

NEW YORK EXCHANGE.

LONDON PRICES FOR AMERICANS WERE STEADY.

MARKET OPENS DOWN.

GRANGERS AND PACIFICS STEADY.

SPECIALTIES AND INDUSTRIALS BREAK.

New York, Sept. 26.

The market closes very weak for specialties and industrials. Sugar was erratic, opening at 120, declining to 119½, reacting to 123, and closing at 120½, a gain of ½ on the day.

Tobacco opened at last night's close and remained steady for a short time, on an attempt to market some stock, and on a multitude of rumors it ran away from holders and sold down to 139½, from this it reacted to 141½, broke again to 139, and closed at 139½, its weakness was the main cause of general weakness.

Brooklyn Rapid Transit and Peoples Gas were also weak spots, and lose considerably on the day.

The Grangers and Pacifics were easy at one time, but on soft spots there were lots of takers, they lose fractionally on the day.

MORNING OPINION.

New York, Sept. 26.

Consols are down 1-16 and market for Americans is uneven. Business is restricted in London as it will be here by the celebration of "Yom Kippur" by the Hebrews.

Saturday's market was, rather disappointing. The bulls had predicted a good bank statement. Their predictions were verified, but immediately after publication of the Statement, it became evident that interests which had been bullish last week were only seeking an opportunity to unload, when they tried to reduce their lines of stocks they found the demand for stock very light and market yielded to very little pressure. In fact looking back on last week's market, the bulls have little reason for encouragement.

The news which came to hand was of distinctly bullish nature but as compared with the closing prices of Sept. 17, twelve active industrials show a loss in average price of nearly ½ p.c., while 20 active railways show a decrease of nearly 1 p.c. Rates for money for the coming week are expected to rule about same as last week possibly with some tendency towards easiness. Temporarily, however, shipments of gold from Europe have been terminated by the advance in discount of rates in London and increased control of money market by Bank of England.

It is quite possible that on Thursday next Bank of England will make another advance in its rate of discount. The news papers this morning devote a good deal of their space to bulling the industrials.

A deal is predicted on Rubber company.

BULLS SATISFIED.

Bull leaders satisfied with Bank statement and action Saturday's market. They think liquidation has ceased, and market will not go down much further.

MONEY.

Bank statement shows a material solidity in last few days. No likelihood of higher rates for money this week as considerable gold will come in. Out of town demand has fallen off greatly.

Exchange market shows gold importation houses over shipped last week.

Not expected much more gold will come this season.

UNION PACIFIC.

Good local and foreign buying of union Pacific on better understanding of company's net earnings. It is said 4 p.c. was earned on common stock.

Eastbound shipments \$53,853 against 51,749 last year.

RUBBER.

Official statement respecting acquisition Boston Rubber Shoe Co., expected.

NORTHERN PACIFIC.

Recent selling Nor. Pac. for account of large Western interest not directly connected with property.

NEW YORK STOCK MARKET.—September 26, 1898.

	CLOSING PRICES FROM SEP. 15 TO 24.										TO-DAY'S PRICES					
	15	16	17	18	19	20	21	22	23	24	Open	Highest	Lowest	Closing	Bid	Asked
American Cotton Oil Co.											38½					
" " Preferred											120	123	119½	120½	120½	121
" Sugar	128½	123½	122½	117½	119½	123½	120½	120½	120½	120	120	120	120	120	120	
" Sugar pfd.																
" Spirits Mfg. Co.																
" Spirits Mfg Co pfd																
" Tobacco	149½	150½	151½	152½	149½	149½	149½	147½	147½	147½	147½	147½	147½	147½	147½	147½
" Tobacco pfd																
Atch T. & S. Fe.																
Atch T. & S. Fe pfd	35½	35½	35½	35	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½	34½	34
Baltimore & Ohio																
Bay State Gas																
Brooklyn Rap. Tran.	60½	58½	59	59½	59½	63½	63½	63½	62½	61½					60½	60½
C.C.C. & St. L.	42½	42½		41½	41½	42	41½								41	41½
Canadian Pacific																
Canada Southern	53½			53½	53½	53									53½	53½
Chesapeake & Ohio	23½															
Chicago & Great Western																
Chicago B. & Q.	115½	115½	115½	115½	114½	115½	115½	115½	115½	115	115	115	115	115	115	115
Chicago Mil. & St. P.	110½	110½	110½	109½	108½	109½	109½	107½	107½	107½	+107	+107	+107	+107	+107	+107
Chi. Mil. & St. P. pfd																
Chicago R. I. & Pacific	104	103½	103½	102½	101½	102½	102½	102½	102½	102	102	101½	102	101½	102	102
Chicago & Northwest	132½	131½	131½	131½	130	131	131	130½	131½							
Chic. & Northwest pfd																
Cleveland, Lorain & Wheeling																
" " " Pfd															52½	52½
" C. C. & St. Louis															41½	42
Consolidated Gas	182		181½	180½	178½	180	181½	181½	181½	180	181	180	181	180	180	180
Delaware & Hudson		108½													106	108½
Del. Lack. & Western																149
Denver & Rio Grand Pfd																151
Erie																
General Electric	46½	46½	47	46½	47½	49	49½	49	49	49	49	49½	48½	48½	49½	49½
Illinois Central	113			113½	112	112½										
Laclede Gas																
Lake Shore																
Louisville & Nashville	57½	57½	57½	56½	56½	56½	56½	56½	56½	56	56	55½	55½	55½	56½	56½
Manhattan con.	97½	96½	96½	95½	97	99	97½	97½	97½	97½	97½	97½	96½	96½	96½	96½
Met. Street Ry. Co.	155½	154½	156½	154½	154½	155½	155½	155	155	155	155	156	156	156	156	156
Michigan Central																
Missouri Kan. & Tex																11½
Missouri Kan. & T. pfd	33½	33½	32½	33½	33	32½	33½	33	33½	33	33	32½	33½	32½	33½	33½
Missouri Pacific	33½	34½	35	34½	33½	34½	33½	33½	33½	33	34	34	33½	33½	33½	34
Nat. Lead																
Nat. Lead pfd	35½	34½	35	35	35	35	35	35	35	34						
New Jersey Central	90	90	93	92½	92½	93	92½	93	92½	93					91½	92½
New York Central	116½	117		116½	118	115½	116	115½	116	116	116	115½	115	115	116	116
Northern Pacific	41½	41½	41½	41½	41½	40½	42½	41½	41½	41½	41½	41½	40½	40½	41½	41½
Northern Pacific pfd	78½	78½	78½	77½	78½	76½	77½	77	76½	77	76½	76½	76	76	76	76
Omaha	81½	82														