

NEW YORK EXCHANGE.

MARKET STRONG.—SUGAR
THE EXCEPTION.

Granglers and all Standard
Shares Advance.

Metropolitan Traction Sells at 162½

MONEY EASY.

MORNING OPINION.

New York, Oct. 5.

Twenty active stocks advanced .50, making recovery of nearly 1 p.c. in two days. Buying of Flower stocks dominated the whole market till Sugar broke in last hour. Leaders somewhat mixed in views as to the future.

Flower interests talk bullish, others disposed to expect some anxiety to develop over election.

MARKET.

Yesterday's market ignored all outside news. Very little attention was paid to the failure of Tradesmen's Bank, although some short selling resulted from it, and no attention whatever was paid to the additional engagement of gold for shipment to this country.

LONDON

Americans in London steady within a fraction of N. Y. parity. Market featureless. Consols down 1-16. St. Paul up 1.

BROOKLYN RAPID TRANSIT.

The buying of this stock of late has been largely by investors and the Flower party. The increase of earnings for the quarter ending last month is so large that no excuse can be made for the withholding of a dividend. This stock is certain to be on the dividend list the coming year. All competing lines are being fast brought into line and with Metropolitan selling at over 160 after having just increased its stock by an issue of new shares at par making old shares equal to 180 Brooklyn Rapid Transit should be very cheap at present prices.

Some friends of the company had considerable stock out on which they expected to make a turn but finding the difficulty of buying shares they have taken them back as best they could and are now arrayed, on the long side again, a position more in keeping with their real sentiment.

BULLS MORE CONFIDENT.

All the bulls are rather more confident than they have been owing to the evidences which have accumulated during the last two days.

Important interests were working on the Bull side, it is generally admitted that the outlook is clearer, general conditions are of course favorable to higher prices, but the street has several things to worry about. One is the decision of the Supreme Court on the Joint traffic association case.

When the decision will be made, is of course very uncertain.

It may be held over till after election, or for even a longer period. But there will undoubtedly be nervousness on every Monday morning which is the time for the handing down of decisions by the Supreme Court.

So far there has been no indication of what the decision may be. Another cause for uneasiness is the approaching elections. The bears profess to be confident that the democrats will show substantial gains in the West. On the other hand the advocates of higher prices believe that several of the Western states will in their state conventions ignore the Democratic platform.

METROPOLITAN.

Good buying in Metropolitan St. Ry. The stock seems to be nearly all absorbed, and it is difficult to buy except at sharp advances.

BUYERS.

Flower is buying B.R.T. Bell & Co. buying People's Gas caused the advance.

BROOKLYN RAPID TRANSIT.

The heavy buying of B.R.T. by inside interests has revived dividend rumors. The story now is that the stock will be put on a 4 p.c. basis before the end of year, and will sell at 75.

NEW YORK STOCK MARKET.—October 5, 1898.

	CLOSING PRICES FROM SEP. 23 TO OCT. 4.										TO-DAY'S PRICES					
	23	24	26	27	28	29	1	3	4	Open'g	Highest	Lowest	Closing	Bid.	Asked	
American Cotton Oil Co.	38½	37½	36½	35½	36½	35½	34½	37	36	35½	35½	35	35½	35½	35½	
" " " Preferred										115½	115½	112½	113½	113½	113½	
" Sugar	120½	120½	118	119½	120½	117½	116½	118½	115½	115½	115½	112½	113½	113½	113½	
" Sugar pfd.																
" Spirits Mfg. Co.	13	12½		12½	12½	12				12½						
" Spirits Mfg Co pfd.			35		33½	32½	33½	34½						33½	34	
" Tobacco	147½	139½	134	127½	128½	125½	118	122½	126½	128	129½	126½	128	128	128½	
" Tobacco pfd.																
Atch T. & S. Fe		12½	12½	12½	12½	12½	12½	12½	12½					12½	12½	
Atch T. & S. Fe pfd	34½	33½	32½	31½	32	32	31½		32½	33½	34½	33	34	33½	34	
Baltimore & Ohio																
Bay State Gas																
Brooklyn Rap. Tran.	62½	60½	59½	59½	61½	62½	62½	64½	65½	65½	66	65½	66½	66½	66½	
C.C.C. & St. L.							40	39½		40½		40		40½	40	
Canadian Pacific											85			85½	85½	
Canada Southern	52½	53½	53	53	53½	53					52			52½	52½	
Chesapeake & Ohio	22½	22	22½	22½	22½	22	22	21½	22		22			22	22	
Chicago & Great Western	15½	15	14½	14½	14½	14½	14½	14½	14½	14½	14½	15	14½	14½	14½	
Chicago B. & Q.	115½	114½	113	114	113	113	113	114½	114½	114½	115	114½	115	115	115	
Chicago Mil. & St. P.	107½	107	106½	106	106½	106	106	106½	107	107	108	107½	107½	107½	108	
Chi. Mil. & St. P. pfd.																
Chicago R. I. & Pacific	102½	103	101½	100½	101½	100½	100	100½	102	102½	*102½	101½	102½	102½	102½	
Chicago & Northwest	131½	130½		130	130	129	129½	129½	130½	130½	131½	130½	131½	131½	131½	
Chic. & Northwest pfd.																
Cleveland, Lorain & Wheeling	17½	17½	17	15½	16½	16½	17½			17½	17½	17½	17	17	16½	17
" " " Pfd.	52½	52	51½	48½	49½	49½	49½			50	50½	50	47½	47½	47½	47½
" C. C. & St. Louis																
Consolidated Gas	181½	181	179	178½	178	177	170	170	175		176	173	173	173	174	
Delaware & Hudson					106½					106½				106½	107½	
Del. Lack. & Western											151				149	150½
Denver & Rio Grand Pfd																
Erie		13½														
General Electric	48½		47½			179	48	80½	80½		80½	80½		81½	81½	
Illinois Central							113½	112	112½							
Laclede Gas																
Lake Shore															192½	194
Louisville & Nashville	56½	55½	55½	55	55½	54½	54½	54½	55	55½	55½	54½	55	55	55½	
Manhattan con.	97½	96	95½	95½	94½	94½	91	93	94	94½	94½	92½	94	93½	94	
Met. Street Ry. Co.	154½	156	156	157½	157½	157½	157½			158½	158½	162½	158		162½	
Michigan Central																
Missouri Kan. & Tex															11½	11½
Missouri Kan. & T. pfd.		33½	32	32½	32½	32					33	33	33	33	33	33
Missouri Pacific	34	33	32½	32½	32½	32½	31½	31½	31½	33	33	32½	32½	32½	32½	
Nat. Lead							33½	32	32½	32½	32½	32½				32½
Nat. Lead pfd		33½	33½				35	35								32½
New Jersey Central	92		91	91	90½	91					91½					91½
New York Central	116½	115½	116	115½	116	115½	115½			116		116	115½	115½	116	
Northern Pacific	41½		40	40½	41½	41	41½	41½	42	42½	43½	41	41½	41½	41½	
Northern Pacific pfd	77	76½	75½	76½	76	76	76	76½	76½	*76½	76½	75½	76	76	76	