

**NEW YORK.**

MARKET VERY ACTIVE—SUGAR, TOBACCO, B. R. T. MAKE SENSATIONAL ADVANCES—GRANDERS AND OTHER STANDARD SHARES ONLY STEADY—MONEY EASY.

**GOSSIP.**

In dealing with reports of Railroad earnings it should be remembered that freight and passenger rates are generally lower than they were a year ago. The railroads now appear to be making an effort to enforce a regular tariff. The statement for St. Paul for fourth week of December deserves to be characterized by a stronger term that remarkable. The increase over same week in 1897 is not far from 30 per cent.

Louisville report shows a gain over 1897 of 30 per cent. The gain in surplus over charges on Denver and Rio Grande for Nov. is not far from 50 per cent.

The speculation in various industrial shares may be justified by the brilliant industrial outlook in the country.

New York, Jan. 4

Consols in London are down 1/4. The decline is partly due to the prospects for easier money and partly to the unsettled political outlook in Europe.

The advance in St. Paul in London is no doubt due to the earnings for the 4th week in Dec.

The increase as compared with the same week in 1897 is no less than \$257,982 and the earnings for the 4th week in Dec. are by far the largest in the history of the company.

These earnings did not come to light until after the close of yesterday.

The market yesterday was of a satisfactory nature to the bulls.

The market's tone was rather confused at the opening of business several news records were made notably in B.R.T. Federal Steel and St. Paul.

The particular strength of St. Paul was naturally due to the marvelous showing made for the 4th week in Dec. wherein the largest earnings of the period were reported which made it appear that the Company will show much over 7 per cent. earned on the common in the 1st half of fiscal year. Rather singularly the other granders have been somewhat heavy particularly for B. Q. and Rock Island. It may be that stocks have been somewhat affected by the proposed acquisition of the Alton Road by interest in which K. T. interest will be interested, thus giving that board a direct line to Chicago which will make it a more active competitor for South Western business particularly as concerns the Rock Island.

There is very little to be said about the heavy speculation in F. S. except that the Street is willing to follow the Flower lead whenever it is set, and these interests talk very much higher prices still for F. S.

London has been a seller of almost all international stocks though not to a very heavy extent. The day opened without fresh news of any kind and without the general situation materially changed. Possibilities of trouble seem to exist in the Philippines although the latest Washington advices indicate that administration hopes to put down what would seem to be an incipient rebellion against our authority without bloodshed.

**ATWATER & DUCLOS,**

Advocates, Barristers and Solicitors,

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

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**Camel Brand Hair WATERPROOF**

... BELTING ...

Hydraulic Hose, Steam Hose,

Fire Hose, Mining Supplies.

57 ST. FRANCOIS XAVIER ST., MONTREAL.

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**NEW YORK STOCK MARKET.—January 4, 1899.**

	CLOSING PRICES FROM DEC. 20 TO 30.								TO-DAY'S PRICES					
	20	21	22	23	27	28	29	30	Open'g	Highest	Lowest	Closing	Bid.	Asked
Am. Cotton Oil Co.....	33 1/2	33 1/2	33 1/2	34 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	34 1/2	35 1/2	34 1/2	34 1/2	35 1/2
" " Pfd.....	125 1/2	125 1/2	125 1/2	126 1/2	127 1/2	127 1/2	126 1/2	124 1/2	124 1/2	123 1/2	124 1/2	125 1/2	125 1/2	125 1/2
" Sugar.....	114 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	112 1/2
" Sugar pfd.....	12 1/2	12 1/2	13 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	15 1/2	14 1/2	14 1/2	14 1/2	14 1/2	15 1/2
" Spirits Mfg. Co.....	140 1/2	140 1/2	140 1/2	142 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	143 1/2	147 1/2	147 1/2	147 1/2
" Tobacco.....	19 1/2	18 1/2	18 1/2	18 1/2	19 1/2	18 1/2	18 1/2	19 1/2	19 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
" Tobacco pfd.....	51 1/2	50 1/2	50 1/2	50 1/2	51 1/2	51 1/2	52 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Atch T. & S. Fe.....	65 1/2	72 1/2	70 1/2	70 1/2	69 1/2	67 1/2	70 1/2	70 1/2	68 1/2	68 1/2	68 1/2	67 1/2	67 1/2	68 1/2
Baltimore & Ohio.....	72 1/2	73 1/2	72 1/2	74 1/2	76 1/2	76 1/2	77 1/2	79 1/2	79 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Bay State Gas.....	44 1/2	44 1/2	44 1/2	44 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	42 1/2	43 1/2	42 1/2	43 1/2
Brooklyn Rap. Tran.....	83 1/2	83 1/2	84 1/2	84 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	86 1/2	85 1/2	86 1/2
C.C.C. & St. L.....	56 1/2	56 1/2	56 1/2	56 1/2	57 1/2	57 1/2	55 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Canada Southern.....	24 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Chesapeake & Ohio.....	15 1/2	15 1/2	15 1/2	16 1/2	16 1/2	15 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
Chic. & Great Western.....	121 1/2	122 1/2	122 1/2	122 1/2	124 1/2	123 1/2	125 1/2	125 1/2	125 1/2	125 1/2	124 1/2	125 1/2	125 1/2	125 1/2
Chicago B. & Q.....	117 1/2	117 1/2	118 1/2	118 1/2	119 1/2	119 1/2	120 1/2	120 1/2	121 1/2	121 1/2	120 1/2	121 1/2	121 1/2	121 1/2
Chicago Mil. & St. P.....	110 1/2	110 1/2	111 1/2	111 1/2	114 1/2	113 1/2	114 1/2	114 1/2	114 1/2	114 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Chi. Mil. & St. P. pfd.....	141 1/2	141 1/2	142 1/2	142 1/2	142 1/2	141 1/2	142 1/2	142 1/2	142 1/2	142 1/2	141 1/2	142 1/2	142 1/2	142 1/2
Chicago & Northwest.....	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	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Chic. & Northw. pfd.....	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Clevel'd, Lor. & Wheel'g.....	196 1/2	196 1/2	195 1/2	194 1/2	195 1/2	194 1/2	195 1/2	195 1/2	195 1/2	195 1/2	194 1/2	194 1/2	194 1/2	195 1/2
" " Pfd.....	104 1/2	104 1/2	105 1/2	104 1/2	104 1/2	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2	106 1/2	106 1/2	105 1/2	106 1/2
" C. C. & St. Louis.....	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2
Consolidated Gas.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Delaware & Hudson.....	196 1/2	196 1/2	195 1/2	194 1/2	195 1/2	194 1/2	195 1/2	195 1/2	195 1/2	195 1/2	194 1/2	194 1/2	194 1/2	195 1/2
Del. Lack. & Western.....	104 1/2	104 1/2	105 1/2	104 1/2	104 1/2	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2	106 1/2	106 1/2	105 1/2	106 1/2
Denver & Rio Grand Pfd.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Erie.....	93 1/2	93 1/2	93 1/2	94 1/2	96 1/2	95 1/2	96 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	96 1/2
General Electric.....	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Glucose Pfd.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Fed. Steel Com.....	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2	196 1/2
" " pfd.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	114 1/2
Lake Shore.....	63 1/2	63 1/2	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	65 1/2	64 1/2	64 1/2	64 1/2	64 1/2
Louisville & Nashville.....	96 1/2	97 1/2	97 1/2	97 1/2	98 1/2	97 1/2	97 1/2	97 1/2	97 1/2	98 1/2	97 1/2	98 1/2	98 1/2	98 1/2
Manhattan con.....	192 1/2	193 1/2	192 1/2	191 1/2	192 1/2	190 1/2	192 1/2	191 1/2	192 1/2	192 1/2	191 1/2	192 1/2	191 1/2	192 1/2
Met. Street Ry. Co.....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Michigan Central.....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Missouri Kan. & Tex.....	43 1/2	43 1/2	45 1/2	45 1/2	45 1/2	44 1/2	45 1/2	45 1/2	44 1/2	45 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Missouri Kan. & T. pfd.....	37 1/2	38 1/2	37 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
Missouri Pacific.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	94 1/2	97 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Nat. Lead pfd.....	123 1/2	122 1/2	123 1/2	123 1/2	123 1/2	122 1/2	123 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
New Jersey Central.....	41 1/2	41 1/2	42 1/2	42 1/2	43 1/2	44 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
New York Central.....	75 1/2	76 1/2	76 1/2	76 1/2	78 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	78 1/2
Northern Pacific.....	91 1/2	92 1/2	92 1/2	91 1/2	91 1/2	92 1/2	93 1/2	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	92 1/2	93 1/2
Northern Pacific pfd.....	43 1/2	43 1/2	43 1/2	44 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	43 1/2	44 1/2	44 1/2	44 1/2
Omaha.....	121 1/2	121 1/2	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Oregon Rail. and Nav.....	108 1/2	108 1/2	108 1/2	109 1/2	110 1/2	108 1/2	110 1/2	110 1/2	110 1/2	109 1/2	110 1/2	109 1/2	110 1/2	110 1/2
Pacific Mail.....	43 1/2	43 1/2	43 1/2	44 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	43 1/2	44 1/2	44 1/2	44 1/2
Pennsylvania R. R.....	121 1/2	121 1/2	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Peo. Gas L. & Coke Co.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Pullman Palace Car Co.....	46 1/2	46 1/2	46 1/2	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Reading.....	42 1/2	41 1/2	41 1/2	41 1/2	42 1/2	41 1/2	42 1/2	42 1/2	42 1/2	41 1/2	40 1/2	41 1/2	41 1/2	41 1/2
" 1st Pfd.....	17 1/2	18 1/2	18 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	18 1/2	19 1/2	18 1/2	19 1/2	19 1/2
" 2nd Pfd.....	36 1/2	36 1/2	37 1/2	37 1/2	38 1/2	36 1/2	37 1/2	37 1/2	37 1/2	37				