

NEW YORK EXCHANGE.

TOBACCO VERY STRONG.

GRANGERS OPEN STEADY,
BUT SHADE OFF.

LOUISVILLE ADVANCES.

SUGAR OPENS STRONG, THEN
DECLINES.

MARKET.

The Bulls, had reason to be satisfied with the results of last week's market. If there had been any disposition to weakness, severe declines no doubt would have followed such disturbing influences as the decision of the Supreme Court, and the strained relations between Great Britain and France, whilst in all probability, the finishing touch would have been given by the disappointing statement of Burlington for the month of September. However the whole list closed on Saturday slightly higher than on the previous Saturday. The average for 20 active roads was about 1/2 p.c. higher, whilst the industrials owing to the sharp advance in Tobacco showed a gain of 1 1/2.

NEWS.

Erie earnings, month of September net increase, \$49,000.
Minneapolis & St. Louis, month of September, net increase, \$700.
Met. Street Ry. declined on sales by Thomas Reed.
The recent buying of B. Q. seems to be mainly covering of shorts. Selling scattered. Traders are on both sides of the market.
Denver & Rio Grand September gross increase, \$73,621. Net increase, \$51,049.
St. Paul September net increase, \$253,330.
Rogers & Randolph bought 1,000 Louisville and Nashville. Goodhart, Kohn & Co. also bought. This is called good buying, and is probably based on the possibility of a dividend in January.
There was no sugar for sale at the opening and very little doing. Traders sold a few hundred shares.
Goodhart & Hunter, sold L. & N. London at a moderate seller.
Earnings, Pacific Mail, September increase, \$40,000.
Wasserman sold Federal Steel.
Bache & Ullman bought Brooklyn Rapid Transit, Thomas sold. Flower doing nothing.
Strong & Sturgis bought 500 B. Q.
Chesapeake & Ohio Sept. net increase, \$40,000.

TOBACCO.

Believers in Tobacco say it will go higher as plug combination will be a success.
Bears say plug combination can make no money.
The press generally is disposed to take a very bullish view of tobacco as a result of the formation of the Continental Co.
The amount of money which can be saved by relegating the manufacture of plug to one company and the manufacture of cigars to another is said to be very great.

BURLINGTON.

B. Q. statement was poorer than expected. October earnings are understood to be better than Sept., but publication is a month away.
We think that business of B. Q. road in October has been fair.
The B. Q. statement continues to be a good deal of a puzzle to the street. It is difficult to understand why this Board should have lost over \$400,000 in gross earnings in a month in which St. Paul's gross earnings gained almost as much. In spite of the fact that the statement makes an unfavorable comparison with that of last year, the Board is more than earning the difference which it is paying on the common stock.

LONDON.

To-morrow is a holiday in London. (All Souls day) and Bank holiday.
Consequently, there will be no financial or other markets.
To-day speculation is good with Consols steady and Americans 1/2 to 3/4 higher for active issues under lead of St. Paul, Louisville and Pacific. There is no disposition to short Americans in view of the excellent trade conditions of that country.
Foreign Houses have a few scatter-buying orders in Specialties but will

NEW YORK STOCK MARKET.—October 31, 1898.

	CLOSING PRICES FROM OCT. 20 TO 29.									TO-DAY'S PRICES.				Bid.	Asked.
	20	21	22	24	25	26	27	28	29	Open'g	Highest	Lowest	Closing		
American Cotton Oil Co.	35 1/2	36 1/2	36 1/2	37 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	37 1/2	38 1/2	38 1/2
" " Preferred	112 1/2	112 1/2	112 1/2	112 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	113 1/2	113 1/2
" Sugar	112 1/2	112 1/2	112 1/2	112 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	113 1/2	113 1/2
" Sugar pfd.	112 1/2	112 1/2	112 1/2	112 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	113 1/2	113 1/2
" Spirits Mfg. Co.	114	116	122 1/2	126	130 1/2	128 1/2	129	134	136 1/2	137 1/2	143	137 1/2	142	142	142 1/2
" Spirits Mfg Co pfd.	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	12 1/2
" Tobacco	33 1/2	34 1/2	35 1/2	34 1/2	35 1/2	35 1/2	36	35 1/2	35 1/2	35 1/2	36	35 1/2	35 1/2	35 1/2	35 1/2
" Tobacco pfd.	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	12 1/2
Atch T. & S. Fe	33 1/2	34 1/2	35 1/2	34 1/2	35 1/2	35 1/2	36	35 1/2	35 1/2	35 1/2	36	35 1/2	35 1/2	35 1/2	35 1/2
Baltimore & Ohio	64 1/2	64 1/2	65 1/2	64 1/2	65 1/2	65 1/2	65 1/2	66 1/2	66 1/2	66 1/2	67 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Bay State Gas	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39
Brooklyn Rap. Tran.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
C.C.C. & St. L.	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Canadian Pacific	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Canada Southern	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Chesapeake & Ohio	114 1/2	115 1/2	116	115	116	116 1/2	117 1/2	117 1/2	115 1/2	115 1/2	116 1/2	115 1/2	115 1/2	115 1/2	115 1/2
Chicago & Great Western	107 1/2	108 1/2	108 1/2	107 1/2	108	108 1/2	109 1/2	109 1/2	109 1/2	109 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Chicago B. & Q.	101	101 1/2	102	100 1/2	101 1/2	102	103 1/2	102 1/2	103	103	103 1/2	102 1/2	102 1/2	102 1/2	103
Chicago Mil. & St. P.	131 1/2	131 1/2	131 1/2	131 1/2	131	131 1/2	131 1/2	132 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	131 1/2	132
Chi. Mil. & St. P. pfd.	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Chicago R. I. & Pacific	45	45	45	46	45	45 1/2	47	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	47
Chicago & Northwest	175	177 1/2	177 1/2	174	173 1/2	175	177	182	187	186	186 1/2	185 1/2	185 1/2	185 1/2	186 1/2
Chic. & Northwest pfd.	140	141 1/2	141 1/2	141 1/2	140	140	140	140	140	140	140	140	140	140	142
Cleveland, Lorain & Wheeling	140	141 1/2	141 1/2	141 1/2	140	140	140	140	140	140	140	140	140	140	142
" " Pfd.	45	45	45	46	45	45 1/2	47	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	47
Consolidated Gas	175	177 1/2	177 1/2	174	173 1/2	175	177	182	187	186	186 1/2	185 1/2	185 1/2	185 1/2	186 1/2
Delaware & Hudson	140	141 1/2	141 1/2	141 1/2	140	140	140	140	140	140	140	140	140	140	142
Del. Lack. & Western	140	141 1/2	141 1/2	141 1/2	140	140	140	140	140	140	140	140	140	140	142
Denver & Rio Grand Pfd.	140	141 1/2	141 1/2	141 1/2	140	140	140	140	140	140	140	140	140	140	142
Erie	77 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
General Electric	77 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Glucose Pfd	107	107	107	107	107	107	107	107	107	107	107	107	107	107	109
Illinois Central	107	107	107	107	107	107	107	107	107	107	107	107	107	107	109
Laclede Gas	107	107	107	107	107	107	107	107	107	107	107	107	107	107	109
Lake Shore	107	107	107	107	107	107	107	107	107	107	107	107	107	107	109
Louisville & Nashville	54	54 1/2	55 1/2	54 1/2	54 1/2	55 1/2	56 1/2	56 1/2	56 1/2	56 1/2	57 1/2	56 1/2	57 1/2	57 1/2	57 1/2
Manhattan con.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Met. Street Ry. Co.	159 1/2	159 1/2	159 1/2	158 1/2	159 1/2	159 1/2	159 1/2	162	161	162	160 1/2	160 1/2	160 1/2	160 1/2	161 1/2
Michigan Central	159 1/2	159 1/2	159 1/2	158 1/2	159 1/2	159 1/2	159 1/2	162	161	162	160 1/2	160 1/2	160 1/2	160 1/2	161 1/2
Missouri Kan. & Tex	31 1/2	31 1/2	32	31 1/2	32 1/2	32 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Missouri Kan. & T. pfd.	32	32 1/2	33	31 1/2	32 1/2	33	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Missouri Pacific	32	32 1/2	33	31 1/2	32 1/2	33	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Nat. Lead.	31 1/2	31 1/2	32	31 1/2	32 1/2	32 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Nat. Lead pfd	31 1/2	31 1/2	32	31 1/2	32 1/2	32 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
New Jersey Central	86 1/2	86 1/2	87 1/2	85 1/2	86 1/2	88	88 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
New York Central	115 1/2	115 1/2	115 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	115
Northern Pacific	39 1/2	40 1/2	40 1/2	39 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Northern Pacific pfd	74 1/2	75 1/2	75 1/2	74 1/2	75 1/2	75 1/2	75 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2
Omaha	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	81	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	82
Oregon Rail. and Nav.	32	32 1/2	32 1/2	32 1/2	32 1/2	33	33	33 1/2	33 1/2	33 1/2	34	33 1/2	34	33 1/2	34 1/2
Pacific Mail	32	32 1/2	32 1/2	32 1/2	32 1/2	33	33	33 1/2	33 1/2	33 1/2	34	33 1/2	34	33 1/2	34 1/2
Pennsylvania R. R.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	118 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Peo. Gas L. & Coke Co.	103	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	104 1/2	104 1/2	103 1/2	103 1/2	104 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Pullman Palace Car Co.	197	197	197	196	196	196	196	198	198	198	199 1/2	199 1/2	199 1/2	199 1/2	199 1/2
Reading	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	16 1/2
" 1st Pfd.	39	38 1/2	39	38 1/2	39	39	39 1/2	39	39	39	39 1/2	39 1/2	39	39	39 1/2
" 2nd Pfd.	39	38 1/2	39	38 1/2	39	39	39 1/2	39	39	39	39 1/2	39 1/2	39	39	39 1/2
Southern Pacific	8 1/2														