

# NEW YORK EXCHANGE.

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

**MARKET WILD AND ERRATIC — SUGAR JUMPS 30 POINTS—MANHATTAN AND B. R. T. ADVANCE RAPIDLY.**

New York, March 16.

The Bank of England rate remains unchanged.

The market for Americans is dull, at declines ranging from  $\frac{1}{4}$  to  $\frac{1}{2}$ . The only strong feature in the American market is Canadian Pacific. The flurry in yesterday's call money market is undoubtedly due to the payment of \$24,000,000 in connection with the payment of the Chicago & Alton sale.

Quite a large proportion of this sum belongs to New England and Western holders of the stock, and although part of it will go out of New York, it is believed that it will ultimately find its way back to the Banks here.

At present the demand for money in New York is more pronounced than at any other large centre.

Another payment of \$2,000,000 is called for to-day, and until the whole matter is closed up it seems probable that call money will continue to fluctuate between  $3\frac{1}{2}$  and 5 p.c.

It looks as if Tammany was going to suffer another defeat in Albany. The House passed by a large majority the Astoria Gas bill and indications are that the Senate will follow suit. This is a decided bull point on Consolidated Gas, as it grants the right to pipe the East River and will enable the Company to dispose of some of its very valuable real estate on this side and take advantage of the recent real estate purchase made by Mr. Crimmins. It is not really a bear point on the new Amsterdam Gas Company inasmuch as it places its rival the Consolidated Gas Company, in a very strong position. There is no official announcement to account for the strength of Brooklyn Rapid Transit yesterday, but the Herald states that good progress is being made in the negotiations for a closer alliance between the Brooklyn Rapid Transit and the Brooklyn Electric Roads. One of the new agencies also states that some deal is in contemplation between the Brooklyn Rapid Transit and Metropolitan Companies and thinks that the Vanderbilts have taken quite an interest in Brooklyn Rapid Transit.

The books of the Manhattan Company close to-morrow for the exercise of the right to subscribe to the new \$18,000,000 of stock. The Bear favorite point of attack seems to be A. B. S. preferred. The loan market shows an added long interest and a microscopic short interest.

With the Industrial stocks and specialties still far in the lead of the market, there has been a general improvement elsewhere, including the Standard issues. The course of the market is rather surprising, in view of its unsettled tone throughout the week, and the certainty that another bad Bank Statement is likely on Saturday. Still, there is a somewhat better comprehension of the present stringency in money and this has encouraged speculators long of stocks to hold them, and others to go in for a new turn on the long side. A further speculative influence, beyond a doubt, is

|                               | CLOSING PRICES FROM MAR. 9 TO 15 |                   |                   |                   |                   |                   | TO-DAY'S PRICES   |                   |                   |                   |
|-------------------------------|----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                               | 9                                | 10                | 11                | 13                | 14                | 15                | Open              | Highest           | Lowest            | Closing           |
| Am. Cotton Oil Co.....        | 35 $\frac{1}{2}$                 | 36 $\frac{1}{2}$  | 36 $\frac{1}{2}$  | 36 $\frac{1}{2}$  | 39 $\frac{1}{2}$  | 38 $\frac{1}{2}$  | .....             | .....             | .....             | 36 $\frac{1}{2}$  |
| " " Pfd.....                  | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| " Sugar.....                  | 143                              | 142 $\frac{1}{2}$ | 141 $\frac{1}{2}$ | 142 $\frac{1}{2}$ | 140 $\frac{1}{2}$ | 140 $\frac{1}{2}$ | 141               | 170               | 141               | 169 $\frac{1}{2}$ |
| " Sugar pfd.....              | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| " Spirits Mfg. Co.....        | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| " Spirits Mfg Co pfd.....     | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| " Tobacco.....                | 194 $\frac{1}{2}$                | 197 $\frac{1}{2}$ | 197 $\frac{1}{2}$ | 205 $\frac{1}{2}$ | 211               | 213               | 213               | 216               | 205 $\frac{1}{2}$ | 213               |
| " Tobacco pfd.....            | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Atch T. & S. Fo.....          | 21 $\frac{1}{2}$                 | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | 21                | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | 21                | 21 $\frac{1}{2}$  |
| Atch T. & S. Fopfd.....       | 61 $\frac{1}{2}$                 | 61                | 61 $\frac{1}{2}$  | 60 $\frac{1}{2}$  | 60 $\frac{1}{2}$  | 59 $\frac{1}{2}$  | 59 $\frac{1}{2}$  | 6 $\frac{1}{2}$   | 59 $\frac{1}{2}$  | 60 $\frac{1}{2}$  |
| Baltimore & Ohio.....         | .....                            | 71                | 70                | .....             | .....             | .....             | 70                | .....             | .....             | 70 $\frac{1}{2}$  |
| Bay State Gas.....            | 4 $\frac{1}{2}$                  | 4 $\frac{1}{2}$   | 3 $\frac{1}{2}$   | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Brooklyn Rap. Tran.....       | 96 $\frac{1}{2}$                 | 95 $\frac{1}{2}$  | 96                | 96 $\frac{1}{2}$  | 96                | 90 $\frac{1}{2}$  | 100               | 102               | 99 $\frac{1}{2}$  | 100 $\frac{1}{2}$ |
| C.C.C. & St. L.....           | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Canadian Pacific.....         | 89 $\frac{1}{2}$                 | .....             | 87 $\frac{1}{2}$  | 88 $\frac{1}{2}$  | .....             | 84 $\frac{1}{2}$  | 85 $\frac{1}{2}$  | 85 $\frac{1}{2}$  | 85 $\frac{1}{2}$  | 85 $\frac{1}{2}$  |
| Canada Southern.....          | 58                               | .....             | 59 $\frac{1}{2}$  | .....             | .....             | 57 $\frac{1}{2}$  | 57                | 57 $\frac{1}{2}$  | 57                | 57 $\frac{1}{2}$  |
| Chesapeake & Ohio.....        | 27 $\frac{1}{2}$                 | 27 $\frac{1}{2}$  | 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 $\frac{1}{2}$  | 26 $\frac{1}{2}$  |
| Chic. & Great Western.....    | 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 $\frac{1}{2}$  |
| Chicago R. & Q.....           | 139                              | 139 $\frac{1}{2}$ | 139 $\frac{1}{2}$ | 138 $\frac{1}{2}$ | 139 $\frac{1}{2}$ | 139 $\frac{1}{2}$ | 139 $\frac{1}{2}$ | 142 $\frac{1}{2}$ | 138 $\frac{1}{2}$ | 141 $\frac{1}{2}$ |
| Chicago Mil. & St. P.....     | 128                              | 127 $\frac{1}{2}$ | 127 $\frac{1}{2}$ | 127               | 127 $\frac{1}{2}$ | 127               | 126 $\frac{1}{2}$ | 128 $\frac{1}{2}$ | 126 $\frac{1}{2}$ | 127 $\frac{1}{2}$ |
| Chi. Mil. & St. P. pfd.....   | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Chicago R. I. & Pacific.....  | 117 $\frac{1}{2}$                | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 117 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 117 $\frac{1}{2}$ |
| Chicago & Northwest.....      | 147 $\frac{1}{2}$                | 147 $\frac{1}{2}$ | 147 $\frac{1}{2}$ | 147 $\frac{1}{2}$ | 146 $\frac{1}{2}$ | 146 $\frac{1}{2}$ | .....             | 147 $\frac{1}{2}$ | 146 $\frac{1}{2}$ | 147 $\frac{1}{2}$ |
| Chic. & Northwest pfd.....    | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Clevel'd, Lor. & Wheel'g..... | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| " " Pfd.....                  | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Consolidated Gas.....         | 217 $\frac{1}{2}$                | 220 $\frac{1}{2}$ | 222 $\frac{1}{2}$ | 219 $\frac{1}{2}$ | 215 $\frac{1}{2}$ | 216 $\frac{1}{2}$ | 218               | 221               | 214 $\frac{1}{2}$ | 218               |
| Delaware & Hudson.....        | 116                              | 115               | .....             | 115 $\frac{1}{2}$ | 115               | 115               | 115               | .....             | .....             | 115 $\frac{1}{2}$ |
| Del. Lack. & Western.....     | 168 $\frac{1}{2}$                | 165 $\frac{1}{2}$ | .....             | .....             | .....             | 164               | .....             | .....             | .....             | 165               |
| Denver & Rio Grand Pfd.....   | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Erie.....                     | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| General Electric.....         | 119 $\frac{1}{2}$                | 118 $\frac{1}{2}$ | 118 $\frac{1}{2}$ | 119               | 118               | 118               | 116 $\frac{1}{2}$ | .....             | .....             | 117 $\frac{1}{2}$ |
| Glucoso Pfd.....              | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Fed. Steel Com.....           | 51 $\frac{1}{2}$                 | 51 $\frac{1}{2}$  | 51 $\frac{1}{2}$  | 52 $\frac{1}{2}$  | 52 $\frac{1}{2}$  | 52 $\frac{1}{2}$  | 51 $\frac{1}{2}$  | 52 $\frac{1}{2}$  | 51 $\frac{1}{2}$  | 52 $\frac{1}{2}$  |
| " " Pfd.....                  | 88 $\frac{1}{2}$                 | 88 $\frac{1}{2}$  | 89 $\frac{1}{2}$  | 87 $\frac{1}{2}$  | 87 $\frac{1}{2}$  | 86 $\frac{1}{2}$  | 86 $\frac{1}{2}$  | 87 $\frac{1}{2}$  | 86                | 87                |
| Lake Shore.....               | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Louisville & Nashville.....   | 63 $\frac{1}{2}$                 | 63 $\frac{1}{2}$  | 63 $\frac{1}{2}$  | 64 $\frac{1}{2}$  | 63 $\frac{1}{2}$  | 63 $\frac{1}{2}$  | .....             | 64 $\frac{1}{2}$  | 63 $\frac{1}{2}$  | 64 $\frac{1}{2}$  |
| Manhattan con.....            | 110 $\frac{1}{2}$                | 109 $\frac{1}{2}$ | 109               | 108 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 112 $\frac{1}{2}$ | 104 $\frac{1}{2}$ | 108 $\frac{1}{2}$ |
| Met. Street Ry. Co.....       | 246                              | 253 $\frac{1}{2}$ | 252               | 251               | 250               | 253 $\frac{1}{2}$ | 255               | 258 $\frac{1}{2}$ | 255               | 256               |
| Michigan Central.....         | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Missouri Kan. & Tex.....      | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Missouri Kan. & T. pfd.....   | 38 $\frac{1}{2}$                 | 38 $\frac{1}{2}$  | .....             | 38 $\frac{1}{2}$  | 38 $\frac{1}{2}$  | 38 $\frac{1}{2}$  | 38 $\frac{1}{2}$  | 39                | 38 $\frac{1}{2}$  | 39                |
| Missouri Pacific.....         | 46 $\frac{1}{2}$                 | 46 $\frac{1}{2}$  | 45 $\frac{1}{2}$  | 47                | 46                | 46 $\frac{1}{2}$  | 46 $\frac{1}{2}$  | 47 $\frac{1}{2}$  | 46 $\frac{1}{2}$  | 46 $\frac{1}{2}$  |
| Nat. Lead.....                | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | 34 $\frac{1}{2}$  |
| Nat. Lead pfd.....            | .....                            | .....             | 34 $\frac{1}{2}$  | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| New Jersey Central.....       | 113 $\frac{1}{2}$                | 112 $\frac{1}{2}$ | 112 $\frac{1}{2}$ | .....             | 111 $\frac{1}{2}$ | 112               | .....             | .....             | .....             | 112               |
| New York Central.....         | 135                              | 135               | 134 $\frac{1}{2}$ | 134 $\frac{1}{2}$ | 132 $\frac{1}{2}$ | *133              | 131 $\frac{1}{2}$ | 133 $\frac{1}{2}$ | 131 $\frac{1}{2}$ | 133 $\frac{1}{2}$ |
| Northern Pacific.....         | 51 $\frac{1}{2}$                 | 52                | 51 $\frac{1}{2}$  | 51 $\frac{1}{2}$  | 50 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 50                | 51 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 50 $\frac{1}{2}$  |
| Northern Pacific pfd.....     | 79                               | 79                | 78 $\frac{1}{2}$  | 78 $\frac{1}{2}$  | 78 $\frac{1}{2}$  | 78                | 78                | 78 $\frac{1}{2}$  | 77 $\frac{1}{2}$  | 78 $\frac{1}{2}$  |
| Omaha.....                    | 93 $\frac{1}{2}$                 | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Oregon Rail. and Nav.....     | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Pacific Mail.....             | 48 $\frac{1}{2}$                 | 49 $\frac{1}{2}$  | 48 $\frac{1}{2}$  | 48 $\frac{1}{2}$  | 48 $\frac{1}{2}$  | 48 $\frac{1}{2}$  | .....             | 48 $\frac{1}{2}$  | 47 $\frac{1}{2}$  | 48                |
| Pennsylvania R. R.....        | 132 $\frac{1}{2}$                | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Poo. Gas L. & Coke Co.....    | 114 $\frac{1}{2}$                | 114 $\frac{1}{2}$ | 114 $\frac{1}{2}$ | 114 $\frac{1}{2}$ | 114 $\frac{1}{2}$ | 115               | 115               | 116 $\frac{1}{2}$ | 115               | 116               |
| Pullman Palace Car Co.....    | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Reading.....                  | 24                               | 24 $\frac{1}{2}$  | 24 $\frac{1}{2}$  | 24 $\frac{1}{2}$  | 24                | 23 $\frac{1}{2}$  | 23 $\frac{1}{2}$  | 23 $\frac{1}{2}$  | 23 $\frac{1}{2}$  | 23 $\frac{1}{2}$  |
| " 1st Pfd.....                | 66 $\frac{1}{2}$                 | 65 $\frac{1}{2}$  | 66 $\frac{1}{2}$  | 66 $\frac{1}{2}$  | 65 $\frac{1}{2}$  | 65                | 65                | 65 $\frac{1}{2}$  | 64 $\frac{1}{2}$  | 65                |
| " 2nd Pfd.....                | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Southern Pacific.....         | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Southern Railroad Pfd.....    | 48 $\frac{1}{2}$                 | 48                | 48 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 49                | 49 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 45 $\frac{1}{2}$  | 49 $\frac{1}{2}$  |
| Twin City.....                | 70                               | .....             | 70 $\frac{1}{2}$  | 69 $\frac{1}{2}$  | 69 $\frac{1}{2}$  | 69 $\frac{1}{2}$  | .....             | .....             | .....             | 69                |
| Texas Pacific.....            | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Tonn. Coal & Iron.....        | 46 $\frac{1}{2}$                 | 47 $\frac{1}{2}$  | 47                | 47 $\frac{1}{2}$  | 47 $\frac{1}{2}$  | 47                | 46 $\frac{1}{2}$  | 48 $\frac{1}{2}$  | 46 $\frac{1}{2}$  | 47 $\frac{1}{2}$  |
| Third Avenue R. R.....        | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Union Pacific.....            | 46 $\frac{1}{2}$                 | 45 $\frac{1}{2}$  | 45 $\frac{1}{2}$  | 44 $\frac{1}{2}$  | 44 $\frac{1}{2}$  | 44                | 43 $\frac{1}{2}$  | 45                | 43 $\frac{1}{2}$  | 44 $\frac{1}{2}$  |
| Union Pacific pfd.....        | 78 $\frac{1}{2}$                 | 78 $\frac{1}{2}$  | 78 $\frac{1}{2}$  | 77 $\frac{1}{2}$  | 77 $\frac{1}{2}$  | 77 $\frac{1}{2}$  | 77 $\frac{1}{2}$  | 78 $\frac{1}{2}$  | 77 $\frac{1}{2}$  | 78 $\frac{1}{2}$  |
| U. S. Rubber.....             | 49 $\frac{1}{2}$                 | 50                | 50 $\frac{1}{2}$  | 50 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 50 $\frac{1}{2}$  | 49 $\frac{1}{2}$  | 50                |
| U. S. Rubber pfd.....         | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| U. S. Leather.....            | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| U. S. Leather pfd.....        | 71 $\frac{1}{2}$                 | 71                | 71 $\frac{1}{2}$  | 71 $\frac{1}{2}$  | 71 $\frac{1}{2}$  | 71 $\frac{1}{2}$  | 70                | 72 $\frac{1}{2}$  | 69 $\frac{1}{2}$  | 71 $\frac{1}{2}$  |
| Wabash.....                   | .....                            | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             | .....             |
| Wabash pfd.....               | 21 $\frac{1}{2}$                 | 22                | .....             | 22                | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | .....             | 22                | 21 $\frac{1}{2}$  | 22                |
| W. U. Telegraph.....          | 93 $\frac{1}{2}$                 | 93 $\frac{1}{2}$  | 94 $\frac{1}{2}$  | 94                | 93 $\frac{1}{2}$  | 94 $\frac{1}{2}$  | 94 $\frac{1}{2}$  | 94 $\frac{1}{2}$  | 94 $\frac{1}{2}$  | 94 $\frac{1}{2}$  |

\*Ex-Div. 1 p.c. †Ex-Div. 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.

the tremendous strength in the specialties and the ordinary trader argues that the big interests behind those stocks are ready to advance them. Sugar has been a conspicuous feature of the market at an advance of over 33 points from the low price of yesterday. This advance in the stock has been attended by rumors that the company has reached a friendly understanding with at least one of the competing concerns and that a general settlement of the trade war may be expected.

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