

NEW YORK.

MARKET OPENED STRONG — SHORTS FORCED TO COVER — REACTION FOLLOWS — ACTIVE DEMAND FOR STOCKS — MONEY EASY.

New York, Oct. 22.

Insiders bulling Peoples Gas for much higher prices. Flower interests talk 120. Feeling on Manhattan decidedly bearish, but insiders are able to make turns against shorts occasionally.

Buying of Baltimore & Ohio considered very good. People connected with the property are very bullish on it.

No indications of any settlement of Northern Pacific War and no settlement likely for a long time to come. Oregon navigation will probably suspend dividend to use net earnings for construction.

The General Manager of the Associated Press issues a statement to the effect that the despatch cut from Paris yesterday announcing that the Spanish commissioners would break off negotiations was not genuine.

Consols up 3-16. The London market for Americans is strong. The price of Consols is the highest reached since the summer.

The United States intend to pursue the open door policy in the Philippines.

This is looked on as a decidedly friendly act towards Great Britain. The American market is strong owing to the strong belief that inside of a week, Spain will have accepted the terms imposed on her.

Western railroads generally are doing well. The leading lines brought into Chicago last week 6,369,000 bushels of grain, which is over 300,000 more than during the same week of 1897 and over 1,500,000 more than in 1896.

The movement of lard, meat, etc., was also unusually large.

The buying of Peoples Gas yesterday was called good. Insiders maintain that the Company is earning considerably more than 6 p.c. Gas property in a town as large as Chicago should not be dear at 120.

New York, noon, Nov. 22.

The advances at the opening were somewhat violent, owing to the urgent covering of short contracts put out yesterday when the false news in regard to the rupture in regard to negotiations in Paris was received.

Heavy liquidation took place at the advance and inasmuch as the shorts were not excessively large. A decided reaction took place in many stocks in the first half hour.

London houses traded on both sides of the market being heavy sellers of Atchison pfd. and moderate buyers of Northern Pacific and Southern Railway. Good local buying made its appearance in the last named stock giving rise to reports of the declaration of a dividend in the near future.

Traders came to the conclusion that inasmuch as the stock has not had an advance corresponding to the advance of other similar stocks, it was safe to play for a turn on the Bull side of two or three points.

Manhattan and Peoples Gas both displayed considerable strength at the opening the latter advancing to 112, the highest figure touched for a long time.

The move in Manhattan continues unexplained. If trading in it was based on what was known, it would be selling 15 points lower. The trading, however, is really based on several mysterious rumors the sources of none of which can be traced.

After the first hour, the market developed considerable irregularity and Federal Steel became weak.

Commission houses are inclined to recommend buying on all reactions.

MONEY AND EXCHANGE.

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

OVER THE COUNTER. PARIS FRANCS. Sixties.....8 3/4-9 Long5 23 1/2 Demand.....9 3/4-10 Shorts5 21 1/2 Cables.....9 3/4-10 Over Counter.....5 20 N. Y. Fds.....1 1/4-1 1/2 pm.

DOCUMENTARY. NEW YORK. 3 days.....8 1/2 Call money.....2 p.c. 60 days.....8 1/4 St'g Dm.....4 85-1/2 3 days cattle.....8 1/2 p.c. Sixties.....4 82 1/2

ATWATER & DUCLOS,
Advocates,
Barristers and Solicitors,
Standard Chambers, 151 St. James St.,
MONTREAL.
HON. ALBERT W. ATWATER, Q.C., M.P.P.
CHAS. A. DUCLOS.

NEW YORK STOCK MARKET.—November 22, 1898.

	CLOSING PRICES FROM TO NOV. 12 TO 21.										TO-DAY'S PRICES			
	12	14	15	16	17	18	19	21	Open'g	Highest	Lowest	Closing	Bid.	Asked.
Am. Cotton Oil Co.....	33 1/2	33 3/4	33 3/4	33	33 1/2	33 1/2	33	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
" " " Prfd.....	122	123 1/2	121 1/2	122 1/2	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	123 1/2	121 1/2	122 1/2	122 1/2	122 1/2
" Sugar.....	111 1/2	111 1/2	111	111	111	111	112	112	112	112	112	111 1/2	111 1/2	112
" Spirits Mfg. Co.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
" Spirits Mfg Co pfd.....	36	36	36	36	36	36	36	36	36	36	36	36 1/2	36 1/2	36 1/2
" Tobacco.....	139	138 1/2	140 1/2	139	138	137 1/2	138	138 1/2	138 1/2	139 1/2	138 1/2	138 1/2	138 1/2	138 1/2
" Tobacco pfd.....	15 1/2	16	15 1/2	16 1/2	16 1/2	15 1/2	15 1/2	16 1/2	16 1/2	17	16 1/2	16 1/2	16 1/2	16 1/2
Atch T. & S. Fe.....	40	42 1/2	42 1/2	34 1/2	45 1/2	44 1/2	45	47 1/2	46 1/2	47 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Atch T. & S. Fe pfd.....	48	49	49	51 1/2	51 1/2	51 1/2	52 1/2	53 1/2	54	54	53 1/2	54	53 1/2	53 1/2
Baltimore & Ohio.....	68 1/2	68 1/2	67 1/2	68 1/2	68 1/2	69	69	68 1/2	69 1/2	69 1/2	68 1/2	69	69	69 1/2
Bay State Gas.....	41	41 1/2	41 1/2	41 1/2	42	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	42
Brooklyn Rap. Tran.....	83	83	84	84	84	84	83 1/2	84	84	84	84	84 1/2	84 1/2	84 1/2
C.C.C. & St. L.....	54 1/2	54 1/2	54	54	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
Canada Southern.....	23 1/2	23 1/2	23 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	23	22 1/2	22 1/2	22 1/2	23
Chesapeake & Ohio.....	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	15 1/2
Chic. & Great Western.....	119 1/2	119 1/2	118 1/2	119 1/2	120 1/2	118 1/2	118 1/2	118 1/2	119 1/2	119 1/2	118 1/2	119 1/2	119 1/2	119 1/2
Chicago B. & Q.....	113 1/2	113 1/2	112 1/2	113 1/2	113 1/2	112 1/2	112 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Chicago Mil. & St. P.....	107 1/2	107 1/2	107 1/2	107 1/2	108 1/2	107 1/2	108	108 1/2	109 1/2	109 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Chi. Mil. & St. P. pfd.....	107 1/2	107 1/2	107 1/2	107 1/2	108 1/2	107 1/2	108	108 1/2	109 1/2	109 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Chicago R. T. & Pacific.....	135	134 1/2	135 1/2	137 1/2	137 1/2	137 1/2	139 1/2	140 1/2	141 1/2	142	141 1/2	141 1/2	141 1/2	142
Chicago & Northwest.....	17 1/2	17 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
Chic. & Northwest pfd.....	46 1/2	47	47	47	47	47	47	47	47	47	47	47	47	47
Cleveland, Lor. & Wheel'g.....	184	185	183 1/2	183	185 1/2	187	186	187	187 1/2	188	187	187	186	187
" " " Prfd.....	99 1/2	99 1/2	99 1/2	99 1/2	97	95	96	95	95 1/2	97	94 1/2	96	96	96 1/2
Consolidated Gas.....	142	142	142	142	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	143
Delaware & Hudson.....	13	13 1/2	13 1/2	13 1/2	13 1/2	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
Del. Lack. & Western.....	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	83
Denver & Rio Grand Pfd.....	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	109
Erie.....	13	13 1/2	13 1/2	13 1/2	13 1/2	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
General Electric.....	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	83
Glucose Pfd.....	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	109
Illinois Central.....	193	193	193	193	193	193	193	193	193	193	193	193	193	195
Laclede Gas.....	60 1/2	61 1/2	60 1/2	61	60 1/2	60 1/2	60 1/2	60 1/2	61	61 1/2	60 1/2	61 1/2	61 1/2	61 1/2
Louisville & Nashville.....	99 1/2	95 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	96	95 1/2	97 1/2	96 1/2	97 1/2	97 1/2	97 1/2
Manhattan con.....	168	168 1/2	172 1/2	172 1/2	173 1/2	174	174 1/2	175	175 1/2	176 1/2	175 1/2	175 1/2	175 1/2	175 1/2
Met. Street Ry. Co.....	34 1/2	35	34 1/2	33 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34	34 1/2	34 1/2	34 1/2
Missouri Kan. & Tex.....	35 1/2	36 1/2	37 1/2	37 1/2	36 1/2	36 1/2	36 1/2	36 1/2	37	37	36 1/2	36 1/2	36 1/2	36 1/2
Missouri Kan. & T. pfd.....	35 1/2	35 1/2	35 1/2	35 1/2	35	35 1/2	34 1/2	34 1/2	34 1/2	34 1/2	35	34 1/2	34 1/2	35 1/2
Missouri Pacific.....	89 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88	88 1/2	88 1/2	88 1/2	88 1/2	89 1/2	89 1/2	89 1/2
Nat. Lead.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Nat. Lead pfd.....	91	91	91	91	91	91	91	91	91	91	91	91	91	91
New Jersey Central.....	42 1/2	41 1/2	41 1/2	41 1/2	40 1/2	39 1/2	39 1/2	40 1/2	40 1/2	41 1/2	39 1/2	41 1/2	41 1/2	41 1/2
New York Central.....	76 1/2	76 1/2	76 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	74 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Northern Pacific.....	85	84 1/2	84 1/2	85 1/2	85 1/2	84 1/2	84 1/2	86	87	87	86	87	86	86 1/2
Northern Pacific pfd.....	36 1/2	37 1/2	37 1/2	37 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
Oregon Rail. and Nav.....	117 1/2	116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	118 1/2	119 1/2	119 1/2	119 1/2	118 1/2	118 1/2	119 1/2
Pacific Mail.....	107 1/2	106	105 1/2	105 1/2	107 1/2	109	109 1/2	110 1/2	111 1/2	112	110 1/2	111	110 1/2	111
Pennsylvania R. R.....	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
Peo. Gas L. & Coke Co.....	40	41	40 1/2	40 1/2	40 1/2	39 1/2	40	40 1/2	40 1/2	41 1/2	40 1/2	41 1/2	40 1/2	40 1/2
Pullman Palace Car Co.....	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
Reading.....	40 1/2	41	40 1/2	40 1/2	40 1/2	39 1/2	40	40 1/2	40 1/2	41 1/2	40 1/2	41 1/2	40 1/2	40 1/2
" 1st Pfd.....	37 1/2	38 1/2	37 1/2	37 1/2	37 1/2	38	37 1/2	38 1/2	39	40 1/2	38 1/2	40 1/2	40 1/2	40 1/2
" 2nd Pfd.....	14 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	16	16 1/2	16 1/2	15 1/2	16 1/2	16 1/2	16 1/2
Southern Pacific.....	32	31 1/2	30 1/2	31 1/2	30 1/2	30	30	30 1/2	30 1/2	30 1/2	29 1/2	30	30 1/2	30 1/2
Southern Railroad Pfd.....	35	35	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	35	34 1/2	35	34 1/2	35
Texas Pacific.....	69	68 1/2	68	68	68 1/2	67 1/2	67 1/2	67 1/2	68	68 1/2	67 1/2	68 1/2	68 1/2	68 1/2
Tenn. Coal & Iron.....	44	43 1/2	42 1/2	43 1/2	43 1/2	41 1/2	41 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	41 1/2	41 1/2
Third Avenue														