NEW YORK EXCHANGE.

BUSINESS RESTRICTED — GRANGERS FIRM—SUGAR STRONG—B.R.T. SELLS EX-RIGHTS.

New York, April 14.

The London market for Americans is dull but fairly strong N. W pfd. and New York Central are the only stocks which are active. London has not been much of a factor lately, yesterday they were credited with buying 2,000 shares on balance. They are still moderate borrowers of stocks in this market but as stated above are nothing of an important factor. The principal point of interest in yesterdays market was of course the movement in the local traction stocks. B. R. T. Man. and Met. were all active and strong and while all these stocks declined considerably from the highest prices they all closed at material higher figures than they were selling at the night before. There were all sorts of rumors current on the board to which this movement was ascribed, but aside from the official announcement of B. R. T. plan of absorption of the Elevated Roads in Brooklyn there was no news of anything like a definite nature. Friends of B. R. T. claim that the acquisition of the Kings country and Fulton Elevated Co. is extremely favorable to the B. R T. and are predicting much higher prices.

Flower party are quoted as saying that B. R. T. will sell at 200 in the near future There can be no doubt however that the technical position of this stock just now is almost as weak as it was a week ago, when it suffered so, in the general demoralization

This stock is a speculative favorite and traders are very large holders of it. A break of any importance would necessarily bring out a large amount of this weakly held stock and such a break is consequently much more than a possibility.

The grangers were under considerable pressure all day and this pressure was most pronounced in last hour. Crop damage was of course the reason for this selling and as Friday is a favorite day for hammering short sales on part of Traders, it seems quite likely that this pressure will be in evidence to-day.

RANGE FROM APR. 7TH TO APR. 13TH INCLUSIVE.

	HIGH.	LOW.	CLOSE.
Sugar	169¾	149¼	166¼
Tobacco	227¼	214	227¼
Brooklyn R. Transit	132¾	106¼	130
Chicago B. & Q	144	139½	141½
" Mil. & St. P.	128¾	124¼	127
" R. I. & Pac.	118	115	116¾
" & Northwest	163¼	155	162½
Consolidated Gas	202	185	195
General Electric	117¼	112⅝	115¼
Manhattan con	127⅜	112½	124¼
Met. Street Ry. Co	257	235	254½
N. Y. Central	143	134	140½
Northern Pacific	54⅜	49½	52⅝
" Pfd.	79¾	77	78¾
Pacific Mail	52½	48	51⅜
Peoples Gas	129	112¾	127¼
Tenn. Coal & Iron	59⅞	51½	59
Union Pacific	48½	44½	47
" Pfd	80¼	77	80
U. S. Rubber	51⅝	48¼	51½
U. S Leather Pfd	74¼	70	73½

NEW YORK STOCK MARKET.—April 14, 1899.

	Closing Prices from Apr. 7 to Apr. 13						To-day's Prices			
	7	8	10	11	12	13	Open'g	Highest	Lowest	Closing
Air Brake	167	.....	.....	.....	.....	180	.....	.....	.....	180
Am. Cotton Oil Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " Pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Sugar	160	158⅞	157½	163⅛	165	166½	167	169¼	167	167¼
" Spirits Mfg. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" S.W. Co. pfd.	64½	65½	63¾	65	66¼	65¾	65½	66¼	65¼	65½
" Tobacco	221	220	221	225	226	227¼	.....	.....	.....	‖225¼
Atch T. & S. Fe	20⅞	21⅛	20½	21¼	21⅛	20⅞	20¾	21	20⅝	21
Atch T. & S. Fe pfd	61⅝	61¼	59⅞	61¾	61½	60⅜	60½	61⅛	60¼	61
Baltimore & Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay State Gas	.....	3¼	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rap. Tran	114½	118¼	116	124⅝	127¼	130	129	134¾	129	z134
C.C.C. & St. L	59¼	60⅞	62¼	63	61⅞	60	60½	61¼	60⅜	61¾
Canadian Pacific	.....	85¾	.....	.....	.....	86⅞	.....	.....	.....	87¼
Canada Southern	.....	57½	58	59¼	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio	26½	26¾	27½	28	27¾	27⅞	27¾	.....	.....	27¾
Chic. & Great Western	15¾	15¾	15⅝	15½	15½	15½	15⅝	15¾	15¼	15½
Chicago B. & Q	142¼	142	140¾	143⅛	143⅝	141¼	141¼	142⅝	141	141½
Chicago Mil. & St. P	127	126⅞	126	128	128	127	127	127⅞	127	127¼
Chi. Mil. & St. P. pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago R. I. & Pacific	117	116⅛	116	117¼	117	116⅞	116¾	117¼	116⅝	117
Chicago & Northwest	157½	159⅛	159½	162½	163½	162½	161½	163	161½	162⅝
Chic. & Northwest pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consolidated Gas	194	193	185	188¼	191	195	.....	197½	196	197
Continental Tobacco	54¼	54½	54¼	61	60¾	59⅞	59½	62	59	61
Delaware & Hudson	116½	117¾	117¼	118	118	.....	.....	.....	.....	118
Del. Lack. & Western	170	174	168	174	173	173¾	.....	.....	.....	.....
Denver & Rio Grand Pfd.	74⅛	74½	.....	.....	.....	75⅜	.....	.....	.....	.....
Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General Electric	113⅞	115	114½	116	115½	.....	.....	117½	116½	116½
Glucose Pfd	66	67	66¼	.....	.....	70½	.....	70½	70	70½
Fed. Steel Com	63½	60½	60¼	6[illegible]	66⅞	67¾	67	68¾	66¾	68¼
" " pfd	85¼	84	83⅛	85⅜	86⅝	86⅞	86¾	87	86½	37
Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville	64¼	64⅝	64½	65¾	66¼	65½	65¼	65¾	65⅛	65⅜
Manhattan con	117¾	116½	116	119⅜	118¾	124¼	124¼	127⅜	124	126⅜
Met. Street Ry. Co	246¾	249	247½	247	248	254½	255½	257½	250½	250½
Michigan Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd	39¼	39¾	39¾	41⅛	40⅝	39¾	39¾	40¾	39¾	40¾
Missouri Pacific	48⅞	48¾	48⅜	50¾	51	51⅜	51¾	52¼	51¼	51¾
Nat. Lead	34⅜	35	34	35¼	35¾	34½	.....	35	34¼	34¼
Nat. Lead pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey Central	117¾	117¾	118¼	120	119	118¼	.....	118	117½	117½
New York Central	138½	138¼	139¾	141	141½	140½	141	1417	141	141¼
Northern Pacific	51⅛	51⅜	50¾	52	53¼	52⅛	52¼	52¼	52¼	52⅝
Northern Pacific pfd.	77⅛	78½	78¼	79	79½	78¾	.....	78⅞	78⅜	78¾
Omaha	94½	.....	95¼	96	97	.....	.....	.....	.....	94⅛
Ontario & Western	26⅞	27	26⅝	27¼	27¼	26⅞	26¾	27	26¾	27
Pacific Mail	49¼	49¼	50	51¾	51⅝	51⅜	51	51½	50⅞	51½
Pennsylvania R. R.	133	132⅞	132	133⅜	133½	133	133	133¼	132¾	132¾
Peo. Gas L. & Coke Co	118½	118¼	119¾	124¼	127½	127¼	127⅛	128¾	126¾	127¼
Pullman Palace Car Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading	23⅞	24	23¼	24⅜	24¼	24	.....	.....	.....	.....
" 1st Pfd	65½	65	64¾	66⅜	65½	64⅝	64¼	65⅜	64¼	64⅞
" 2nd Pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific	.....	33¼	33¼	34¾	33¾	34⅛	.....	.....	.....	33¾
Southern Railroad Pfd	50¼	51¼	50¼	51¾	52	.....	51¾	52¼	51¼	52
Twin City	67½	69⅜	.....	69⅜	.....	69¼	.....	70¼	70	70¼
Texas Pacific	22¼	22½	22⅜	23	22¼	22⅞	.....	23¾	23¼	23¾
Tenn. Coal & Iron	57	56⅜	56¾	58	58½	59	59¼	65	58¾	65
Third Avenue R. R.	.....	.....	.....	.....	.....	225	.....	.....	.....	.....
Union Pacific	46¼	46⅞	46½	47⅞	47¾	47	46⅞	47⅜	46⅞	47½
Union Pacific pfd	79¾	79⅜	79¾	80½	80½	80	80¼	80⅜	80	80
U. S. Rubber	50	50	49	49¾	51	51½	51	54⅛	51	53½
U. S. Rubber pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather pfd	72¼	73	71½	73	73¾	73½	73½	74	73½	73¾
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash pfd	23⅜	23¼	23¼	24	24	24	24¼	24¼	24¼	2[illegible]
W. U. Telegraph	92¾	93⅜	93½	94	94¼	94½	.....	.....	.....	94⅛

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