

# NEW YORK EXCHANGE.

## NEW YORK STOCK MARKET.—March 15, 1899.

MANHATTAN WEAK ON DISSATISFACTION OF THE NEW STOCK ISSUE—GRANGERS RALLY AND CLOSE STEADY—B. R. T. SELLS AT 99½.

New York, March 15.

Consols steady and the outlook in European political situation seems peaceful. The market for Americans is dull, speculation in Americans in London is practically dead. The stock market at present presents few features of interest. Commission House business continues to decrease and a considerable proportion of the business done on the floor consists of swapping between traders. The bears are pinning their faith to bad February statements for the Western lines, to the damage to winter wheat, and to high rates for many. Probably the February statements will be bad, but it is a question whether they have not been discounted. As to the winter wheat crop, the best informed grain men in Chicago say that at present it is impossible to form a reliable and intelligent opinion. Call money rates will probably range from 3½ to 4 per cent. and possibly 5 p.c. but there is too much money in the country to allow of any real stringency.

There may be some pressure to sell Pacific stocks.

A despatch from Chicago published this morning states that a rate war is more than likely as a result of a cut made by Northern Pacific between St. Paul and Pacific coast.

Albany politicians likely to have some effect upon consolidated Gas and Manhattan. The former is being attacked by Tammany interests some of the leaders being supposed to be heavily long of New Amsterdam Gas. An attempt was made in Albany to revise the Rapid Transit scheme and it is believed certain local capitalists are prepared to arrange for the underground tunnel without pledging the credit of the city.

Bull tips continue to be circulated in regard to all the companies interested in the iron or steel trade.

A semi-official denial is published in regard to the rumor that the Federal Steel Company is contemplating the absorption of the T. C. I. Co.

Continental tobacco was to-day placed in the unassigned department of the Exchange and both the common and preferred stock advanced rapidly, as also did American Tobacco, but both have since reacted with the general list.

The Granger shares and other standard issues, including New York Central, were strong after the opening, but the strength shown there and elsewhere has pretty well petered out. Some of so-called specials including Chicago Terminal issues, Can. Southern and Consolidated Gas show a good deal of strength, but naturally the movements of stock of that character have no particular significance.

It seems highly probable that Satur-

	—CLOSING PRICES FROM MAR. 7 TO 13—						—TO-DAY'S PRICES—			
	7	8	9	10	11	13	Open's	Highest	Lowest	Closing
Am. Cotton Oil Co.....	35½	35½	36½	36½	36½	36½	.....	.....	.....	36½
“ “ Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ Sugar.....	142	143	142½	141½	142½	140½	140½	140½	138½	140½
“ Sugar pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ Spirits Mfg. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ Spirits Mfg. Co pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ Tobacco.....	195½	194½	197½	197½	205½	211	213½	214½	212½	213
“ Tobacco pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atch T. & S. Fc.....	22½	21½	21½	21½	21½	21½	21	21	20½	21
Atch T. & S. Fc pfd.....	62½	61½	61	61	60½	60½	60½	60½	59½	60½
Baltimore & Ohio.....	.....	.....	71	70	.....	.....	.....	.....	.....	.....
Bay State Gas.....	4½	4½	4½	4½	.....	.....	.....	.....	.....	.....
Brooklyn Rap. Tran.....	94	95½	95½	95	96½	96	95	99½	95½	99½
C.C.C. & St. L.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific.....	89½	89½	.....	87½	88½	.....	85	85	84½	84½
Canada Southern.....	57½	58	.....	56½	.....	.....	.....	57½	56½	57½
Chesapeake & Ohio.....	20½	27½	27½	26½	26½	26½	26½	26½	26½	26½
Chic. & Great Western.....	15½	15½	15½	15½	15½	15½	15½	15½	15½	15½
Chicago R. & Q.....	139½	139	139½	139½	138½	139½	139½	139½	138½	139½
Chicago Mil. & St. P.....	128½	128	127½	127½	127	127½	126½	126½	126½	127
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago R. I. & Pacific.....	117½	117½	116½	116½	116½	116½	110½	116½	116½	116½
Chicago & Northwest.....	147½	147½	147½	147½	147½	146½	146½	146½	146½	146½
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Lor. & Wheel'g.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ “ Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consolidated Gas.....	218½	217½	220½	222½	219½	215½	214	217	214	216½
Delaware & Hudson.....	116½	116	115	.....	115½	115	.....	.....	.....	115
Del. Lack. & Western.....	168	168½	165½	.....	.....	.....	.....	.....	.....	164
Denver & Rio Grand Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General Electric.....	119	119½	118½	118½	119	118	.....	.....	.....	118
Glucose Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fed. Steel Com.....	52	51½	51½	51½	52½	52½	52	52½	51½	52½
“ “ pfd.....	98½	88½	88½	88½	87½	87½	87½	87½	86	86½
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville.....	64½	63½	63½	63½	64½	63½	63½	64	63½	63½
Manhattan con.....	110½	110½	109½	109	108½	107½	107½	107½	103½	105½
Met. Street Ry. Co.....	230½	246	253½	252	251	250	251	253½	250	253½
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd.....	39½	38½	38½	.....	38½	38½	39½	38½	38	38½
Missouri Pacific.....	46	46½	46½	45½	47	46	46	47½	46½	46½
Nat. Lead.....	34	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nat. Lead pfd.....	.....	.....	.....	34½	.....	.....	.....	.....	.....	.....
New Jersey Central.....	113	113½	112½	.....	.....	111½	.....	.....	.....	112
New York Central.....	136	135	135	134½	134½	132½	132	132½	131½	*132
Northern Pacific.....	52½	51½	52	51½	51½	50½	50½	50½	49½	49½
Northern Pacific pfd.....	79½	79	79	78½	78½	78½	78	78	77½	78
Omaha.....	93½	93½	.....	.....	.....	.....	.....	.....	.....	.....
Oregon Rail. and Nav.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Mail.....	47	48½	42½	48½	48½	48½	.....	48½	47½	48½
Pennsylvania R. R.....	.....	132½	.....	.....	.....	.....	.....	.....	.....	.....
Poo. Gas L. & Coke Co.....	112½	114½	114½	114½	114½	114½	114½	115	114½	115
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	24½	24	24½	24½	24½	24	.....	.....	.....	23½
“ 1st Pfd.....	67½	66½	65½	66½	66½	65½	65½	65½	64½	65
“ 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Railroad Pfd.....	48½	48½	48	49½	49½	49½	49	49	48½	49
Twin City.....	.....	70	.....	70½	69½	69½	.....	.....	.....	69½
Texas Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tenn. Coal & Iron.....	46½	46½	47½	47	47½	47½	47	47½	46½	47
Third Avenue R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	48½	48½	45½	45½	44½	44½	43½	44	43½	44
Union Pacific pfd.....	79½	78½	78½	78½	77½	77½	77½	77½	77	77½
U. S. Rubber.....	49½	49½	50	50½	50½	49½	50	50	49½	49½
U. S. Rubber pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather pfd.....	71½	71½	71	71½	71½	71½	.....	.....	.....	71½
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash pfd.....	21½	21½	22	.....	22	21½	21½	21½	21½	21½
W. U. Telegraph.....	94	93½	93½	94½	94	93½	.....	94½	93½	94½

\*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. 1½ p.c. §Ex-D. 3½ p.c.

day's bank statement must show another large decrease in surplus reserve as the money market is not apt to settle down before the first of next month. It is not probable that there will be any general improvement in prices before that time.

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