

NEW YORK.

METROPOLITAN TRACTION INCREASES ITS DIVIDEND TO 1 1/4 QUARTERLY—MARKET OPENS WEAK STRENGTHENS & CLOSES EASY EXCEPT FOR PACIFICS—COALERS BOOM—SUGAR DECLARES REGULAR 3 PER CENT. DIVIDEND.

BROOKLYN RAPID TRANSIT.

The statement of Brooklyn Rapid Transit for four months ended Oct. 31, made new bulls on the property. It is pointed out that the expected growth of Brooklyn might congest traffic in the principal streets, for there is a limit to the number of cars which can be run on surface roads. In Brooklyn, there is a very simple device by which this congestion can be avoided and that is by taking over the elevated railroads and so securing two additional tracks, the transfer of cars from surface to elevated being made by convenient and inexpensive declines. No such action is at present contemplated, but it is within the bounds of reasonable possibility before long. The balance sheet of the company on October 31 puts the Sea Beach Railway stock at a valuation of \$1.00. It is believed that the Sea Beach property is worth more than \$600,000.

METROPOLITAN STREET.

The reduction in expenses on the Broadway line of this Company, when the cable was put in, was a revelation. This was followed by the extraordinary success of the Lexington Avenue and Columbus Avenue cable lines. With the introduction of electricity, and the lines only partially completed, the returns have been amazing. Not only has the equipment been taxed to the utmost, but the percentage of operating expenses with electricity have fallen again. There has been talk of lower fares, but on the Metropolitan the transfer system has reduced fares to less than 4 cents a passenger. In spite of this, gross earnings have increased enormously, and net in greater proportion. The road is already earning very much more than 5 per cent., and with the completion of the Sixth and Eighth Avenue lines down town (and this should come this year) it was a very easy matter to raise the dividend yesterday to 1 1/4 quarterly. It is the earnings and the small proportion of operating expenses which is bulling Metropolitan.

In Montreal, where the snow fall is more severe than in this city, the company there has no trouble in keeping its lines clear of snow and in perfect running order. This Company should not, therefore, be inconvenienced by reason of winter storms.

STREET RAILWAY EARNINGS

MONTREAL STREET RAILWAY.	
Month Nov. 1898.....	\$125,102.49
Increase for Nov. day	
against day.....	14,543.24
1898. SAME DAY 1897.	
Dec. 1, \$4,177.77	\$3,640.48 Inc...\$537.29
" 2, 4,105.89	3,551.78 " 554.11
" 3, 4,384.95	3,828.24 " 556.71
" 4, 3,311.51	2,560.68 " 750.83
" 5, 3,940.20	3,715.91 " 224.29
TORONTO STREET RAILWAY.	
For month of July, 1898.....	\$103,892.93
" " " " " " " " " " " "	109,900.54
" " " " " " " " " " " "	138,021.74
" " " " " " " " " " " "	99,650.16
For Nov., 1898.....	99,735.01
Same days, 1897.....	88,607.96
	\$11,127.05
1898. SAME DAY 1897.	
Dec. 1, \$3,468.86	\$3,127.30 Inc...\$341.66
" 2, 3,534.16	3,280.73 " 253.43
" 3, 4,158.06	3,799.92 " 358.14
" 4, 1,098.66	918.38 " 180.28

CANADIAN PACIFIC.

The Canadian Pacific Ry. system earnings for Nov.,

1898.....	\$2,457,000
1897.....	2,536,000
Decrease.....	\$79,000
From Jan. 1st,	
1898.....	\$22,559,004
1817.....	21,521,963
Increase.....	\$1,037,041

ATWATER & DUCLOS,

Advocates, Barristers and Solicitors, Standard Chambers, 151 St. James St., MONTREAL.

HON. ALBERT W. ATWATER, Q.C., M.P.P. CHAS. A. DUCLOS.

NEW YORK STOCK MARKET.—December 6, 1898.

	CLOSING PRICES FROM TO NOV. 25 TO DEC. 3.										TO-DAY'S PRICES			
	25	26	28	29	30	1	2	3	Open	Highest	Lowest	Closing	Bid.	Asked.
Am. Cotton Oil Co.....	32	32	32	32	32	34	34 1/2	34 1/2	34 1/2	34 1/2	34	34	33 1/2	34 1/2
" " Pfd.....													87 1/2	88
" Sugar.....	121 1/2	122 1/2	122 1/2	124 1/2	126	129 1/2	127	127 1/2	127 1/2	127 1/2	125 1/2	125 1/2	125 1/2	126
" Sugar pfd.....	111 1/2												113 1/2	113 1/2
" Spirits Mfg. Co.....							12 1/2	12 1/2			12 1/2	12 1/2	12 1/2	12 1/2
" Spirits Mfg Co pfd.....				36 1/2	36		37 1/2						35	37
" Tobacco.....	134 1/2	134 1/2	135 1/2	136	137 1/2	137	135 1/2	136 1/2	136 1/2	139 1/2	136 1/2	138	138	138 1/2
" Tobacco pfd.....														
Atch T. & S. Fe.....	16 1/2	16 1/2	16 1/2	16 1/2	16	16 1/2	16 1/2	16 1/2	16 1/2			16 1/2	16 1/2	16 1/2
Atch T. & S. Fe pfd.....	45 1/2	46 1/2	47 1/2	46 1/2	46	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Baltimore & Ohio.....	57	58 1/2	59 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2		57 1/2	58 1/2	58	58	58 1/2
Bay State Gas.....														
Brooklyn Rap. Tran.....	68 1/2	68 1/2	68	67	67 1/2	68 1/2	69 1/2	69	68 1/2	69 1/2	68 1/2	69	69 1/2	69 1/2
C.C.C. & St. L.....	41 1/2	41 1/2	41 1/2	42			41 1/2	41 1/2	42	43 1/2	42	42 1/2	42 1/2	43
Canadian Pacific.....	85 1/2	85 1/2					85 1/2	85 1/2					84 1/2	85 1/2
Canada Southern.....	54 1/2		54 1/2				54 1/2	54 1/2		54 1/2	54	54	54 1/2	54 1/2
Chesapeake & Ohio.....	23 1/2	23 1/2	24	23 1/2	23 1/2	24	24	24 1/2	25	25	24 1/2	24 1/2	24 1/2	25
Chic. & Great Western.....	15 1/2	15 1/2	15 1/2	15 1/2	14 1/2	15	15	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Chicago B. & Q.....	119 1/2	119 1/2	120 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	118 1/2	119	118 1/2	118 1/2	118 1/2	118 1/2
Chicago Mil. & St. P.....	113 1/2	113 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	113 1/2	114	113 1/2	113 1/2	113 1/2	113 1/2
Chi. Mil. & St. P. pfd.....														
Chicago R. I. & Pacific.....	108 1/2	108 1/2	108 1/2	108	108	108 1/2	108	108 1/2	107 1/2	108	107 1/2	107 1/2	107 1/2	108
Chicago & Northwest.....	141 1/2	141	140 1/2	139 1/2	139	140	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2
Chic. & Northwest pfd.....														
Clevel'd, Lor. & Wheel'g.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	16	15 1/2	15 1/2	15 1/2	16
" " Pfd.....	45	43	43	43									40	45
" C. C. & St. Louis.....														
Consolidated Gas.....	187 1/2	187 1/2		191 1/2	188 1/2	195 1/2	195	193 1/2	190 1/2	190 1/2	189	189	189	189 1/2
Delaware & Hudson.....	99	100	100 1/2	100 1/2	100 1/2	100 1/2	99 1/2	99 1/2	101	105 1/2	101	104 1/2	104	104 1/2
Del. Lack. & Western.....			144		145	145		145	144 1/2	147	144 1/2	146 1/2	146 1/2	147 1/2
Denver & Rio Grand Pfd.....														
Erie.....	14	14	14	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2				13 1/2	13 1/2	13 1/2
General Electric.....	82 1/2		82 1/2	82 1/2	84 1/2	84 1/2	84 1/2			85	84 1/2	84 1/2	84 1/2	84 1/2
Glucose Pfd.....						111 1/2							111 1/2	112
Illinois Central.....														
Laclede Gas.....													193	195
Lake Shore.....														
Louisville & Nashville.....	61 1/2	62	62 1/2	62 1/2	62 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Manhattan con.....	98 1/2	97	97 1/2	97	98 1/2	98 1/2	97 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98	98 1/2
Met. Street Ry. Co.....	174 1/2	176 1/2	180	179 1/2	179 1/2	180 1/2	181 1/2	184	186 1/2	188	185 1/2	187	186 1/2	187
Michigan Central.....														
Missouri Kan. & Tex.....						12 1/2							11 1/2	11 1/2
Missouri Kan. & T. pfd.....	34 1/2	34 1/2	33 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	35 1/2			34	34 1/2	35
Missouri Pacific.....	36 1/2	36 1/2	36 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	36 1/2	36 1/2	36 1/2	37
Nat. Lead.....	34 1/2		34 1/2	35 1/2	35 1/2	36 1/2	36 1/2	36 1/2					36	36 1/2
Nat. Lead pfd.....								83 1/2					93 1/2	94
New Jersey Central.....	92		93	93	94	94 1/2	93 1/2		93	93 1/2	93	93 1/2	93 1/2	94
New York Central.....	119	118 1/2	119	118	118 1/2	119	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.....	40 1/2	40 1/2	42	41 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	41 1/2	40 1/2	40 1/2	40 1/2	41
Northern Pacific pfd.....	75 1/2	75 1/2	76 1/2	75 1/2	75 1/2	76	75 1/2	75 1/2	75 1/2	76	75 1/2	75 1/2	75 1/2	75 1/2
Omaha.....	87 1/2	87	86 1/2	85 1/2	85 1/2	86	85			85	84 1/2	87 1/2	84 1/2	85
Oregon Rail. and Nav.....														
Pacific Mail.....	37	37 1/2	37	37	36 1/2	37 1/2	38 1/2	40 1/2	41 1/2	42 1/2	41 1/2	41 1/2	41 1/2	42
Pennsylvania R. R.....	119 1/2	119	119 1/2	118 1/2	118 1/2	119	120	119 1/2					119	119 1/2
Peo. Gas L. & Coke Co.....	109 1/2	109 1/2	109 1/2	108 1/2	108 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	108 1/2	108 1/2	108 1/2	109
Pullman Palace Car Co.....						140							139	140
Reading.....	18 1/2	18	19 1/2	18 1/2	18 1/2	18 1/2	18 1/2		19	18 1/2	18 1/2	18 1/2	18 1/2	19
" 1st Pfd.....	44 1/2	44 1/2	46	45 1/2	45 1/2	45 1/2	45 1/2	44 1/2	44 1/2	46 1/2	44 1/2	46 1/2	46 1/2	46 1/2
" 2nd Pfd.....														
Southern Pacific.....										10 1/2	10 1/2		10 1/2	10 1/2
Southern Railroad Pfd.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	41 1/2	41 1/2	42	41 1/2	41 1/2	41	41 1/2	41 1/2	41 1/2
Texas Pacific.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2		15 1/2					15 1/2	15 1/2	15 1/2
Tenn. Coal & Iron.....	30 1/2	30 1/2	30 1/2	30 1/2	30	29 1/2	30 1/2	31 1/2	31 1/2	32 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Third Avenue R. R.....														
Union Pacific.....	36 1/2	37 1/2	39 1/2	38 1/2	38 1/2	39 1/2	37 1/2	37 1/2	37 1/2	38 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Union Pacific pfd.....	68 1/2	69 1/2	70 1/2	69 1/2	69 1/2	70 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	70
U. S. Rubber.....	42 1/2	43	44	43 1/2	45 1/2	46	46 1/2			46	45 1/2	45 1/2	45	