NEW YORK EXCHANGE.

BURLINGTON AND METROPOLITAN TRACTION LEADERS—THE GRANGERS STRONG—MARKET GENERALLY FIRM—BUSINESS NOT SO BRISK.

New York, Feb. 17.

The market was unfavorably affected by the death of President Faure at the opening. Americans were weak, but have since recovered to some extent.

German interests are reported to be buying Northern Pacific. There continues to be an absence of any reliable information in regard to the much talked of B. Q. refunding scheme.

First-class houses in Boston, who in the past have had excellent information in regard to B. Q. affairs, are very positive in their denial that there is any immediate prospect of any refunding scheme being agreed upon. Certain interests in Chicago are also skeptical, but in spite of this, Wall Street is inclined to believe what the tape says, rather than what can be gathered from houses, closely connected with the road, and the tape undoubtedly says that the refunding scheme is not only under consideration, but will be announced in the near future.

The London market was ⅛ to ¼ lower this morning, but this circumstance and the subsequent decrease in foreign account here, were ignored in the local trading. It had been expected that the death of President Faure might have had unsettling effect on the European stock market, but such has not been the case and on the contrary Paris is reported a large buyer of stocks in London, and market showed a wonderful degree of strength throughout the morning, this is rather puzzling as the larger manipulators seem to be taking very little part in the market. The most aggressive of these in fact are at least talking somewhat bearish. It is thought in the Room, however, that Mr. Keene was responsible for the rapid rise in St Paul and to a less extent in Rock Island, and that these stocks were bought for the purpose of enabling him to crate an interest in B. Q. The Grangers for various reasons are not active at this season.

The market had some appearance of irregularity and the Pacific stocks are rather heavy. Metropolitan Street Ry had a rapid spurt to 244 by far the highest price in its history, but a good deal of stock went out at that price and the stock has had a sharp reaction.

The Federal Steel stocks were the strongest of the Industrials in anticipation of the dividend declaration within the next ten days.

American Tobacco was weak at the opening and there seemed to be liquidation in that instance, but the stock seems to have become oversold, for it has since had a very sharp recovery for which it would be hard to ascribe any definite explanation.

Opinions differ as to the Bank Statement to-morrow, the majority of opinions seem to favor a further reduction in Surplus Reserve.

NEW YORK STOCK MARKET.—February 17, 1899.

	Closing prices from Feb. 8 to 16						To-day's prices			
	8	9	10	14	15	16	Open's	Highest	Lowest	Closing
Am. Cotton Oil Co	35½	35¾	35⅞	36	36	36½	36½	37½	36½	37¼
" " " Pfd	......	......	......	......	......	......	......	......	......	......
" Sugar	130	129½	131⅛	132¼	131¼	133⅜	133½	134⅝	132¼	133⅛
" Sugar pfd	......	......	......	......	......	......	......	......	......	......
" Spirits Mfg. Co	13	14	12¾	13	13⅝	13¾	13⅞	......	......	13⅝
" Spirits Mfg Co pfd	......	......	......	......	......	......	......	......	......	......
" Tobacco	141½	139	137½	138½	138¼	135	134	140	132½	128¾
" Tobacco pfd	......	......	......	......	......	......	......	......	......	......
Atch T. & S. Fe	21⅝	21⅞	21½	22½	22⅝	22¼	22¼	22⅞	22⅜	22⅞
Atch T. & S. Fe pfd	61⅛	60⅞	61½	61⅝	62½	62¼	62¾	63¼	62¾	63⅜
Baltimore & Ohio	55½	71	72⅛	......	......	......	......	......	......	70¼
Bay State Gas	6⅞	6⅞	7	7	6⅞	6¾	6⅞	6⅞	6⅝	6⅝
Brooklyn Rap. Tran	91⅛	91½	92	92⅞	92¾	93¼	93⅛	94⅜	93	94¼
C.C.C. & St. L	59¼	59¼	59½	58½	59⅝	61¼	61	......	......	61
Canadian Pacific	......	87⅛	87¼	88¼	90¼	90¼	89¾	90	89¾	90
Canada Southern	60	60	60	60	60½	60	60½	60½	60	60
Chesapeake & Ohio	29	28¾	29	28¾	29	29	29	......	......	29
Chic. & Great Western	15⅞	16⅛	16⅜	16⅜	16⅛	16⅝	16⅝	16¾	16⅛	16⅝
Chicago B. & Q	133⅛	134¾	137¾	141⅛	139⅜	144⅜	"144	148	143	147⅞
Chicago Mil. & St. P	125⅝	125½	126¼	126½	126¼	128	128	130⅜	128	130
Chi. Mil. & St. P. pfd	....	......	......	......	......	......	......	......	......	......
Chicago R. I. & Pacific	116¼	115¾	117½	118¼	117¾	118⅜	118⅜	120⅜	118⅜	120½
Chicago & Northwest	148½	149¼	149	149½	149¼	150½	150½	151⅛	150⅜	151⅛
Chic. & Northwest pfd	......	......	......	......	......	......	......	......	......	......
Clevel'd, Lor. & Wheel'g	......	......	......	......	......	......	......	......	......	......
" " " Pfd	......	......	......	......	......	......	......	......	......	......
Consolidated Gas	207	209¼	208¾	206½	206	206	......	206½	205¾	205¾
Delaware & Hudson	111	111¼	113¼	113¾	113½	114	113½	......	......	113½
Del. Lack. & Western	......	158¾	160	......	160¼	160½	. . ..	......	......	160
Denver & Rio Grand Pfd	......	......	......	......	......	......	......	......	......	......
Erie	......	......	......	......	......	......	......	......	......	......
General Electric	108	111	......	111⅝	111¼	111¾	112	112½	112	112½
Glucose Pfd	......	......	......	......	......	......	......	......	......	......
Fed. Steel Com	48¼	48	49½	48⅞	48⅛	51½	51½	52⅜	50⅞	51½
" " pfd	85⅞	86	86	86	86⅞	88¼	88½	88⅛	87¼	88⅞
Lake Shore	......	......	......	......	......	......	......	......	......	......
Louisville & Nashville	64⅞	64¾	65	64¾	64⅝	65¼	65⅛	"65⅝	65⅛	65⅝
Manhattan con	111⅛	111⅝	111⅜	112¼	111⅛	111⅞	111⅛	112⅛	111⅛	111⅞
Met. Street Ry. Co	234⅛	235	234	233⅜	235½	239	239	244	239	243
Michigan Central	......	......	......	......	......	......	......	......	......	......
Missouri Kan. & Tex	......	......	......	......	......	......	......	......	......	......
Missouri Kan. & T. pfd	37⅞	38⅞	39⅜	38¾	39	38¾	......	39	39	39¼
Missouri Pacific	43¼	44½	44⅝	44¾	45¼	45½	46½	49⅞	45½	46¾
Nat. Lead	36	37	36½	......	......	36½	......	......	......	......
Nat. Lead pfd	......	......	......	......	......	......	......	......	......	......
New Jersey Central	100	102	102½	104⅛	103½	104½	104⅜	105	104⅜	105
New York Central	136⅝	136	136⅛	136⅞	138⅛	139¼	139¼	139¾	139¼	139⅛
Northern Pacific	52	51¾	52	52⅛	55⅜	54⅛	54⅜	54½	53⅝	54
Northern Pacific pfd	78⅜	78⅝	78¾	79⅛	79⅞	79⅞	79⅝	79⅛	79⅜	79¾
Omaha	91⅝	92¼	......	92	93	94¼	94	......	......	94
Oregon Rail. and Nav	......	......	......	......	......	......	......	......	......	......
Pacific Mail	52½	52⅛	52⅛	52	51⅝	52	51⅝	52	57½	52
Pennsylvania R. R	......	131¼	132¼	133¾	......	......	......	......	......	......
Peo. Gas L. & Coke Co	112¼	112⅜	113	112⅜	112⅜	113⅜	113	114½	113	114½
Pullman Palace Car Co	......	......	......	......	......	......	......	......	......	......
Reading	21¼	22	22⅛	22⅜	22⅛	22½	......	......	......	22⅞
" 1st Pfd	59	59¼	61¼	62	61¼	62⅛	62⅛	63⅞	62	63½
" 2nd Pfd	......	......	......	......	......	......	......	......	......	......
Southern Pacific	......	......	......	......	....	......	......	......	......	......
Southern Railroad Pfd	49⅝	49⅜	49⅞	49⅞	50	50⅜	50	51¼	50	50⅞
Twin City	63⅝	68¼	68⅝	68¾	69	68½	......	69¾	68¾	69⅝
Texas Pacific	......	......	......	......	22	......	......	......	......	......
Tenn. Coal & Iron	41⅝	42¼	42	42⅜	42¼	43¼	43½	43¾	42¾	42¾
Third Avenue R. R	......	......	......	......	......	......	......	......	......	......
Union Pacific	46⅛	46⅛	46¼	46½	46¾	48⅞	48¼	48⅛	48	48⅛
Union Pacific pfd	79⅛	79⅜	79½	80	80	81⅛	81¼	81⅜	80¾	80⅞
U. S. Rubber	50⅞	50½	50⅞	53	53⅝	53⅝	53⅜	53⅜	53	53
*U. S. Rubber pfd	......	......	......	......	......	......	......	......	......	......
U. S. Leather	......	......	......	......	......	......	......	......	......	......
U. S. Leather pfd	71½	71⅞	72	71⅞	71⅝	72	......	71⅜	71¼	71½
Wabash	......	......	......	......	......	......	......	......	......	......
Wabash pfd	22¼	22	22	22½	22⅝	23	......	23⅛	23⅛	23¼
W. U. Telegraph	95	95	94¾	95	95⅛	95	95¼	95¼	95	95⅜

*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. 1¼ p.c. 'Ex.D. 3¼ p.c.

RAILROAD EARNINGS.

	1899.	1898.	Changes.	
Baltimore & Ohio, 1st week Feb. 7	$ 114,410	$ 123,446	Dec. $	8,936
from July 1st	4,293,493	4,007,208	Inc.	286,285
Canadian Pacific, 1st week Feb	428,000	385,000	Inc.	48,000
Missouri Pacific, 1st week Feb	425,000	440,000	Dec.	836
from Jan. 1st	2,545,704	2,544,916	Inc.	988
Southern Railroad, 1st week Feb,	479,878	441,853	Inc.	35,125
from July 1st	15,450,893	13,705,864	Inc.	1,745,029
Wabash, 1st week Feb	226,978	238,001	Inc.	28,977
from July 1st	8,804,575	7,991,223	Inc.	813 353
Grand Trunk, 1st week Feb	444,915	395,785	Inc.	49,128
from Jan. 1st	2,401,190	2,312,099	Inc.	89,097
Louisville & Nashville, 1st week Feb	417,870	434,717	Dec.	16,845
from July 1st	14,199,798	13,816,212	Inc.	883,886