NEW YORK EXCHANGE.

TRACTION STOCKS BOOM—MANHATTAN ADVANCES 10 PER CENT. —B. R. T. SELLS ROUND 133—GAS A FEATURE.

New York, April 13.

The London market is slightly below our closing, declines ranging from ⅛ to ⅜ in active stocks; it is quite possible that trouble in Samoa may have acted as a deterrent in the speculation in that market.

So far as can be gathered from papers the situation there seems to be serious, for although the Germans are not exactly implicated, a German citizen is under arrest as having aided and incited the natives in their resistance against the English and Americans.

The news from Samoa, which came to hand shortly before our close yesterday, cast a damper on our market but its effect was only temporary and prices after selling off fractionally, in most instances more than recovered what they had lost.

There is little news of any importance this morning bearing on values and the influences which have caused the fluctuations for past few days will, very probably, shape the course of to-day's market.

The market has quieted down considerably since last week, but unquestionably the advance has been entirely too rapid for safety.

The banks are inclined to be a little more generous in their attitude towards the Industrials, but they give no assurance that they will not at any time repeat their action of last week, in an absolute discrimination against these shares.

The strength of N. Pacific Com. was accompanied by rumors that the stock would be placed on 4 p.c. basis. At the meeting of directors, the regular div. of 1 p.c. on pfd was declared but nothing was paid on common.

The Street generally however considers Northern Pacific relatively cheap and judging from earnings it seems it will only be a question of time when common pays 4 p.c.

The strength of Mo. P. was also a noticeable feature in yesterday's market. There is considerable talk of a further refunding of the Road's obligations and the possibility of a dividend.

In recent years there have been a good many rumors to the effect that Mo. P. would pay a div. but none has been paid and the street is inclined to be skeptical of any rumors.

NEW YORK STOCK MARKET.—April 13, 1899.

	—Closing Prices from Apr. 6 to Apr. 12—						—To-Day's Prices—			
	6	7	8	10	11	12	Open'g	Highest	Lowest	Closing
Air Brake	181½	167	......	......	......	......	......	184	180	180
Am. Cotton Oil Co	......	......	......	......	......	......	......	......	......	......
" " " Pfd	......	......	......	......	......	......	......	......	......	......
" Sugar	162½	160	158⅞	157½	163⅛	165	166	169¾	165½	166½
" Spirits Mfg. Co	......	......	......	......	......	......	......	......	......	......
" S.W. Co. pfd	64½	64½	62½	63¾	65	66¼	66¾	66⅞	65½	65⅝
" Tobacco	224	221	220	221	225	226	227	227½	227	227¼
Atch T. & S. Fe	21¼	20⅞	21⅛	20½	21¼	21⅛	......	21⅛	20⅞	20⅞
Atch T. & S. Fe pfd	61	61⅜	61¼	59⅞	61¾	61½	61⅛	61⅜	60⅝	60⅝
Baltimore & Ohio	......	......	......	......	......	......	......	......	......	......
Bay State Gas	......	......	3¼	......	......	......	......	......	......	......
Brooklyn Rap. Tran	122¼	114½	118½	116	124⅜	127⅞	129¼	132¾	128¾	130
C.C.C. & St. L	58	59¼	60⅛	62¼	63	61⅞	......	62	60	60
Canadian Pacific	......	......	85¾	......	......	......	......	......	......	86⅞
Canada Southern	58½	......	57½	58	59¼	......	......	......	......	......
Chesapeake & Ohio	27⅜	26½	26¾	27½	28	27¼	27⅞	27⅞	27⅜	27⅞
Chic. & Great Western	16	15⅜	15¾	15⅜	15½	15½	15½	15¾	15½	15½
Chicago B. & Q	142⅞	142¼	142	140⅜	143⅞	143⅝	142½	143¼	141	141¼
Chicago Mil. & St. P	127⅛	127	126⅞	126	128	128	127⅞	128⅜	126¼	127
Chi. Mil. & St. P. pfd	......	......	......	......	......	......	......	......	......	......
Chicago R. I. & Pacific	117⅛	117	116⅜	116	117¼	117	117⅜	117⅞	116¾	116⅞
Chicago & Northwest	158¼	167½	159⅛	159½	162½	163½	......	......	......	162½
Chic. & Northwest pfd	......	......	......	......	......	......	......	......	......	......
Central Pacific	......	......	......	......	......	......	......	......	......	......
Consolidated Gas	195⅝	194	193	185	188½	191	......	202	193⅛	195
Continental Tobacco	56	54¼	54½	54¼	61	60⅞	60¾	61½	59⅝	59⅞
Delaware & Hudson	116	116½	117¾	117½	118	118	......	......	......	......
Del. Lack. & Western	174	s170	174	168	174	173	......	......	......	173¾
Denver & Rio Grand Pfd	74½	74⅜	74½	......	......	......	......	......	......	75⅜
Erie	......	......	......	......	......	......	......	......	......	......
General Electric	114¾	113⅞	115	114⅞	116	115½	......	......	......	......
Glucose Pfd	69	66	67	66⅞	......	......	70	70⅛	69⅞	70⅛
Fed. Steel Com	65	63¼	60½	60⅝	61½	66⅞	67	69¼	66½	67¼
" " pfd	87	85¼	84	83⅛	85⅝	86⅝	87	87¾	86¾	86⅞
Lake Shore	......	......	......	......	......	......	......	......	......	......
Louisville & Nashville	65	64½	64⅜	64¼	65¾	66¼	65⅞	66⅛	65¼	65½
Manhattan con	120	117¾	116½	116	119⅜	118¾	118½	127⅜	118½	124¼
Met. Street Ry. Co	250	246¾	249	247½	247	248	249½	257	240	254½
Michigan Central	......	......	......	......	......	......	......	......	......	......
Missouri Kan. & Tex	......	......	......	......	......	......	......	......	......	......
Missouri Kan. & T. pfd	39¼	39¼	39⅜	39⅜	41⅛	40⅜	40	40¾	39¾	39⅞
Missouri Pacific	49⅝	48¼	48¼	48⅝	50¾	51	51⅜	52½	51¼	51⅝
Nat. Lead	35¾	34⅞	35	34	35¼	35⅜	......	......	......	34½
Nat. Lead pfd	......	......	......	......	......	......	......	......	......	......
New Jersey Central	118½	117¾	117¾	118½	120	119	120	120¼	118⅜	118¾
New York Central	139¼	138½	133¼	139⅞	141⅝	141½	141½	142	140½	140⅞
Northern Pacific	51¾	51⅛	51⅜	50¾	52	53⅞	53½	54	52	52¼
Northern Pacific pfd	78½	77⅞	78½	78½	79	79½	79⅜	79⅜	78¾	78¾
Omaha	94½	94½	......	95⅛	96	97	......	......	......	......
Ontario & Western	26¾	26⅞	27	26⅝	27½	27¼	27¼	27¼	26⅞	26⅞
Pacific Mail	50	49½	49¼	50	51¾	51⅛	51½	52⅜	51¼	51⅜
Pennsylvania R. R	133	133	132⅞	132	133⅜	133½	133⅛	133⅝	133	133
Peo. Gas L. & Coke Co	123¾	118½	118½	119⅞	124¼	127½	127⅞	129	126½	127¼
Pullman Palace Car Co	......	......	......	......	......	......	......	......	......	......
Reading	23⅞	22⅞	24	23⅞	24⅜	24⅛	......	......	......	24
" 1st Pfd	65⅞	65⅛	65	64¾	66⅜	65⅛	65½	65½	64¾	64⅝
" 2nd Pfd	......	......	......	......	......	......	......	......	......	......
Southern Pacific	33½	......	33½	33½	34⅜	33⅞	33¾	34⅛	33¾	34⅛
Southern Railroad Pfd	50½	50½	51¼	50½	51¾	52	51⅞	52¼	51½	......
Twin City	68⅞	67½	69⅜	......	69⅜	......	......	69⅞	69¾	69⅞
Texas Pacific	22⅛	22¼	22½	22⅜	23	22½	......	......	......	22⅞
Tenn. Coal & Iron	56¾	57	56⅜	56¾	58	58½	58½	59½	58½	59
Third Avenue R. R	222	......	......	......	......	......	......	......	......	225
Union Pacific	46⅜	46½	46⅞	46½	47⅞	47¾	47¾	47¾	47	47
Union Pacific pfd	79½	79¾	79⅜	79¾	80½	80½	80	80⅜	80	80
U. S. Rubber	51⅛	50	50	49	49¾	51	50½	51⅝	50½	51½
U. S. Rubber pfd	......	......	......	......	......	......	......	......	......	......
U. S. Leather	......	......	......	......	......	......	......	......	......	......
U. S. Leather pfd	73	72¼	73	71½	73	73¾	......	74¼	73⅜	73½
Wabash	......	......	......	......	......	......	......	......	......	......
Wabash pfd	24	23⅝	23½	23¼	24	24	24⅜	24¾	23⅞	24
W. U. Telegraph	93¾	92¾	93⅜	93½	94	94¼	......	......	......	94½

•Ex-Div. . . †Ex-Div. 2½. §Ex-D. 3 p.c. ‡On new basis. ‖Ex-D. 2 p.c. °Ex-D. "Ex-D. 1½. p.c. ¶Ex-D. 1¼ p.c. 'Ex.D. 3¼ p.c. sEx-D. 1¾ p.c.

COTTON:	May.	Aug.	Oct.	Jan.	July.
Opening	5.78	5.88	5.88	6.02	5.90
Closing	5.72	5.82	5.85	6.00	5.85

RAILROAD EARNINGS.

	1899.	1898.	Changes.	
St Paul				
1st week in April	$ 707,141	$ 667,437	Inc.	$ 99,704
from July 1st	29,694,532	26,719,894	"	2,974,638
Canadian Pacific				
1st week in April	521,000	448,000	"	73,000
from Jan 1st	6,235,000	5,659,000	"	576,000
Texas Pacific				
1st week in April	120,713	119,571	"	1,14
from Jan. 1st	2,096,873	2,111,839	Dec.	14,93

THE EXCHANGE NEWS.

ISSUED DAILY AT FOUR-THIRTY O'CLOCK P. M.

A Financial Newspaper for Investors, Operators, Business Men and Corporations.

457 St. Paul Street, - Montreal,

SUBSCRIPTION PRICE:

One Year, $6.00. Six Months, $3.00. Three Months, $2.00.

PAYABLE IN ADVANCE.

Advertising Rates on application.

Editorial communications to be addressed to W. I. Fenwick, Exchange News Publishing Co., 457 St. Paul Street, Montreal. Telephone Main 2937.