

NEW YORK.

BANK STATEMENT DISAPPOINTING—MARKET OPENED STRONG UNDER VANDERBILT STOCKS LEAD—A SLUMP OCCURS IN LAST QUARTER OF AN HOUR.

New York, Feb. 4.

The market for Americans opened somewhat heavy in London but recovered towards the close on good buying of Pennsylvania & Denver preferred. As a rule, prices now show gains at advances of from $\frac{1}{2}$ to $\frac{3}{4}$ over our closing's of yesterday. It is somewhat surprising that in spite of the marked reaction which took place in yesterday's market towards the middle of the day the average price of the leading 20 Railroad stocks is .35 p.c. higher than it was on Thursday and in spite of the efforts of professionals to bring about a reaction, the average price is only .23 p.c. lower than on the closing of the market of Friday a week ago.

Considerable interest will be taken in to-day's Bank Statement, and opinions differ materially as to the showing to be made. There is nothing in this morning's papers to account for the extraordinary advance in M. R. Those in a position to know, are convinced that the earnings are not such, as to warrant higher prices, but maintain that important developments are pending in regard to the Electric's Company's and Gas Company's of this city with the Metropolitan Traction Company.

Weakness in Manhattan was attributed to clever manipulation of a professional operator who is generally thought to be heavily short of the stock.

NEW YORK COTTON MARKET.

CLOSING PRICES.

Yesterday—March \$6.00 May \$6.05
To-day— " 6.03 " 6.08

N. Y. BANK STATEMENT.

Reserve, Dec.	1,779,350
Loans, Inc.	15,154,400
Specie, Inc.	906,000
Legals, Dec.	18,385,000
Deposits, Inc.	12,563,400
Circulation, Dec.	98,400

CANADIAN PACIFIC.

Canadian Pacific earnings 4th week in Jan. increased \$86,000
For month. 191,000

GRAND TRUNK.

Grand Trunk Ry earnings from the 22nd to the 31st of Jan:

1899	\$636,366
1898	596,203

Increase.....\$40,163

W. A. FLEMING,

IMPORTER

Camel Brand Hair

WATERPROOF

... BELTING ...

Hydraulic Hose, Steam Hose,

Fire Hose, Mining Supplies.

57 ST. FRANCOIS XAVIER ST.,
MONTREAL.

O. LEGER.

Manager French Dept. Montreal Distr'ct
SUN LIFE ASSURANCE CO., OF CANADA.

Jyl6-lyr

Agents Wanted.

WATSON'S

DUNDEE WHISKEY..

Is popular all over the world.

* TRY IT *

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NEW YORK STOCK MARKET.—February 4, 1899.

—CLOSING PRICES FROM JAN. 28 TO FEB. 3—

	28	30	31	1	2	3	Open	Highest	Low	Close
Am. Cotton Oil Co.....	35 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	37	37 $\frac{1}{2}$	36	36
“ “ Pfd.....	135 $\frac{1}{2}$	136 $\frac{1}{2}$	133 $\frac{1}{2}$	134 $\frac{1}{2}$	134	133 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$
“ Sugar.....	14	14	14	14	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
“ Sugar pfd.....	38	38	38	38	38	38	38	38	38	38
“ Spirits Mfg. Co.....	145 $\frac{1}{2}$	146 $\frac{1}{2}$	147	147	145 $\frac{1}{2}$	145 $\frac{1}{2}$	145 $\frac{1}{2}$	145 $\frac{1}{2}$	145	145 $\frac{1}{2}$
“ Spirits Mfg Co pfd.....	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23	22 $\frac{1}{2}$	22 $\frac{1}{2}$
“ Tobacco.....	62 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	62 $\frac{1}{2}$	61 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$
“ Tobacco pfd.....	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$
Atch T. & S. Fe.....	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Atch T. & S. Fe pfd.....	93	93 $\frac{1}{2}$	92 $\frac{1}{2}$	93 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	93	93 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
Baltimore & Ohio.....	59	57 $\frac{1}{2}$	58 $\frac{1}{2}$	60 $\frac{1}{2}$	60	60	60 $\frac{1}{2}$	61 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
Bay State Gas.....	86 $\frac{1}{2}$	87	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86	86	86	86	86	86
Brooklyn Rap. Tran.....	61	60 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59	58 $\frac{1}{2}$	59	62	59	60 $\frac{1}{2}$
C.C.C. & St. L.....	29 $\frac{1}{2}$	29 $\frac{1}{2}$	28 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	31	29 $\frac{1}{2}$	30	30
Canada Pacific.....	17 $\frac{1}{2}$	17 $\frac{1}{2}$	17	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	17 $\frac{1}{2}$	16 $\frac{1}{2}$	17	17
Canada Southern.....	138	137 $\frac{1}{2}$	136	135 $\frac{1}{2}$	135	134 $\frac{1}{2}$	135 $\frac{1}{2}$	136 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$
Chesapeake & Ohio.....	128 $\frac{1}{2}$	129	128 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Chic. & Great Western.....	120 $\frac{1}{2}$	119 $\frac{1}{2}$	119	119 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$	119	117 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$
Chicago B. & Q.....	148 $\frac{1}{2}$	148	149 $\frac{1}{2}$	148	148 $\frac{1}{2}$	148 $\frac{1}{2}$	150	149 $\frac{1}{2}$	149 $\frac{1}{2}$	149 $\frac{1}{2}$
Chicago Mil. & St. P.....	191 $\frac{1}{2}$	196 $\frac{1}{2}$	201 $\frac{1}{2}$	199 $\frac{1}{2}$	197 $\frac{1}{2}$	200 $\frac{1}{2}$	202	207 $\frac{1}{2}$	202 $\frac{1}{2}$	204 $\frac{1}{2}$
Chi. Mil. & St. P. pfd.....	114 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	113	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Chicago R. I. & Pacific.....	158	158	158	158	158	158	158	158	158	158
Chicago & Northwest.....	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111	111 $\frac{1}{2}$	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$	112	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Chic. & Northwest pfd.....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
Clevel'd, Lor. & Wheel'g.....	191 $\frac{1}{2}$	196 $\frac{1}{2}$	201 $\frac{1}{2}$	199 $\frac{1}{2}$	197 $\frac{1}{2}$	200 $\frac{1}{2}$	202	207 $\frac{1}{2}$	202 $\frac{1}{2}$	204 $\frac{1}{2}$
“ “ Pfd.....	114 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	113	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Consolidated Gas.....	217	218 $\frac{1}{2}$	217	217 $\frac{1}{2}$	217 $\frac{1}{2}$	217 $\frac{1}{2}$	226	228	228	231
Delaware & Hudson.....	16	16	16	16	16	16	16	16	16	16
Del. Lack. & Western.....	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111	111 $\frac{1}{2}$	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$	112	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Denver & Rio Grand Pfd.....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
Erie.....	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$
General Electric.....	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
Glucose Pfd.....	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66	66	66 $\frac{1}{2}$	66 $\frac{1}{2}$	65 $\frac{1}{2}$	66
Fed. Steel Com.....	115 $\frac{1}{2}$	113 $\frac{1}{2}$	114 $\frac{1}{2}$	116 $\frac{1}{2}$	114 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$
“ “ pfd.....	217	218 $\frac{1}{2}$	217	217 $\frac{1}{2}$	217 $\frac{1}{2}$	217 $\frac{1}{2}$	226	228	228	231
Lake Shore.....	68 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66	66	66 $\frac{1}{2}$	66 $\frac{1}{2}$	65 $\frac{1}{2}$	66
Louisville & Nashville.....	115 $\frac{1}{2}$	113 $\frac{1}{2}$	114 $\frac{1}{2}$	116 $\frac{1}{2}$	114 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$
Manhattan con.....	217	218 $\frac{1}{2}$	217	217 $\frac{1}{2}$	217 $\frac{1}{2}$	217 $\frac{1}{2}$	226	228	228	231
Met. Street Ry. Co.....	102 $\frac{1}{2}$	103	102	101 $\frac{1}{2}$	100	100	100	100	100	100
Michigan Central.....	135 $\frac{1}{2}$	134 $\frac{1}{2}$	134	134	134	135 $\frac{1}{2}$	136 $\frac{1}{2}$	138 $\frac{1}{2}$	136	136 $\frac{1}{2}$
Missouri Kan. & Tex.....	51 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52	51 $\frac{1}{2}$	52	52 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$
Missouri Kan. & T. pfd.....	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80	80 $\frac{1}{2}$
Missouri Pacific.....	98	98	94	93 $\frac{1}{2}$	94	93 $\frac{1}{2}$	94	94 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Nat. Lead.....	54	54 $\frac{1}{2}$	53 $\frac{1}{2}$	53	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	53 $\frac{1}{2}$	52	52
Nat. Lead pfd.....	135 $\frac{1}{2}$	134 $\frac{1}{2}$	134	134	133 $\frac{1}{2}$	132 $\frac{1}{2}$	133 $\frac{1}{2}$	134 $\frac{1}{2}$	133	133 $\frac{1}{2}$
New Jersey Central.....	51 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52	51 $\frac{1}{2}$	52	52 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$
New York Central.....	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80	80 $\frac{1}{2}$
Northern Pacific.....	98	98	94	93 $\frac{1}{2}$	94	93 $\frac{1}{2}$	94	94 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Northern Pacific pfd.....	54	54 $\frac{1}{2}$	53 $\frac{1}{2}$	53	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	53 $\frac{1}{2}$	52	52
Omaha.....	135 $\frac{1}{2}$	134 $\frac{1}{2}$	134	134	133 $\frac{1}{2}$	132 $\frac{1}{2}$	133 $\frac{1}{2}$	134 $\frac{1}{2}$	133	133 $\frac{1}{2}$
Oregon Rail. and Nav.....	116 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	116 $\frac{1}{2}$	115	114 $\frac{1}{2}$	114	114 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$
Pacific Mail.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	22 $\frac{1}{2}$	22	22	22	22 $\frac{1}{2}$	22 $\frac{1}{2}$
Pennsylvania R. R.....	63	63 $\frac{1}{2}$	62 $\frac{1}{2}$	61 $\frac{1}{2}$	60 $\frac{1}{2}$	61	61	61 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$
Peo. Gas L. & Coke Co.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	22 $\frac{1}{2}$	22	22	22	22 $\frac{1}{2}$	22 $\frac{1}{2}$
Pullman Palace Car Co.....	63	63 $\frac{1}{2}$	62 $\frac{1}{2}$	61 $\frac{1}{2}$	60 $\frac{1}{2}$	61	61	61 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$
Reading.....	49 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50	50
“ 1st Pfd.....	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
“ 2nd Pfd.....	18 $\frac{1}{2}$	19	19	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$
Southern Pacific.....	46 $\frac{1}{2}$	45 $\frac{1}{2}$	44 $\frac{1}{2}$	45	44 $\frac{1}{2}$	43 $\frac{1}{2}$	44	44 $\frac{1}{2}$	43	43
Southern Railroad Pfd.....	47 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Texas Pacific.....	81 $\frac{1}{2}$	8 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	81	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Tenn. Coal & Iron.....	53 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	52	51 $\frac{1}{2}$	51 $\frac{1}{2}$
Third Avenue R. R.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
Union Pacific.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
Union Pacific pfd.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
U. S. Rubber.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
*U. S. Rubber pfd.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
U. S. Leather.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
U. S. Leather pfd.....	78 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73	73 $\frac{1}{2}$	73	73
Wabash.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23	23 $\frac{1}{2}$	23	23
Wabash pfd.....	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	96	95 $\frac{1}{2}$	95 $\frac{1}{2}$
W. U. Telegraph.....	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	96	95 $\frac{1}{2}$	95 $\frac{1}{2}$