

# NEW YORK EXCHANGE.

# NEW YORK STOCK MARKET.—February 28, 1899.

**STOCKS INACTIVE AND REACTIONARY—STEEL STOCKS THE EXCEPTIONS—SUGAR ERRATIC—GRANAGERS HEAVY.**

New York, Feb. 28.

The market for Americans is dull and almost featureless with the exception of Ontario and Western which is active, at an advance  $\frac{1}{2}$  over our closing prices and apparently Mr. Crocker does not let up in his fight against the Manhattan.

The Board of Aldermen vote to-day on two resolutions, one providing for the enclosure of all the elevated stations the other for the running of trains during all hours of the day and night not more than five minutes apart. The street, however does not believe that the interests of Manhattan Company will really be damaged. A compromise is likely by which Mr. Crocker will get certain concessions for which he has been fighting for some months.

The Conservative element in the Street is not disposed to take much interest in the present market. The fact that the most active stock on the list yesterday was A. S. W., is not considered favorable. The trading in the stock seems to be confined to a few prominent Commission Houses, some of which are connected with inside interests, and some of whom have private wires to Chicago.

The insiders make the most Bullish predictions in regard to the stock, asserting that the earnings are equivalent to at least 10 per cent.

The buying of O. & W. continues to be of excellent character, and people who should know what they are talking about predict that the stock in the near future will sell over 30.

Manhattan is erratic on the fresh attacks by Tammany Hall on the Company. The stockholders meet at noon to-day to vote on the increase of capital and we are not inclined to think that the Tammany attacks present insuperable obstacles to the development of the Company. Among the specialties, the 3rd avenue on further declines has advanced 15 points notwithstanding the emphatic denial of yesterday, of any deal with the Metropolitan. It may be, however, that there is something else in store for this stock and the tape is often a very good prophet.

The industrials have been very active with the Federal Steel and A. S. W. stock in the lead.

A. S. W. common broke rather sharply at the opening while the preferred advanced. Federal Steel has been strong in anticipation of the dividend on the pfd to be declared Friday next. There will be no dividend on the common according to a trustworthy authority. Foreign Houses continue buyers of O. & W. and Pacific Mail on a moderate scale.

	CLOSING PRICES FROM FEB. 20 TO 27						TO-DAY'S PRICES			
	20	21	23	24	25	27	Open	High	Low	Close
Am. Cotton Oil Co.....	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30	35 $\frac{1}{2}$	35	36 $\frac{1}{2}$	35	34 $\frac{1}{2}$	34 $\frac{1}{2}$
" " Pfd.....	138 $\frac{1}{2}$	140 $\frac{1}{2}$	135 $\frac{1}{2}$	134 $\frac{1}{2}$	130	130 $\frac{1}{2}$	139 $\frac{1}{2}$	140 $\frac{1}{2}$	137 $\frac{1}{2}$	137 $\frac{1}{2}$
" Sugar.....	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13	13	.....	12 $\frac{1}{2}$	.....	18	12 $\frac{1}{2}$	12 $\frac{1}{2}$
" Sugar pfd.....	171 $\frac{1}{2}$	171	185 $\frac{1}{2}$	187	187 $\frac{1}{2}$	185	185	180	182 $\frac{1}{2}$	184 $\frac{1}{2}$
" Spirits Mfg. Co.....	23 $\frac{1}{2}$	24 $\frac{1}{2}$	24	23 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$				
" Spirits Mfg Co pfd.....	68 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	64 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$				
" Tobacco.....	71	71 $\frac{1}{2}$	73 $\frac{1}{2}$	73	.....	73	.....	.....	.....	73
" Tobacco pfd.....	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
Atch T. & S. Fo.....	98 $\frac{1}{2}$	96 $\frac{1}{2}$	95 $\frac{1}{2}$	95	93 $\frac{1}{2}$	94 $\frac{1}{2}$	95	95 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Atch T. & S. Fopfd.....	60 $\frac{1}{2}$	61 $\frac{1}{2}$	60	.....	.....	.....	.....	.....	.....	.....
Baltimore & Ohio.....	90 $\frac{1}{2}$	.....	.....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	.....	.....	90 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$
Bay State Gas.....	59 $\frac{1}{2}$	59 $\frac{1}{2}$	60	59	59 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	59	58	58 $\frac{1}{2}$
Brooklyn Rap. Tran.....	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28	28
C.C.C. & St. L.....	10 $\frac{1}{2}$	10 $\frac{1}{2}$	16 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$					
Canadian Pacific.....	146 $\frac{1}{2}$	147 $\frac{1}{2}$	145 $\frac{1}{2}$	143 $\frac{1}{2}$	144 $\frac{1}{2}$	146	146	146	141 $\frac{1}{2}$	141 $\frac{1}{2}$
Canada Southern.....	132 $\frac{1}{2}$	132 $\frac{1}{2}$	131	130 $\frac{1}{2}$	130	130 $\frac{1}{2}$	131 $\frac{1}{2}$	131 $\frac{1}{2}$	129 $\frac{1}{2}$	129 $\frac{1}{2}$
Chesapeake & Ohio.....	121 $\frac{1}{2}$	121 $\frac{1}{2}$	120	119	118 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{1}{2}$	118	118
Chi. & Great Western.....	150 $\frac{1}{2}$	150 $\frac{1}{2}$	149 $\frac{1}{2}$	148 $\frac{1}{2}$	147 $\frac{1}{2}$	146 $\frac{1}{2}$	.....	148 $\frac{1}{2}$	148	148
Chicago B. & Q.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Mil. & St. P.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago R. I. & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Northwest.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clevel'd, Lor. & Wheel'g.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consolidated Gas.....	205 $\frac{1}{2}$	208 $\frac{1}{2}$	209 $\frac{1}{2}$	207 $\frac{1}{2}$	219 $\frac{1}{2}$	218	217 $\frac{1}{2}$	217 $\frac{1}{2}$	212	212
Delaware & Hudson.....	113 $\frac{1}{2}$	114 $\frac{1}{2}$	113 $\frac{1}{2}$	113	112 $\frac{1}{2}$	113 $\frac{1}{2}$	113	113	112	112
Del. Lack. & Western.....	161	161 $\frac{1}{2}$	161	161	.....	160 $\frac{1}{2}$	.....	160	158	158
Denver & Rio Grand Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General Electric.....	113 $\frac{1}{2}$	114 $\frac{1}{2}$	114	112 $\frac{1}{2}$	.....	113	113 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$
Glucose Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fed. Steel Com.....	51 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	52 $\frac{1}{2}$	53	53 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$
" " pfd.....	88 $\frac{1}{2}$	88	88	89 $\frac{1}{2}$	87 $\frac{1}{2}$	88 $\frac{1}{2}$	89	90	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville.....	66 $\frac{1}{2}$	65 $\frac{1}{2}$	66 $\frac{1}{2}$	66	65 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	64 $\frac{1}{2}$	65
Manhattan con.....	113 $\frac{1}{2}$	113	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$	112	112 $\frac{1}{2}$
Met. Street Ry. Co.....	247	245	244	244 $\frac{1}{2}$	246	243 $\frac{1}{2}$	243 $\frac{1}{2}$	244	240	242
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd.....	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$	39 $\frac{1}{2}$	39	40 $\frac{1}{2}$	40 $\frac{1}{2}$	41 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Missouri Pacific.....	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47	46 $\frac{1}{2}$	46	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$
Nat. Lead.....	36 $\frac{1}{2}$	36 $\frac{1}{2}$	.....	36 $\frac{1}{2}$	36 $\frac{1}{2}$	.....	.....	.....	.....	36
Nat. Lead pfd.....	.....	.....	72 $\frac{1}{2}$	.....	.....	.....	.....	.....	.....	.....
New Jersey Central.....	104 $\frac{1}{2}$	108 $\frac{1}{2}$	109 $\frac{1}{2}$	110 $\frac{1}{2}$	109	109 $\frac{1}{2}$	.....	110 $\frac{1}{2}$	109	109
New York Central.....	139 $\frac{1}{2}$	139 $\frac{1}{2}$	137 $\frac{1}{2}$	137 $\frac{1}{2}$	137	137	137	137	136 $\frac{1}{2}$	136 $\frac{1}{2}$
Northern Pacific.....	54 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	52 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	54 $\frac{1}{2}$	52 $\frac{1}{2}$	53
Northern Pacific pfd.....	80 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$	79	79
Omaha.....	93 $\frac{1}{2}$	.....	.....	93	93	93	.....	.....	.....	93
Oregon Rail. and Nav.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Mail.....	51 $\frac{1}{2}$	53	52 $\frac{1}{2}$	52 $\frac{1}{2}$	51 $\frac{1}{2}$	51	51 $\frac{1}{2}$	52 $\frac{1}{2}$	50 $\frac{1}{2}$	51
Pennsylvania R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poo. Gas L. & Coke Co.....	116 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114	114 $\frac{1}{2}$	.....	114 $\frac{1}{2}$	113	113
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	22 $\frac{1}{2}$	23 $\frac{1}{2}$	22	23	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23	2 $\frac{1}{2}$	22 $\frac{1}{2}$
" 1st Pfd.....	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	63 $\frac{1}{2}$	63 $\frac{1}{2}$	63	64 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$
" 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Railroad Pfd.....	51 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50	50	50 $\frac{1}{2}$	50	50	49 $\frac{1}{2}$	49 $\frac{1}{2}$
Texas Pacific.....	70 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$	70	70 $\frac{1}{2}$	70 $\frac{1}{2}$	.....	70	69 $\frac{1}{2}$	69 $\frac{1}{2}$
Tenn. Coal & Iron.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Third Avenue R. R.....	44 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	46	42 $\frac{1}{2}$	44 $\frac{1}{2}$
Union Pacific.....	49 $\frac{1}{2}$	49 $\frac{1}{2}$	48 $\frac{1}{2}$	47 $\frac{1}{2}$	48	48 $\frac{1}{2}$	48 $\frac{1}{2}$	49 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Union Pacific pfd.....	82 $\frac{1}{2}$	81 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	81	79 $\frac{1}{2}$	79 $\frac{1}{2}$
U. S. Rubber.....	53 $\frac{1}{2}$	54	53 $\frac{1}{2}$	54	53 $\frac{1}{2}$	52 $\frac{1}{2}$	53	53	52	5 $\frac{1}{2}$
*U. S. Rubber pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather pfd.....	71 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$	71 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash pfd.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	22	22				
W. U. Telegraph.....	95 $\frac{1}{2}$	95 $\frac{1}{2}$	94 $\frac{1}{2}$	94 $\frac{1}{2}$	94 $\frac{1}{2}$	95	94 $\frac{1}{2}$	94 $\frac{1}{2}$	84 $\frac{1}{2}$	94 $\frac{1}{2}$

\*Ex-Div. 1 p.c. †Ex-Div. 2. ‡Ex-D. 3 p.c. §On new basis. ¶Ex-D. 2 p.c. \*Ex-D. †Ex-D. 1 $\frac{1}{2}$  p.c. ‡Ex-D. 1 $\frac{1}{2}$  p.c. §Ex-D. 3 $\frac{1}{2}$  p.c.

## MONEY AND EXCHANGE.

Money on call from Banks to Brokers 4 $\frac{1}{2}$ %.	
<b>OVER THE COUNTER.</b>	<b>PARIS FRANCE.</b>
Sixties.....9 $\frac{1}{2}$ - $\frac{1}{2}$	Long.....5 18 $\frac{1}{2}$
Demand.....9 $\frac{1}{2}$ - $\frac{1}{2}$	Shorts.....5 16 $\frac{1}{2}$ -
Cables.....9 $\frac{1}{2}$ - $\frac{1}{2}$	
N. Y. Fds..... $\frac{1}{2}$ - $\frac{1}{2}$ pm.	
<b>DOCUMENTARY.</b>	<b>NEW YORK.</b>
3 days.....9 $\frac{1}{2}$ - $\frac{1}{2}$	Call money.....2 $\frac{1}{2}$ p.c.
60 days.....9 $\frac{1}{2}$ - $\frac{1}{2}$	St'g Dm.....4 86 $\frac{1}{2}$ -
days cattle.....9 $\frac{1}{2}$ - $\frac{1}{2}$	Sixties.....4 84 $\frac{1}{2}$ -

## LONDON CABLE.