

NEW YORK.

MARKET IRREGULAR, ERRATIC AND PUZZLING — OPENS STRONG AT ADVANCES — BREAKS QUIETLY AND REACTS — CLOSES UNSETTLED — GRANGERS AND VANDERBILTS LEAD

New York, Jan. 23.

Twenty active stocks advanced 1.20 Saturday, making advance in 4 days 3.62 and advance since Oct. 24th 15.34.

This is the largest uninterrupted movement in recent years.

Bank statement very favorable as assuring cheap money for long time to come.

This is expected to keep market active and strong unless unfavorable developments, not in sight, should occur. Denials of Vanderbilt combination purely technical and rather tend to confirm the story.

There is unquestionably some foundation for it though details have not yet altogether leaked out. It is believed the deal will mean very high prices for New York Central in the near future.

Southern Railway will probably acquire Mobile and Ohio. Vanderbilt buying of Big Four Stock and inside points say stock will sell at 60 very quickly. Great Western expected to move this week. Exchange working lower. Scattered gold imports not unlikely.

Coal trade gradually working into better shape.

British consols are down 1-16 but the market for Americans is said to be fairly strong. St. Paul is up 1/4, Union Pacific preferred up 2 p.c. N. Y. C. up 1/2, apparently the foreigners place some faith in the rumors current here last week in regard to the establishment of closer relations between the various trans-continental lines than have hitherto existed. No important developments have taken place over Sunday except that perhaps Mr. Depew is again quoted as denying in toto that the Vanderbilts contemplate the exchange of 100 Union Pacific preferred for 10 N. Y. C. 3 1/2 p.c. Colateral Trust Bonds. The denial, however does not carry very much weight inasmuch as Mr. Depew during the last few years is believed to be less in the confidence of the Vanderbilts than heretofore and also because official denials have always preceded any important deal on the part of the Vanderbilts.

The Street is convinced that some important transactions are on foot.

This belief is based on the enormous buying and extraordinary advances in Union Pacific preferred and New York Central and also on a report that 32,000 shares of Union Pacific preferred were bought on Friday for the Ills. Trust Company.

Inasmuch as Mr. Mitchell is Prest of this Company and inasmuch as he has also the sale of the Chicago and Alton on hand, the transaction is thought to be full of significance.

MONEY AND EXCHANGE.

Money on call from Banks to Brokers 4 1/2 per cent.

OVER THE COUNTER		PARIS FRANCS.	
Sixties.....	87-9	Long.....	5 20 1/2
Demand.....	9 1/2	Shorts.....	5 18 1/2
Cables.....	9 1/2		
N. Y. Fds. 1/4-1/2 pm.			
DOCUMENTARY.		NEW YORK.	
3 days.....	8 3/4	Call money.....	2 1/2 p.c.
30 days.....	8 1/2	St'g Dm.....	4 84 1/2-5
3 days cattle.....	8 1/2-3/4	Sixties.....	4 82 1/2-3

J. F. PIGGOTT,

AGENT

MINES AND MINING,

61 St. Francois Xavier Street, MONTREAL.

FUR LINED AND TRIMMED OVERCOATS

Made to order only. Prices consistent with quality.

JOHN MARTIN, SONS & CO.
455 St. Paul St.

BRITISH COLUMBIA MINING STOCKS

BOUGHT AND SOLD ON COMMISSION

WALDEMAR WALLACH & CO.,

Mining Brokers, Etc.,

ROSSLAND, B. C.

NEW YORK STOCK MARKET.—January 23, 1899.

	CLOSING PRICES FROM JAN. 13 TO 21.										TO-DAY'S PRICES			
	13	14	16	17	18	19	20	21	Open'g	Highest	Lowest	Closing		
Am. Cotton Oil Co.....	36 1/2	36 1/2	35 1/2	35 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36	36 1/2	35 1/2	36		
" " Pfd.....	127 1/2	127 1/2	127 1/2	127 1/2	129 1/2	132 1/2	132 1/2	131 1/2	133	133	129 1/2	131 1/2		
" Sugar.....	127 1/2	127 1/2	127 1/2	127 1/2	129 1/2	132 1/2	132 1/2	131 1/2	133	133	129 1/2	131 1/2		
" Sugar pfd.....	127 1/2	127 1/2	127 1/2	127 1/2	129 1/2	132 1/2	132 1/2	131 1/2	133	133	129 1/2	131 1/2		
" Spirits Mfg. Co.....	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	38 1/2		
" Tobacco.....	147 1/2	147 1/2	146	148	148	148 1/2	147 1/2	146 1/2	147	148 1/2	144	148 1/2		
" Tobacco pfd.....	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	22 1/2	23 1/2	23 1/2	24 1/2	24 1/2	23 1/2	23 1/2		
Atch T. & S. Fe.....	55 1/2	57 1/2	57 1/2	57 1/2	57 1/2	59 1/2	60 1/2	62 1/2	63 1/2	64 1/2	62 1/2	63 1/2		
Atch T. & S. Fe pfd.....	68	68	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2		
Baltimore & Ohio.....	6 1/2	6	7	7 1/2	7	6 1/2	6 1/2	7	7	7	6 1/2	6 1/2		
Bay State Gas.....	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		
Brooklyn Rap. Tran.....	47 1/2	47 1/2	46 1/2	45 1/2	46	46 1/2	47 1/2	49 1/2	52 1/2	56	52	55		
C.C.C. & St. L.....	85	84 1/2	85	84 1/2	85	84 1/2	84 1/2	85	85 1/2	85 1/2	85 1/2	85 1/2		
Canadian Pacific.....	55	56	55 1/2	55 1/2	55 1/2	56 1/2	57 1/2	57 1/2	65-6	70	61 1/2	63		
Canada Southern.....	27 1/2	27	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2		
Chesapeake & Ohio.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	16	18	18 1/2	16 1/2	18 1/2		
Chic. & Great Western.....	130 1/2	133	133	132 1/2	132 1/2	133 1/2	138 1/2	139	140 1/2	141	138 1/2	137 1/2		
Chicago B. & Q.....	124 1/2	125 1/2	125 1/2	125	126 1/2	128	128 1/2	129	129	129	127 1/2	128 1/2		
Chicago Mil. & St. P.....	116	116 1/2	117 1/2	117 1/2	119 1/2	120 1/2	120 1/2	120	121	121	119	120 1/2		
Chi. Mil. & St. P. pfd.....	144	145 1/2	144 1/2	144	147 1/2	147 1/2	147 1/2	151	152 1/2	150	151 1/2	151 1/2		
Chicago & Northwest.....	116	116 1/2	117 1/2	117 1/2	119 1/2	120 1/2	120 1/2	120	121	121	119	120 1/2		
Chic. & Northwest pfd.....	144	145 1/2	144 1/2	144	147 1/2	147 1/2	147 1/2	151	152 1/2	150	151 1/2	151 1/2		
Cleveland, Lor. & Wheel'g	189 1/2	191	190 1/2	190 1/2	190 1/2	193 1/2	193 1/2	194	194 1/2	192	191 1/2	191 1/2		
" " Pfd.....	113	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	113	115	117	113 1/2	116 1/2		
" C. C. & St. Louis.....	158	158 1/2	158	158	158 1/2	158 1/2	158 1/2	158 1/2	158 1/2	160	160	160		
Consolidated Gas.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Delaware & Hudson.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Del. Lack. & Western.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Denver & Rio Grand Pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Erie.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
General Electric.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Glucose Pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Fed. Steel Com.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
" " pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Lake Shore.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Louisville & Nashville.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Manhattan con.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Met. Street Ry. Co.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Michigan Central.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Missouri Kan. & Tex.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Missouri Kan. & T. pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Missouri Pacific.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Nat. Lead.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Nat. Lead pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
New Jersey Central.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
New York Central.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Northern Pacific.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Northern Pacific pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Omaha.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Oregon Rail. and Nav.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Pacific Mail.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Pennsylvania R. R.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Peo. Gas L. & Coke Co.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Pullman Palace Car Co.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Reading.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
" 1st Pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
" 2nd Pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Southern Pacific.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Southern Railroad Pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Texas Pacific.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Tenn. Coal & Iron.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Third Avenue R. R.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Union Pacific.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
Union Pacific pfd.....	100 1/2	100	99	99	100	99 1/2	100 1/2	101 1/2	103 1/2	107	103 1/2	106 1/2		
U. S. Rubber.....	100 1/2	100	99	99	100	99 1/2</								