

NEW YORK.

NEW YORK STOCK MARKET.—December 1, 1898.

CHICAGO.

RAILROADS CUTTING RATES—
BANK OF ENGLAND RATE UN-
CHANGED—LOUISVILLE ROAD
IN GOOD SHAPE—LONDON
OPENS WEAK FOR AMERICANS
BUT CLOSES STEADY.

New York Dec. 1.

The early quotations from London show few fluctuations as compared with our close last night. There is said to be considerable activity in Americans, and while there is no pronounced advance. Stocks are steady, and there is no great pressure to sell.

Contrary to general expectations, the Bank of England rate of discount remains unchanged at 4 p.c. This is an encouraging feature, and looks as if the money outlook were not as ominous in that quarter as was expected.

London sales were the dominating influence in our market yesterday. Arbitrage Houses are thought to have sold some 35,000 to 40,000 shares of stock; their largest sales being in Union Pacific and Northern Pacific. Financial troubles in Berlin, and the prospect of a stiff money abroad, were given as the reasons for these sales, and when it was announced that some \$3,000,000 had been withdrawn from the Bank of England for shipment to this country and to Berlin, this was given as a further reason for London selling.

The feature of yesterday afternoon's market was the strength of the industrials and a moderate shifting of interest from the Railroads to these shares. Among the strongest were Sugar, Tobacco and Rubber. No special reasons were given for the strength of these stocks.

Sugar loaned from flat, to 1 p.c. in last night's loan crowd showing that a good many of these shorts have been forced to cover.

A new move of importance is noted in connection with the presence in Washington of leading interests in the Pacific Mail Company, who are endeavoring to bring the case of Pacific Mail as an American S.S. company, before the attention of Congress.

Western houses have been large sellers of stocks the last few days. The failure to increase the Northwest dividend brought some stock from the West.

Cutting rates is another reason for selling. North West dispatches say passenger officials have little hope of restoring through rates; too many local troubles.

The heavy realizing in Atchison pfd. has found a market for all the stock offered within a range of 1 per cent. The realizing has come from abroad and from home.

New York, noon, Dec. 1.

The market has developed a generally firm tone. A better demand for stocks throughout the Room. A better understanding prevailed in London this morning, as to the nature of yesterday's wide-spread gold shipments. The Bank of England rate of discount is unchanged; in consequence the selling which it was apprehended would be conducted in this market for foreign houses did not take place, and on the balance, on the contrary, Arbitrage Houses have taken over 15,000 shares of various stocks, chiefly Union Pacific. There is nothing very definite at hand as to the financial disturbances at Berlin, but the absence of news in this respect would go to show that affairs are quiet there.

There is nothing new as regards general outside situation. The money market is easy, and no further engagements of gold for importation are reported or expected. L. N. and Southern Railway preferred have been the strong features of the market, both advancing on prospects of a dividend next month. Louisville will declare at least a 1 1/2 per cent. The rank and file of the Board continue Bearish on the market, but they give no reason for their stand, except that prices look high.

	CLOSING PRICES FROM TO NOV. 21 TO 30.										TO-DAY'S PRICES			
	21	22	23	25	26	28	29	30	Open'g	Highest	Lowest	Closing	Bid.	Asked.
Am. Cotton Oil Co.....	32 1/2	32 1/2	32	32	32	32	32	32	32	32	32 1/2	34	33 1/2	34
" " " Pfd.....	122 1/2	122 1/2	122 1/2	121 1/2	122 1/2	122 1/2	124 1/2	126	126	129 1/2	126	129 1/2	129 1/2	129 1/2
" Sugar.....	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	111 1/2	111 1/2
" Sugar pfd.....	34	37	37	37	37	36 1/2	36	36	36	36	36	36	37	37 1/2
" Spirits Mfg. Co.....	138 1/2	138 1/2	137 1/2	134 1/2	134 1/2	135 1/2	136	137 1/2	137 1/2	138	136 1/2	137	136 1/2	136 1/2
" Tobacco.....	16 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	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
" Tobacco pfd.....	47 1/2	46 1/2	46 1/2	45 1/2	46 1/2	47 1/2	46 1/2	46 1/2	46 1/2	46 1/2	45 1/2	46 1/2	46 1/2	46 1/2
Atch T. & S. Fe.....	53 1/2	54 1/2	54 1/2	57	58 1/2	59 1/2	58 1/2	58 1/2	58 1/2	59 1/2	58 1/2	59 1/2	58 1/2	59
Atch T. & S. Fe pfd.....	68 1/2	69	68 1/2	68 1/2	68 1/2	68	67	67 1/2	67 1/2	67 1/2	67 1/2	68 1/2	67 1/2	67 1/2
Bay State Gas.....	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Brooklyn Rap. Tran.....	84 1/2	84 1/2	85	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	84 1/2	85 1/2
C.C.C. & St. L.....	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Canadian Pacific.....	22 1/2	22 1/2	23 1/2	23 1/2	23 1/2	24	23 1/2	23 1/2	23 1/2	24 1/2	23 1/2	24	24	24 1/2
Canada Southern.....	15	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
Chesapeake & Ohio.....	118 1/2	119	119	119 1/2	119 1/2	120 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Chic. & Great Western.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
Chicago B. & Q.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Chicago Mil. & St. P.....	140 1/2	141 1/2	141 1/2	141 1/2	141 1/2	140 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	140	139 1/2	140
Chi. Mil. & St. P. pfd.....	16 1/2	16 1/2	16 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
Chicago R. I. & Pacific.....	187	187	187	187 1/2	187 1/2	191 1/2	188 1/2	191 1/2	191 1/2	191 1/2	191 1/2	195 1/2	195 1/2	195 1/2
Chicago & Northwest.....	95	96	99 1/2	99	100	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	99	100 1/2
Chic. & Northwest pfd.....	141	141 1/2	143	143	144	144	145	145	145	145	145	145	144	145
Cleveland, Lor. & Wheel'g.....	13 1/2	14	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	14
" " " Pfd.....	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	84 1/2	85 1/2	85 1/2	84 1/2	84 1/2	84 1/2	84 1/2
" C. C. & St. Louis.....	175	175 1/2	174 1/2	174 1/2	176 1/2	180	179 1/2	179 1/2	179 1/2	180 1/2	179 1/2	180 1/2	180 1/2	180 1/2
Consolidated Gas.....	187	187	187	187 1/2	187 1/2	191 1/2	188 1/2	191 1/2	191 1/2	191 1/2	191 1/2	195 1/2	195 1/2	195 1/2
Delaware & Hudson.....	96	96	99 1/2	99	100	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	99	100 1/2
Del. Lack. & Western.....	141	141 1/2	143	143	144	144	145	145	145	145	145	145	144	145
Denver & Rio Grand Pfd.....	13 1/2	14	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	14
Erie.....	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	84 1/2	85 1/2	85 1/2	84 1/2	84 1/2	84 1/2	84 1/2
General Electric.....	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	111 1/2	112
Glucose Pfd.....	193	193	193	193	193	193	193	193	193	193	193	193	193	193
Illinois Central.....	60 1/2	61 1/2	61 1/2	61 1/2	62	62 1/2	62 1/2	62 1/2	63	63 1/2	62 1/2	63 1/2	63 1/2	63 1/2
Laclede Gas.....	96	97 1/2	99 1/2	98 1/2	97	97 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
Lake Shore.....	175	175 1/2	174 1/2	174 1/2	176 1/2	180	179 1/2	179 1/2	179 1/2	180 1/2	179 1/2	180 1/2	180 1/2	180 1/2
Louisville & Nashville.....	60 1/2	61 1/2	61 1/2	61 1/2	62	62 1/2	62 1/2	62 1/2	63	63 1/2	62 1/2	63 1/2	63 1/2	63 1/2
Manhattan con.....	96	97 1/2	99 1/2	98 1/2	97	97 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
Met. Street Ry. Co.....	175	175 1/2	174 1/2	174 1/2	176 1/2	180	179 1/2	179 1/2	179 1/2	180 1/2	179 1/2	180 1/2	180 1/2	180 1/2
Michigan Central.....	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	33 1/2	34 1/2	34 1/2	34 1/2	35	34 1/2	34 1/2	34 1/2	35
Missouri Kan. & Tex.....	36 1/2	36 1/2	36 1/2	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	37 1/2
Missouri Kan. & T. pfd.....	34 1/2	35	34 1/2	34 1/2	34 1/2	34 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	36 1/2	36 1/2	36 1/2
Nat. Lead.....	89 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Nat. Lead pfd.....	117 1/2	118 1/2	119 1/2	119 1/2	118 1/2	119 1/2	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
New Jersey Central.....	40 1/2	41 1/2	40 1/2	40 1/2	40 1/2	42 1/2	41 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
New York Central.....	75 1/2	75 1/2	76 1/2	75 1/2	75 1/2	76 1/2	75 1/2	75 1/2	75 1/2	76 1/2	75 1/2	76 1/2	75 1/2	76 1/2
Northern Pacific.....	86 1/2	87 1/2	87 1/2	87 1/2	87 1/2	86 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	86 1/2	85 1/2	85 1/2
Northern Pacific pfd.....	38 1/2	38 1/2	36 1/2	37	37	37	37	36 1/2	37	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Oregon Rail. and Nav.....	118 1/2	119 1/2	119 1/2	119 1/2	118 1/2	119 1/2	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Pacific Mail.....	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	118 1/2	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Pennsylvania R. R.....	110 1/2	111	110 1/2	109 1/2	109 1/2	109 1/2	108 1/2	108 1/2	108 1/2	110 1/2	108 1/2	110 1/2	110 1/2	110 1/2
Peo. Gas L. & Coke Co.....	16 1/2	17 1/2	17 1/2	18 1/2	18 1/2	19 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Pullman Palace Car Co.....	40 1/2	41 1/2	41 1/2	44 1/2	44 1/2	46	45 1/2	45 1/2	45 1/2	46	45 1/2	45 1/2	45 1/2	45 1/2
Reading.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 1st Pfd.....	40 1/2	41 1/2	41 1/2	44 1/2	44 1/2	46	45 1/2	45 1/2	45 1/2	46	45 1/2	45 1/2	45 1/2	45 1/2
" 2nd Pfd.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Southern Pacific.....	38 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	41	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Southern Railroad Pfd.....	16 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
Texas Pacific.....	30 1/2	30	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	29 1/2	29 1/2	29 1/2	30
Tenn. Coal & Iron.....	34 1/2	35	35	36 1/2	37 1/2	39 1/2	38 1/2	38 1/2	38 1/2	39 1/2	38 1/2	39 1/2	39 1/2	39 1/2