

NEW YORK.

MARKET CONTINUES BUOYANT
—SIGNS OF PROFIT-TAKING IN
FINAL HOUR.

New York, Jan. 20.

Consols are steady and the market for Americans, although somewhat irregular, is stronger. St. Paul is up $\frac{1}{2}$, but L. & N. loses $\frac{1}{2}$. After the close of our market yesterday it was said that 115 was bid for Manhattan on the curb, and that that price had been paid for it by a belated short on the consolidated exchange. None of the papers has any definite news to account for the rapid advance yesterday, but the New York Evening Sun, which often gets early and reliable information of financial interest, asserts that practically all arrangements have been made for the equipment of the road with electricity and that the financial details of the scheme do not contemplate a bond issue, but in all probability some \$16,000,000 of stock will be offered to the present stockholders at about 97 $\frac{1}{2}$.

It is further intimated that the parties who are behind these financial arrangements are closely identified with the Vanderbilt interests and with the Metropolitan Traction Co.

It should be remembered that the increased dividend on O. M. common was a distinctly bullish point in Chicago and Northwest, inasmuch as the latter Co. owns about 93,000 shares of the common stock of the former Co. Yesterday's market though not the largest in point of volume of the last few days, yet was certainly the strongest. The advance in the average price of 20 leading railroads was no less than 1 to 2 p.c. and the average price of the highest week in the present movement. B. Q. continues to be bought in the strong belief that steps are being taken to refund certain of the bonds, but so far no definite information can be obtained from any of the directors.

London seems to have changed its attitude towards our market; the net foreign purchases yesterday being established at about 30,000.

Manhattan was the feature of the market at the opening at an advance of $2\frac{1}{2}$ p.c. from the closing prices of last night. The details of the electrical equipment project are still withheld, but there seems to be no question that the chief feature of the plan will be an issue of new stock to the present shareholders at a price which has been stated to be 97 $\frac{1}{2}$.

It is also believed that the scheme includes a deal with the Metropolitan Co., by which that Co. will furnish the Manhattan with the necessary electricity. On any reaction Manhattan ought to be a purchase, particularly up to the time that formal announcement is made of the deal.

Other notably strong features in the market have been the Granger shares, particularly R. I., Un. P. pfd., and N. Y. Central. The latter stock has advanced to the highest price at which it has sold since the days of the Vanderbilt guarantee of 8 p.c. on the stock.

Sugar has been strong, on the belief that some sort of arrangement has been made with the Arbuckles, but the only evidence of this is that at certain points the competitive concerns are selling their wares at the same figure. A Bull pool seems to have been formed in Northern Pacific. This stock has advanced sharply this morning. There was some gossip that there will be a dividend declared.

An early advance in W. U. seemed to be chiefly in sympathy with the other Gould stocks. W. U. has been very sluggish of late, and is almost the only dividend paying stock in the market that has not had a sharp advance.

On its merits the stock would certainly appear to be cheap.

MONEY AND EXCHANGE.

Money on call from Banks to Brokers $4\frac{1}{2}$ per cent.

OVER THE COUNTER		PARIS FRANCS.	
Sixties.....	8 $\frac{1}{2}$ -9	Long.....	5 20 $\frac{1}{2}$
Demand.....	9 $\frac{1}{2}$ -10	Shorts.....	5 18 $\frac{1}{2}$
Cables.....	9 $\frac{1}{2}$		
N. Y. Fds. 1-4 pm.			
DOCUMENTARY.			
3 days.....	8 $\frac{1}{2}$ -9	Call money.....	2 $\frac{1}{2}$ p.c.
30 days.....	8 $\frac{1}{2}$ -9	St'g Dm.....	4 84 $\frac{1}{2}$ -5
3 days cattle.....	8 $\frac{1}{2}$ -9	Sixties.....	4 82 $\frac{1}{2}$ -3

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Made to order only.
Prices consistent with quality.

JOHN MARTIN, SONS & CO.
455 St. Paul St.

NEW YORK STOCK MARKET.—January 20, 1899.

	CLOSING PRICES FROM JAN. 11 TO 19.									TO-DAY'S PRICES.				
	11	12	13	14	16	17	18	19	Open'g	Highest	Lowest	Closing	Bid.	Asked.
Am. Cotton Oil Co.....	35 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$
" " Pfd.....	126	125 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	129 $\frac{1}{2}$	132 $\frac{1}{2}$	133	134 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{1}{2}$	132	132 $\frac{1}{2}$
" Sugar.....	14									113	112 $\frac{1}{2}$		111	113 $\frac{1}{2}$
" Sugar pfd.....	38	38 $\frac{1}{2}$							36 $\frac{1}{2}$	36 $\frac{1}{2}$	37	36 $\frac{1}{2}$		
" Spirits Mfg Co pfd.....	146 $\frac{1}{2}$	147	147 $\frac{1}{2}$	147 $\frac{1}{2}$	146	148	148	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$	145 $\frac{1}{2}$	147 $\frac{1}{2}$	146 $\frac{1}{2}$	147 $\frac{1}{2}$
" Tobacco.....	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23	22 $\frac{1}{2}$	23 $\frac{1}{2}$	23	23 $\frac{1}{2}$
Atch T. & S. Fe.....	55 $\frac{1}{2}$	55	55	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	59 $\frac{1}{2}$	60	60 $\frac{1}{2}$	59 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
Baltimore & Ohio.....	68	68	68	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68	68	67	67	67	68 $\frac{1}{2}$
Bay State Gas.....	7 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6	7	7 $\frac{1}{2}$	7	6 $\frac{1}{2}$	7	7	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$
Brooklyn Rap. Tran.....	86 $\frac{1}{2}$	89 $\frac{1}{2}$	94 $\frac{1}{2}$	94	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	93	93	93	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
C.C.C. & St. L.....	48 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	46	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	47	47 $\frac{1}{2}$
Canadian Pacific.....	56 $\frac{1}{2}$	55 $\frac{1}{2}$	55	56	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	56	56	58	56 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
Canada Southern.....	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$
Chesapeake & Ohio.....	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	16	15	15 $\frac{1}{2}$	15
Chic. & Great Western.....	126 $\frac{1}{2}$	127 $\frac{1}{2}$	130 $\frac{1}{2}$	133	133	132 $\frac{1}{2}$	137 $\frac{1}{2}$	139 $\frac{1}{2}$	139 $\frac{1}{2}$	139 $\frac{1}{2}$	139 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$
Chicago B. & Q.....	122 $\frac{1}{2}$	123 $\frac{1}{2}$	124 $\frac{1}{2}$	125 $\frac{1}{2}$	125 $\frac{1}{2}$	125	126 $\frac{1}{2}$	128	128	129 $\frac{1}{2}$	127 $\frac{1}{2}$	128 $\frac{1}{2}$	128	128 $\frac{1}{2}$
Chicago Mil. & St. P.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	116	116 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	119 $\frac{1}{2}$	120 $\frac{1}{2}$	121	121 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
Chi. Mil. & St. P. pfd.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	116	116 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	119 $\frac{1}{2}$	120 $\frac{1}{2}$	121	121 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
Chicago R. I. & Pacific.....	144	144	144	145 $\frac{1}{2}$	144 $\frac{1}{2}$	144	147 $\frac{1}{2}$	147 $\frac{1}{2}$	148	147	147 $\frac{1}{2}$	147	147	147 $\frac{1}{2}$
Chicago & Northwest.....													16 $\frac{1}{2}$	15 $\frac{1}{2}$
Chic. & Northwest pfd.....													41	43
Clevel'd, Lor. & Wheel'g.....														
" " Pfd.....														
" C. C. & St. Louis.....	188 $\frac{1}{2}$	189 $\frac{1}{2}$		191	190 $\frac{1}{2}$	190 $\frac{1}{2}$	190 $\frac{1}{2}$	190 $\frac{1}{2}$	190	190	195	190	193 $\frac{1}{2}$	193 $\frac{1}{2}$
Consolidated Gas.....	112	112 $\frac{1}{2}$	113	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
Delaware & Hudson.....			158	158 $\frac{1}{2}$	158				154	158 $\frac{1}{2}$	158 $\frac{1}{2}$	154 $\frac{1}{2}$	158 $\frac{1}{2}$	158 $\frac{1}{2}$
Del. Lack. & Western.....														
Denver & Rio Grand Pfd.....														
Erie.....	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100	99	99	100	99 $\frac{1}{2}$	101	100	100 $\frac{1}{2}$	100	100	100 $\frac{1}{2}$
General Electric.....	52 $\frac{1}{2}$								54					
Glucose Pfd.....	83 $\frac{1}{2}$													
Fed. Steel Com.....														
" " pfd.....														
Lake Shore.....	66	65 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	66 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$
Louisville & Nashville.....	106	106 $\frac{1}{2}$	108 $\frac{1}{2}$	108	106 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	112 $\frac{1}{2}$	114	118 $\frac{1}{2}$	113 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Manhattan con.....	190 $\frac{1}{2}$	190	190 $\frac{1}{2}$	189 $\frac{1}{2}$	192	192 $\frac{1}{2}$	193	193 $\frac{1}{2}$	194	197	194	196 $\frac{1}{2}$	196 $\frac{1}{2}$	197
Met. Street Ry. Co.....														
Michigan Central.....														
Missouri Kan. & Tex.....	38 $\frac{1}{2}$	37 $\frac{1}{2}$		39 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$		38	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$
Missouri Kan. & T. pfd.....	46	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46	45 $\frac{1}{2}$	45	45	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$
Missouri Pacific.....	38 $\frac{1}{2}$	38	38 $\frac{1}{2}$	37 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38	38 $\frac{1}{2}$	38 $\frac{1}{2}$	39	38 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Nat. Lead.....													133 $\frac{1}{2}$	134
Nat. Lead pfd.....													100	102 $\frac{1}{2}$
New Jersey Central.....	99	101 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	103	101 $\frac{1}{2}$	102	102	102 $\frac{1}{2}$	103	102 $\frac{1}{2}$	102 $\frac{1}{2}$	100	102 $\frac{1}{2}$
New York Central.....	124 $\frac{1}{2}$	123 $\frac{1}{2}$	124 $\frac{1}{2}$	125	125 $\frac{1}{2}$	124 $\frac{1}{2}$	125	126 $\frac{1}{2}$	127 $\frac{1}{2}$	132 $\frac{1}{2}$	127 $\frac{1}{2}$	131 $\frac{1}{2}$	131 $\frac{1}{2}$	131 $\frac{1}{2}$
Northern Pacific.....	46 $\frac{1}{2}$	46 $\frac{1}{2}$	48	48	47 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	48 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	49
Northern Pacific pfd.....	78	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	77 $\frac{1}{2}$	78	80	80	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Omaha.....	98	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	96 $\frac{1}{2}$	97 $\frac{1}{2}$	93 $\frac{1}{2}$	95 $\frac{1}{2}$	99	100 $\frac{1}{2}$	99	99	99	99 $\frac{1}{2}$
Oregon Rail. and Nav.....														
Pacific Mail.....	45 $\frac{1}{2}$	44 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$
Pennsylvania R. R.....	130 $\frac{1}{2}$	130	130 $\frac{1}{2}$	134	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$
Peo. Gas L. & Coke Co.....	112 $\frac{1}{2}$	111 $\frac{1}{2}$	111	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$		112 $\frac{1}{2}$				