# NEW YORK EXCHANGE.

## ACTIVE DEMAND FOR ALL STOCKS.

## A MUCH FIRMER FEELING GENERALLY.

## TOBACCO ERRATIC, AS USUAL.

## ADVANCE CAUSED BY SCARCITY OF OFFERINGS.

Just before the opening, cables received from London indicated that the panicky feeling which prevailed in that market at the opening had subsided to a large extent and that the opinion of the best informed financial cirles was that the present difficulties between Great Britain & France would be settled without an outbreak of war and consols, which sold early at 107, rallied to 107½ and then enjoyed a further advance up to 108.

This latter advance apparently being due to the announcement of the resignation of the French minister of war. His resignation was looked on as indicating a peaceful settlement of the dispute, because it was he who was responsible for Marchand's expedition to Fashoda.

New York, Oct. 25.

### EARLY NEWS.

Twenty active stocks yesterday touched the lowes point of this summer.

Considerable gain in activity at expenses of values. Heavy London selling in forenoon, and the joint traffic decision demoralized Bulls, bringing considerable liquidation.

Sentiment after the close rather mixed but tendency generally bearish.

A sharp break occurred in London to-day, consols falling over 1 p.c. and American stocks ½ to 1 p.c.

This was apparently more on financial trouble than on politics.

Exchange was very strong, with indications of a further advance.

Scotch Banks are drawing on London.

It is understood that the new Chicago line has to pay Chicago terminal trust Company over $100,000 per annum rental.

St. Paul, third week increase $97,819.

Sugar loaned at 1-32 last night.

### GENERAL NEWS.

Arbitrage Houses have received cables from London stating that their market is better, and not to sell over here, as they cannot buy over there.

Atcheson Pfd. very strong. Halsted Hodges, Adams and McNeil each bought 1,000 shares. Grosback & S. large sellers of Tobacco, Dominick & Dickerman bought.

### GOSSIP.

The stock market yesterday was obviously inconsistent, for a time it maintained strength in face of indications of continued gravity, in the relations between France and Great Britain. It developed weakness only when the announcement was made, of the U.S. Supreme Court decision, holding that the Joint Association violated the National Anti-Trust law. The decision was no surprise to shrewd railroad managers, it would, however, adversely affect the investment and speculative circles the world over.

### FRENCH CHAMBERS MEET.

The French Chambers meet, and considering the excitability of the people, it is difficult to predict what will happen. The general expectation seems to be that the Brisson Cabinet will fall, and that the President will find it extremely difficult to form another cabinet. Considering the grave difficulties which confront France both at home and abroad.

Another disturbing feature in the French situation is the fact that the Court which is revising the Dreyfus case probably will arrive at a decision this week. Should the friends of Dreyfus be successful in obtaining a new trial, riots in Paris are not unlikely. The foreign situation would be sufficient to exercise a depressing effect on our market. There is an important reason for lower prices outside the political complications, abroad, the decision of the Supreme Court yesterday practically affirms the constitutionality of the Sherman anti-trust law. London sales yesterday were the largest for many weeks.

Whether it will sell to-day and the stock maintain the same resistance is doubtful. The temper of the Room last night was less Bullish than for some time. St. Paul earnings for the 3rd week in October are excellent.

### ENGLAND AND FRANCE.

There is nothing in this morning's news to indicate that the relations between Great Britain and France are any less strained than they were yesterday.

### WHEAT AND COTTON.

The wheat market is strong, being ⅝ up again, while Cotton market is heavy. Apparently there is still a strong feeling in London that there will be no war, but the situation is grave.

### LONDON.

The London market opened weak. Consols dropped to 107, being a decline of 1⅛ from yesterday's prices, making a total decline in two days of 2 p.c. A moderate rally, however, has since taken place and the decline is now said to be only ¾ p.c. since yesterday.

### METROPOLITAN RAILWAY.

The showing in Metropolitan Street Railway for the quarter ending Sept. 30th is also very good.

The showing of the next quarter will be even better as the company will then be benefitted by the opening of the Sixth Avenue surface road.

New York noon, Oct. 25

### AMERICANS STRONG.

London Houses had private advices informing them that prices for Americans were advancing and advising them to sell sparingly, as the offering of stocks on the other side was light.

The Wormser brokers were specially active on the Bull side.

Sales by London houses amounted to about 5000 shares.

### TOBACCO.

American Tobacco was fairly active and very nervous finally becoming weak on rumors of new and unfavorable developments. There is heavy manipulation in it.

## NEW YORK STOCK MARKET.—October 25, 1898.

| | Closing prices from Oct. 14 to 24. | | | | | | | | | To-day's prices | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 14 | 15 | 17 | 18 | 19 | 20 | 21 | 22 | 24 | Open'g | Highest | Lowest | Closing | Bid. | Asked. |
| American Cotton Oil Co. | 36¼ | ..... | ..... | 36¼ | 35¾ | 35½ | 36¼ | ..... | 36¼ | 36¼ | 37¾ | 36¼ | 37½ | 37⅜ | 37¾ |
| " " Preferred | ..... | ..... | 36⅛ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 36 | 36⅛ |
| " Sugar | 110¾ | 111¼ | 112¾ | 113⅛ | 112½ | 112⅜ | 111½ | 112¾ | 112 | ‖111¼ | 112⅞ | 111¼ | 112⅜ | 112½ | 112¾ |
| " Sugar pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 108 | 108¼ |
| " Spirits Mfg. Co | 11¾ | 11⅜ | ..... | 11⅛ | ..... | ..... | ..... | ..... | 11¾ | 11½ | ..... | ..... | 11½ | 11½ | 11¾ |
| " Spirits Mfg Co pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 33½ | 35 |
| " Tobacco | 118 | 114⅞ | 115⅞ | 113⅞ | 113 | 114 | 116 | 122¼ | 126 | ‖125½ | 130½ | 123¼ | 130⅛ | 130 | 130⅛ |
| " Tobacco pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Atch T. & S. Fe | ..... | 12¾ | ..... | 12¾ | ..... | 12¼ | 12½ | ..... | ..... | ..... | ..... | ..... | ..... | 12¼ | 12⅞ |
| Atch T. & S. Fe pfd | 33⅝ | 33¼ | 33½ | 33¾ | 33¼ | 33¾ | 34¾ | 35⅜ | 34¾ | 34½ | 36 | 34⅜ | 35¾ | 35¾ | 35⅞ |
| Baltimore & Ohio | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 43¼ | 43¾ |
| Bay State Gas | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .. |
| Brooklyn Rap. Tran | 64½ | 64⅛ | 64¼ | 64⅝ | 64¼ | 64¼ | 64¾ | 65⅜ | 64⅝ | 64⅛ | 65¾ | 64⅛ | 65⅝ | 65½ | 65¾ |
| C.C.C. & St. L | 39½ | ..... | 39 | ..... | ..... | 39 | ..... | ..... | ..... | 38½ | 39 | 38¼ | 39 | 38 | 39½ |
| Canadian Pacific | ..... | 82¾ | 83¾ | 82⅞ | 82⅜ | ..... | 81¼ | 81¼ | 81¼ | ..... | 81¼ | 81¼ | ..... | 80¾ | 81⅞ |
| Canada Southern | ..... | ..... | 52½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 53⅜ | 52 | 53 |
| Chesapeake & Ohio | 21½ | 21½ | ..... | ..... | ..... | 21⅛ | 21¼ | 21⅜ | 20¾ | 20¾ | 21 | 20¾ | 21 | 20⅞ | 21¼ |
| Chicago & Great Western | 14⅞ | 14¼ | 14¼ | 14½ | 13¾ | ..... | 14⅛ | 14⅛ | 13¾ | 13⅞ | 14¼ | 13⅞ | 14⅛ | 14 | 14⅛ |
| Chicago B. & Q. | 114⅜ | 114 | 114½ | 114½ | 114⅝ | 114⅝ | 115½ | 116 | 115 | 114⅝ | 116⅛ | 114⅝ | 116⅛ | 116 | 116⅛ |
| Chicago Mil. & St. P. | 107⅜ | 106⅞ | 107⅞ | 107½ | 107¼ | 107⅞ | 108⅛ | 108⅜ | 107¼ | 107¼ | 108¼ | 107⅛ | 108 | 108 | 108⅛ |
| Chi. Mil. & St. P. pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago R. I. & Pacific | 101¼ | 101 | 101 | 101¾ | 100¾ | 101 | 101½ | 102 | 100¾ | 100⅜ | 101⅞ | 100⅜ | 101¾ | 101⅜ | 101⅞ |
| Chicago & Northwest | 131¼ | 130¼ | ..... | 131 | 130¾ | 131½ | 131½ | 131¾ | 131½ | 130½ | 131 | 130½ | 131 | 131¼ | 131½ |
| Chic. & Northwest pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland, Lorain & Wheeling | 16⅝ | 16 | 16¼ | 17¼ | ..... | ..... | ..... | ..... | 17 | ..... | ..... | ..... | ..... | 16¼ | 17 |
| " " " Pfd | 45 | 44⅜ | 44⅜ | 45⅜ | 45 | 45 | 45 | 45 | 46 | 45 | ..... | ..... | 45 | 44 | 46 |
| " C. C. & St. Louis | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Consolidated Gas | 171½ | ..... | ..... | ..... | 172½ | 175 | 177½ | 177½ | 174 | 174 | 174 | 173 | 173½ | 173½ | 175 |
| Delaware & Hudson | ..... | 104¼ | 102½ | 103 | ..... | ..... | 02¾ | ..... | 101⅝ | ..... | 102½ | 101½ | 102¼ | 102 | 102½ |
| Del. Lack. & Western | ..... | ..... | ..... | ..... | ..... | 140 | ..... | 141⅛ | 141½ | ..... | ..... | ..... | 140 | 140 | 145 |
| Denver & Rio Grand Pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie | ..... | ..... | 12⅜ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11⅞ | 11¾ | 11¾ | 11⅞ | 12 |
| General Electric | 79 | ..... | 78⅞ | 78⅛ | ..... | 77¼ | ..... | 78¼ | 80½ | ..... | 82 | 80¼ | 82 | 81½ | 82 |
| Glucose Pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ilinois Central | ..... | ..... | ..... | ..... | ..... | 107 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 108¼ | 108½ |
| Laclede Gas | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lake Shore | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 190¼ | 193 |
| Louisville & Nashville | 55 | 54¾ | 55⅝ | 54¾ | 54⅜ | 54 | 54⅞ | 55⅛ | 54⅛ | 53⅞ | 54¾ | 53⅞ | 54¾ | 54½ | 54¾ |
| Manhattan con | 94¼ | 94½ | 96⅛ | 95¼ | 95½ | 97⅜ | 97⅜ | 97 | 95⅛ | 95⅜ | 97⅛ | 95⅜ | 97 | 96⅞ | 97 |
| Met. Street Ry. Co | 162¼ | 162⅝ | 160 | 160½ | 159 | 159⅛ | 159 | 159½ | 158½ | 158⅛ | 159½ | 158½ | 159½ | 159 | 159¾ |
| Michigan Central | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Missouri Kan. & Tex | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10½ | 11 |
| Missouri Kan. & T. pfd | 30¼ | 30¼ | 29½ | 30 | 30¼ | 31¾ | 31⅞ | 32 | ..... | 31¼ | 31¾ | 31 | 31¾ | 31¾ | 32 |
| Missouri Pacific | 33 | 32½ | 32⅜ | 32½ | 32¼ | 32 | 32¼ | 33 | 31¾ | 32 | 32⅝ | 32 | 32¼ | 32½ | 32¾ |
| Nat. Lead | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 31¼ | 32¼ | ..... | 32⅛ | 32 | 32⅛ | 32½ | 33 |
| Nat. Lead pfd | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Jersey Central | ..... | ..... | 85¾ | 86 | 85 | 86½ | 86½ | 87¼ | 85½ | 85¼ | 86 | 85¼ | 86¼ | 86½ | 88 |
| New York Central | 115½ | 115⅜ | 115¼ | 115⅛ | 115¼ | 115⅜ | 115¼ | 115⅛ | 115⅛ | 114¼ | 114 | 114½ | 113½ | 114½ | 114⅞ |
| Northern Pacific | 40⅝ | 40 | 40¼ | 40⅛ | 39¾ | 39⅞ | 40⅜ | 40½ | 39⅜ | 39⅜ | 40¼ | 39⅜ | 40⅛ | 40 | 40¼ |
| Northern Pacific pfd | 75½ | 75¼ | 75⅜ | 75⅛ | 75 | 74¾ | 75⅛ | 75¼ | 74¾ | 74½ | 75⅛ | 74½ | 75 | 75⅛ | 75¼ |
| Omaha | 79⅞ | ..... | 79 | 79¾ | ..... | 79⅛ | ..... | 80½ | 79½ | ..... | ..... | ..... | ..... | 80 | 81 |
| Oregon Rail. and Nav. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 32¼ | 32¾ |
| Pacific Mail | ..... | 32½ | 32⅞ | 32¾ | ..... | 32 | 32½ | 32⅝ | 32⅜ | 32½ | 32¾ | 32¼ | 32¾ | 32½ | 32⅞ |
| Pennsylvania R. R. | 117½ | 117½ | 117½ | 117½ | ..... | ..... | ..... | ..... | 117¼ | ..... | ..... | ..... | 117½ | 117¼ | 117⅝ |
| Peo. Gas L. & Coke Co. | 103¼ | 103⅜ | 103 | 102¾ | 102⅜ | 103 | 103¼ | 103⅝ | 102½ | 102½ | 104 | 102½ | 103¾ | 103½ | 103¾ |
| Pullman Palace Car Co. | ..... | ..... | ..... | ..... | ..... | ..... | 197 | 197 | 196 | 194 | ..... | ..... | ..... | 194 | 196 |
| Reading | 17 | ..... | 16¼ | 16⅛ | 16¾ | 16½ | 16⅛ | 16⅜ | 16⅛ | ..... | 16½ | 16⅛ | 16½ | 16½ | 16⅝ |
| " 1st Pfd. | 40⅜ | 40½ | 39 | 38⅝ | 38¾ | 39 | 38½ | 39 | 38¼ | ..... | ..... | ..... | 39 | 38¼ | 38½ |
| " 2nd Pfd. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Southern Pacific | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8¼ | 8½ |
| Southern Railroad Pfd | 33¾ | 34⅜ | 34½ | 34⅜ | ..... | 33½ | 33⅞ | 33¾ | 33⅛ | 33⅛ | 34 | 33⅛ | 34 | 33⅞ | 34 |
| Texas Pacific | ..... | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 | 13½ |
| Tenn. Coal & Iron | 26¾ | 27 | 26¾ | ..... | ..... | 26¾ | 27¾ | 27¼ | 27⅛ | ..... | 27⅛ | 27 | 27 | 27 | 27¼ |
| Third Avenue R. R. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Union Pacific | 32¾ | 32½ | 33¾ | 32½ | 32 | 32 | 32½ | 32⅝ | 31¾ | 31½ | 32⅛ | 31½ | 31⅞ | 31¾ | 31⅞ |
| Union Pacific pfd | 65⅝ | 65⅛ | 65½ | 65⅛ | 63¼ | 63¼ | 63⅝ | 63⅝ | 62½ | 62¼ | 63⅜ | 62½ | 63⅜ | 63¼ | 63½ |
| U. S. Rubber | 39 | 38½ | 38½ | 38¼ | 37¾ | 38 | 38¾ | 39½ | 38½ | 38⅞ | 40 | 38⅞ | 39¾ | 39⅝ | 39⅞ |
| U. S. Rubber pfd | 101 | ..... | ..... | ..... | ..... | 100¼ | ..... | 102 | 101½ | 100⅞ | 102 | 100⅞ | 102 | 101¾ | 102 |
| U. S. Leather | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| U. S. Leather pfd | 64 | 64¼ | 64¼ | 63⅞ | 63¾ | ..... | 64 | 64⅝ | 64 | ..... | 64½ | 64 | 64½ | 64½ | 64¾ |
| Wabash | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wabash pfd | 20½ | 20⅝ | 20¼ | ..... | ..... | 19⅝ | ..... | 20 | 19½ | ..... | 20 | 19¾ | 20 | 19⅞ | 20½ |
| W. U. Telegraph | 91⅜ | 91⅜ | 90¾ | 91¼ | 91 | 91⅜ | ..... | 91⅜ | 91 | 91 | 91 | 90⅞ | 91 | 91½ | 91⅝ |

*Ex-Div. 1 p.c. †Ex-Div. 2½. ‡Ex-Div. 3 p.c. ‡On new basis. ‖Ex-Div. 2 p.c.

## CHICAGO MARKET.—October 25, 1898.

FROM OUR SPECIAL CORRESPONDENT.

| | Closing prices Oct. 15 to 24. | | | | | | | To-day's prices. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 15 | 7 | 18 | 20 | 21 | 22 | 24 | Opening. | Highest. | Lowest. | Closing. |
| Wheat— | | | | | | | | | | | |
| Oct | 64¾– | 65¼ | 65⅝ | 68– | 66¾ | 67⅞– | 70¼– | ..... | 68⅜– | 68¼– | 68¼ |
| Dec | 64¼–⅝ | 65⅛–¼ | 65⅝–¾ | 68 - | 66¾– | 67¾–⅞ | 70¼–⅜ | 69¼–9 | 69¼– | 68¼– | 68¼–⅜ |
| May | 65⅝–¾ | 66¼ | 66¾–⅞ | 68¾–⅞ | 67¾ | 68⅝–¾ | 70⅞– | 69¾– | 69¾– | 68¾– | 68¾–⅞ |
| Corn— | | | | | | | | | | | |
| Oct | 30⅝– | 31 – | 31– | ..... | ..... | 31⅝– | 32⅜– | ..... | 31¾– | 31¾– | 31¾– |
| Dec | 29¾–31 | 31⅜– | 31⅝–¾ | 32⅝– | 31¾ | 32– | 32¾– | 32⅛–⅜ | 32½– | 32 – | 32⅛–¼ |
| May | 33⅛– | 33⅝– | 34A | 34¾–⅞ | 33½– | 34⅛ | 34⅞– | 34⅜–¾ | 34¾– | 34–⅛ | 34¼– |
| Oats— | | | | | | | | | | | |
| Oct | 21⅞– | 22⅛– | 22⅛ | ..... | ..... | 22⅞– | 23¾– | ..... | 23½– | 23¼– | 23¼– |
| Dec | 22⅜ | 22⅞– | 23 | 23½ | 21⅞-3 | 22⅜– | 23¾– | 23⅜– | 23½– | 23¼– | 23¼– |
| May | 23¼– | 23⅝–¾ | 22⅞–4 | 24½– | 24 – | 24½– | 24⅝–¾ | 24⅝–½ | 24⅝– | 24⅜– | 24⅜– |
| Pork— | | | | | | | | | | | |
| Jan | 9 20 | 9 17 | 9 20 | 9 32 | 9 22 | 9 17 | 9 25–7 | 9 15– | 9 15 | 9 10– | 9 12– |
| Oct | 7 87 | 7 75 | 7 75 | ..... | 7 92 | 7 85 | 7 97 | ..... | 7 87 | 7 87 | 7 87 |
| Dec | 7 97 | 7 95 | 8 00 | 8 10– | 8 02 | 7 92 | 8 00 | 7 90– | 8 92 | 7 87– | 7 92 |
| Lard— | | | | | | | | | | | |
| Oct | | 4 90 | 4 95 | ..... | 4 95 | 4 90 | 4 95 | ..... | 4 90 | 4 90 | 4 90 |
| Dec | 4 97 | 4 90–2 | 4 97– | 5 12 | 5 00 | 4 92–5 | 4 97–5 00 | 4 92– | 4 97 | 4 92– | 4 95– |
| Jan | 5 05 | 5 00 | 5 00 | 5 17 | 5 07 | 5 00–2 | 5 05–7 | 5 02– | 5 07– | 4 97 | 5 00– |
| Sht ribs— | | | | | | | | | | | |
| Oct | 5 37 | 5 32 | 5 37 | 5 40 | 5 40 | 5 30 | 5 32 | 4 67– | 5 30 | 5 25 | 5 30 |
| Dec | 4 75 | ..... | ..... | 4 80 | ..... | 4 70 | ..... | ..... | 4 72 | 4 67 | 4 70 |
| Jan | 4 77 | 4 72 | 4 77–80 | 4 85 | 4 80 | 4 72 | 4 72 | 4 72– | 4 72– | 4 70– | 4 70–2 |

Puts and Calls for Oct. 26 :
Wheat, Dec. Calls ..... 70¼– Puts ..... 67 –
Corn, May Calls ..... 35¼ Puts ..... 33¼–
Curb, Dec. Wheat ..... 68¼