# NEW YORK.

STANDARD SHARES LEAD—GRANGERS AND NORTHERN PACIFIC VERY STROFG—SUGAR AND TOBACCO KEPT UP BY SHORT INTEREST—WHOLE LIST LOOKS HIGHER.

New York, Dec. 22.

The bears were inclined to be a little more cheerful on Tuesday on account of the falling off in transactions in the bond market. Their cheerfulness disappeared yesterday, transactions in bonds increased 60 p.c.

Atchison November statement will be out next week.

The Bureau Statistics of the Treasury Department brings out the fact that only twice in the country's history have exports reached $1,000,000,000 (in 1896 and 1897.) This calendar year will show exports in excess of 1½ billions. November exports were the largest in any month, and December is always a bigger month for exports than November. The low price of cotton has made the exports of that commodity the largest, in bales, ever known.

The market preserves the general characteristics of the week's dealings, that is to say in the early part of the morning its especial appearance was one of irregularity but all the time the undertone was, and is very strong. Towards the noon hour this undertone, forged to the surface and the market shows aggresive strength under the lead of the Grangers. This does not mean that specialties and industrials and lower priced issues have been neglected by any means for they are all notably active and strong. So far as the grangers are concerned there is nothing particulary, new beyond their relative price level, and the immense amount of freight traffic throughout the west to explain their strength. At the same time from an investment stand point, R. I. St. Paul & B. O. all look very cheap, and there should be 4 or 5 points in playing the long side before the new year.

Atchison seems to be recovering from the disappointment caused by the div. declared, because it is generally understood that the div. will not be the last to be declared in this fiscal year.

Union Pacific is notably strong and the common seems reasonably cheap, even at its advance. Federal Steel continues active and strong, and it looks as if the Flower tip, that the common would sell at 50 this year, would be made good.

Both Tobacco and Sugar have been unsettled on absence of support and poor trade conditions, and but for the still tremendous short interest in Sugar, that stock would be selling very much lower.

## THE LICENSED VICTUALLERS AND FIRE INSURANCE.

The Licensed Victuallers, an important body of the community, have been endeavoring for some time to convince the Fire Insurance Companies that the rates they charge for insuring their class of risk are too high, but apparently with very little success, for the companies refuse to lower their rates for this classification. As a result there is talk of competition. This may only be talk, but there is a possibility that there is more in it than appears on the surface, and it might be as well perhaps for the Fire Underwriters to reflect before forcing any section of the community into active opposition. There appears to be an amount of reason in the claim of the Licensed Victuallers, and it would be well perhaps for the companies to remember there is such a thing as "the last straw."

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## NEW YORK STOCK MARKET.—December 22, 1898.

| | Closing Prices from Dec. 13 to 21. | | | | | | | | To-day's Prices | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 13 | 14 | 15 | 16 | 17 | 19 | 20 | 21 | Open'g | Highest | Lowest | Closing | Bid. | Asked. |
| Am. Cotton Oil Co. | 34½ | 34½ | 34 | 33¼ | ..... | ..... | ..... | ..... | ..... | 33⅜ | 33½ | °33½ | 33 | 33½ |
| " " " Pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 87¼ | 88 |
| " Sugar | 128½ | 126 | 124⅝ | 124½ | 124 | 120⅞ | 125⅝ | 125 | 1 5 | 125⅝ | 123¾ | 125 | 124½ | 124⅞ |
| " Sugar pfd. | ..... | ..... | ..... | ..... | ..... | ..... | 114⅜ | 111½ | ..... | ..... | ..... | ..... | 111½ | 112 |
| " Spirits Mfg. Co. | ..... | 12⅝ | ..... | 12⅝ | 12¼ | ..... | 12 | 12¼ | ..... | 14 | 12½ | 13¼ | 13 | 13 |
| " Spirits Mfg Co pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 38¼ | 36½ | 37¾ | 37⅛ | 37½ |
| " Tobacco | 140¾ | 141 | 141¼ | 141½ | 141½ | 141½ | 140⅞ | 140½ | 141¼ | 141¾ | 139½ | 140⅝ | 140½ | 140⅝ |
| " Tobacco pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Atch T. & S. Fe | 19¼ | 18¾ | 19¼ | 18¾ | 18½ | 18½ | 19¼ | 18⅝ | 18¾ | 18⅝ | 18½ | 18¾ | 18⅝ | 18¾ |
| Atch T. & S. Fe pfd | 51½ | 51½ | 51⅝ | 51 | 57 | 50⅝ | 51⅞ | 50¾ | 50⅝ | 51 | 50⅛ | 50¾ | 50¾ | 50⅞ |
| Baltimore & Ohio | 60 | 60¾ | 61 | 61½ | 62¾ | 65 | 65⅛ | 72¾ | 69¾ | 71 | 69 | 70¼ | 70 | 70¼ |
| Bay State Gas | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Brooklyn Rap. Tran. | 72¾ | 72⅞ | 72⅝ | 73 | 73 | 72⅝ | 72¾ | 73 | ..... | 74 | 72¾ | 72¾ | 72¾ | 73 |
| C.C.C. & St. L. | 44⅝ | 44 | 44½ | 44⅜ | 43⅞ | 43⅞ | 44 | ..... | ..... | 44¼ | 43⅞ | 44 | 43¾ | 44 |
| Canadian Pacific | ..... | ..... | ..... | ..... | ..... | 85½ | ..... | 83¾ | ..... | ..... | ..... | ..... | 84 | 84⅜ |
| Canada Southern | 54¾ | 55½ | 57¾ | 56⅞ | 56½ | 54½ | 56 | 56 | 56 | 56¾ | 56 | 56½ | 56¼ | 56¾ |
| Chesapeake & Ohio | 25⅝ | 25⅝ | 25½ | 25 | 25 | 25 | 24⅞ | 25 | 25¼ | 25¼ | 25 | 25¼ | 25⅛ | 25¼ |
| Chic. & Great Western. | 15½ | 15½ | 14⅞ | 14⅝ | 14¾ | 15 | 15¼ | 15¼ | 15½ | 15⅝ | 15⅜ | 15⅞ | 15⅝ | 15¾ |
| Chicago B. & Q. | 121½ | 121½ | 122⅛ | 122 | 121⅝ | 121⅝ | 121¾ | 122⅛ | 122½ | 123⅛ | 122⅛ | 122½ | 122½ | 122¾ |
| Chicago Mil. & St. P. | 116⅝ | 116½ | 116¾ | 116⅝ | 116¾ | 116⅞ | 117⅛ | 117¼ | 117⅞ | 118¼ | 117⅝ | 118 | 117⅞ | 118 |
| Chi. Mil. & St. P. pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago R. I. & Pacific. | 110¼ | 109¾ | 109⅝ | 109¾ | 109⅞ | 109⅞ | 110 | 110 | 110¼ | 111¾ | 110 | 111⅛ | 111⅛ | 111¼ |
| Chicago & Northwest | 139½ | 142¾ | 142¾ | 141¾ | 142 | 140¾ | 141¼ | 141¾ | 142 | 142½ | 141½ | 142 | 142 | 142¼ |
| Chic. & Northwest pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clevel'd, Lor. & Wheel'g | 15⅞ | 15⅛ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 | 15½ |
| " " " Pfd | 45½ | ..... | ..... | ..... | ..... | 44¾ | ..... | ..... | ..... | ..... | ..... | ..... | 44 | 44⅝ |
| " C. C. & St. Louis. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Consolidated Gas | 193 | 192½ | 190½ | ..... | 191 | 196 | 196½ | 196 | 194 | 195½ | 193 | 195 | 194½ | 195½ |
| Delaware & Hudson | 107 | 107 | 107 | 106⅛ | 106 | 104½ | 104¾ | 104½ | ..... | 105⅛ | 105 | 105⅛ | 104½ | 105 |
| Del. Lack. & Western | 149¾ | ..... | ..... | ..... | ..... | 150 | ..... | ..... | ..... | ..... | ..... | ..... | 149¾ | 150 |
| Denver & Rio Grand Pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie | 14⅜ | 14⅛ | 14½ | ..... | ..... | 13½ | ..... | 14½ | ..... | ..... | ..... | ..... | 14⅜ | 14½ |
| General Electric | 94 | 93¼ | 92½ | 93½ | 92¾ | 92⅝ | 93 | ..... | 92¾ | 93¾ | 93 | 93 | 92¾ | 93½ |
| Glucose Pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 113½ | 114 |
| Ilinois Central | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Laclede Gas | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lake Shore | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 201¼ | 208 |
| Louisville & Nashville | 64⅝ | 64½ | 64¼ | 64¼ | 64 | 63¾ | 63¾ | 63⅝ | 63½ | 63⅞ | 63 | 63⅝ | 63½ | 63⅝ |
| Manhattan con | 99¼ | 99⅝ | 99⅛ | 97⅝ | 96¼ | 96¼ | 96¼ | 97½ | 97¾ | 98¼ | 97⅝ | 97½ | 97½ | 97⅝ |
| Met. Street Ry. Co. | 192¾ | 191½ | 192 | 191¼ | 191½ | 192½ | 192 | 193 | ..... | 192½ | 192 | 192 | 191¾ | 192½ |
| Michigan Central | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Missouri Kan. & Tex | 12½ | 12¼ | 13⅛ | ..... | ..... | ..... | ..... | ..... | ..... | 13⅜ | 13⅛ | 13⅛ | 13⅛ | 13⅜ |
| Missouri Kan. & T. pfd | 37½ | 37½ | 38 | 37½ | 37½ | 37¾ | 37⅝ | 37⅜ | 37⅜ | 38 | 37¼ | 37½ | 37½ | 37¾ |
| Missouri Pacific | 42⅝ | 45½ | 44¾ | 43½ | 42⅞ | 42¾ | 43¼ | 43 | 42½ | 45 | 42 | 45 | 44⅞ | 45 |
| Nat. Lead | 36⅞ | 37¼ | 37⅛ | 37¾ | 37⅜ | 37⅜ | 37½ | 38 | ..... | 38¼ | 37½ | 37⅞ | 37¾ | 37⅞ |
| Nat. Lead pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Jersey Central | ..... | 96 | 95 | ..... | ..... | 94 | 93½ | ..... | ..... | 94 | 93½ | 93½ | 93 | 93½ |
| New York Central | 119⅛ | 121¾ | 124⅛ | ..... | 123⅜ | 123 | 123 | 122¾ | 123 | 123⅛ | 122⅝ | 123 | 122⅞ | 123⅛ |
| Northern Pacific | 41⅝ | 41½ | 41¾ | 41⅛ | 41 | 41¼ | 41¼ | 41⅞ | 42 | 42¼ | 41¾ | 42 | 41⅞ | 42 |
| Northern Pacific pfd | 77¼ | 76⅝ | 76⅞ | 76⅝ | 76⅝ | 76⅝ | 75¼ | 76⅞ | 76¾ | 76⅞ | 76½ | 76⅝ | 76⅝ | 76¾ |
| Omaha | 89 | 90½ | 93½ | 91¼ | 91½ | 91¼ | 91¼ | 92½ | 92 | 92½ | 92 | 92 | 91¾ | 92¼ |
| Oregon Rail. and Nav. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pacific Mail | 43¾ | 43 | 43 | 42¼ | 42⅛ | 42¾ | 43⅜ | 43 | 43 | 44 | 43 | 43¾ | 43¾ | 43⅞ |
| Pennsylvania R. R. | 120½ | 121⅜ | 121⅞ | 122⅛ | 122⅛ | 121⅞ | ..... | 121½ | .... | 121⅝ | 121¼ | 121¾ | 121⅛ | 121⅜ |
| Peo. Gas L. & Coke Co. | 109½ | 109⅝ | 108⅞ | 109¼ | 108⅞ | 108½ | 108 | 108⅜ | 108⅜ | 109⅞ | 108¼ | 108⅞ | 109 | 109¼ |
| Pullman Palace Car Co. | ..... | ..... | ..... | 149 | ..... | 149 | ..... | ..... | ..... | ..... | ..... | ..... | 149 | 150 |
| Reading | 19 | 19⅞ | 19⅞ | 19½ | 19¼ | 19 | 19 | 19 | ..... | 19 | 18¾ | ..... | 18½ | 19¼ |
| " 1st Pfd. | 46½ | 48 | 48 | 47¾ | 47⅞ | 47¼ | 46½ | 46⅝ | 46¾ | 47 | 46½ | 46⅞ | 46¾ | 47 |
| " 2nd Pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Southern Pacific | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Southern Railroad Pfd. | 43 | 42½ | 42½ | 42⅛ | 41⅞ | 42⅜ | 42½ | 41⅞ | 42¼ | 42 | 41½ | 41½ | 41¼ | 41½ |
| Texas Pacific | 16⅝ | 16½ | 16¼ | 16¼ | ..... | 17 | 17 | 18½ | 19 | 19½ | 18¾ | 18¾ | 18¾ | 18⅞ |
| Tenn. Coal & Iron | 33½ | 34⅜ | 34 | 34 | 34½ | 36½ | 36½ | 36¼ | 36½ | 38 | 36¼ | 37½ | 37½ | 37⅝ |
| Third Avenue R. R. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Union Pacific | 38⅝ | 38⅜ | 38¼ | 38¾ | 39⅜ | 40⅛ | 40½ | 42⅞ | 43⅜ | 44⅜ | 42⅞ | 43⅛ | 43¾ | 44 |
| Union Pacific pfd | 71¼ | 70¾ | 70⅞ | 71⅝ | 71¼ | 72 | 72¼ | 72¼ | 72¾ | 74 | 72⅝ | 73½ | 73¾ | 73⅝ |
| U. S. Rubber | 46¼ | 46¼ | 44¾ | 43 | 43 | 44¼ | 44½ | 44⅜ | 44½ | 45⅞ | 44¼ | 44¼ | 44½ | 45 |
| U. S. Rubber pfd. | 112¼ | 112 | 12¾ | 110½ | 110 | 111 | ..... | 111½ | ..... | 111½ | 110⅝ | 111 | 110½ | 111¼ |
| U. S. Leather | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| U. S. Leather pfd | 68¾ | 71 | 69¾ | 69¼ | 68¾ | 68⅛ | 69 | 69 | ..... | 70⅛ | 68½ | 70⅛ | 70 | 70⅛ |
| Wabash | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wabash pfd | 23½ | 22½ | 23¼ | 23 | 22⅞ | 23 | 22⅞ | 23⅜ | 23¼ | 23¼ | 23 | 23¼ | 23¼ | 23⅜ |
| W. U. Telegraph | 95⅝ | 95⅛ | 94¾ | 94¼ | 94½ | 94½ | 93¼ | 92¾ | 92½ | 92⅞ | 92½ | 92¾ | 92⅝ | 92⅞ |

*Ex-Div. 1 p.c. †Ex-Div. 2½. §Ex-D. 3 p.c. ‡On new basis. ‖Ex-D. 2 p.c. °Ex-D. "Ex-D. 1½. p.c. ¶Ex-D. 1¼ p.c.

## CHICAGO MARKET—December 22, 1898.

FROM OUR SPECIAL CORRESPONDENT.

| | Closing Prices Dec. 14 to 21. | | | | | | | To-day's Prices. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 14 | 15 | 16 | 17 | 19 | 20 | 21 | Opening. | Highest. | Lowest. | Closing. |
| Wheat— | | | | | | | | | | | |
| Dec. | 64⅛– | 65⅞– | 66⅝– | 65⅛– | 66 | 65½– | 66½– | 66⅝ | 66⅝– | 66⅜– | 66⅜– |
| May | 65¾– | 66⅞–7 | 67¾– | 66⅞– | 67⅛–¼ | 67 | 68⅜–½ | 66⅜–½ | 68⅞ | 68⅛– | 68⅛– |
| July | 64⅜ | 65¼–⅜ | 66½ | 64⅞ | 65⅝– | 65⅛–¼ | 66– | 66⅛ | 66½– | 66⅛– | 66⅜½– |
| Corn— | | | | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May | 34⅜– | 34⅞–5 | 35 – | 34⅞– | 35⅜– | 35¼–⅜ | 36⅝–¾ | 36⅞– | 37⅛⅞ | 36⅝– | 3 ⅛– |
| July | 34¾– | 35⅜–½ | 35⅜ | 35¼ | 35¾– | 35⅝ | 36¼– | 37¼– | 37⅜–½ | 37 – | 37⅜– |
| Oats— | | | | | | | | | | | |
| Dec. | 26¼– | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May | 26⅛⅜ | 26¾– | 26¾– | 26⅝– | 26¾– | ..... | 27 – | 27⅛– | 27 11/16 | 27 – | 27⅛– |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pork— | | | | | | | | | | | |
| Jan. | 9 37– | 9 35 | 9 35 | 9 40 | 9 40– | 9 35 | 9 42 | 9 50 | 9 60 | 9 47 | 9 57 |
| May | 9 62 | 9 65 | 9 62 | 9 67 | 9 67 | 9 67 | 9 72 | 9 80 | 9 95 | 9 77 | 9 92 |
| Lard— | | | | | | | | | | | |
| Jan. | 5 17– | 5 17 | 5 12 | 5 12 | 5 12 | 5 07 | 5 10 | 5 05– | 5 17– | 5 12 | 5 17 |
| May | 5 37 | 5 35 | 5 35 | 5 32–5 | 5 35 | 5 30 | 5 32–5 | 5 40– | 5 42– | 5 37 | 5 42 |
| Sht ribs— | | | | | | | | | | | |
| Dec. | ..... | ..... | ..... | ... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Jan. | ..... | ..... | 4 65 | ..... | 4 65 | 4 62 | 4 65–7 | 4 67 | 4 72– | 4 72 | 4 72 |
| May | ..... | 4 85 | 4 85 | 4 82–5 | 4 82 | 4 80 | 4 85 | 4 85 | 4 90 | 4 90 | 4 90 |

Puts and Calls for Dec. 23: Wheat, May Calls ..... 68⅞ Puts ..... 67½–
Corn, May Calls ..... 37½ Puts ..... 36½
Curb, May Wheat ..... 68¼–

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## CHICAGO.

SMALL EXPORTS OF WHEAT FROM RUSSIA AND THE DANUBE—DAMAGE TO ARGENTINE CROP—THE MARKET STRONG GENERALLY, BUT WHEAT REACTED SHARPLY.

Chicago, Dec 22.

The strength of wheat is largely due to the heavy rains in the Argentine which is doing great damage to the crop. There is, apart from the cash requirements, a speculative interest springing up in England in wheat. That the large increase in the visible last Monday had no effect on the market shows plainly that cereals are beginning to feel the benefit of the universal optimistic sentiment. Russia does not seem to have much wheat for export, nor has the Danube. There are some bear arguments which must not be lost sight of, the principal one being the large invisible supply. Farmers being in so much better funds than for years enables them to resist the forced low prices of this season, generally brought about by elevator men.

## MONTREAL STOCK MARKET

(Continued)

### AFTERNOON BOARD.

The Afternoon Board was a repetition of the morning one and the firm feeling which then prevailed, was improved upon. Gas, Toronto Ry. and Pacific, were all stronger. War Eagle eased off a little and was quiet only 1000 shares sold. Montreal Tel. brought 175½ and 175, the Duluths were firm, 3¼ was paid for 275 shares of the common, and more would have been taken at this price. The Pfd. brought 8 for 100 shares. Cable sold at 182¾ ex div.

### AFTERNOON SALES.

**Pacific**—50, 84¼. 125, 84½.
**Montreal Gas**—100, 208. 25, 208½. 325, 208. 25, 208½.
**Montreal Street**.—200, 283⅞. 100, 283¾.
**Toronto Ry**—50, 108¼. 105, 108. 100, 108⅛. 122, 108¼. 25, 108⅛.
**Cable Ex. Div.**—25, 182¾.
**Dom. Cotton**—20, 107.
**Montreal Telegraph**—100, 175½. 100, 175.
**War Eagle.**—500, 299. 500, 298½.
**Duluth Com.**—275, 3¼.
**Duluth Pfd.**—100, 8.
**Bank of Montreal**—5, 249⅛.
**Hochelaga Bank**—95, 162½.

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