

# NEW YORK EXCHANGE.

# NEW YORK STOCK MARKET.—March 1, 1899.

**MARKET FAILS TO RALLY—METROPOLITAN GAS STRONG—GRANGERS HEAVY—A FALLING OFF IN BUSINESS.**

New York, March 1.

The market for Americans in London opened rather heavy on sales for arbitrage houses on this side.

It has, however, subsequently rallied on the publication of the news that the German government has decided to withdraw the Kaiserin and suit from Manila, prices average from 1/4 to 3/8 above our closing. It was argued that if a decline could be secured by the circulation of such an absurd rumor as the one stating that Dewey had sunk a German warship in Manila, the market must be inherently weak, and it was further argued that the existence of this weakness was still more clearly proven by the fact that, when the absurd rumor referred to, was contradicted, a half-hearted rally ensued which was followed by another decline. The close was heavy at about the lowest of the day.

It was also worth noting that the disappointment on the B. Q. statement for January had much more influence on the market than the excellent statement of the Northern Pacific road for the same period. Possibly this is explainable by the fact that speculation has been much more active in B. Q. than in Northern Pacific and that the disposition to sell the former had been already created by the comparative insignificance of the refunding scheme published a few days ago.

The most active railroad stocks and the one which declined more easily than any other, was Atchison preferred. From this fact the Room was inclined to draw the conclusion that Mr. Flower's return to the Street would not be a signal for a Bull movement, but on the contrary the ex-Government was disposed to liquidate for some extent.

The demand in the loan market is small and many Commission Houses are carrying a larger line of stock than their capital warrants.

Thus far there is evidently not any disposition on the part of the public to sell stocks, one influence in the early reaction in the market was the sharp break in copper stocks in Boston, and there are grave apprehensions that the infected speculation there must sooner or later collapse with perhaps some reactionary effect on the New York market.

The market is somewhat firmer, the Grangers in the lead with a moderate reaction in the Atchison and Northern Pacific. American sugar has been erratic again, opinion does not seem to crystallize in regard to what dividend will be declared next week. It is an absolute fact that the company has not earned any dividend and according to the resolution adopted in January it would seem that more would be paid. On the other hand there are confident assertions that the management has decided to pay three per cent. and these receive some confirmation from the firmness of the stock.

—CLOSING PRICES FROM FEB. 21 TO 28—

	CLOSING PRICES FROM FEB. 21 TO 28							DAILY'S PRICES			
	21	23	24	25	27	28	Open	High	Low	Close	
Am. Cotton Oil Co.....	36 1/2	36 3/8	36	35 1/2	35	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	
“ “ Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
“ Sugar.....	140 1/2	135 1/2	134 1/2	139	130 1/2	137 1/2	133 1/2	139 1/2	137 1/2	138 1/2	
“ Sugar pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
“ Spirits Mfg. Co.....	13 1/2	13	13	.....	.....	12 1/2	.....	14 1/2	12 1/2	14	
“ Spirits Mfg Co pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
“ Tobacco.....	171	185 1/2	187	187 1/2	185	184 1/2	189	191 1/2	187	187 1/2	
“ Tobacco pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Atch T. & S. Co.....	24 1/2	24	23 1/2	23 1/2	23 1/2	22 1/2	22 1/2	22 1/2	22	22 1/2	
Atch T. & S. Pfd.....	65 1/2	65 1/2	64 1/2	64 1/2	64 1/2	62 1/2	62 1/2	62 1/2	61 1/2	62	
Baltimore & Ohio.....	71 1/2	73 1/2	73	.....	73	73	.....	.....	.....	.....	
Bay State Gas.....	6 1/2	6 1/2	6 1/2	6 1/2	5 3/4	5 1/2	5 1/2	5 1/2	4 1/2	4 1/2	
Brooklyn Rap. Tran.....	96 1/2	95 1/2	95	93 1/2	94 1/2	93 1/2	94 1/2	94 1/2	93	93 1/2	
C.C.C. & St. L.....	61 1/2	60	.....	.....	.....	.....	.....	.....	.....	.....	
Canadian Pacific.....	.....	.....	90 1/2	90 1/2	.....	89 1/2	90	90	89 1/2	89 1/2	
Canada Southern.....	59 1/2	60	59	59 1/2	58 1/2	58 1/2	.....	.....	.....	58	
Chesapeake & Ohio.....	29 1/2	29 1/2	29	28 1/2	28 1/2	28	28	28	27 1/2	27 1/2	
Chic. & Great Western.....	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	15 1/2	15 1/2	16 1/2	15 1/2	15 1/2	
Chicago B. & Q.....	147 1/2	145 1/2	143 1/2	144 1/2	146	141 1/2	142 1/2	143 1/2	141	141 1/2	
Chicago Mil. & St P.....	132 1/2	131	130 1/2	130	130 1/2	129 1/2	130	130	128 1/2	129 1/2	
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Chicago R. I. & Pacific.....	121 1/2	120	119	118 1/2	119 1/2	118	118 1/2	118 1/2	117 1/2	117 1/2	
Chicago & Northwest.....	150 1/2	149 1/2	148 1/2	147 1/2	148 1/2	148	148	148	147 1/2	147 1/2	
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Clevel'd, Lor. & Wheel'g.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
“ “ Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Consolidated Gas.....	208 1/2	209 1/2	220 1/2	219 1/2	218	212	213 1/2	218	213 1/2	216	
Delaware & Hudson.....	114 1/2	113 1/2	113	112 1/2	113 1/2	112	112 1/2	112 1/2	112	112	
Del. Lack. & Western.....	161 1/2	161	161	.....	160 1/2	158	.....	.....	.....	157	
Denver & Rio Grand Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Erie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
General Electric.....	114 1/2	114	112 1/2	.....	113	113 1/2	113	113	112 1/2	112 1/2	
Glucose Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Fed. Steel Com.....	51 1/2	50 1/2	51 1/2	51 1/2	52 1/2	51 1/2	52	52 1/2	50 1/2	51 1/2	
“ “ pfd.....	88	88	88 1/2	87 1/2	88 1/2	88 1/2	88 1/2	88 1/2	87 1/2	87 1/2	
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Louisville & Nashville.....	65 1/2	66 1/2	66	65 1/2	65 1/2	65	65 1/2	65 1/2	64 1/2	64 1/2	
Manhattan con.....	113	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	111 1/2	111 1/2	
Met. Street Ry. Co.....	245	244	244 1/2	246	243 1/2	242	243	244 1/2	242 1/2	242 1/2	
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Missouri Kan. & T. pfd.....	40 1/2	40 1/2	39 1/2	39	40 1/2	39 1/2	.....	40 1/2	39 1/2	39 1/2	
Missouri Pacific.....	47 1/2	47	46 1/2	46	46 1/2	45 1/2	45 1/2	46 1/2	45 1/2	45 1/2	
Nat. Lead.....	36 1/2	.....	36 1/2	36 1/2	.....	36	35 1/2	35 1/2	33 1/2	34 1/2	
Nat. Lead pfd.....	.....	72 1/2	.....	.....	.....	.....	.....	.....	.....	.....	
New Jersey Central.....	108 1/2	109 1/2	110 1/2	109	109 1/2	109	.....	109 1/2	107 1/2	107 1/2	
New York Central.....	139 1/2	137 1/2	137 1/2	137	137	136 1/2	136 1/2	137 1/2	136 1/2	136 1/2	
Northern Pacific.....	53 1/2	53 1/2	53 1/2	52 1/2	53 1/2	53	53 1/2	53 1/2	52 1/2	52 1/2	
Northern Pacific pfd.....	79 1/2	79 1/2	79	79 1/2	79 1/2	79	79 1/2	79 1/2	78 1/2	78 1/2	
Omaha.....	.....	.....	93	93	93	93	.....	.....	.....	.....	
Oregon Rail. and Nav.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Pacific Mail.....	53	52 1/2	52 1/2	51 1/2	51	51	50 1/2	51	50	50 1/2	
Pennsylvania R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132 1/2	
Poo. Gas L. & Coke Co.....	115 1/2	114 1/2	114 1/2	114	114 1/2	113	113 1/2	113 1/2	112 1/2	112 1/2	
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Reading.....	23 1/2	22	23	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	21 1/2	22	
“ 1st Pfd.....	64 1/2	64 1/2	64 1/2	63 1/2	63 1/2	62 1/2	63	63	61 1/2	61 1/2	
“ 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Southern Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Southern Railroad Pfd.....	50 1/2	50 1/2	50	50	50 1/2	48 1/2	48 1/2	49	48 1/2	48 1/2	
Twin City.....	70 1/2	70 1/2	70	70 1/2	70 1/2	69 1/2	.....	69 1/2	69	69	
Texas Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Tenn. Coal & Iron.....	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	44 1/2	44 1/2	45	44	44 1/2	
Third Avenue R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Union Pacific.....	49 1/2	48 1/2	47 1/2	48	48 1/2	47 1/2	47 1/2	48	47 1/2	47 1/2	
Union Pacific pfd.....	81 1/2	80 1/2	80 1/2	79 1/2	80 1/2	79 1/2	79 1/2	80	79 1/2	79 1/2	
U. S. Rubber.....	54	53 1/2	54	53 1/2	52 1/2	52 1/2	52 1/2	52 1/2	51	51 1/2	
*U. S. Rubber pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
U. S. Leather.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
U. S. Leather pfd.....	72 1/2	72 1/2	71 1/2	71 1/2	70 1/2	70 1/2	70 1/2	71	70 1/2	70 1/2	
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Wabash pfd.....	23 1/2	23 1/2	23 1/2	22 1/2	22 1/2	22	22 1/2	22 1/2	21 1/2	22 1/2	
W. U. Telegraph.....	95 1/2	94 1/2	94 1/2	94 1/2	95	94 1/2	94 1/2	94 1/2	93 1/2	93 1/2	

\*Ex-Div. 1 p.c. †Ex-Div. 2 1/2. ‡Ex-D. 3 p.c. †On new basis. ‡Ex-D. 2 p.c. \*Ex-D. Ex-D. 1 1/2 p.c. †Ex-D. 1 1/2 p.c. ‡Ex-D. 3 1/2 p.c.

## MONEY AND EXCHANGE.

Money on call from Banks to Brokers 4 1/2%.

OVER THE COUNTER.	PABIS FRANCE.
Sixties.....9 1/2-1	Long.....5 18 1/2
Demand.....9 1/2-1	Shorts.....5 16 1/2-
Cables.....9 1/2-	
N.Y. Fds.....1-1 pm.	
DOCUMENTARY.	NEW YORK.
3 days.....8-1	Call money.....2 1/2 p.c.
60 days.....8 1/2-1	St'g Dm.....4 86 1/2-
days cattle.....9-1	Sixties.....4 84 1/2

## LONDON CABLE.

O. Meredith & Co.'s Cable gives the following London quotations:

Grand Trunk, guaranteed 4 p. c.....	87
“ 1st preference.....	76 1/2
“ 2nd “.....	53 1/2
“ 3rd “.....	23
G. T. R. Com.....	78 1/2
O. P. R.....	92 1/2