NEW YORK EXCHANGE.

GENERAL SLUMP IN PRICES—TRACTION STOCKS AND INDUSTRIALS SUFFER MOST—MARKET RALLIES SLIGHTLY.

New York, April 7.

British consols are down 3-16. The market for Americans opened heavy in sympathy with our closing last night, but has since had a moderate rally and prices are now probably about parity. Considerable interest is being taken in London in the financial situation here and until the outlook is clearer, it is not likely that speculation in Americans will become very active.

After close there was a great deal of discussion in regard to the future of the market and more especially in regard to the industrials, although there are disclaimer's in the press from some of the banks of the charge that they are discriminative against the Industrials any borrower of money with industrials to offer as collateral knows that these disclaimers are as reliable as the officials denials which Wall Street always receive when any important deal is pending. That the discrimination exists, was clearly shown yesterday by the fact that while borrowers whose collateral consisted of industrials and railroads were paying 10 and 12 p.c. for money, borrowers whose collaterals consisted entirely of railroads were finding the necessary accomodations at 6 p.c. That Commission Houses are carrying the aggregate large lines of Industrials is an undoubted facts and it proves conclusively that during the last few months the underwriters and the insiders in the Industrials have been heavy sellers As to the merits of the various new Industrials, of course each clique asserts that its particular favorites is not only earning dividends on pfd. stock but is making an where from 6 to 12 p.c on the common stock.

If this is true it is somewhat remarkable that the insiders should be so anxious to part with their holdings. Stock which pays even 8 p c. selling anywhere from 60 to 70 is not an attractive investment. Of course, the truth of the whole matter is that any cautious investor would not dream for an instant of putting his money into the common stock of any industrial. Nothing reliable is known in regard to their views, the only information obtainable being the published statements by the benevolently disposed insiders who wish the public to participate in the good securities which they have acquired, as a result of recent trade consolidations.

The sharp break in the Industrial stocks has not changed the industrial position of the country. Their decline has been solely due to the policy adopted by some financial institutions and some large brokerage firms of absolutely refusing to handle them.

Some conservative persons were excessively alarmed at the great speculation and seemingly extravagant advance in many of the copper stocks in Boston in the last year.

NEW YORK STOCK MARKET.—April 7, 1899.

	—Closing Prices Mar. 29 to Apr. 6.—						—To-Day's Prices—			
	29	30	3	4	5	6	Open'g	High'st	Lowest	Closing
Air Brake	.....	193¼	.....	186	181¼	181½	182	182	167	167
Am. Cotton Oil Co	.....	.....	36	.....	.....	.....	.....	.....	.....	.....
" " "	....	.....	....	.....	.....	.....	.....	.....	.....	.....
" Sugar	16 ½	168	173	167	160¼	162½	162	162½	149½	160
" Spirits Mfg. Co	....	.....	14½	.....	.....	.....	.....	.....	.....	.....
" Steel Wire	64¼	63¾	63½	67⅝	70	64½	61	65¼	60⅞	64½
Am. Tobacco	222¾	224	225	226	224	224	22[illegible]	221½	214	221
Atch. T. & S. Fe	21⅝	21⅝	21¾	21¼	.....	21½	21	21	20½	20⅞
" " " pfd	61¼	61¼	62¼	62	62¼	61	60	6.⅜	59⅝	61⅜
Baltimore & Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay State Gas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rap. Tran	132¾	133	131⅞	128⅛	131½	122¼	118	121	106½	114½
C.C.C & St. L	59½	59⅞	60¼	59	60	58	58½	59½	56½	59¼
Canadian Pacific	86¼	.....	.....	87¼	.....	.....	.....	.....	.....	.....
Canada Southern	59⅝	60	59½	.....	60	58½	.....	.....	.....	.....
Chesapeak & Ohio	27½	27¼	27⅜	27⅝	.....	27⅛	.....	[illegible]	26	26½
Chic & Great Western	16	16½	16¼	16½	16⅛	16	15⅞	16	15½	15⅞
Chicago B & Q	144⅛	144¼	144¼	143½	146½	142⅞	143	143⅜	139½	142¾
Chicago Mill. & St. P	128¼	128	128⅜	127⅝	128½	127¼	127⅛	127½	124¼	127
" " " pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" R I. & Pacific	120½	§118⅝	119¼	118½	118⅝	117⅛	117	117½	115	117
" & Northwest	160¼	159⅝	159½	159½	159	158¼	158	158⅛	155	157½
" " pfd	.....	.....	.....	....	.....	.....	.....	.....	.....	.....
Central Pacific	.....	.....	52½	....	.....	.....	.....	.....	.....	.....
Consolidated Gas	204¼	204¾	205	202	201	195⅝	195	195	191½	194
Continental Tobacco	52⅜	51¼	.....	56¼	57¼	56	56	56	51⅛	54¼
Delaware & Hudson	116	115¼	116¼	117¾	117¼	116	116¼	116½	115	116½
Del. Lack. & Western	.....	170	174½	176¼	178	171	171½	171½	168¾	s170
Denver & Rio Grand pfd	.....	75½	....	75⅛	.....	7[illegible]	.....	.....	.....	74⅛
Erie	.....	.....	....	.....	.....	.....	.....	.....	.....	.....
General Electric	114⅞	116¼	116	115⅛	115¾	114¾	114	114	112¾	113⅞
Glucose pfd	70¼	71¾	.....	70	70	69	68½	68½	65½	66
Fed Steel Com	66⅛	67½	71⅞	69¾	69¼	65	64	64½	57⅝	63½
" " pfd	88⅜	89⅞	92⅜	.....	90¼	87	86¾	86¾	80	85¾
Lake Shore	.....	.....	.....	90¼	.....	.....	.....	.....	.....	.....
Louisville & Nashville	65¼	65¼	66	65½	65¾	65	64½	64¾	63¼	64½
Manhattan con	116¾	116	130	126⅜	121	120	118	119¾	112½	117¾
Met. Street Ry. Co	267	s266¼	262	259	258¼	250	249	249	235	246¾
Michigan Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kan. & Tex	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " pfd	39¼	38¾	38⅞	41	40¼	39¼	39¼	9¾	38½	39¼
" Pacific	48¾	48¼	51¾	51	51¼	49¾	4[illegible]	49¼	46	48¼
Nat. Lead	33½	31¾	....	35½	36¼	35¾	36⅜	36¼	34	34⅜
" pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey Central	117½	118½	118⅞	120¼	120½	118½	118	118	114	117¼
New York Central	142¾	141⅞	141½	140[illegible]	141½	139½	139¾	139¾	134	138½
Northern Pacific	53	53	52	52	52½	51¼	51⅛	51¼	49½	51⅛
" " pfd	79¼	79⅜	78½	78⅝	79⅜	78½	78¼	78¼	77	77⅞
Omaha	96	96¼	97	96	.....	94½	.....	.....	.....	94½
Ontario & Western	27¾	27½	27½	27⅞	28	26¼	26⅝	27	25½	26⅞
Pacific Mail	49¼	48¾	51¾	52	51½	50	50	50	48	49½
Pennsylvania R. R.	135¼	135¼	.....	134	131½	133	133½	133¼	130	133
Peo. Gas L. & Coke Co	124⅜	125⅜	121⅞	127⅛	126⅝	123¾	123	123½	112¾	118½
Pullman Palace Car Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading	24	23⅞	23¾	24½	24½	23⅞	23½	.....	.....	22⅞
" 1st pfd	66	66¼	.....	66½	66¾	65⅝	65	65⅝	63¼	65⅜
" 2nd pfd	.....	.....	.....	.....	....	.....	.....	.....	.....	.....
Southern Pacific	35⅜	35¾	.....	34¾	34¾	33½	.....	.....	.....	.....
Southern Railroad pfd	51⅛	51⅜	50⅞	51⅛	51	50½	50½	51⅛	50⅜	50½
Twin City	70	69¼	69½	69	69½	68⅞	68	68	67½	67½
Texas Pacific	22½	23⅛	23¼	23	23½	22⅝	22	22½	22	22½
Tenn. Coal & Iron	53	53⅞	59¾	60	59⅜	56¾	56½	57½	51½	57
Third Avenue R. R	212	193¾	202	231	221	222	.....	.....	.....	.....
Union Pacific	48⅝	48	48¾	47⅞	47⅞	46⅜	46¼	46⅞	44½	46½
" pfd	82⅜	"81¼	80⅞	80	80¾	79½	79¾	79¾	77	79¾
U. S. Rubber	53	52	52	53½	54⅜	51⅛	51	51	48¼	50
" " pfd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " pfd	73¼	73	.....	76¼	76	73	73½	73½	70	72¼
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" pfd	[illegible]	23¾	24⅜	24¼	25	24	23¾	24⅜	22¼	23⅜
W. U. Telegraph	93	93⅜	.....	94½	94¼	93¾	93½	93½	92	92¾

•Ex-Div. 1 p.c. †Ex-D 2½. ‡Ex-D 3 p.c. ‡On new basis. ‖Ex-D. 2 p.c. 'Ex-D. "Ex-D. 1½ p.c. §Ex-D 1½ p.c. 'Ex-D. 3½ p.c. sEx-D. 1¾.

COTTON:	May.	Aug.	Oct.	Jan.	July.
Opening	5.86	5.97	5.97		5.97
Closing	5.87	5.95	5.96		5.95

MONTREAL STREET EARNINGS.

Apr. 1,	4,707.45	Inc...	$755.97
" 2,	3,671.50	"	1,002.85
" 3,	4,914.55	"	1,197.63
" 4,	4,602.53	"	867.22
" 5,	4,328.98	"	763.30
" 6,	4,273.48	"	502.76

HALIFAX ELECTRIC TRAMWAY.

Week ending March 26:

		Prev. week.	Dec. Rects.
Receipts	$1,873.60	$1,997.25	$33.65

Receipts to date

Mar. '99	$7,090.65	Passengers	158,719
" " '98	6,797.35	"	136,061