

NEW YORK EXCHANGE.

MARKET OPENED STEADY AT SATURDAY'S CLOSING QUOTATIONS.

SPECIALTIES STILL LEAD.

SUGAR THE MOST ACTIVE STOCK.

Metropolitan and Brooklyn Rapid Transit Strong.

New York, Aug. 1.

Market has ruled strong with an upward tendency.

Sugar has been the most active stock and though the range has been small, both sides have had their innings.

Tobacco opened steady and been bought with great confidence.

The railroad shares were at one time a little soft but soon advanced with the rest of the market.

Lead, General Electric, Brooklyn Rapid Transit and Manhattan show great firmness; had the market been active they could all have been easily advanced. The decisions in Manhattan taxes have been favorable to the company. It should now be one of the leading stocks.

New York, 9.26 a.m., Aug. 1.

Investment holders of stock are not likely to show as much susceptibility as traders, to June reports of net Railway earnings, which may come to hand this week. It may even be well for speculators to bear in mind that in the course of the next few months, the completed annual reports of different railroads will be published.

All these reports are sure to show a great improvement over those of the previous year. Few companies will fail to demonstrate a handsome surplus over the disbursements to stockholders, and the liberal expenditures, made for the betterment of the properties will form a significant part of the exhibits.

The investment regard, with which different securities are held, would undoubtedly be largely increased, were they sure that the fiscal year to end next June would be merely favorable as that ending last June. Anything which would offer an assured prospect of improvement in Railway net results, would suggest larger returns to stockholders, and therefore a material improvement in investment basis of values.

New York, 9.30 a.m., Aug. 1.

Brooklyn Rapid Transit and Rubber absorbed all attention on Saturday.

Nothing doing in Railroad stocks, but the day's transactions tended to increase bullish sentiment.

Advance in Brooklyn Rapid Transit was due to large earnings, far surpassing insiders' expectations. The Company has a cash surplus of \$400,000, which could be divided any time. There is some talk of a dividend this fall.

Advices from the Southwest indicate a breaking up of the drought and a much more satisfactory condition for crops.

Negotiations have been resumed for the consolidation of the New York Gas properties.

The advance in Sugar is likely to continue this week.

New York, 9.55 a.m., Aug. 1.

The Bank holiday continues in London, and we shall not have any quotations from that quarter till to-morrow morning. London, however, is a very trifling factor in the stock market just now, and very little attention is paid to their operations in our market.

In spite of a despatch published yesterday, by the subscribers to the Associated Press, to the effect that President McKinley and M. Cambon had agreed on terms of peace, and that the latter was fully empowered by Spain, to act for her in the matter, peace negotiations do not seem to have advanced any further than they had on Saturday.

Spain is said to consider the demands of this country too exacting to be accepted. This is, however, mere rumor and no one expected Spain to accede to our demands without stubborn resistance.

With the breaking up of the drought in the West, the Bears on the Granger stocks have been deprived of valuable ammunition, in their attacks on these stocks. Although much-needed rains have fallen, throughout the corn belt, shrewd estimates of the crop in

NEW YORK STOCK MARKET.

August 1, 1898.

	CLOSING PRICES FROM JULY 25 TO 30.						TO-DAY'S PRICES.			
	25	26	27	28	29	30	Open	Highest	Lowest	Closing
American Sugar	136 1/2	139 1/2	137 1/2	136 1/2	138 1/2	138 1/2	139 1/2	139 1/2	138 1/2	139 1/2
American Sugar pfd.										
Am. Spirits Mfg. Co.										
Am. Spirits Mfg. Co pfd.										
Am. Tobacco x2 p.c.	120 1/2	121 1/2	121	121	121 1/2	121 1/2		123 1/2	121 1/2	123 1/2
American Tobacco pfd.										
Atch. T. & S. Fe.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2				13 1/2
Atch. T. & S. Fe pfd.	34 1/2	35	34 1/2	34 1/2	34 1/2	33 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Baltimore & Ohio	13 1/2	14 1/2	14 1/2	14 1/2	14	14				12 1/2
Bay State Gas										
Brooklyn Rap. Tran.	55	55 1/2	55 1/2	55 1/2	57	59 1/2	59 1/2	59 1/2	57 1/2	58 1/2
C.C.C. & St. L.	41 1/2	42 1/2	42 1/2	42	42 1/2	42 1/2	42 1/2	42 1/2	41 1/2	42 1/2
Canadian Pacific	85	84 1/2	84 1/2	83 1/2	83 1/2	83 1/2		84	84	84
Canada Southern		53 1/2	54 1/2	53 1/2	53	53		54	53	53 1/2
Chesapeake & Ohio		22 1/2	22 1/2	22 1/2	22 1/2	22 1/2				22 1/2
Chicago B. & Q.	106 1/2	106 1/2	106 1/2	105 1/2	106 1/2	106 1/2		107 1/2	106 1/2	106 1/2
Chicago Mil. & St. P.	99 1/2	100 1/2	100	99 1/2	99 1/2	100	100	100 1/2	99 1/2	100 1/2
Chi. Mil. & St. P. pfd.										
Chicago R. I. & Pacific	96 1/2	96 1/2	97	96 1/2	96 1/2	96 1/2		97 1/2	96 1/2	97 1/2
Chicago & Northwest	129 1/2	130 1/2	131	130	131	131 1/2	131 1/2	131 1/2	131	131 1/2
Chic. & Northwest pfd.										
Consolidated Gas x2 1/2	197	199	199 1/2	198		198 1/2		199	198 1/2	199
Delaware & Hudson										
Del. Lack. & Western										
Erie										
General Electric	38 1/2	39 1/2	38 1/2	39 1/2	39 1/2	39 1/2		40 1/2	39 1/2	40 1/2
Illinois Central x2 1/2 p.c										
Laclede Gas										
Lake Shore										
Louisville	53 1/2	54	53 1/2	53 1/2	53 1/2	53 1/2	54	54	53 1/2	53 1/2
Manhattan con.	105 1/2	106 1/2	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	106 1/2	107 1/2
Met. Street Ry. Co.	151 1/2	151 1/2	152	151 1/2	152 1/2	153 1/2	153 1/2	154	153	153 1/2
Michigan Central										
Missouri Kan. & Tex.		35 1/2	34 1/2	34 1/2						
Missouri Kan. & T. pfd.				34 1/2						34
Missouri Pacific	35	35 1/2	35 1/2	35	35 1/2	35	35 1/2	36 1/2	35 1/2	35 1/2
Nat. Lead										
Nat. Lead pfd.							37	38 1/2	37	37 1/2
New Jersey Central	90 1/2	90 1/2	90	90 1/2				90 1/2	90 1/2	90 1/2
New York Central	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2		118 1/2	118 1/2	118 1/2
Northern Pacific	29 1/2	30 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	30	29 1/2	29 1/2
Northern Pacific pfd.	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	72	71 1/2	71 1/2
Omaha		84 1/2	83 1/2	84 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Oregon Rail. and Nav.										
Pacific Mail	28 1/2	29 1/2	30	29 1/2	29 1/2	29 1/2		30 1/2	29 1/2	30 1/2
Peo. Gas L. & Coke Co.	99 1/2	100	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	98	99
Pullman Palace Car Co.										
Reading	18	18	18 1/2	17 1/2	17 1/2	17 1/2				
Southern Pacific	30 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2		31 1/2	31 1/2	31 1/2
Texas Pacific										
Tenn. Coal & Iron	25	25 1/2	25 1/2	25 1/2				25 1/2	25 1/2	25 1/2
Third Avenue R.R.										
Union Pacific	24 1/2	24 1/2	24 1/2	24 1/2	23 1/2	23 1/2				24 1/2
Union Pacific pfd.	61		61 1/2	61	61	61 1/2	61 1/2	61 1/2	61	61 1/2
U. S. Rubber							39 1/2	40 1/2	39 1/2	40 1/2
U. S. Rubber pfd.	91 1/2	91 1/2	92 1/2	92 1/2	94 1/2	96 1/2	96 1/2	99 1/2	96 1/2	99 1/2
U. S. Leather pfd.	67 1/2	67 1/2	66 1/2	67 1/2	67 1/2	67 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Wabash										
Wabash pfd.	18 1/2			19	19	19 1/2		19 1/2	19 1/2	19 1/2
W. U. Telegraph	92 1/2	93 1/2	93	92 1/2	92 1/2	93	92 1/2	93	92 1/2	92 1/2

*Ex-dividend. †Ex-dividend of 1 1/2 per cent. and bonus of 10 per cent. ‡\$2.00 and \$20.00 extra.

CHICAGO MARKET.

The Bartlett Frazier Co., Limited.—H. J. Coon, manager, 39 St. Sacrament St., quote the opening, highest, lowest and closing prices in Chicago to-day as follows:

August 1, 1898.

	CLOSING PRICES JULY 26 TO 30.					TO-DAY'S PRICES.			
	26	27	28	29	30	Opening	Highest	Lowest	Closing
Wheat—									
Sept.....	\$ 70 1/2 B	\$ 70	\$ 71 1/2 B	\$ 70 1/2	\$ 66	\$ 64 1/2	\$ 64 1/2	\$ 63 1/2	\$ 74 1/2 A
Dec.....	65 1/2 B	64 1/2	65 1/2 A	64 A	64 1/2	64 1/2	64 1/2	63 1/2	64 1/2
May.....	65 1/2	64 1/2 A	65 1/2	64 1/2	64 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Corn—									
Sept ...	34 1/2	34 A	34 1/2 B	33 1/2 A	33 1/2	33 1/2	33 1/2	32 1/2	33 1/2 A
Dec....	34 1/2 A	34 A	35 B	33 1/2 B	33 1/2	33 1/2	34	33 1/2	34 A
May....						35 1/2	36 1/2	35 1/2	36 1/2
Oats—									
Sept.....	25	25 1/2 A	26	24 1/2	24 A	20 1/2	20 1/2	20 1/2	20 1/2
Dec.....	20 1/2 B	20 1/2	20 1/2	20 1/2	20 1/2	23 1/2	23 1/2	23 1/2	23 1/2
May.....						23 1/2	23 1/2	23 1/2	23 1/2
Pork—									
Sept ...	9 55 N	9 30 N	9 27 N	9 30 N	9 37 N	9 35-7	9 47	9 35	9 47
Dec.....	9 62 B	9 37 A	9 37 A	9 40 B	9 47	9 45-	9 57 N	9 57 N	9 57 N
Lard—									
Sept.....	5 42 N	5 30 N	5 30 N	5 42 N	5 45 N	5 45	5 45-7	5 40	5 45-7
Dec.....	5 52-	5 37 A	5 37 B	5 47	5 47		5 55-	5 55-	5 55-
Sht ribs—									
Sept ...	5 45 N	5 32 N	5 32 N	5 40 N	5 50 N	5 42-	5 45	5 40	5 45
Dec....	5 52	5 37 A	5 37 B	5 42	5 50				
Puts and Calls for Aug. 2:									
Wheat, Sept. Calls						64 1/2			Puts
Corn, Sept. Calls						33 1/2			Puts
Curb, Sept. Wheat									64 1/2

these quarters, say that the crops have already been damaged to a considerable extent by the drouth and hot winds.

The farmers will probably find it hard to make up their minds to dispose of their wheat at such low prices, when they consider the handsome figures at which they sold wheat not very long ago.

New York, 10.30 a.m., Aug. 1.

Keene brokers have bought 1,500 Leather Preferred.

Sugar was strong at the opening. It looks as if the stock was opened up as high as possible. There is a big demand in the Loan crowd for the stock. It looks as if the people, who held the stock, were trying to mark it up, in order to sell.

New York, 11.30 a.m., Aug. 1.

Traders and stop orders put Sugar up.

Brooklyn Rapid Transit declined on execution of stop orders.

New York, Noon, Aug. 1.

The opening of the market to-day was at or around the closing of Saturday's prices.

Beyond the noticeable strength in most of the Industrials there were no features of particular significance.

The market continues to be of rather a narrow nature, and where there is any feature, there appears to be considerable nervousness.

This is particularly the case in Brooklyn Rapid Transit. It opened at Saturday's close, but it soon became apparent that the inside support was not very strong in evidence, and that there were substantial selling orders. There has been a good deal of talk about the overcrowding of the cars on the Bridge, and there are rumors that there are to be restrictions placed on the lines crossing the Bridge. The immediate effect of this talk, on the stock, is of course purely sentimental, but some people agree that, while there is any possibility of a weakening of the Bridge structure,

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