

NEW YORK EXCHANGE.

Stocks Hammered at Opening.
Tobacco Declines to 113,
Reacts to 123.

RAIDS ON INDUSTRIALS
FAILED TO AFFECT
STANDARD SHARES.

Brooklyn Rapid Transit Shows
Fine Earnings.

MORNING OPINION.

New York, Oct. 3.

The London market was quiet with a fairly good undertone. Americans as a rule being higher than our closings on Saturday.

Union Pacific shows a gain of $\frac{3}{8}$ and the buying is called good. Consols are down.

PARIS DISTURBED.

Wheat lower. Political circumstances in Europe being disturbed by the rioting which took place in Paris on Sunday. The situation in that city is that it contains elements of danger.

FINANCIAL.

The financial articles in this morning's papers are somewhat less bullish than they have been. It is true that the R. R. stocks held fairly well, considering the weakness in the Industrials, but on the other hand they do not respond readily to good news, for instances, Saturday's Bank Statement was all that could be desired, but it failed to produce a rally in the stock market. The larger speculative interests although willing to buy on a decline, are not prepared to enter into Bull campaign pending fall elections.

New York Herald states that Jas. R. Keene has practically closed out all of his tobacco holdings with a profit of million and a half. The Street believes that he is also closing out his holding in other Industrials stocks and intends to take a holiday. With the absence of this important operator from the Street importance is likely to prevail in the market for industrials.

MANHATTAN.

Saturday's break in Manhattan is partially ascribed to throwing overboard of some weekly held stocks.

SENTIMENT

Sentiment in the Street is rather inclined to be bearish on the general list in the belief that outside speculation will be slack for some time and that inasmuch as the market fails to respond to good news, it may be seriously affected by any unfavorable developments.

SUGAR.

New York, Oct. 3.

Indications are that there will be further decline in price of refined sugar and in price of sugar stock this week.

TOBACCO.

Long stock came out in American Tobacco, Friday and Saturday. The Bear contingent has been materially strengthened in the last few days.

Very heavy liquidation taken place in American Tobacco and stock now more widely distributed than at any time.

LOUISVILLE.

Louisville statement relatively unfavorable. Yellow fever situation has not improved.

BEARS CONFIDENT.

Market leaders think the bull market has been killed temporarily by quarrel between important interests. It is very unlikely that any further bull speculation in industrials will be instituted for the time being, but favorable trade situation may prevent serious declines in Northwest Railway stocks.

SUGAR.

Current week expected to bring interesting developments. Decline in refined sugar now reached the points where profits of refiners are being seriously cut into. Notwithstanding this, further reductions expected this week and bears are very confident of lower prices for sugar.

NORTHERN PACIFIC.

Strong support for Northern Pacific on declines. Federal Steel insiders talk very bullish on Federal Steel.

NEW YORK STOCK MARKET.—October 3, 1898.

	CLOSING PRICES FROM SEP. 22 TO OCT. 3.									TO-DAY'S PRICES					
	22	23	24	26	27	28	29	1	3	Open'g	Highest	Lowest	Closing	Bid.	Asked.
American Cotton Oil Co.....			38 $\frac{1}{2}$	37 $\frac{1}{2}$	36 $\frac{1}{2}$	35 $\frac{1}{2}$	36 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	34	37	34 $\frac{1}{2}$	37	36 $\frac{1}{2}$	37
" " " Preferred.....			120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	118	119 $\frac{1}{2}$	120 $\frac{1}{2}$	117 $\frac{1}{2}$	116 $\frac{1}{2}$	118 $\frac{1}{2}$	115 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$
" Sugar.....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	118	119 $\frac{1}{2}$	120 $\frac{1}{2}$	117 $\frac{1}{2}$	116 $\frac{1}{2}$	116	118 $\frac{1}{2}$	115 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$
" Sugar pfd.....			13	12 $\frac{1}{2}$		12 $\frac{1}{2}$	12 $\frac{1}{2}$	12							
" Spirits Mfg. Co.....			13	12 $\frac{1}{2}$		12 $\frac{1}{2}$	12 $\frac{1}{2}$	12							
" Spirits Mfg Co pfd.....			149 $\frac{1}{2}$	147 $\frac{1}{2}$	147 $\frac{1}{2}$	139 $\frac{1}{2}$	134	127 $\frac{1}{2}$	128 $\frac{1}{2}$	125 $\frac{1}{2}$	118	117	123	113	122 $\frac{1}{2}$
" Tobacco.....	149 $\frac{1}{2}$	147 $\frac{1}{2}$	147 $\frac{1}{2}$	139 $\frac{1}{2}$	134	127 $\frac{1}{2}$	128 $\frac{1}{2}$	125 $\frac{1}{2}$	118	117	123	113	122 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$
" Tobacco pfd.....															
Atch T. & S. Fe.....			12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$					12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Atch T. & S. Fe pfd.....	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	33 $\frac{1}{2}$	32 $\frac{1}{2}$	31 $\frac{1}{2}$	32	32	31 $\frac{1}{2}$	31 $\frac{1}{2}$	32 $\frac{1}{2}$	31 $\frac{1}{2}$		32 $\frac{1}{2}$	32 $\frac{1}{2}$
Baltimore & Ohio.....															
Bay State Gas.....															
Brooklyn Rap. Tran.....	63 $\frac{1}{2}$	63 $\frac{1}{2}$	62 $\frac{1}{2}$	60 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	61 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62	64 $\frac{1}{2}$	62	64 $\frac{1}{2}$	64 $\frac{1}{2}$
C.C.C. & St. L.....	41 $\frac{1}{2}$							40	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$		84	85 $\frac{1}{2}$
Canadian Pacific.....			52 $\frac{1}{2}$	53 $\frac{1}{2}$	53	53	53 $\frac{1}{2}$	53		52			52	52	53
Canada Southern.....		22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22	22	22	22	22	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22
Chesapeake & Ohio.....			15 $\frac{1}{2}$	15 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$
Chicago & Great Western.....			107 $\frac{1}{2}$	107 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106	106	106	106	106	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106	106
Chicago B. & Q.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	113	114	113	113	113	113 $\frac{1}{2}$	114 $\frac{1}{2}$	113	114	114
Chicago Mil. & St. P.....	109 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	106 $\frac{1}{2}$	106	106	106	106	106	106	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106	106
Chi. Mil. & St. P. pfd.....															
Chicago R. I. & Pacific.....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102	101 $\frac{1}{2}$	100 $\frac{1}{2}$	101 $\frac{1}{2}$	100 $\frac{1}{2}$	100	99 $\frac{1}{2}$	*100 $\frac{1}{2}$	99 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
Chicago & Northwest.....	131	130 $\frac{1}{2}$	131 $\frac{1}{2}$	130 $\frac{1}{2}$		130	130	129	129 $\frac{1}{2}$	129	129 $\frac{1}{2}$	128 $\frac{1}{2}$	129 $\frac{1}{2}$	129 $\frac{1}{2}$	129 $\frac{1}{2}$
Chic. & Northwest pfd.....															
Cleveland, Lorain & Wheeling.....			17 $\frac{1}{2}$	17 $\frac{1}{2}$	17	15 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	17 $\frac{1}{2}$	17	17 $\frac{1}{2}$	17		17 $\frac{1}{2}$	17 $\frac{1}{2}$
" " " Pfd.....			52 $\frac{1}{2}$	52	51 $\frac{1}{2}$	48 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$	49 $\frac{1}{2}$		49	49
" C. C. & St. Louis.....															
Consolidated Gas.....	181 $\frac{1}{2}$	181 $\frac{1}{2}$	181 $\frac{1}{2}$	181	179	178 $\frac{1}{2}$	178	177	170	165	169	164	180	169	170
Delaware & Hudson.....														106 $\frac{1}{2}$	108 $\frac{1}{2}$
Del. Lack. & Western.....														149	151
Denver & Rio Grand Pfd.....															
Erie.....			13 $\frac{1}{2}$						13					13	13 $\frac{1}{2}$
General Electric.....	49 $\frac{1}{2}$	49		48 $\frac{1}{2}$		47 $\frac{1}{2}$			73	48		80 $\frac{1}{2}$	79	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Illinois Central.....									119	112					
Laclede Gas.....															
Lake Shore.....															
Louisville & Nashville.....	56 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55	55 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	53 $\frac{1}{2}$	54 $\frac{1}{2}$	54	54 $\frac{1}{2}$
Manhattan con.....	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	96 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	94 $\frac{1}{2}$	94 $\frac{1}{2}$	91	91	93	90	93	92	93
Met. Street Ry. Co.....	155 $\frac{1}{2}$	155	154 $\frac{1}{2}$	156	156 $\frac{1}{2}$	157 $\frac{1}{2}$	157 $\frac{1}{2}$	157 $\frac{1}{2}$	157 $\frac{1}{2}$	157	157 $\frac{1}{2}$	156 $\frac{1}{2}$		156	157
Michigan Central.....															
Missouri Kan. & Tex.....														11 $\frac{1}{2}$	11 $\frac{1}{2}$
Missouri Kan. & T. pfd.....	33 $\frac{1}{2}$			33 $\frac{1}{2}$	32	32 $\frac{1}{2}$	32 $\frac{1}{2}$	32	31 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$		10 $\frac{1}{2}$	11 $\frac{1}{2}$
Missouri Pacific.....	33 $\frac{1}{2}$	33 $\frac{1}{2}$	34	33 $\frac{1}{2}$	32 $\frac{1}{2}$	32 $\frac{1}{2}$	33 $\frac{1}{2}$	32 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	32	31 $\frac{1}{2}$	31 $\frac{1}{2}$	32	32 $\frac{1}{2}$
Nat. Lead.....															
Nat. Lead pfd.....		34		33 $\frac{1}{2}$	33 $\frac{1}{2}$		35	35							
New Jersey Central.....	92 $\frac{1}{2}$	93		92 $\frac{1}{2}$		91	91	90 $\frac{1}{2}$	91	91	91 $\frac{1}{2}$	91		91	91 $\frac{1}{2}$
New York Central.....	116	115 $\frac{1}{2}$	116 $\frac{1}{2}$	115 $\frac{1}{2}$	116	115 $\frac{1}{2}$	116	115 $\frac{1}{2}$	115 $\frac{1}{2}$	116	116	115 $\frac{1}{2}$		115	115 $\frac{1}{2}$
Northern Pacific.....	41	41 $\frac{1}{2}$	41 $\frac{1}{2}$		40	40 $\frac{1}{2}$	41 $\frac{1}{2}$	41	41 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$	40 $\frac{1}{2}$	41 $\frac{1}{2}$	41	41 $\frac{1}{2}$
Northern Pacific pfd.....	77	76 $\frac{1}{2}$	77	76 $\frac{1}{2}$	75 $\frac{1}{2}$	76 $\frac{1}{2}$	76 $\frac{1}{2}$	76	76	*75 $\frac{1}{2}$	76 $\frac{1}{2}$	75 $\frac{1}{2}$	76 $\frac{1}{2}$	76 $\frac{1}{2}$	76 $\frac{1}{2}$
Omaha.....	81	80	80	80 $\frac{1}{2}$		79 $\frac{1}{2}$		79 $\frac{1}{2}$	78	78 $\frac{1}{2}$	80	78 $\frac{1}{2}$	97 $\frac{1}{2}$	79	81
Oregon Rail. and Nav.....															
Pacific Mail.....	33	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33	32 $\frac{1}{2}$	32 $\frac{1}{2}$	33	32 $\frac{1}{2}$		32	32 $\frac{1}{2}$	32	32 $\frac{1}{2}$	32	32 $\frac{1}{2}$
Pennsylvania R. R.....								117 $\frac{1}{2}$							
Peo. Gas L. & Coke Co.....	104 $\frac{1}{2}$	105 $\frac{1}{2}$	103 $\frac{1}{2}$	102 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	102 $\frac{1}{2}$	102	101 $\frac{1}{2}$	101 $\frac{1}{2}$	102 $\frac{1}{2}$	101	102 $\frac{1}{2}$	102	102 $\frac{1}{2}$
Pullman Palace Car Co.....											191 $\frac{1}{2}$	191			
Reading.....	18 $\frac{1}{2}$	18 $\frac{1}{2}$		18	17 $\frac{1}{2}$	18	18	17 $\frac{1}{2}$						17 $\frac{1}{2}$	18
" 1st Pfd.....											43 $\frac{1}{2}$	43 $\frac{1}{2}$	42 $\frac{1}{2}$	43	
" 2nd Pfd.....															