

NEW YORK EXCHANGE.

OPENS STEADY, DECLINES ON BURLINGTON STATEMENT.

FAIRLY ACTIVE ON DECLINE.

Tobacco has a Further Sensational Advance.

New York, Oct. 29.

The market is in excellent condition. It is responsive to buying, a fact that indicates that higher prices will inevitably prevail. We are very bullish upon Burlington and Rock Island and St. Paul believing that these will sell very much higher. Our faith in the Flower groups as a body of specialties is unabated. There is fair buying of Union Pacific stocks. There is reason why these should have a further advance, the suit will not amount to anything but holders of Union Pacific that exercise ordinary patience, will see the Pfd. sell at 75c and the common at 45, both should be held.

Consols are strong, selling up to 109 1/2 on the news that Marchand has arrived at Khartoum. This is thought to be the prelude for the total evacuation of Fashoda by the troops under Marchand's command. The market for Americans is dull, prices being at about our last nights close. There is still a lack of speculation in Americans in London, the disposition being to follow any lead that may be given on this side.

General trade is fairly active, Bank clearances show moderate gains. Railroad earnings compare favorably with those of a year ago. The Street however, is not paying much attention to these things, interest being still centered on the coming elections. The Republicans are confident that there will be no loss in the West, and that possibly there will be some gains.

The democratic demonstration in the East, however, is expected to be somewhat larger. The Flower interest continues to be active in the market. Their buying was noticeable in Burlington, Rock Island, and Brooklyn Rapid Transit.

The temper of the Room continues bullish, but there is still considerable complaint on the part of commission houses about the lack of business.

TOBACCO.

A definite announcement is made of the formation of the continental Tobacco Co. Its capital is to be \$60,000,000 of which \$30,000,000 will be preferred stock and \$30,000,000 common. The company will control all the important plug Tobacco companies in the country with the exception of the Liggett and Myers company.

Its annual output is estimated at 100,000,000 pounds, on which the profit is expected to be four cents per pound at least.

Moore & Schley have organized the company the underwriting has all been accomplished and it is expected that the stock will be dealt in, in a short time.

METROPOLITAN.

Inside interests predict 200 for Metropolitan Street Railway stock, before Spring. The earnings have induced buying lately.

MANHATTAN.

Manhattan fell two points from highest on limited sales. There were no new developments to make public. We understand that the report for the September quarter to be made public within three weeks is one, of the poorest exhibits the company ever made. Bull maintain that the current earnings do not control the price of the stock but electrical equipment and possible developments at the annual meeting next month are the vital factors.

SUGAR.

Important developments are expected in the Sugar trade next week, possibly further cuts in the price of refined will take place.

PEOPLES GAS.

There is a feeling of apathy in the P. O. stock among certain insiders, and result is a sort of deadlock. There is some buying of stock on general basis that it is known from inside statements to be doing better in earnings than last year. There has been hesitancy about taking much risk on the bull side for fear of a new issue of securities to settle recent deals. We are assured, however, from excellent source, purchases of Manhattan Oil Co., and the further exportation of natural gas will bring no injury to the Peoples Gas Co.

NEW YORK STOCK MARKET.—October 29, 1898.

	CLOSING PRICES FROM OCT. 19 TO 28.								TO-DAY'S PRICES.						
	19	20	21	22	24	25	26	27	28	Open'g	Highest	Lowest	Closing	Bid.	Asked.
American Cotton Oil Co.	35 3/4	35 3/4	36 1/4	36 1/4	36 1/4	37 1/4	37 1/4	37 1/4	38 1/4	38 1/4	38 1/4	38 1/4	38 1/4	38 1/4	38 1/4
" " Preferred	112 1/4	112 1/4	111 3/4	112 3/4	112	112 3/4	115 3/4	113 1/4	113 1/4	113	113 1/4	112 3/4	113	113	113 1/4
" Sugar	112 1/4	112 1/4	111 3/4	112 3/4	112	112 3/4	115 3/4	113 1/4	113 1/4	113	113 1/4	112 3/4	113	113	113 1/4
" Sugar pfd.	112 1/4	112 1/4	111 3/4	112 3/4	112	112 3/4	115 3/4	113 1/4	113 1/4	113	113 1/4	112 3/4	113	113	113 1/4
" Spirits Mfg. Co.	113	114	116	122 1/2	126	130 1/2	128 1/2	129	134	134	138	133 1/2	136 1/2	136 1/2	136 1/2
" Spirits Mfg Co pfd.	113	114	116	122 1/2	126	130 1/2	128 1/2	129	134	134	138	133 1/2	136 1/2	136 1/2	136 1/2
" Tobacco pfd.	113	114	116	122 1/2	126	130 1/2	128 1/2	129	134	134	138	133 1/2	136 1/2	136 1/2	136 1/2
Atch T. & S. Fe	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Atch T. & S. Fe pfd	33 1/4	33 1/4	34 1/4	35 1/4	34 1/4	35 1/4	36 1/4	35 1/4	35 1/4	35 1/4	36 1/4	35 1/4	35 1/4	35 1/4	35 1/4
Baltimore & Ohio	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4
Bay State Gas	64 1/4	64 1/4	64 1/4	65 1/4	64 1/4	65 1/4	65 1/4	65 1/4	66 1/4	67 1/4	67 1/4	66 1/4	66 1/4	66 1/4	66 1/4
Brooklyn Rap. Tran.	64 1/4	64 1/4	64 1/4	65 1/4	64 1/4	65 1/4	65 1/4	65 1/4	66 1/4	67 1/4	67 1/4	66 1/4	66 1/4	66 1/4	66 1/4
C.C.C. & St. L.	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39
Canadian Pacific	82 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4
Canada Southern	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4
Chesapeake & Ohio	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4	21 1/4
Chicago & Great Western	13 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4
Chicago B. & Q.	114 1/4	114 1/4	115 1/4	116 1/4	115 1/4	116 1/4	116 1/4	116 1/4	117 1/4	117 1/4	117 1/4	115 1/4	115 1/4	115 1/4	116 1/4
Chicago Mil. & St. P.	107 1/4	107 1/4	108 1/4	108 1/4	107 1/4	108 1/4	108 1/4	109 1/4	109 1/4	110	110	109 1/4	109 1/4	109 1/4	109 1/4
Chi. Mil. & St. P. pfd.	100 1/4	101 1/4	101 1/4	102 1/4	100 1/4	101 1/4	102 1/4	103 1/4	102 1/4	104	104	103 1/4	103 1/4	102 1/4	103 1/4
Chicago R. I. & Pacific	130 1/4	131 1/4	131 1/4	131 1/4	131 1/4	131 1/4	131 1/4	131 1/4	132 1/4	132 1/4	132 1/4	131 1/4	131 1/4	131 1/4	131 1/4
Chicago & Northwest	17	17	17	17	17	17	17	17	17	17	17	16 1/4	16 1/4	16 1/4	16 1/4
Chic. & Northwest pfd.	45	45	45	45	46	45	45 1/2	47	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Cleveland, Lorain & Wheeling	17	17	17	17	17	17	17	17	17	17	17	16 1/4	16 1/4	16 1/4	16 1/4
" " Pfd.	45	45	45	45	46	45	45 1/2	47	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
" C. C. & St. Louis	172 1/4	175 1/4	177 1/4	177 1/4	174 1/4	173 1/4	175 1/4	177 1/4	182 1/4	184 1/4	188 1/4	184 1/4	187 1/4	186 1/4	186 1/4
Consolidated Gas	172 1/4	175 1/4	177 1/4	177 1/4	174 1/4	173 1/4	175 1/4	177 1/4	182 1/4	184 1/4	188 1/4	184 1/4	187 1/4	186 1/4	186 1/4
Delaware & Hudson	140	140	141 1/4	141 1/4	140	140	140	140	140	140	140	140	140	140	140
Del. Lack. & Western	140	140	141 1/4	141 1/4	140	140	140	140	140	140	140	140	140	140	140
Denver & Rio Grand Pfd.	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4
Erie	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4
General Electric	77 1/4	77 1/4	78 1/4	80 1/4	82	83	82	82	81 1/4	81 1/4	81 1/4	82	81 1/4	81 1/4	82 1/4
Glucose Pfd	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107
Illinois Central	107	107	107	107	107	107	107	107	107	107	107	107	107	107	107
Laclede Gas	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192
Lake Shore	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192
Louisville & Nashville	54 1/4	54 1/4	54 1/4	55 1/4	54 1/4	54 1/4	55 1/4	56 1/4	56 1/4	56 1/4	56 1/4	55 1/4	56 1/4	56 1/4	56 1/4
Manhattan con.	95 1/4	97 1/4	97 1/4	97 1/4	95 1/4	97 1/4	96 1/4	96 1/4	95 1/4	95 1/4	95 1/4	94 1/4	95 1/4	95 1/4	95 1/4
Met. Street Ry. Co.	159 1/4	159 1/4	159 1/4	159 1/4	158 1/4	159 1/4	159 1/4	159 1/4	162 1/4	162 1/4	163 1/4	160 1/4	161 1/4	160 1/4	161 1/4
Michigan Central	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Missouri Kan. & Tex	30 1/4	31 1/4	31 1/4	32 1/4	31 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Missouri Kan. & T. pfd.	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Missouri Pacific	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Nat. Lead	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Nat. Lead pfd	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
New Jersey Central	85	86 1/4	86 1/4	87 1/4	85 1/4	86 1/4	88	88 1/4	89 1/4	89 1/4	88 1/4	89 1/4	89 1/4	88 1/4	88 1/4
New York Central	115 1/4	115 1/4	115 1/4	115 1/4	114 1/4	114 1/4	114 1/4	114 1/4	115 1/4	115 1/4	115 1/4	114 1/4	114 1/4	114 1/4	115 1/4
Northern Pacific	39 1/4	39 1/4	40 1/4	40 1/4	39 1/4	40 1/4	40 1/4	40 1/4	40 1/4	40 1/4	40 1/4	40 1/4	40 1/4	40 1/4	40 1/4
Northern Pacific pfd	75 1/4	74 1/4	75 1/4	75 1/4	74 1/4	75 1/4	75 1/4	75 1/4	76 1/4	76 1/4	76 1/4	76 1/4	76 1/4	75 1/4	76 1/4
Omaha	79 1/4	79 1/4	79 1/4	79 1/4	79 1/4	79 1/4	79 1/4	79 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4	81 1/4
Oregon Rail. and Nav.	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Pacific Mail	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4	32 1/4
Pennsylvania R. R.	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4
Peo. Gas L. & Coke Co.	102 1/4	103 1/4	103 1/4	103 1/4	102 1/4	103 1/4	103 1/4	103 1/4	104 1/4	104 1/4	104 1/4	103 1/4	103 1/4	103 1/4	103 1/4
Pullman Palace Car Co.	197 1/4	197 1/4	197 1/4	197 1/4	196 1/4	196 1/4	196 1								