

# NEW YORK EXCHANGE

## NEW YORK STOCK MARKET.—March 22, 1899.

**MONEY MARKET FIRM, 4 PER CENT. FOR THIRTY DAYS—FOREIGN HOUSES HAVE SCATTERING ORDERS.**

New York, March 22.

The market for Americans after opening dull at declines from our closing prices, has had a moderate rally, and is now quiet with prices practically at our parity.

There is said to be some good foreign buying of Central Pacific and Atchison preferred. The time for the deposit of the stock and bonds of the former Company expires to-morrow. Deposits made subsequent to that date may be refused or may incur a penalty.

The re-organization plan provides for an assessment of \$2 per share on Central Pacific stock. The stockholders on payment of this assessment and surrendering their stock, receiving 100 Southern Pacific and \$25.00 worth of the New Southern Pacific 4's which are now selling when issued at about 86½.

The Sugar mystery seems to be no nearer solution than it was on Thursday last, when the phenomenal rise took place. The Bulls on it are quite confident, in spite of official denials, that there exists some sort of agreement between Atchison Street Railway and the outside refineries, whilst the Bears assert that the whole movement is a piece of gigantic manipulation, and that in reality the stock is not worth as much as it was some months ago, when the publication of an article in the Sun was followed by a decline of some 30 points.

The bears, however, are cautious about backing their opinions by operations, as shown by the fact that the stock is practically a drug in the loan market.

Senator Flower is quoted as predicting that B. R. T. will sell at 125 before it pays any dividend. However, the meaning of this prediction is not very definite as it may not pay a dividend for two or three years.

The Street seems to have magnified unduly the importance of the acquisition of Brighton Beach railroad. This property has caused severe loss to owners in the past, as is shown by the fact that under the foreclosure sale, stockholders received nothing. Of the railroads, Atchison Pfd seems to be the favorite short sale. It is very confidently expected the February statement will make an indifferent showing compared with February 1898.

The character of the buying of Union Pacific Pfd continues to attract considerable attention and in all probability, if the outlook for money were less confused, the Street would be willing to start a bull movement in this stock.

	CLOSING PRICES FROM MAR. 15 TO 21						TO-DAY'S PRICES			
	15	16	17	18	20	21	Open's	High's	Low's	Closing
Am. Cotton Oil Co.....	38½	38½	38½	38½	38½	35½				35½
" " Pfd.....										
" Sugar.....	140½	150½	164½	172	184	161	161	169	158	167½
" Sugar pfd.....										
" Spirits Mfg. Co.....										
" Spirits Mfg Co pfd.....										
" Tobacco.....	213	213	211½	211	207½	210	210	210	208	207½
" Tobacco pfd.....										
Atch T. & S. Fo.....	21	21½	20½	21	21	21½		21½	20½	207½
Atch T. & S. Pfd.....	59½	60½	60½	60½	60½	60	59½	60½	59½	60½
Baltimore & Ohio.....		70								
Bay State Gas.....										
Brooklyn Rap. Tran.....	99½	100½	102½	103½	106½	107½	107½-09	109½	105½	108
C.C.C. & St. L.....										
Canadian Pacific.....	84½	85½	85½	85½		85½	85½	85		85½
Canada Southern.....	57½	57½	57½	57	58	58½	57½	58	57½	58
Chesapeake & Ohio.....	26½	26½	26½	26½	26½	26½		27½	26½	27½
Chic. & Great Western.....	15½	15½	15½	16½	15½	15½	15½	15½	15½	15½
Chicago R. & Q.....	139½	141½	140½	140½	140½	140	140	141½	140	140½
Chicago Mil. & St. P.....	127	127½	127½	127½	127½	127½	127½	128½	127½	128½
Chi. Mil. & St. P. pfd.....										
Chicago R. T. & Pacific.....	116½	117½	117	117½	116½	118½		117½	116½	117½
Chicago & Northwest.....	146½	147½	146½	146½	149½	147½	147½			147½
Chic. & Northwest pfd.....										
Cleveland, Lor. & Wheel'g.....										
" " Pfd.....										
Consolidated Gas.....	216½	218	216	216	215½	213½	212½	212½	206	210½
Delaware & Hudson.....	115	115½			115	114½	115	110½	115	116
Del. Lack. & Western.....	164	165	165		165	166	167	169½	167	168½
Denver & Rio Grand Pfd.....										
Erie.....										
General Electric.....	118	117½	119½	118	118½	116½	117	117½	113½	115½
Glucose Pfd.....										
Fed. Steel Com.....	52½	52½	51½	52½	52½	52	52	53½	52	52½
" " pfd.....	88½	87	87½	87½	87½	87	87½	87½	87½	87½
Lake Shore.....										
Louisville & Nashville.....	63½	64½	63½	63½	63½	63½	63½	63½	63½	63½
Manhattan con.....	107½	108½	105	105	107½	107½	107½	110½	107½	110½
Met. Street Ry. Co.....	253½	256	257	255½	256	255	253	254½	253	253
Michigan Central.....										
Missouri Kan. & Tex.....										
Missouri Kan. & T. pfd.....	38½	39	38½	38	38½	38½	38½			38½
Missouri Pacific.....	46½	46½	45½	46	45½	45½	46½	46½	45½	46½
Nat. Lead.....		34½	33							34½
Nat. Lead pfd.....					33	33½				
New Jersey Central.....	112	112			113½	115½	115	117½	115	116½
New York Central.....	*132	133½	133	132½	135½	135½	135½	134½	135	135½
Northern Pacific.....	49½	50½	50	50	50½	50½	50½	50½	50	50½
Northern Pacific pfd.....	78	78½	77½	77½	78½	78	78	78½	78	78½
Omaha.....					93½	92½		93	92	93
Ontario & Western.....							27½	28½	27½	27½
Pacific Mail.....	48½	48	47½	48½	47½	48	48½	48½	47½	47½
Pennsylvania R. R.....										
Peo. Gas L. & Coke Co.....	115	116	117	118½	118½	118½	118½	119½	118½	118½
Pullman Palace Car Co.....										
Reading.....	23½	23½	23½	23	23½	23½	23½	24½	23½	24
" 1st Pfd.....	65	65	64½	64½	65	65½	65½	67½	65½	67
" 2nd Pfd.....										
Southern Pacific.....										
Southern Railroad Pfd.....	49	49½	48½	46½	49½	49½	49½	49½	48½	49
Twin City.....	69½	69		69	69	69½				68½
Texas Pacific.....										
Tenn. Coal & Iron.....	47	47½	50½	51		53	52½	53	51½	5½
Third Avenue R. R.....										
Union Pacific.....	44	44½	44½	44½	46½	46½	46½	46½	46½	46½
Union Pacific pfd.....	77½	78½	77½	78½	80½	80½	80½	81	80½	80½
U. S. Rubber.....	49½	50	49½	50	51½	50½	50½	50½	50½	50½
U. S. Rubber pfd.....										
U. S. Leather.....										
U. S. Leather pfd.....	71½	71½	70½	71	71½	71½	71½	72	71½	71½
Wabash.....										
Wabash pfd.....	21½	22	21½	21½	21½	21½	21½	21½	21½	21½
W. U. Telegraph.....	94½	94½	93½	94½	94½	93½	93½	93½	93½	93½

\*Ex-Div. 1½ p.c. Ex-Div. 2½ p.c. Ex-D. 3 p.c. on new basis. Ex-D. 2 p.c. Ex-D. 1½ p.c. Ex-D. 1½ p.c. Ex-D. 3½ p.c.

### RAILROAD EARNINGS.

	1899	1898	Changes
St. Paul, 2nd week in March	\$ 701,635	\$ 663,733	Inc. \$37,902
from July 1st	27,225,248	24,496,649	" 2,728,674
Wheeling & Lake Erie, 2nd week in March	81,246	29,632	" 51,614
from July 1st	1,963,679	979,086	Inc. 984,593
Northern Pacific, 2nd week in March	1,470,737	1,219,055	Inc. 251,682
from July 1st	10,485,210	18,053,964	Dec. 7,568,754
Grand Trunk, 2nd week in March	603,187	476,407	Inc. 126,780
from Jan. 1st	4,768,621	4,612,222	" 156,399

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