15
Chicago R. I. & Pacific	45	43	43	43	43	43	43	43	43	43	43	43	43	43
Chicago & Northwest	187½	187½	187½	191	188	188	188	188	188	188	188	188	188	188
Chicago & Northwest pfd.	99	99	100	100	100	100	100	99½	99½	99½	99½	99½	99½	99½
Chic. & Northwest pfd.	143	143	144	144	145	145	145	145	145	145	145	145	145	145
Cleveland, Lor. & Wheel'g	14	14	14	14	13½	13½	13½	13½	13½	13½	13½	13½	13½	13½
“ “ Pfd.	82½	82½	82½	82½	82½	84½	84½	84½	84½	84½	84½	84½	84½	84½
“ C. C. & St. Louis	191	188	188	188	188	188	188	188	188	188	188	188	188	188
Consolidated Gas	99	99	100	100	100	100	100	99½	99½	99½	99½	99½	99½	99½
Delaware & Hudson	143	143	144	144	145	145	145	145	145	145	145	145	145	145
Del. Lack. & Western	14	14	14	14	13½	13½	13½	13½	13½	13½	13½	13½	13½	13½
Denver & Rio Grand Pfd	82½	82½	82½	82½	82½	84½	84½	84½	84½	84½	84½	84½	84½	84½
Erie	14	14	14	14	13½	13½	13½	13½	13½	13½	13½	13½	13½	13½
General Electric	82½	82½	82½	82½	82½	84½	84½	84½	84½	84½	84½	84½	84½	84½
Glucose Pfd	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½	111½
Illinois Central	191	188	188	188	188	188	188	188	188	188	188	188	188	188
Laclede Gas	191	188	188	188	188	188	188	188	188	188	188	188	188	188
Lake Shore	61½	61½	62	62½	62½	62½	63	63	63	63	63	63	63	63
Louisville & Nashville	99	98	97	97	97	98	98	97	97	98	96½	97	97	97
Manhattan con.	174½	174½	176½	180	179	179	180	181	182	184	182	184	183	184
Met. Street Ry. Co.	119	119	119	119	118	118	119	118	118	118	118	118	118	118
Michigan Central	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½
Missouri Kan. & Tex.	36½	36½	36½	36½	37	37	37	37	37	37	37	37	37	37
Missouri Kan. & T. pfd	34½	34½	34½	34½	35	35	36	36	36	36	36	36	36	36
Missouri Pacific	92	92	93	93	94	94	94	93	93	93	93	93	93	93
Nat. Lead	119	119	118	119	118	118	119	118	118	118	118	118	118	118
Nat. Lead pfd	40	40	40	42	41	40	40	40	40	40	40	40	40	40
New Jersey Central	76	75½	75½	76	75	75	76	75	75	75	75	75	75	75
New York Central	87½	87½	87	86	85	85	86	85	85	85	85	85	85	85
Northern Pacific	36½	37	37	37	37	36½	37	38	38	40	38	40	40	40
Northern Pacific pfd	119	119	119	119	118	118	119	120	120	120	119	119	119	119
Omaha	110	109	109	109	108	108	110	109	109	109	109	109	109	109
Oregon Rail. and Nav.	17½	18	18	19	18	18	18	18	18	18	18	18	18	18
Pacific Mail	44½	44½	44½	46	45	45	45	45	45	45	45	45	45	45
Pennsylvania R. R.	40	40	40	40	40	40	41	41	41	42	41	42	42	42
Peo. Gas L. & Coke Co.	15½	15	15	15	15	15	15	15	15	15	15	15	15	15
Pullman Palace Car Co.	30	30	30	30	30	30	29	30	30	31	30	31	31	31
Reading	26	25½	26	26	26	26	26	26	26	26	26	26	26	26
“ 1st Pfd.	26	26	26	26	26	26	26	26	26	26	26	26	26	26
“ 2nd Pfd.	26	26	26	26	26	26	26	26	26	26	26	26	26	26
Southern Pacific	9 10	9 05	9 02	9 07	9 17	9 25	9 25	9 27	9 27	9 27	9 17	9 17	9 17	9 17
Southern Railroad Pfd.	9 25	9 25	9 20	9 27	9 37	9 47	9 47	9 47	9 47	9 47	9 40	9 40	9 40	9 40
Texas Pacific	5 90	4 95	4 95	4 97	5 05	5 15	5 12	5 15	5 15	5 15	5 10	5 10	5 10	5 10
Tenn. Coal & Iron	5 10	5 10	5 10	5 12	5 20	5 32	5 30	5 30	5 30	5 32	5 25	5 25	5 25	5 25
Third Avenue R. R.	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52	4 52
Union Pacific	4 62	4 57	4 55	4 57	4 65	4 65	4 65	4 65	4 65	4 65	4 65	4 65	4 65	4 65
Union Pacific pfd.	4 72	4 70	4 67	4 67	4 77	4 77	4 77	4 77	4 77	4 77	4 77	4 77	4 77	4 77
U. S. Rubber	22	22	22	22	22	22	21	21	21	21	21	21	21	21
U. S. Rubber pfd.	93	93	93	93	93	93	93	93	93	93	93	93	93	93
U. S. Leather	93	93	93	93	93	93	93	93	93	93	93	93	93	93
U. S. Leather pfd.	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Wabash	22	22	22	22	22	22	21	21	21	21	21	21	21	21
Wabash pfd.	93	93	93	93	93	93	93	93	93	93	93	93	93	93
W. U. Telegraph	93	93	93	93	93	93	93	93	93	93	93	93	93	93

\*Ex-Div. 1 p.c. †Ex-Div. 2½. ‡Ex-Div. 3 p.c. †On new basis. ¶Ex-Div. 2 p.c. °Ex-Div. °Ex-Div 1½ p.c.

## CHICAGO MARKET.—December 3, 1898.

FROM OUR SPECIAL CORRESPONDENT.

	CLOSING PRICES NOV. 25 TO DEC. 3.						TO-DAY'S PRICES.				
	25	26	28	29	30	1	2	Opening	Highest	Lowest	Closing
Wheat—											
Dec.	66½	65½	66½	65½	65½	66	65½	65½	65½	65½	65½
May	66½	65½	66	65	65	66	66	66	66		