NEW YORK EXCHANGE.

PRICES OPEN LOWER.

FAVORABLE BANK STATE-MENT CHANGES SEN-TIMENT.

STOCKS CLOSE STRONG.

BANK OF GERMANY RAISES RATE TO 6 PER CENT.

RANGE FROM NOV. 11TH TO 18TH, INCLUSIVE.

	HIGH.		CLOSE.
Sugar	125	1193	1218
Tobacco	. 142	1364	1371
Brooklyn R. Transit	$69\frac{3}{4}$	671	69
Chicago B. & Q		1184	*1181
" Mil. & St. P	. 1133	1121	1124
" R. I. & Pac	. 1084	106%	1075
" & Northwest		134	1373
Consolidated Gas	. 189	183	187
General Electric	. 831	82	821
Manhattan con		931	94
Met. Street Ry. Co		167%	174
N. Y. Central		1167	1171
Northern Pacific		393	397
" Pfd	. 76%	747	751
Omaha		84	841
Peoples Gas	$109\frac{3}{4}$	1043	109
Tenn. Coal & Iron	. 32	30	30
Union Pacific		34%	343
" " Pfd		678	673
U. S. Rubber	4.4	417	417
U. S. Rubber Pfd			
U. S. Leather Pfd		67	674
*Ex-div	Buelli		Maria I

GOSSIP.

While prices of some stocks were run off rather sharply yesterday and the list closed lower for the day, the one point about the market that attracted the greatest attention was the fact that the deal in inauguated

Peoples Gas became dull as prices declined. The pressure to-sell was far from general and even in the stocks which were the larger losers for the day the room seemed to take the decline as a matter of course. It was felt that the recession would do the market good in the end and it was impossible last evening to find any trace of discouragement among those who have been the leaders of the bull speculation.

The Paris situation is the chief bugbear and there is no one who has any idea that anything of a serious character can possibly come out of the work of the peace commission. The worst that can happen is thht Spain will say that she cannot consent to the terms proposed by the U. S.

A way will be found by this country to take everything in sight without hurting the feelings of any European power.

The market has no id a that there will be any real trouble over the peace negotiations.

Yesterday afternoon's market might be called rather sloppy, In only two stocks were there any pronounced weakness, but the pressure to sell in all the active stocks undoubtedly increased, whereas the buying by Commission Houses was less pronounced than it was yesterday.

The two stocks referred to are Federal Street and Northern Pacific.

In the former the break was considerable, amounting in the pfd. to about 134. No definite explanation was given for the weakness, but an unconfirmed rumor was current on the Floor that the organization of a pool for the manufacture of steel rails had collapsed. Probably the real explanation was that the Room had finally become aware of the fact that there had been steady inside selling for some time and that the buying had mainly been by Commission Houses, whose customers knew little or nothing about the property in which they were investing. A prominent steel man, on being asked what he thought of the property, replied that he had yet to hear that it was possible to make a live man out of four corpses.

ut of four corpses.

The weakness in Northern Pacific

NEW YORK STOCK MARKET.-November 19, 1898.

	——CLOSING PRICES FROM TO NOV. 10 TO 18.—— & & & & & & & & & & & & & & & & & &													
	(CLOSING	PRICE	S FROM	I TO NO	v. 10 T	0 18		n'g	hest	rest	Sing	a.	i di
	10	11	4	14	15	16	17	18	Open,	Highest	Lowest	Closin	Bid.	Ask
Am. Cotton Oil Co	348	341	331	337	335	33	331	0331	*335	*33	325	. 33	321	338
" " Pfd.										2001	1013	1131	874	88
" Sugar	115	115%	122	1233	12.5	1228	1218	1211	%121§	1222	1218	$\frac{112\frac{1}{2}}{112}$	1228 1113	$\frac{122\frac{1}{2}}{112}$
" Sugar pfd " Spirits Mfg. Co	110	110 1 11 1		1112	121	111	121						12	123
" Spirits Mfg Co pfd	34			36	36								35	36
" Tobacco	$140\frac{1}{2}$	1384	139	1383	1401	139	138	1375	138	1384	138		138	$138\frac{1}{2}$
" Tobacco pfd	133	141	155	16	154	161	161	155	151	103	151	15%	153	16
Atch T. & S. Fe Atch T. & S. Fepfd	397	401	405	421	428	341	45	443	441	45	43%	45	447	45
Baltimore & Ohio	474	484	488	49	49	514	511/8	515	52	528	515	521	524	$52\frac{1}{2}$
Bay State Gas		003	003	003	 ens	001	201	en	601	601	68	69	69	001
Brooklyn Rap. Tran C.C.C. & St. L	688	68 42	684	684 414	674 413	68 1 1 5	$68\frac{1}{2}$	69 411	$68\frac{1}{2}$	694			411	69g 42
Canadian Pacific	84	834		831	84		841	841				835	831	835
Canada Southern		$54\frac{1}{2}$	54※		54	54	544	544					544	543
Chesapeake & Ohio	231	231	234	23 1	23 k 15 k	$\frac{22\frac{7}{8}}{15\frac{1}{9}}$	22 ³ / ₄	22½ 15½	151	22 ³ / ₄ 15 ³ / ₄	$22\frac{1}{2}$	228 158	224 158	23 151
Chic. & Great Western. Chicago B. & Q	144	14 ¹ / ₈ 118 ¹ / ₂	15** 119 ¹ / ₄	15½ 119½	1187	1191	1201		No. of the last of	*1181	118	1188		*1181
Chicago Mil. & St. P	$112\frac{3}{4}$	$112\frac{7}{8}$	1134	$113\frac{1}{2}$	$112\frac{7}{8}$	113	$113\frac{1}{2}$	1123	1125	113	1121	1127	1127	113
Chi. Mil. & St. P. pfd	1037			1027	1075	1077	1001	1075	1073	1001	1075	100	1057	1001
Chicago R. I. & Pacific. Chicago & Northwest	$106\frac{1}{8}$ 136	107 $135\frac{3}{4}$	$107\frac{1}{2}$ 135	$107\frac{7}{8}$ $134\frac{1}{4}$	1078 1358	107\frac{1}{8}	$108\frac{1}{4}$ $137\frac{1}{2}$	1078 1374	1073	108 g 139 g	$107\frac{5}{8}$ $137\frac{3}{4}$	108 1394	$107\frac{7}{8}$ $139\frac{7}{4}$	108 }
Chic. & Northwest pfd		1004												
Clevel'd, Lor. & Wheel'g	171	173	178	178	161	$16\frac{3}{4}$	163	161				$16\frac{1}{2}$	164	161
" " Pfd	47	48	461	47	47	47							44	46
" C. C. & St. Louis. Consolidated Gas		1831	184	185	1831	183	1851	187	186			186	186	187
Delaware & Hudson	99	993	991	997	997	99}	97	95	944	96	941	96	96	961
Del. Lack. & Western	1401			142				1413					141	142
Denver & Rio Grand Pfd	13	13	13	131	133			137	131	135	131		135	133
General Electric	811	821	823	82	$82\frac{7}{8}$	823	821	821	82	821	82	82	82	821
Glucose Pfd													1081	109
Ilinois Central														
Laclede Gas													193	195
Lake ShoreLouisville & Nashville.	593	591	60%	611	603	61	$60\frac{7}{8}$	601	60	605	597	601	$60\frac{1}{2}$	60%
Manhattan con	94	94	93%	958	$94\frac{1}{2}$	945	948	94	94	951	934	943	945	943
Met. Street Ry. Co	168	169	168	$168\frac{7}{8}$	1724	1721	1735	174	1731	1744	173	1748	1741	1744
Michigan Central Missouri Kan. & Tex		111											115	117
Missouri Kan. & T. pfd	341	341	343	35	341	33%	$34\frac{3}{4}$	$34\frac{3}{4}$		$34\frac{1}{2}$	341	344	344	343
Missouri Pacific	341	345	351	365	378	371	363	361	$36\frac{1}{8}$	$36\frac{1}{2}$	36	361	364	361
Nat. Lead	348	35	35%	358	353	358	35	354	******			$34\frac{7}{8}$	$35\frac{1}{2}$	354
Nat. Lead pfd New Jersey Central		89		91		887	891	88					871	881
New York Central	1178	$116\frac{7}{8}$	1171	117 1	117	117	1175	$117\frac{1}{2}$	1174	1181	1171	$117\frac{7}{8}$	1171	1177
Northern Pacific	421	424	425	417	413	411	405	391	398	401	394	39%	397	40
Northern Pacific pfd	768 843	76 8 85 1	764 85	76½ 84¾	76 84\frac{1}{8}	$75\frac{7}{8}$ $85\frac{1}{2}$	758 853	75½ 84½	74 8	758	744	75 1	75 \\ 85 \\ \ 85 \\ \ \ \ \ \ \ \ \ \ \ \	75 8 85 1
Omaha Oregon Rail. and Nav	*****			8									*****	
Pacific Mail	348	361	$36\frac{7}{8}$	371	374	379	381	381	383	387	388	383	381	384
Pennsylvania R. R	1013	1178	1178	106	1164	117	1177	11778	":00	118	1178	1178	1175	1177
Peo. Gas L. & Coke Co. Pullman Palace Car Co	10+8	1068	107%	106	1054	105 %	107½	109	″109 ‡	109½ 139§	$108\frac{3}{4}$ 139	1098	1098 1381	109½
Reading	161	167	165	16%	$16\frac{7}{8}$	165	164	$16\frac{1}{2}$	161	$16\frac{1}{2}$	161	161	16 है	$16\frac{3}{4}$
" 1st Pfd	398	401	40%	41	$40\frac{1}{2}$	$40\frac{1}{2}$	$40\frac{1}{2}$	$39\frac{1}{4}$	397			40	39	394
" 2nd Pfd			*****								20001		88	85
Southern Pacific Southern Railroad Pfd	371	37	377	381	377	377	377	8	$37\frac{3}{4}$	377	375	377	374	38
Texas Pacific	141	143	$14\frac{1}{2}$	$15\frac{1}{2}$	151	15	$15\frac{1}{4}$	157		$15\frac{3}{4}$	$15\frac{1}{2}$	155	155	$15\frac{3}{4}$
Tenn. Coal & Iron	311/8	311/2	32	3118	301	311	$30\frac{1}{2}$	30		30	291	30	$30\frac{1}{8}$: 01
Third Avenue R. R Union Pacific	341	345	35	35	341	348	347	344	34	343	331	348	347	35
Union Pacific pfd	24.7	685	69	$68\frac{3}{4}$	68	68 8	688	$67\frac{3}{4}$	674			$67\frac{3}{4}$	67 8	$67\frac{3}{4}$
U. S. Rubber	431	435	44	431	425	421	438					411	4178	421
U. S. Rubber pfd		105	105	104%	1044	103	105	1051		105	1044	105	104%	105
U. S. Leather pfd		681	681	681	678	671	675	671		67	661	663	663	67
Wabash														
Wabash pfd		211	211/2	2134	2178	218	215			$22\frac{3}{4}$	211	$22\frac{3}{4}$	225	223
W. U. Telegraph	93 1/8	93 \$	934	937	934	938	934	$93\frac{1}{2}$	ņo.		******	*****	93½	933
*Ex-Div. 1 p.c. †Ex-I	oiv. $2\frac{1}{2}$.	&Ex-	Div. 3	p.c. :	On ne	w basis	. E	x-Div.	2 p.c.	°Ex-I	iv. "	Ex-Div	1½. p.	c.

CHICAGO MARKET.—November 19, 1898.

FROM OUR SPECIAL CORRESPONDENT.

	CLOSING PRICES NOV. 11 TO 18.								TO-DAY'S PRICES.				
	11	12	14	15	16	17	18	Opening.	Highest.	Lowest.	Closing		
Wheat—							THE REAL PROPERTY.		90.				
Nov		651-	661/2	66 -	$66\frac{1}{2}$	664-	664-		655-	65%-	658		
Dec	651-5	$65\frac{7}{8}$	$66\frac{3}{4} - \frac{7}{8}$	$66\frac{3}{8}$	$66\frac{5}{8} - \frac{3}{4}$	$66\frac{1}{2} - \frac{5}{8}$	$66\frac{1}{2} - \frac{5}{8}$	$66\frac{3}{8} - \frac{1}{2}$	667	668-	$66\frac{7}{8}$		
May	66-1	661	668-	66-1	$65\frac{7}{8} - 6$	$65\frac{7}{8}$	$65\frac{7}{8} - 6$	$65\frac{7}{8} - 6$	66%-	$65\frac{7}{8}$	66-1		
Corn-							SEE, STREET		100000				
Nov	315-	$31\frac{3}{4}$	$31 - \frac{3}{4}$	313-	313-	32 -	324		33 -	33 -	33-		
Dec	$31\frac{7}{8} - 2$	32	$31\frac{7}{8}-2$	311-5	321-	$32\frac{1}{8} - \frac{3}{4}$	$32\frac{3}{8} - \frac{1}{2}$	$32\frac{1}{2} - \frac{3}{8}$	33 -	323-	33-		
May	335	335-	$33\frac{5}{8} - \frac{3}{4}$	331-	$33\frac{1}{2}-$	$33\frac{5}{8} - \frac{3}{4}$	$33\frac{3}{4}$ -	333-	$34\frac{1}{8} - \frac{1}{4}$	337-	341-1		
Oats—													
Nov	$23\frac{1}{2}$	233-	$23\frac{3}{4}$	$23\frac{3}{4} - \frac{7}{8}$	$24\frac{1}{2}$	$24\frac{1}{2} - \frac{5}{8}$	$23\frac{7}{8}-5$		$25\frac{1}{4}$	251-	251		
Dec	$23\frac{3}{4}$	$23\frac{3}{4}$	24 -	24-1	$24\frac{3}{4}$	$24\frac{3}{4} - \frac{7}{8}$	248-5	25 -	251-	25 -	254-		
May	245-	$24\frac{5}{8}$ -	$24\frac{3}{4}$	243-	251-	255-	$25\frac{3}{8} - \frac{1}{2}$	25 8	25-7	$25\frac{1}{2} - \frac{5}{8}$	$25\frac{5}{4} - \frac{7}{8}$		
Pork-													
Jan	9 02	8 92-	8 87-	8 85	9 92	8 90	8 95-	8 92	9 02	8 92-	9 02		
Nov	7 85	7 85	7 77	7 70	7 82	7 77	7 82		7 90	7 90	7 90		
Dec	7 85	7 85	7 77	7 75	9 10	7 77	7 82		7 90	7 85-	7 90		
Lard-									HALL STATE OF				
Nov	4 85	4 85	4 77	4 80	4 85	4 85	4 85		4 90	4 90	4 90		
Dec	4 87	4 87	4 80-	4 80	4 85	4 85	4 85		4 87	4 87	4 87		
Jan	4 92-5	4 95	4 87-	4 85	4 92	4 90	4 92	4 95	4 95	4 92-98	4 95		
Sht ribs-													
Nov		******			4 42		4 42						
Dec	4 85		4 42-5	4 42	4 42	4 42	4 45	4 42	4 50	4 42	4 50		
Jan	4 57		4 52-	4 50	4 55	4 55-	4 50	4 52-	4 57	4 52	4 57-		
Puts and Call	s for Nov	. 21 : \	Vheat, De	c. Calls.		678	Puts			66	38		
THE RESERVE	100		orn, May										

was on heavy selling by a House with prominent Boston connections.

The selling being presumably based on the strained relations between the Nor. Pac. and O. U. Ry. & Navigation Co. The invasion by the former Co. of the territory of the latter Co, meets with the disapproval of some of the prominent interests in Great Northern and this disturbance of the relations between the two companies may lead to a serious disturbance of rates in the Northwest. There is no question but that 1 p.c. will be declared on North. Pac. in the near future, but this fact has been fully discounted, whereas the possibility of rate demoralization has certainly not had the effect to which it is entitled. Of course, should rates in the Northwest become disturbed, Union Pac. would suffer.

Some liquidation made its appearance in Peoples Gas during the last half hour, possibly the explanation is to be found in an item of news that was published after the close, viz., that the directors adjourned this afternoon without arriving at any conclusion in regard to certain important matters, and that the meeting will be re-convinced this evening.

On the whole, the declines in the market were not serious, and there were evidences of good buying on the decline.

It looks a little as though the Flower party was holding Brooklyn Rapid Transit temporarily in check, pending the perfection of the deal with the Nassau Electric. There is no doubt that

the Brooklyn Rapid Transit Company will control this property and will put into effect economies which will materially increase the net earnings of both companies, even on the present volume of business. The Nassau deal is important in that it gives the Brooklyn Rapid Transit control of 85 per cent. of the surface mileage in Brooklyn, but it is merely an incident, after all, for the main factor in the Brook-lyn Rapid Transit situation is that after the summer traffic has ended and normal business only is being done gross earnings are averaging an increase of more than \$2,000 per day. This means that Brooklyn Rapid Transit is earning dividends and the stock has joined the ranks of the prospective dividend payers.