

**NEW YORK.**

**INDUSTRIALS STRONG — STEEL ADVANCES AND CLOSES FIRM — N. P. A STRONG FEATURE — MARKET ACTS NERVOUS ON REPORTS OF RATE CUTTING.**

New York, Jan. 30.

Cables report the foreign markets as strong. Americans are fairly active at prices somewhat above our closing of Saturday. Reading is the leader in the upward movement, on report of an advance of 25 cents per ton in the selling price of anthracite coal in the West.

The New York Herald had a long article yesterday in regard to the anthracite coal situation, the upshot of which was that the recent advances which have taken place in the price of coal, made a material difference in the prosperity of the various anthracite coal carrying roads and should result in a considerable enhancement in the value of these securities.

Mr. Carley is out with another long letter in regard to Panhandle, in which he says that he feels so Bullish on the stock that he is almost afraid to predict the price at which it will go to. His contention is that the net earnings of the Company during the past year have been applied to improvements for the road, whereas, according to a previous agreement, certain bonds should have been sold to provide the funds for these improvements.

The principal Bullish factor in the situation continues to be the plethoric condition of the money market. Saturday's Bank Statement was a complete surprise in Wall Street, the general belief prior to its publication being that there would be a small decrease in the surplus reserve.

The stock market has been very irregular all morning. A good deal of pressure in the Vanderbilt stocks and some little in the Grangers. Noteworthy advances have taken place in Soo Railway preferred and Northern Pacific common. The Vanderbilt specialties reflect the disappointment following Mr. Vanderbilt's rather dubious denial of the rumored deal but it can be relied on that some similar project will be put through. The advance in Northern Pacific has been partly on dividend talk and partly on the project for the simplification of the company's capitalization to which we referred to some time ago.

London traded heavily on both sides of the local market, but at this time it is hard to say what the foreign dealings will amount to on balance. The general tone of the market is accounted rather disappointing in view of Saturday's Bank Statement which it would appear was utilized as a good opportunity for heavy general liquidation. Amongst the industrials, Federal Steel common and preferred were the strong features, and par is talked of for the preferred before the dividend is declared.

Sugar has had a sharp rise notwithstanding the denial by the Sugar people of the rumors that any deal was arranged with the Independent Refineries.

**CANADIAN PACIFIC RAILWAY.**

The earnings of this Road for 1898, were:

Gross earnings..... \$26,138,977.13  
Working expenses..... 15,663,605.51

Net profits..... \$10,475,371.62  
" 1897..... 10,303,775.89

Increase..... \$171,595.73

Gross earnings, Dec. 1898.. 2,671,116.67  
Working expenses..... 1,392,005.56

Net profits..... 1,279,111.11  
" 1897..... 1,053,454.49

Increase, 1898..... \$225,656.62

**BRITISH COLUMBIA MINING STOCKS**

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**NEW YORK STOCK MARKET.—January 30, 1899.**

	—CLOSING PRICES FROM JAN. 21 TO 27.—						—TO-DAY'S PRICES—			
	21	23	24	25	26	27	Open'g	Highest	Lowest	Closing
Am. Cotton Oil Co.....	36	35½	36½	36	36	35¾	36½	37¼	36	37¼
" " Pfd.....										
" Sugar.....	131	130	131½	133	134	135	135	137	135	135
" Sugar pfd.....										
" Spirits Mfg. Co.....	13½		13½							
" Spirits Mfg Co pfd.....		38½				38				
" Tobacco.....	148	147½	147½	146½	146½	145	146	149	146	146
" Tobacco pfd.....										
Atch T. & S. Fe.....	23	22½	23	23	22½	22	23	23	22	22
Atch T. & S. Fe pfd.....	63	61½	63	63	62	62	62	62	61	61
Baltimore & Ohio.....	68	72	72	74	74	79				
Bay State Gas.....	6	6	6	7	7	7	7	7	7	7
Brooklyn Rap. Tran.....	90	89	91	92	93	93	93	94	92	93
C.C.C. & St. L.....	55	55	61	60	59	59	59	58	57	57
Canadian Pacific.....	85						86		87	86
Canada Southern.....	63	60	62	60	62	61	61	61	59	60
Chesapeake & Ohio.....	27	27	29	30	29	29	29	29	28	29
Chic. & Great Western.....	18	17	17	17	17	17	17	18	17	17
Chicago B. & Q.....	137	136	138	138	138	138	137	138	136	137
Chicago Mil. & St. P.....	128	126	127	129	129	128	129	129	128	129
Chi. Mil. & St. P. pfd.....										
Chicago R. I. & Pacific.....	120	118	119	120	121	120	120	120	119	119
Chicago & Northwest.....	151	149	151	151	150		149	149	148	148
Chic. & Northwest pfd.....										
Clevel'd, Lor. & Wheel'g.....										
" " Pfd.....										
" C. C. & St. Louis.....										
Consolidated Gas.....	191		192	190	191	191	191	198	191	196
Delaware & Hudson.....	116	115	115	115	115		115	115	114	114
Del. Lack. & Western.....			161							
Denver & Rio Grand Pfd.....										
Erie.....		15		15	15					
General Electric.....	106	107	109	112	112	111	111	111	110	110
Glucose Pfd.....			119			120				
Fed. Steel Com.....							53			
" " pfd.....							87			
Lake Shore.....										
Louisville & Nashville.....	67	66	67	67	68	68	67	68	6	66
Manhattan con.....	115	114	116	116	116	115	116	116	113	113
Met. Street Ry. Co.....	198	197	208	217	216	217	218	219	217	218
Michigan Central.....										
Missouri Kan. & Tex.....						38		40	38	39
Missouri Kan. & T. pfd.....	38	36	38	38	38					
Missouri Pacific.....	47	48	48	47	47	47	47	48	47	47
Nat. Lead.....	38	37	38	38	38	38	38	38	38	38
Nat. Lead pfd.....										
New Jersey Central.....	104	103	103	104	103		102	103	102	102
New York Central.....	137	134	138	137	136	135	135	135	134	134
Northern Pacific.....	49	47	49	50	50	51	53	53	52	52
Northern Pacific pfd.....	80	79	80	79	80	80	81	81	80	80
Omaha.....	97	97	97	98	97	98				
Oregon Rail. and Nav.....										
Pacific Mail.....	46	46	49	51	52	54	54	55	54	54
Pennsylvania R. R.....		135				135				
Peo. Gas L. & Coke Co.....	112	112	114	116	117	116	116	116	115	115
Pullman Palace Car Co.....										
Reading.....	24	23	24	24	23	23	24	24	23	23
" 1st Pfd.....	64	61	63	63	62	63	65	65	63	63
" 2nd Pfd.....										
Southern Pacific.....	48	47	47	49						
Southern Railroad Pfd.....	45				49	49	51	51	50	50
Texas Pacific.....	18	17	17	18	18			19	18	18
Tenn. Coal & Iron.....	39	39	42	45	47	46	47	47	45	45
Third Avenue R. R.....										
Union Pacific.....	48	46	48	48	47	47	47	48	46	47
Union Pacific pfd.....	81	78	81	82	80	81	80	81	80	80
U. S. Rubber.....	46	46	49	51	52	53	53	53	52	52
*U. S. Rubber pfd.....	116									
U. S. Leather.....	74	73						74	73	73
U. S. Leather pfd.....		71	73	73	73	73	74			
Wabash.....		23						24	23	23
Wabash pfd.....	24		24	24	23	23	24			
W. U. Telegraph.....	97	96	97	96	96	96	98	97	96	96

\*Ex-Div. 1 p.c. †Ex-Div. 2½. ‡Ex-D. 3 p.c. §On new basis. ||Ex-D. 2 p.c. °Ex-D. 1½ p.c. ¶Ex-D. 1 p.c.

**CHICAGO MARKET—January 30, 1899.**

FROM OUR SPECIAL CORRESPONDENT.

	—CLOSING PRICES JAN. 24 TO 28.—					—TO-DAY'S PRICES.—			
	24	25	26	27	28	Opening	Highest	Lowest	Closing
Wheat—									
Jan.....		72	74						
May.....	73	75	77	78	77	77	77	76	76
July.....	70	71	75	75	74	74	75	74	74
Corn—									
May.....	37	38	38	39	38	38	38	38	38
July.....	38	38	39	39	39	39	39	38	38
Oats—									
May.....	27	28	28	28	28	28	28	28	28
July.....	26	26	26	27	26	26	26	26	26
Pork—									
Jan.....	10 30	10 22	10 32	10 40	10 35	10 42			10 42
May.....	10 42	10 42	10 57	10 65	10 60	10 65	10 67	10 50	10 52
Lard—									
Jan.....	5 67	5 65	5 67	5 57	5 77	5 77	5 77	5 70	5 70
May.....	5 87	5 87	5 87	5 92-5	5 95	5 97	5 97	5 87	5 90
Sht ribs—									
Jan.....	5 00	5 00	5 02	5 10	5 10	5 12	5 12	5 05	5 05
May.....	5 17	5 15	5 17	5 25	5 25	5 35	5 30	5 17-20	5 20-2
July.....	5 30	5 25	5 30	5 35	5 37	5 35	5 37	5 32	5 32

NOTICE—The Chicago Puts and Calls will be discontinued on account of local litigation until further notice.

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**CHICAGO.**

**VISIBLE SUPPLY INCREASES OVER 1/2 A MILLION — WHEAT ACTS NERVOUS AND CLOSES LOWER — CABLES DISAPPOINTING.**

Chicago Jan. 30.

Wheat opened very nervous and erratic this morning the bidding on the curb was feverish and excited at an advance of 1/4 to 1/2 a point. The cables received from Liverpool and the continent were of a steady nature at a decline of half a cent about corresponding to our weakness of Saturday. The general public are seemingly awaiting the issue of the visible supply and operators themselves are in such a nervous state and so easily scared that they run to cover on the