

NEW YORK EXCHANGE.

THE GENERAL MARKET STRONG.

Sugar Declines on Reported Reduction of Dividend and Cut in Sugar Prices.

TOBACCO STRONG.

MONEY EASY.

New York, Oct. 4.

The market displayed a good deal of activity and though Sugar declined on the report of a reduced dividend being in contemplation the general list showed great strength and some issues made notable gains.

The Bank failure was a small affair; it carried no stocks. Tobacco was erratic and as strong at opening as it was weak yesterday. Its range was again large. It opened at 122½ rose to 129 receded to 123 reacted to 128½ closing at 126½.

The Grangers, North West, Pacifics, Rapid Transit were strong and advanced from one to two points. Consolidated Gas gained seven per cent on very limited business.

MORNING OPINION.

New York, Oct. 4.

Consols up 1-16 there being apparently no anxiety in London over the situation in China.

ST. PAUL AND AMERICANS.

Americans strong under the lead of St. Paul which is selling ½ higher than our closing price.

Advance no doubt due to extraordinarily favorable showing made for the 4th week in September. The increase over same week last year is no less than \$192,834 while increase over the same week of 1897, when the road was doing an abnormally large business is no less than \$182,787. For the whole month of September gross earnings \$481,292 larger than in Sept. 1897 and \$435,098 larger than in September 1892. The return is especially good in as much as the grain movement on the line was smaller than it was last year consequently the increased earnings must be due to the movement of general merchandise. It is indicated thereby that the purchasing power of the West is largely increased.

SENTIMENT BULLISH.

Sentiment in the Street last night was distinctly more bullish than for some time.

MONEY.

It looks as if we would have easy money for some little time to come and this in itself will go a long way towards creating higher prices in the stock market.

The rally during the last hour was thought to be due to covering of shorts, in Rubber. The short interest in the general market is large and bulls are confident that should prices advance 2 or 3 points more, a lively covering movement would follow.

RUBBER.

Friends of Rubber appreciate the changed situation in the property, and insist that there is no better investment to-day than the preferred stock, and no better speculation is afforded than the common stock with its 4 p.c. dividend which is ensured by the control of the Bosson Shoe Co.

TOBACCO TURNS MARKET.

Market seemed to turn when American Tobacco had its sharp advance. After selling down to 113 it held around 115 when the appearance of a large buying order carried the stock up to 120.

Not until 119 had been reached had any large amount of stock made its appearance. On the rally, traders sold it short expecting a reaction and during last hour the reaction not having arrived a sharp covering movement ensued, carrying the price up to 123 the highest price of the day.

BROOKLYN RAPID TRANSIT.

Brooklyn Rapid Transit was more active than for some time, the purchases of Flower brokers being variously estimated at from 2,500 to 5,000 shares.

NORTHERN PACIFIC.

I hear that there is to be an important meeting of Northern Pacific directors to-day at which a good many changes will be made, the object of which will be to increase Mr. Hill's influence.

NEW YORK STOCK MARKET.—October 4, 1898.

| | CLOSING PRICES FROM SEP. 22 TO OCT. 3. | | | | | | | | | TO-DAY'S PRICES | | | | | |
|------------------------------|--|------|------|------|------|------|------|------|------|-----------------|---------|--------|---------|------|--------|
| | 22 | 23 | 24 | 26 | 27 | 28 | 29 | 1 | 3 | Open | Highest | Lowest | Closing | Bid. | Asked. |
| American Cotton Oil Co. | 38½ | 37½ | 36½ | 35½ | 36½ | 35½ | 34½ | 37 | 37 | 37 | 37½ | 35½ | 36 | 35½ | 36 |
| “ “ Preferred | 120½ | 120½ | 120½ | 118 | 119½ | 120½ | 117½ | 116½ | 118½ | 118½ | 118½ | 115½ | 115½ | 115½ | 115½ |
| “ Sugar | 13 | 12½ | | | 12½ | 12½ | 12 | | | 12½ | | | 12½ | | |
| “ Sugar pfd. | 147½ | 147½ | 139½ | 134 | 127½ | 128½ | 125½ | 118 | 122½ | 122½ | 129 | 122 | 126½ | 126½ | 127 |
| “ Spirits Mfg. Co. | | | | 35 | | | 33½ | 32½ | 33½ | | | | 34½ | 34 | 34½ |
| “ Spirits Mfg Co pfd. | | | | | | | | | | | | | | | |
| “ Tobacco | | | | | | | | | | | | | | | |
| “ Tobacco pfd. | | | | | | | | | | | | | | | |
| Atch T. & S. Fe | 34½ | 34½ | 33½ | 32½ | 31½ | 32 | 32 | 31½ | | 32½ | 33 | 32½ | 32½ | 32½ | 33 |
| Baltimore & Ohio | | | | | | | | | | | | | | | |
| Bay State Gas | | | | | | | | | | | | | | | |
| Brooklyn Rap. Tran. | 63½ | 62½ | 60½ | 59½ | 59½ | 61½ | 62½ | 62½ | 64½ | 64½ | 66 | 63½ | 65½ | 65½ | 65½ |
| C.C.C. & St. L. | | | | | | | 40 | 39½ | | | | | 40½ | 40½ | 40½ |
| Canadian Pacific | | | | | | | | | | | | | 85½ | 85½ | 85½ |
| Canada Southern | 52½ | 53½ | 53 | 53 | 53½ | 53 | | | 52 | | | | | 52 | 53 |
| Chesapeake & Ohio | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | 22 | 22 | 21½ | | 22½ | 21½ | 22 | 21½ | 22½ |
| Chicago & Great Western | | 15 | 15 | 14 | 14 | 14½ | 14½ | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Chicago B. & Q. | 115½ | 115½ | 114 | 114 | 113½ | 114 | 113½ | 113½ | 114 | 114 | 115 | 114 | 114 | 114 | 115 |
| Chicago Mil. & St. P. | 107½ | 107½ | 107 | 106½ | 106 | 106½ | 106 | 106 | 106 | 107 | 108 | 106½ | 107 | 107 | 107 |
| Chi. Mil. & St. P. pfd. | | | | | | | | | | | | | | | |
| Chicago R. I. & Pacific | 102½ | 102½ | 102 | 101½ | 100½ | 101½ | 100 | 100 | 100 | 101 | 102 | 101 | 102 | 102 | 102 |
| Chicago & Northwest | 130½ | 131 | 130½ | | 130 | 130 | 129 | 129½ | 129½ | | 131 | 129½ | 130½ | 130½ | 130½ |
| Chic. & Northwest pfd. | | | | | | | | | | | | | | | |
| Cleveland, Lorain & Wheeling | 17½ | 17½ | 17 | 15½ | 16½ | 16½ | 17 | | | 17 | 17 | 17 | 17 | 17 | 17 |
| “ “ Pfd. | 52½ | 52 | 51½ | 48½ | 49½ | 49½ | 49 | | | 49 | 50 | 49 | 50 | 50 | 50 |
| “ “ C. C. & St. Louis | | | | | | | | | | | | | | | |
| Consolidated Gas | 181½ | 181½ | 181 | 179 | 178½ | 178 | 177 | 170 | 170 | | 175 | 173½ | 175 | 173 | 175 |
| Delaware & Hudson | | | | 106½ | | | | | | 106½ | | | 106½ | 106½ | 107 |
| Del. Lack. & Western | | | | | | | | | | 151 | | | 151 | 149 | 151 |
| Denver & Rio Grand Pfd. | | | | | | | | | | | | | | | |
| Erie | | 13 | | | | | | 13 | | | | | | 13 | 13 |
| General Electric | 49 | | 48 | | 47 | | 79 | 48 | 80 | 80 | 81 | 80 | 80 | 81 | 82 |
| Illinois Central | | | | | | | 113 | 112 | 112 | | | | | | |
| Laclede Gas | | | | | | | | | | | | | | | |
| Lake Shore | | | | | | | | | | | | | | 192 | 194 |
| Louisville & Nashville | 56 | 56 | 55 | 55 | 55 | 55 | 54 | 54 | 54 | 55 | 55 | 54 | 55 | 55 | 55 |
| Manhattan con. | 97 | 97 | 96 | 95 | 95 | 94 | 94 | 91 | 93 | 93 | 95 | 92 | 94 | 93 | 94 |
| Met. Street Ry. Co. | 155 | 154 | 156 | 156 | 157 | 157 | 157 | 157 | | 157 | 158 | 157 | 158 | 157 | 158 |
| Michigan Central | | | | | | | | | | | | | | | |
| Missouri Kan. & Tex. | | | | | | 12 | 12 | | | | | | | 11 | 11 |
| Missouri Kan. & T. pfd. | | | 33 | 32 | 32 | 32 | 32 | | | | 33 | 32 | 33 | 32 | 33 |
| Missouri Pacific | 33 | 34 | 33 | 32 | 32 | 33 | 32 | 31 | 31 | 32 | 33 | 32 | 33 | 33 | 33 |
| Nat. Lead | | | | | | | 33 | 32 | 32 | | | | 32 | 32 | 32 |
| Nat. Lead pfd. | 34 | | 33 | 33 | | 35 | 35 | | | | | | | | 32 |
| New York Central | 93 | | 92 | | 91 | 91 | 90 | 91 | | | 91 | 91 | 91 | 91 | 91 |
| New York Central pfd. | 115 | 116 | 115 | 116 | 115 | 116 | 115 | 115 | | 115 | 116 | 115 | 116 | 116 | 116 |
| Northern Pacific | 41 | 41 | 40 | 40 | 41 | 41 | 41 | 41 | 41 | 41 | 42 | 41 | 42 | 42 | 42 |
| Northern Pacific pfd. | 76 | 77 | 76 | 75 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 75 | 76 | 76 | 76 |
| Omaha | 80 | 80 | 80 | | 79 | | 79 | 78 | | 78 | 79 | 79 | 79 | 79 | 79 |
| Oregon Rail. and Nav. | | | | | | | | | | | | | | | |
| Pacific Mail | 33 | 33 | 33 | 32 | 32 | 33 | 32 | | | 32 | 32 | 32 | 32 | 32 | 33 |
| Pennsylvania R. R. | | | | | | 117 | | | | | | | | 116 | 117 |
| Peo. Gas L. & Coke Co. | 105 | 103 | 102 | 101 | 101 | 102 | 102 | 101 | 102 | 102 | 104 | 102 | 103 | 103 | 103 |
| Pullman Palace Car Co. | | | | | | | | | | | | | | | |
| Reading | 18 | | 18 | 17 | 17 | 18 | 18 | 17 | | 18 | 18 | 18 | 18 | 17 | 18 |
| “ 1st Pfd. | | | | | | 43 | 44 | | | 43 | | | | | |
| “ 2nd Pfd. | | 44 | 44 | | | | | | | | | | | | |
| Southern Pacific | 33 | 33 | 33 | | | | | | | | | | | | |
| Southern Railroad Pfd. | | | | 33 | 33 | 33 | | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| Texas Pacific | 13 | | | | | 13 | 13 | | | | | | | 13 | 13 |
| Tenn. Coal & Iron | 29 | 29 | 28 | 27 | 27 | 27 | 27 | 26 | 27 | 27 | 27 | 27 | 27 | 27 | 28 |
| Third Avenue R. R. | | | | | | | | | | | | | | | |
| Union Pacific | 32 | 33 | | 32 | 32 | 33 | 32 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| Union Pacific pfd. | 65 | 65 | | 65 | 64 | 65 | 64 | 64 | 65 | 65 | 65 | 65 | 65 | 65 | 65 |
| U. S. Rubber | 45 | 46 | 45 | 43 | 41 | 42 | 36 | 37 | 39 | 39 | 40 | 39 | 39 | 39 | 39 |
| U. S. Rubber pfd. | | 104 | | | 102 | 102 | 93 | 99 | 100 | 102 | | | 102 | 101 | 102 |
| U. S. Leather | | | | | | | | | | | | | | | |
| U. S. Leather pfd. | 68 | 68 | | 67 | 66 | 66 | 64 | 63 | 64 | 64 | 65 | 64 | 65 | 64 | 65 |
| Wabash | | | | | | | | | | | | | | | |
| Wabash pfd. | | 21 | | 20 | 20 | 20 | 20 | | 20 | 21 | 21 | 21 | 21 | 21 | 21 |
| W. U. Telegraph | 92 | 92 | 92 | 91 | 91 | 90 | 90 | | 90 | 91 | 91 | 91 | 91 | 91 | 91 |

*Ex-Div. 1 p.c. †Ex-Div. 2. ‡Ex-Div. 3 p.c. †On new basis.

CHICAGO MARKET.—October 4, 1898.

FROM OUR SPECIAL CORRESPONDENT.

| | CLOSING PRICES SEPT. 24 TO OCT. 3. | | | | | | | TO-DAY'S PRICES. | | | |
|--------|------------------------------------|--------|-----|--------|-----|-----|-----|------------------|----------|---------|----------|
| | 24 | 26 | 27 | 28 | 29 | 1 | 3 | Opening. | Highest. | Lowest. | Closing. |
| Wheat— | | | | | | | 63½ | 62½ | 62½ | 61½ | 61½ |
| Oct. | | | | | | | | 62½ | 62½ | 61½ | 61½ |
| Dec. | 63½B | 64½ | 64½ | 63½ | 62½ | 62½ | 62½ | 61½ | 62½ | 61½ | 61½ |
| May. | 64½B | 65½ | 65½ | 64½ | 64½ | 63½ | 63½ | 63½ | 63½ | 63½ | 63½ |
| Corn— | | | | | | | | | | | |
| Oct. | | | | | | | | | 29 | 29 | 29 |
| Dec. | 29½-30B | 29½-30 | 30½ | 29½ | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| May. | 31½-32A | 31½-32 | 32½ | 31½-32 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| Oats— | | | | | | | 20½ | | 21½ | 21 | 21 |
| Oct. | | | | | | | | | 21 | 21 | 21 |
| Dec. | 20½-21 | 20½-21 | 21½ | 21 | 20½ | 20½ | 20 | 21 | 20 | 20 | 21 |
| May. | 22 | 22½ | 23 | 22½ | 22 | 22 | 23 | 22 | | | |