

# NEW YORK EXCHANGE.

## NEW YORK STOCK MARKET.—March 28, 1899.

INDUSTRIALS ADVANCE — GRAN- GERS FIRM—NORTHWEST BOOMS —METROPOLITAN 269.

New York, March 28.

Cables from London report the market for Americans somewhat irregular. St. Paul shows a decline of  $\frac{1}{8}$ , but buying of Pacifics and Vanderbits is called good.

Judging from prices the fortnightly settlement has failed to disclose the expected large short interest in Americans. It appears that yesterday Metropolitan Railway through their attorneys made a proposition to Rapid Transit Commission for construction of the underground railway. Apparently a separate construction company is to be formed and the city is to give a franchise to perpetuity. The Metropolitan Company is to lease the tunnel on the basis of 5 p.c. of its cost and is also to pay 5 p.c. of its gross earnings to this city. The construction of the tunnel is to occupy three years, it will be interesting to see what effect this plan will have on Manhattan should it go through in its entirety as outlined above. There is little doubt, but that the earnings of the Manhattan would be seriously curtailed. No definite announcement has as yet been made in regard to the 20 p.c. scrip dividend the rumors of which were in circulation yesterday and which caused the advance in Metropolitan. The Herald announces definitely that Brooklyn Rapid Transit has secured control of Long Island Railroad which means that all the transportation companies of Long Island are to be managed by one interest.

There is no news to-day to account for the strength of F. S. yesterday, the earnings are said to be extremely good and there is some talk of a div. in July. Buying of American Tobacco stocks was based on the expectation that the directors of American Tobacco at their meeting to-day would take some important action with regard to the Union Tobacco and that possibly a scrip div. might be declared in common. A definite announcement is made this morning in regard to terms upon which Texas Pacific second income bonds may be exchanged for the new Iron Mountain issues. The basis is that bonds equal to 10 per cent. of the former will be exchanged for bonds equal to 65 p.c. of the latter, further a syndicate has been formed which will buy the New Iron Mountain 4s at 85 from any holder of Texas Pacific 2nds who is not willing to accept the New Iron Mountain bonds.

The rise in B.R.T. appears to be based upon the securing of some valuable acquisition of Brooklyn Elevated Railroad Outside of the road itself it is known that there is not a little identity of stockholding ownership in both the Brooklyn and Metropolitan St. Ry.

The success of Manhattan stock subscription, however, and the high significance of the proposed investment of \$18-

	—CLOSING PRICES FROM MAR. 21 TO 27—						—TO-DAY'S PRICES—			
	21	22	23	24	25	27	Open'g	Highest	Lowest	Closing
Air Brako.....	.....	.....	190	198	.....	192	.....	.....	.....	.....
Am. Cotton Oil Co.....	35 $\frac{1}{2}$	35 $\frac{1}{2}$	.....	35 $\frac{1}{2}$	.....	.....	36 $\frac{1}{2}$	.....	.....	30 $\frac{1}{2}$
" " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Sugar.....	161	167 $\frac{1}{2}$	164	160 $\frac{1}{2}$	160 $\frac{1}{2}$	160	160	167 $\frac{1}{2}$	160	166 $\frac{1}{2}$
" Spirits Mfg. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Steel Wire.....	.....	.....	64	64 $\frac{1}{2}$	64 $\frac{1}{2}$	66	66 $\frac{1}{2}$	66 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$
" Tobacco.....	210	207 $\frac{1}{2}$	208	208 $\frac{1}{2}$	209	219	218 $\frac{1}{2}$	227 $\frac{1}{2}$	218 $\frac{1}{2}$	226
Atch T. & S. Fe.....	21 $\frac{1}{2}$	20 $\frac{1}{2}$	20 $\frac{1}{2}$	21 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$
Atch T. & S. Fopfd.....	60	60 $\frac{1}{2}$	60 $\frac{1}{2}$	61 $\frac{1}{2}$	63 $\frac{1}{2}$	63 $\frac{1}{2}$	63 $\frac{1}{2}$	63 $\frac{1}{2}$	62 $\frac{1}{2}$	63
Baltimore & Ohio.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay State Gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rap. Tran.....	107 $\frac{1}{2}$	108	108 $\frac{1}{2}$	113 $\frac{1}{2}$	117 $\frac{1}{2}$	122 $\frac{1}{2}$	123	128	121 $\frac{1}{2}$	127 $\frac{1}{2}$
C.C.C. & St. L.....	.....	.....	.....	58	59 $\frac{1}{2}$	59 $\frac{1}{2}$	58 $\frac{1}{2}$	.....	.....	.....
Canadian Pacific.....	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	.....	80 $\frac{1}{2}$	80 $\frac{1}{2}$	88 $\frac{1}{2}$	86 $\frac{1}{2}$
Canada Southern.....	58 $\frac{1}{2}$	58	58	58	58	.....	.....	61	59	60 $\frac{1}{2}$
Chesapeake & Ohio.....	26 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28	28 $\frac{1}{2}$
Chic. & Great Western.....	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	17 $\frac{1}{2}$	17 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$
Chicago R. & Q.....	140	140 $\frac{1}{2}$	142 $\frac{1}{2}$	143 $\frac{1}{2}$	144 $\frac{1}{2}$	144	143 $\frac{1}{2}$	145 $\frac{1}{2}$	143	145 $\frac{1}{2}$
Chicago Mil. & St. P.....	127 $\frac{1}{2}$	128 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	128	128	128	129 $\frac{1}{2}$	127 $\frac{1}{2}$	129 $\frac{1}{2}$
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago R. I. & Pacific.....	116 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{1}{2}$	120	120 $\frac{1}{2}$	121	119 $\frac{1}{2}$	120 $\frac{1}{2}$
Chicago & Northwest.....	147 $\frac{1}{2}$	147 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$	149	151 $\frac{1}{2}$	152	163 $\frac{1}{2}$	152	159
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific.....	.....	.....	50 $\frac{1}{2}$	52 $\frac{1}{2}$	.....	52 $\frac{1}{2}$	.....	.....	.....	.....
Consolidated Gas.....	213 $\frac{1}{2}$	210 $\frac{1}{2}$	211 $\frac{1}{2}$	2-2 $\frac{1}{2}$	205 $\frac{1}{2}$	208 $\frac{1}{2}$	212	212	207 $\frac{1}{2}$	208
Continental Tobacco.....	.....	.....	50 $\frac{1}{2}$	50	50	54	55 $\frac{1}{2}$	57 $\frac{1}{2}$	54 $\frac{1}{2}$	55 $\frac{1}{2}$
Delaware & Hudson.....	114 $\frac{1}{2}$	116	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	.....	.....	117
Del. Lack. & Western.....	166	168 $\frac{1}{2}$	172	173 $\frac{1}{2}$	173 $\frac{1}{2}$	173	.....	174	173 $\frac{1}{2}$	174
Denver & Rio Grand Pfd.....	.....	.....	73 $\frac{1}{2}$	74 $\frac{1}{2}$	76	76 $\frac{1}{2}$	70 $\frac{1}{2}$	76 $\frac{1}{2}$	75 $\frac{1}{2}$	76
Erie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General Electric.....	116 $\frac{1}{2}$	115 $\frac{1}{2}$	116	117	118 $\frac{1}{2}$	119	.....	.....	.....	.....
Glucose Pfd.....	.....	.....	.....	.....	.....	.....	72 $\frac{1}{2}$	.....	.....	.....
Fed. Steel Com.....	52	52 $\frac{1}{2}$	52 $\frac{1}{2}$	53	54 $\frac{1}{2}$	61 $\frac{1}{2}$	62 $\frac{1}{2}$	63 $\frac{1}{2}$	61 $\frac{1}{2}$	62
" " pfd.....	87	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	88 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville.....	63 $\frac{1}{2}$	63 $\frac{1}{2}$	64	65 $\frac{1}{2}$	66	66 $\frac{1}{2}$	66 $\frac{1}{2}$	68 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$
Manhattan con.....	107 $\frac{1}{2}$	110 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111	109 $\frac{1}{2}$	110 $\frac{1}{2}$
Met. Street Ry. Co.....	255	253	252 $\frac{1}{2}$	252	256 $\frac{1}{2}$	263	268	269	266	267
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd.....	38 $\frac{1}{2}$	38 $\frac{1}{2}$	39 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	35 $\frac{1}{2}$	40	40 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Missouri Pacific.....	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	48	48 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Nat. Lead.....	.....	34 $\frac{1}{2}$	.....	.....	.....	.....	.....	.....	.....	.....
Nat. Lead pfd.....	33 $\frac{1}{2}$	.....	.....	.....	.....	.....	.....	.....	.....	38
Now Jersey Central.....	115 $\frac{1}{2}$	116 $\frac{1}{2}$	117 $\frac{1}{2}$	119	119	119	.....	118 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$
New York Central.....	135 $\frac{1}{2}$	135 $\frac{1}{2}$	135 $\frac{1}{2}$	136 $\frac{1}{2}$	137 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$	139 $\frac{1}{2}$	138 $\frac{1}{2}$	139 $\frac{1}{2}$
Northern Pacific.....	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	52	52 $\frac{1}{2}$	52 $\frac{1}{2}$	53 $\frac{1}{2}$	52 $\frac{1}{2}$	53 $\frac{1}{2}$
Northern Pacific pfd.....	78	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$
Omaha.....	92 $\frac{1}{2}$	93	.....	93	93 $\frac{1}{2}$	95	.....	97 $\frac{1}{2}$	95	97
Ontario & Western.....	.....	27 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$
Pacific Mail.....	48	47 $\frac{1}{2}$	47 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	49 $\frac{1}{2}$	50	50	49 $\frac{1}{2}$	49 $\frac{1}{2}$
Pennsylvania R. R.....	.....	.....	132 $\frac{1}{2}$	132 $\frac{1}{2}$	133	134 $\frac{1}{2}$	134 $\frac{1}{2}$	135 $\frac{1}{2}$	134 $\frac{1}{2}$	135
Peo. Gas L. & Coke Co.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$	121	121 $\frac{1}{2}$	122 $\frac{1}{2}$	124	124 $\frac{1}{2}$	125 $\frac{1}{2}$	123 $\frac{1}{2}$	125
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	23 $\frac{1}{2}$	24	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	.....	.....	.....	24 $\frac{1}{2}$
" 1st Pfd.....	65 $\frac{1}{2}$	67	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	67 $\frac{1}{2}$
" 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific.....	.....	.....	.....	36 $\frac{1}{2}$	36	35 $\frac{1}{2}$	.....	.....	.....	36 $\frac{1}{2}$
Southern Railroad Pfd.....	49 $\frac{1}{2}$	49	49 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	51 $\frac{1}{2}$	52 $\frac{1}{2}$
Twin City.....	69 $\frac{1}{2}$	68 $\frac{1}{2}$	68	68 $\frac{1}{2}$	69	70	70 $\frac{1}{2}$	70 $\frac{1}{2}$	69 $\frac{1}{2}$	70 $\frac{1}{2}$
Texas Pacific.....	.....	.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	.....	.....	23 $\frac{1}{2}$
Tenn. Coal & Iron.....	53	5 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	54	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54	54 $\frac{1}{2}$
Third Avenue R. R.....	.....	.....	208	202	20 $\frac{1}{2}$	211	.....	219	213	213
Union Pacific.....	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	48 $\frac{1}{2}$	47	48 $\frac{1}{2}$
Union Pacific pfd.....	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	81	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	82 $\frac{1}{2}$	81 $\frac{1}{2}$	82 $\frac{1}{2}$
U. S. Rubber.....	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	.....	53 $\frac{1}{2}$	54 $\frac{1}{2}$	53 $\frac{1}{2}$	54
U. S. Rubber pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather pfd.....	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	72	73 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	74 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash pfd.....	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	.....	.....	23 $\frac{1}{2}$
W. U. Telegraph.....	93 $\frac{1}{2}$	93 $\frac{1}{2}$	94	9 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	.....	.....	.....	93 $\frac{1}{2}$

\*Ex-Div. 1 p.c. †Ex-Div. 2 $\frac{1}{2}$ . ‡Ex-D. 3 p.c. †On new basis. ¶Ex-D. 2 p.c. \*Ex-D. †Ex-D. 1 $\frac{1}{2}$  p.c. ‡Ex-D. 1 $\frac{1}{2}$  p.c. ¶Ex-D. 3 $\frac{1}{2}$  p.c.

000,000 new capital, in elevated system of Borrough of Manhattan may readily be taken as an explanation of strength in Manhattan Ry. stock.

The upward movement in Tobacco may be interpreted as indicating a satisfactory adjustment of manageria' quarrels which are reported to have been the principal reason for recent depression in these stocks.

The recovery in Gas is easily explained by the revived hopes of the passage of

Astoria Gas Bill in modified form.

The advance in stocks of principal Iron and Steel companies, while it seems violent can certainly not be criticized, in view of great prosperity of industry and dividends already, or soon to be declared.

The fresh stir in Rubber excites no surprise in view of near approach of annual meeting, when it is predicted on good authority, it will be shown that the company earned in its last year about 10 p.c. on its common stock.