

NEW YORK.

BANK OF ENGLAND RATE REDUCED 1/2 P.C.—OMAHA DIVIDEND INCREASED 1/2 P.C.—GRANGERS ARE STILL LEADERS IN AN AGGRESSIVE BULL MARKET.

New York, Jan. 19.

The bank of England rate is down p.c. The results being that consols are strong at 1/2 advance and the market for Americans is said to be sportively rampant.

St. Paul gains 1 point. London is up and cables report that British speculative interest is being centred in the market for Americans.

The papers have apparently abandoned their attempt to create a reaction, and are this morning unanimously bullish. Mr. Keene is out in a flamboyant interview pointing out the extraordinarily strong financial position of this country and incidentally booking B. O. R. G. 1st pf. Union Pacific. So. Ry. and Northern Pacific pf.

Although the directors of the B. Q. road met yesterday nothing is definitely known as to the result of their deliberations. Various estimates are made as to the benefits which would accrue to the stock holders of the B. Q. Road by the re-issuing of the bonds. The lowest estimate being an additional 1 p.c. on the stock whilst the highest is over 2 p.c.

Mr. Keene predicts that B. Q. will soon become a permanent 8 p.c. dividend payer and will assume the position held by Lake shore up to the recent merger with the New York Central.

The Omaha directors met to-day and declared an extra dividend of 1/2 per cent.

In 1897 the company earned over 4 p.c. on the stock and declared only 2 p.c. In 1898 it is believed that the earnings were certainly 6 p.c. on the common stock.

Under these circumstances a dividend of 3 1/2 p.c. is fully justified.

Mr. Flower continues to preserve aphinx like silence and the tone continues to be strong. There is a feeling in the Street that considering the sharp advance in B. Q. recently and the comparative small advance in St. Paul that the latter ought to be good for a rise of 2 or 3 points. Sentiment in the street continues to be especially bullish on the Railroad stocks and commission houses continue very rightly to do all in their power to discourage speculation in the manipulated industrials.

Discrimination on the part of the Banks against industrial securities continues.

The marvelous strength of the stock market shows no signs of abating at the opening of business there was a great outburst of speculative enthusiasm to some extent due to the reduction of the Bank of England rate of discount from 4 to 3 1/2 p.c. which imparted great buoyancy to the London market in which the American division participated.

For first time in some days London houses had buying orders in this market which at the opening were in excess of those on the other side of the account.

After the granger stocks the Pacific issues have been the leaders.

The transactions in Union Pacific particularly have been in enormous volume, there is no particular gossip on Union Pacific but in the case of Nor. Pacific there are reports that the various heretofore differing interests have hit upon a comprehensive plan for the readjustment of the company's capitalization.

The industrials have been strong and active there were good advances in sugar F. S., and A. S. W., no particular gossip has attended the movement in any of these stocks and there was no other financial news of importance this morning other than the reduction of the Bank of England discount rate.

MONEY AND EXCHANGE.

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

OVER THE COUNTER		PARIS FRANCS.	
Sixties.....	8 1/2 - 7	Long.....	5 21 1/2
Demand.....	9 1/2 - 2	Shorts.....	5 18 1/2
Cables.....	9 1/2		
N. Y. Fds. 1/2 - 1/4 pm.			
DOCUMENTARY.			
3 days.....	8 1/2 - 3/4	Call money.....	2 1/2 p.c.
30 days.....	8 1/2 - 3/4	St'g Dm.....	4 84 1/2 - 3/4
3 days cattle.....	8 1/2 - 3/4	Sixties.....	4 82 1/2 - 3/4

FUR LINED AND TRIMMED OVERCOATS

Made to order only. Prices consistent with quality.
JOHN MARTIN, SONS & CO.
455 St. Paul St.

NEW YORK STOCK MARKET.—January 19, 1899.

	CLOSING PRICES FROM JAN. 10 TO 18.								TO-DAY'S PRICES.				Bid.	Asked.
	10	11	12	13	14	16	17	18	Open'g	Highest	Lowest	Closing		
Am. Cotton Oil Co.....	34 1/2	.....	35 1/2	36 1/2	36 1/2	35 1/2	35 1/2	36 1/2	.....	36 1/2	36	36 1/2	35 3/4	36
" " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Sugar.....	126 1/2	126	125 1/2	127 1/2	127 1/2	127 1/2	127 1/2	129 1/2	.....	.....	.....	.....	112 1/2	112 1/2
" Sugar pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	14 1/2
" Spirits Mfg. Co.....	.....	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	36 1/2	37
" Spirits Mfg Co pfd.....	.....	.....	38	38 1/2	.....	.....	.....	.....	.....	.....	.....	.....	148 1/2	148 1/2
" Tobacco.....	148 1/2	146 1/2	147	147 1/2	147 1/2	146	148	148	149	148 1/2	147 1/2	148 1/2	148 1/2	148 1/2
" Tobacco pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22 1/2	22 1/2
Atch T. & S. Fe.....	21 1/2	21 1/2	21 1/2	21 1/2	22 1/2	21 1/2	21 1/2	21 1/2	22	22 1/2	21 1/2	22 1/2	22 1/2	22 1/2
Atch T. & S. Fepfd.....	55 1/2	55 1/2	55	55 1/2	57 1/2	57 1/2	57 1/2	57 1/2	58	59 1/2	58	59 1/2	59 1/2	59 1/2
Baltimore & Ohio.....	.....	.....	68	68	68 1/2	68 1/2	68 1/2	68 1/2	.....	.....	.....	.....	68	68 1/2
Bay State Gas.....	7 1/2	7 1/2	6 1/2	6 1/2	6	7	7 1/2	7 1/2	.....	.....	.....	.....	6 1/2	6 1/2
Brooklyn Rap. Tran.....	88 1/2	88 1/2	89 1/2	91 1/2	94	92 1/2	92 1/2	92 1/2	93	93 1/2	92 1/2	93	92 1/2	92 1/2
C.C.C. & St. L.....	45 1/2	46 1/2	47 1/2	47 1/2	47 1/2	46 1/2	45 1/2	46	46 1/2	47 1/2	46	46 1/2	46 1/2	47
Canadian Pacific.....	86	.....	.....	.....	86 1/2	.....	.....	.....	.....	.....	.....	.....	85	84 1/2
Canada Southern.....	.....	56 1/2	55 1/2	55	56	55 1/2	55 1/2	55 1/2	.....	56 1/2	55 1/2	56 1/2	55 1/2	56
Chesapeake & Ohio.....	27 1/2	27 1/2	27 1/2	27 1/2	27	26 1/2	26 1/2	26 1/2	.....	.....	.....	.....	26 1/2	26 1/2
Chic. & Great Western.....	.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	.....	.....	.....	.....	15 1/2	15 1/2
Chicago B. & Q.....	126 1/2	126 1/2	127 1/2	130 1/2	133	133	132	137 1/2	138 1/2	140	137 1/2	139 1/2	139 1/2	139 1/2
Chicago Mil. & St. P.....	122 1/2	122 1/2	123 1/2	124 1/2	125 1/2	125 1/2	125	126 1/2	127	128 1/2	127	128	127 1/2	128 1/2
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	167 1/2	168
Chicago R. I. & Pacific.....	114 1/2	115 1/2	115 1/2	116	116 1/2	117 1/2	117 1/2	119 1/2	119 1/2	120 1/2	119 1/2	120 1/2	120 1/2	120 1/2
Chicago & Northwest.....	142 1/2	144	144	144	145 1/2	144 1/2	144	147 1/2	147 1/2	147 1/2	146 1/2	147 1/2	147 1/2	147 1/2
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14 1/2	15 1/2
Cleveland, Lor. & Wheel'g.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	43
" " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" C. C. & St. Louis.....	.....	.....	.....	.....	.....	191	190 1/2	190 1/2	.....	191	189 1/2	190 1/2	189 1/2	190 1/2
Consolidated Gas.....	.....	.....	188 1/2	189 1/2	.....	.....	.....	.....	.....	.....	.....	.....	112	112 1/2
Delaware & Hudson.....	110	112	112 1/2	113	112 1/2	112 1/2	.....	.....	.....	112 1/2	111 1/2	112 1/2	112	112 1/2
Del. Lack. & Western.....	158	.....	.....	158	158 1/2	158	.....	.....	.....	158	157 1/2	.....	155	158 1/2
Denver & Rio Grand Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.....	.....	.....	15	.....	15 1/2	15 1/2	15 1/2	15 1/2	.....	15 1/2	16 1/2	15 1/2	15 1/2	16
General Electric.....	102	100 1/2	100 1/2	100 1/2	100	99	99	100	.....	100	99 1/2	99 1/2	99 1/2	99 1/2
Glucose Pfd.....	.....	.....	.....	.....	.....	.....	116 1/2	.....	.....	.....	.....	.....	.....	.....
Fed. Steel Com.....	.....	52 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84 1/2	84 1/2
" " Pfd.....	.....	83 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	199	202
Louisville & Nashville.....	65 1/2	66	65 1/2	66 1/2	66 1/2	65 1/2	65 1/2	66 1/2	66 1/2	67 1/2	64 1/2	67 1/2	67 1/2	67 1/2
Manhattan con.....	105 1/2	106	106 1/2	108 1/2	108 1/2	106 1/2	107 1/2	108 1/2	108 1/2	112 1/2	108 1/2	112 1/2	112 1/2	113
Met. Street Ry. Co.....	190 1/2	190 1/2	190	190 1/2	189 1/2	192	192 1/2	193	193 1/2	194	193	193 1/2	193 1/2	193 1/2
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd.....	.....	38 1/2	37 1/2	.....	39 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Missouri Pacific.....	45 1/2	46	45 1/2	46 1/2	46	45 1/2	45 1/2	45 1/2	44 1/2	46 1/2	44 1/2	46 1/2	46 1/2	46 1/2
Nat. Lead.....	38 1/2	38 1/2	38	38 1/2	37 1/2	38 1/2	38 1/2	38	.....	38 1/2	37 1/2	38 1/2	38 1/2	38 1/2
Nat. Lead pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey Central.....	99	99	101 1/2	102 1/2	102 1/2	103	101 1/2	102	.....	102	102	102 1/2	102 1/2	102 1/2
New York Central.....	124 1/2	123 1/2	124 1/2	125	125 1/2	124 1/2	125 1/2	125 1/2	125 1/2	127 1/2	125 1/2	126 1/2	126 1/2	126 1/2
Northern Pacific.....	45	46 1/2	46 1/2	48	48	47 1/2	46 1/2	47 1/2	47 1/2	49 1/2	47 1/2	48 1/2	48 1/2	48 1/2
Northern Pacific pfd.....	77 1/2	78	78 1/2	78 1/2	78 1/2	78 1/2	77 1/2	78 1/2	79 1/2	80 1/2	79 1/2	80	80	80
Omaha.....	94 1/2	98	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	93 1/2	98 1/2	100 1/2	98 1/2	98 1/2	98 1/2	99
Oregon Rail. and Nav.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Mail.....	45 1/2	45 1/2	44 1/2	46 1/2	46 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
Pennsylvania R. R.....	.....	130 1/2	130 1/2	134	134	134	134 1/2	134 1/2	135	134	134 1/2	134 1/2	134 1/2	134 1/2
Peo. Gas L. & Coke Co.....	112 1/2	112 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	112	112 1/2	112 1/2	111 1/2	111 1/2	111 1/2	112
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	159	160 1/2
Reading.....	23	23 1/2	22 1/2	23	23 1/2	22 1/2	22 1/2	22 1/2	23	23	22 1/2	23	22 1/2	23
" 1st Pfd.....	54 1/2	56	55 1/2	56 1/2	57 1/2	56 1/2	56 1/2	56 1/2	57	58 1/2	56 1/2	57 1/2	57 1/2	57 1/2
" 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific.....	.....	.....	37 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Railroad Pfd.....	44 1/2	45 1/2	45 1/2	46 1/2	49	47 1/2	47 1/2	47 1/2	48	48 1/2	47 1/2	48 1/2	48 1/2	48 1/2
Texas Pacific.....	19	18 1/2	18 1/2	17 1/2	18 1/2	18 1/2	18 1/2	17 1/2	.....	17 1/2	17 1/2	17 1/2	17 1/2	18
Tenn. Coal & Iron.....	37	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	38 1/2	40 1/2	40 1/2	41 1/2	40 1/2	40 1/2	40 1/2
Third Avenue R.R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	44 1/2	44 1/2	45	46 1/2	47	45 1/								