

# NEW YORK EXCHANGE.

## STOCKS RECOVER — INDUSTRIALS STRONG—GRANGERS FIRM.

New York, May 16.

The market for Americans in London after a strong opening has reacted somewhat and is now 1 to 2 below our close. The strongest feature was Anaconda which shows a gain.

The reaction probably on profit taking on the other side, also to selling orders cabled from this side.

It is definitely announced that the Gov. will call an extra session to be called for the 22nd of May to consider certain amendments to the Ford bill. However, should the amendment not be adopted before May 27th he will sign the Ford bill as it is. The opinion in street last night was that the Amendments would be accepted and that they were of a nature to make the bill less objectionable to corporations.

The buying of M. R. and B. R. T. was said to be based on this belief.

Inside interests undoubtedly bought the former and their buying disclosed the fact that there was comparatively little stock for sale.

On the whole yesterday's market was uninteresting. Commission House business was small, their sales however, probably exceeded their purchases materially. London bought about 20,000 to 25,000 shares. There was said to be investment buying of the Standard Stock and there was undoubtedly buying by Flower Brokers of Brooklyn Rapid Transit and P. O. The weak features were T. C. I. and Rubber. The former declined with considerable ease, and the selling movement was accompanied by a story that a certain financial institution had acquired a majority of the stock and that the minority stockholders would be left to take care of themselves. As to Rubber there was no definite news. Keene Brokers were sellers and there were vague stories of unsatisfactory earnings.

Sugar was erratic, bearish utterances of a Boston operation induced some selling by the Room. The loan market showed a moderate increase in the short interest.

Yesterday's stock market was highly satisfactory in the steadiness and the disposition to recovery shown by it. It is also true that some accounts may exist which were bridged over Saturday morning's opening panic which may be liquidated, either voluntarily or by force of necessity on all rallies which appear. Technically considered the stock market must be in a much safer condition than it was when prices were 10 to 15 p. c. higher for the Standard list and 30 to 40 p. c. higher for some of special issues.

Hon. A. W. OGILVIE. W. L. HOGG.  
President. Manager

## The Investment Company

LIMITED.

CAPITAL, \$500,000.  
478r. Francois Xavier St., MONTREAL.

Stocks, Bonds, Mortgages and  
Municipal Securities dealt in.  
P.O. Box 557.

## THE EXCHANGE NEWS.

ISSUED DAILY AT FOUR-THIRTY O'CLOCK P.M.

A Financial Newspaper for Investors, Operators, Business Men and Corporations.

457 St. Paul Street, - Montreal,

## NEW YORK STOCK MARKET.—May 16, 1899.

	CLOSING PRICES MAY 9 TO MAY 15.						TO-DAY'S PRICES			
	9	10	11	12	13	15	Open	Highest	Lowest	Closing
Air Brake.....	.....	.....	.....	.....	.....	165	.....	.....	.....	.....
Am. Can Oil Co.....	35	.....	.....	35	35	35	.....	.....	.....	35
" Sugar.....	147 $\frac{1}{2}$	149 $\frac{1}{2}$	148 $\frac{1}{2}$	154 $\frac{1}{2}$	149 $\frac{1}{2}$	151	151 $\frac{1}{2}$	154 $\frac{1}{2}$	151 $\frac{1}{2}$	154 $\frac{1}{2}$
" Spirits Mfg. Co.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....
" S.W. Co.....	63 $\frac{1}{2}$	60 $\frac{1}{2}$	65 $\frac{1}{2}$	66 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	63 $\frac{1}{2}$	61 $\frac{1}{2}$	63 $\frac{1}{2}$
" Tin Plate.....	41	41 $\frac{1}{2}$	.....	41 $\frac{1}{2}$	39	40 $\frac{1}{2}$	.....	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$
" Tobacco.....	200 $\frac{1}{2}$	212 $\frac{1}{2}$	102 $\frac{1}{2}$	102	98 $\frac{1}{2}$	100	100 $\frac{1}{2}$	105 $\frac{1}{2}$	100 $\frac{1}{2}$	105 $\frac{1}{2}$
Anaconda Copper.....	54 $\frac{1}{2}$	57 $\frac{1}{2}$	58 $\frac{1}{2}$	59 $\frac{1}{2}$	57	58 $\frac{1}{2}$				
Atch. T. & S. Fe.....	17 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	17 $\frac{1}{2}$	18 $\frac{1}{2}$				
" " pfd.....	53 $\frac{1}{2}$	55 $\frac{1}{2}$	55	55 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	55	53 $\frac{1}{2}$	54 $\frac{1}{2}$
Baltimore & Ohio.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay State Gas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rap. Tran.....	116 $\frac{1}{2}$	122 $\frac{1}{2}$	11 $\frac{1}{2}$	118 $\frac{1}{2}$	106 $\frac{1}{2}$	108 $\frac{1}{2}$	110 $\frac{1}{2}$	113 $\frac{1}{2}$	109 $\frac{1}{2}$	112 $\frac{1}{2}$
O.C. O. & St. L.....	52 $\frac{1}{2}$	54 $\frac{1}{2}$	55	55	54	54	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$
Canadian Pacific.....	.....	98	98	97 $\frac{1}{2}$	97	98 $\frac{1}{2}$				
Canada Southern.....	53	54 $\frac{1}{2}$	54	54	53 $\frac{1}{2}$	53 $\frac{1}{2}$	54	53 $\frac{1}{2}$	54	54
Chesapeake & Ohio.....	25	26	26 $\frac{1}{2}$	25 $\frac{1}{2}$	25	25	25	25	25	26
Chicago & Great Western.....	13 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	13 $\frac{1}{2}$	14 $\frac{1}{2}$	14	14 $\frac{1}{2}$	14	14 $\frac{1}{2}$
" B. & Q.....	128 $\frac{1}{2}$	133 $\frac{1}{2}$	132	132 $\frac{1}{2}$	130 $\frac{1}{2}$	130	130 $\frac{1}{2}$	131 $\frac{1}{2}$	130 $\frac{1}{2}$	130 $\frac{1}{2}$
" Mill. & St. P.....	121 $\frac{1}{2}$	124 $\frac{1}{2}$	123 $\frac{1}{2}$	124	122 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$	123 $\frac{1}{2}$	122 $\frac{1}{2}$	123 $\frac{1}{2}$
" R. I. & Pacific.....	111 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	109 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110	111	110	110 $\frac{1}{2}$
" & Northwest.....	151 $\frac{1}{2}$	154	153 $\frac{1}{2}$	153	152 $\frac{1}{2}$	152 $\frac{1}{2}$	152 $\frac{1}{2}$	153 $\frac{1}{2}$	151 $\frac{1}{2}$	153 $\frac{1}{2}$
" " pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific.....	.....	.....	.....	.....	.....	48 $\frac{1}{2}$	.....	.....	.....	.....
Consolidated Gas.....	186 $\frac{1}{2}$	187	185	186	183 $\frac{1}{2}$	184 $\frac{1}{2}$	189 $\frac{1}{2}$	183 $\frac{1}{2}$	183 $\frac{1}{2}$	188
Continental Tobacco.....	48 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	53	50 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	53 $\frac{1}{2}$	51 $\frac{1}{2}$	52 $\frac{1}{2}$
Delaware & Hudson.....	116	119 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	118	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Del. Lack. & Western.....	165	166	167 $\frac{1}{2}$	.....	.....	165	.....	.....	.....	.....
Denver & Rio Grand pfd.....	76	76 $\frac{1}{2}$	.....	76	.....	.....	.....	.....	.....	.....
Duluth com.....	.....	.....	.....	.....	.....	12	.....	.....	.....	.....
" pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
General Electric.....	116	118	117	117 $\frac{1}{2}$	115	115 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Glucose.....	68	69 $\frac{1}{2}$	69	x68	67	67 $\frac{1}{2}$	.....	.....	.....	.....
Fed. Steel Com.....	59 $\frac{1}{2}$	63 $\frac{1}{2}$	62 $\frac{1}{2}$	61 $\frac{1}{2}$	55 $\frac{1}{2}$	56 $\frac{1}{2}$	56	57 $\frac{1}{2}$	56	57 $\frac{1}{2}$
" " pfd.....	80 $\frac{1}{2}$	83 $\frac{1}{2}$	82 $\frac{1}{2}$	81 $\frac{1}{2}$	77 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	79 $\frac{1}{2}$	78 $\frac{1}{2}$	79 $\frac{1}{2}$
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville.....	64 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	65	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	65	64 $\frac{1}{2}$	65
Manhattan con.....	109	112	111	111 $\frac{1}{2}$	107 $\frac{1}{2}$	109	109	110 $\frac{1}{2}$	108 $\frac{1}{2}$	110
Met. Street Ry. Co.....	224	224	220	222 $\frac{1}{2}$	218 $\frac{1}{2}$	226 $\frac{1}{2}$	225 $\frac{1}{2}$	230	225 $\frac{1}{2}$	228 $\frac{1}{2}$
Missouri, Kan. & Tex pfd.....	31 $\frac{1}{2}$	32 $\frac{1}{2}$	34 $\frac{1}{2}$	.....	.....	33 $\frac{1}{2}$	.....	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$
" Pacific.....	42 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	43	43	44 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$	43 $\frac{1}{2}$
Nat. Lead.....	52 $\frac{1}{2}$	52 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51
New Jersey Central.....	114	113 $\frac{1}{2}$	113 $\frac{1}{2}$	118	112	111	110 $\frac{1}{2}$	111	110 $\frac{1}{2}$	111
New York Central.....	131 $\frac{1}{2}$	138 $\frac{1}{2}$	132 $\frac{1}{2}$	133 $\frac{1}{2}$	131	132	133 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$	133
Northern Pacific.....	48 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	48 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	50	49 $\frac{1}{2}$	49 $\frac{1}{2}$
" " pfd.....	77	77 $\frac{1}{2}$	77	77 $\frac{1}{2}$	77 $\frac{1}{2}$	76 $\frac{1}{2}$				
Omaha.....	92 $\frac{1}{2}$	95	.....	.....	.....	93 $\frac{1}{2}$	.....	.....	.....	.....
Ontario & Western.....	23 $\frac{1}{2}$	25 $\frac{1}{2}$	24 $\frac{1}{2}$	24	24 $\frac{1}{2}$					
Pacific Mail.....	47 $\frac{1}{2}$	49 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	49 $\frac{1}{2}$	50	50	50 $\frac{1}{2}$	50	50 $\frac{1}{2}$
Pennsylvania R. R.....	125 $\frac{1}{2}$	128 $\frac{1}{2}$	128 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	128 $\frac{1}{2}$
Peo. Gas L. & Coke Co.....	117 $\frac{1}{2}$	121 $\frac{1}{2}$	121	119 $\frac{1}{2}$	112 $\frac{1}{2}$	114	114 $\frac{1}{2}$	117 $\frac{1}{2}$	114 $\frac{1}{2}$	117
Pressed Steel.....	.....	.....	.....	.....	.....	52	52	54	52	54
" " pfd.....	82	.....	.....	.....	.....	80 $\frac{1}{2}$	80 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	20 $\frac{1}{2}$	20 $\frac{1}{2}$	20 $\frac{1}{2}$	20 $\frac{1}{2}$	19 $\frac{1}{2}$					
" 1st pfd.....	55 $\frac{1}{2}$	60 $\frac{1}{2}$	55 $\frac{1}{2}$	57	.....	53 $\frac{1}{2}$	53 $\frac{1}{2}$	54 $\frac{1}{2}$	53 $\frac{1}{2}$	54 $\frac{1}{2}$
Southern Pacific.....	29 $\frac{1}{2}$	28 $\frac{1}{2}$	30 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	32 $\frac{1}{2}$	29 $\frac{1}{2}$	32 $\frac{1}{2}$
Southern Railroad pfd.....	50 $\frac{1}{2}$	52	51 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51
Twin City.....	70 $\frac{1}{2}$	70 $\frac{1}{2}$	71	71	69	67 $\frac{1}{2}$	67	69	67	69
Texas Pacific.....	19	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19	19 $\frac{1}{2}$				
Tenn. Coal & Iron.....	56 $\frac{1}{2}$	59								