

NEW YORK EXCHANGE.

NEW YORK STOCK MARKET.—April 11, 1899.

**SENTIMENT BECOMES BULLISH—
BANKS CEASE DISCRIMINATING
—MONEY EASIER.**

New York, April 11.

The London market this morning is said to be dull and displays few features of interest, prices generally are slightly better than our close, advances ranging from $\frac{1}{8}$ to $\frac{3}{8}$ p.c.

The maximum advance is scored in St. Paul. There is said to be some little speculative buying of this stock stimulated by the good showing for 1st week in April. London has not been an important factor in our market for some time past, but for the last few days they have been moderate buyers of stocks, most of their purchases being to cover shorts on this side. London now is not a large borrower of stocks in this market, in fact, the short interest in this market as compared to the recent tremendous operations here is very small.

Yesterday's market was of a very irregular character, the Vanderbilts were the leaders in respect to strength and there was the same old talk about a deal in which Big Four, C. & O., and N.Y. Central, were interested. There was fairly good buying of Big Four and it was strong throughout the day. The Grangers displayed rather a halting tendency, awaiting publication of government crop report. The report gives the condition of winter wheat at 77.9 against 86.7 last year, the acreage, however, is largely in excess of last year.

Consolidated Gas was one of the weakest stocks, declining nearly 10 points on light sales. Holders are beginning to be extremely apprehensive about the 90-cent gas bill, and there is little disposition to buy it while there is any possibility of this bill going through.

While there has unquestionably been a great deal of liquidation during the last few days, the technical position of this market is still a very weak one. Yesterday the banks were a little less inclined to discriminate against the Industrials than they were last week, and consequently the money market had the appearance of being considerably easier. The floating supply of these Industrial stocks, however, is still tremendous and is a constant menace to speculation.

TORONTO STREET EARNINGS.

Apr. 1,	4,689.67	..... Inc.	1,301.56
" 2,	1,662.43	..... "	738.00
" 3,	1,729.99	..... "	998.74
" 4,	3,022.18	..... "	948.69
" 5,	3,354.29	..... "	489.10
" 6,	3,431.51	..... Dec.	38.79

TWIN CITY RAPID TRANSIT CO.

WEEKLY EARNINGS.			
1899.		1898.	
Feb. 7,	\$42,491.30	\$37,460.75	Inc. \$5,031.55
" 14,	41,921.90	37,496.50	" 4,425.45
" 21,	44,038.25	37,391.30	" 6,643.90
" 28,	42,662.30	38,404.45	" 4,257.85
Mar. 7,	42,768.90	38,323.55	" 4,445.35
" 14,	36,855.15	37,208.55	Dec. 353.40
" 21,	43,978.05	38,844.75	Inc. 5,133.90
" 31,	65,239.85	54,471.30	" 10,828.55

—CLOSING PRICES FROM APR. 4 TO APR. 10—

	CLOSING PRICES FROM APR. 4 TO APR. 10—						TO-DAY'S PRICES			
	4	5	6	7	8	10	Open's	High's	Low's	Closing
Air Brake.....	188	181 $\frac{1}{2}$	181 $\frac{1}{2}$	167	.....	.....	.....	.....	.....	.....
Am. Cotton Oil Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Sugar.....	167	166 $\frac{1}{2}$	162 $\frac{1}{2}$	100	158 $\frac{1}{2}$	157 $\frac{1}{2}$	167	163 $\frac{1}{2}$	167	163 $\frac{1}{2}$
" Spirits Mfg. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Steel Wire.....	67 $\frac{1}{2}$	70	64 $\frac{1}{2}$	64 $\frac{1}{2}$	62 $\frac{1}{2}$	63 $\frac{1}{2}$	63	65	62 $\frac{1}{2}$	65
" Tobacco.....	228 $\frac{1}{2}$	224	224	221	220	221	220	225	220	225
Atch T. & S. Fo.....	21 $\frac{1}{2}$	.....	21 $\frac{1}{2}$	20 $\frac{1}{2}$	21 $\frac{1}{2}$	20 $\frac{1}{2}$	.....	21 $\frac{1}{2}$	20 $\frac{1}{2}$	21 $\frac{1}{2}$
Atch T. & S. Fopfd.....	62	62 $\frac{1}{2}$	61	61 $\frac{1}{2}$	61 $\frac{1}{2}$	59 $\frac{1}{2}$	60 $\frac{1}{2}$	61 $\frac{1}{2}$	60 $\frac{1}{2}$	61 $\frac{1}{2}$
Baltimore & Ohio.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay State Gas.....	.....	.....	.....	.....	3 $\frac{1}{2}$	.....	.....	.....	.....	.....
Brooklyn Rap. Tran.....	128 $\frac{1}{2}$	131 $\frac{1}{2}$	129 $\frac{1}{2}$	114 $\frac{1}{2}$	118 $\frac{1}{2}$	116	117 $\frac{1}{2}$	125 $\frac{1}{2}$	117	124 $\frac{1}{2}$
C.C.C. & St. L.....	59	60	58	59 $\frac{1}{2}$	60 $\frac{1}{2}$	62 $\frac{1}{2}$	63	63 $\frac{1}{2}$	62 $\frac{1}{2}$	63
Canadian Pacific.....	87 $\frac{1}{2}$	.....	.....	.....	85 $\frac{1}{2}$	.....	.....	.....	.....	.....
Canada Southern.....	.....	60	58 $\frac{1}{2}$	.....	57 $\frac{1}{2}$	58	59 $\frac{1}{2}$	.....	.....	59 $\frac{1}{2}$
Chesapeake & Ohio.....	27 $\frac{1}{2}$	.....	27 $\frac{1}{2}$	28 $\frac{1}{2}$	26 $\frac{1}{2}$	27 $\frac{1}{2}$	28 $\frac{1}{2}$	29 $\frac{1}{2}$	28	28
Chic. & Great Western.....	16 $\frac{1}{2}$	16 $\frac{1}{2}$	10	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15	15 $\frac{1}{2}$
Chicago B. & Q.....	143 $\frac{1}{2}$	145 $\frac{1}{2}$	142 $\frac{1}{2}$	142 $\frac{1}{2}$	142	140 $\frac{1}{2}$	140 $\frac{1}{2}$	143 $\frac{1}{2}$	140 $\frac{1}{2}$	143 $\frac{1}{2}$
Chicago Mil. & St. P.....	127 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	127	126 $\frac{1}{2}$	126	126 $\frac{1}{2}$	128	126 $\frac{1}{2}$	128
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago R. I. & Pacific.....	118 $\frac{1}{2}$	118 $\frac{1}{2}$	117 $\frac{1}{2}$	117	116 $\frac{1}{2}$	116	115 $\frac{1}{2}$	117 $\frac{1}{2}$	115 $\frac{1}{2}$	117 $\frac{1}{2}$
Chicago & Northwest.....	159 $\frac{1}{2}$	159	158 $\frac{1}{2}$	157 $\frac{1}{2}$	159 $\frac{1}{2}$	159 $\frac{1}{2}$	159 $\frac{1}{2}$	162 $\frac{1}{2}$	159 $\frac{1}{2}$	162 $\frac{1}{2}$
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consolidated Gas.....	202	201	195 $\frac{1}{2}$	194	193	185	195	191 $\frac{1}{2}$	185	188 $\frac{1}{2}$
Continental Tobacco.....	56 $\frac{1}{2}$	57 $\frac{1}{2}$	56	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	61	54 $\frac{1}{2}$	61
Delaware & Hudson.....	117 $\frac{1}{2}$	117 $\frac{1}{2}$	116	116 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	.....	118 $\frac{1}{2}$	118	118
Del. Lack. & Western.....	178 $\frac{1}{2}$	178	174	170	174	168	.....	.....	.....	174
Denver & Rio Grand Pfd.....	75 $\frac{1}{2}$	.....	74 $\frac{1}{2}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$	.....	.....	.....	.....	.....
Erie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
General Electric.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	113 $\frac{1}{2}$	115	114 $\frac{1}{2}$	115 $\frac{1}{2}$	116	115	116
Glucose Pfd.....	70	70	69	68	67	66 $\frac{1}{2}$	.....	.....	.....	.....
Fed. Steel Com.....	69 $\frac{1}{2}$	69 $\frac{1}{2}$	65	63 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60	63 $\frac{1}{2}$	60	63 $\frac{1}{2}$
" " pfd.....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	87	85 $\frac{1}{2}$	84	83 $\frac{1}{2}$	82 $\frac{1}{2}$	85 $\frac{1}{2}$	82 $\frac{1}{2}$	85 $\frac{1}{2}$
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville.....	65 $\frac{1}{2}$	65 $\frac{1}{2}$	65	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$	65 $\frac{1}{2}$	64 $\frac{1}{2}$	65 $\frac{1}{2}$
Manhattan con.....	128 $\frac{1}{2}$	124	120	117 $\frac{1}{2}$	116 $\frac{1}{2}$	116	116 $\frac{1}{2}$	119 $\frac{1}{2}$	116	119 $\frac{1}{2}$
Met. Street Ry. Co.....	259	258 $\frac{1}{2}$	250	246 $\frac{1}{2}$	249	247 $\frac{1}{2}$	247	249	244 $\frac{1}{2}$	247
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd.....	41	40 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	41 $\frac{1}{2}$	39 $\frac{1}{2}$	41 $\frac{1}{2}$
Missouri Pacific.....	51	51 $\frac{1}{2}$	49 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	50 $\frac{1}{2}$	48 $\frac{1}{2}$	50 $\frac{1}{2}$
Nat. Lead.....	35 $\frac{1}{2}$	36 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	35	34	.....	.....	.....	35 $\frac{1}{2}$
Nat. Lead pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey Central.....	120 $\frac{1}{2}$	120 $\frac{1}{2}$	118 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$	120	118 $\frac{1}{2}$	120
New York Central.....	140 $\frac{1}{2}$	141 $\frac{1}{2}$	139 $\frac{1}{2}$	138 $\frac{1}{2}$	133 $\frac{1}{2}$	139 $\frac{1}{2}$	139 $\frac{1}{2}$	142	139 $\frac{1}{2}$	141 $\frac{1}{2}$
Northern Pacific.....	52	52 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	52 $\frac{1}{2}$	51 $\frac{1}{2}$	52
Northern Pacific pfd.....	78 $\frac{1}{2}$	79 $\frac{1}{2}$	78 $\frac{1}{2}$	77 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	79	78 $\frac{1}{2}$	79
Omaha.....	96	.....	94 $\frac{1}{2}$	94 $\frac{1}{2}$	.....	95 $\frac{1}{2}$	.....	.....	.....	96
Ontario & Western.....	27 $\frac{1}{2}$	28	26 $\frac{1}{2}$	26 $\frac{1}{2}$	27	26 $\frac{1}{2}$	26 $\frac{1}{2}$	27 $\frac{1}{2}$	26 $\frac{1}{2}$	27 $\frac{1}{2}$
Pacific Mail.....	52	51 $\frac{1}{2}$	50	49 $\frac{1}{2}$	49 $\frac{1}{2}$	50	50 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$
Pennsylvania R. R.....	134	134 $\frac{1}{2}$	133	133	132 $\frac{1}{2}$	132	132 $\frac{1}{2}$	133 $\frac{1}{2}$	132 $\frac{1}{2}$	133 $\frac{1}{2}$
Peo. Gas L. & Coke Co.....	127 $\frac{1}{2}$	126 $\frac{1}{2}$	123 $\frac{1}{2}$	118 $\frac{1}{2}$	118 $\frac{1}{2}$	119 $\frac{1}{2}$	120 $\frac{1}{2}$	124 $\frac{1}{2}$	120 $\frac{1}{2}$	124 $\frac{1}{2}$
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	24 $\frac{1}{2}$	24 $\frac{1}{2}$	23 $\frac{1}{2}$	22 $\frac{1}{2}$	24	23 $\frac{1}{2}$	.....	24 $\frac{1}{2}$	24	24 $\frac{1}{2}$
" 1st Pfd.....	66 $\frac{1}{2}$	66 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	65	64 $\frac{1}{2}$	65	67 $\frac{1}{2}$	65	66 $\frac{1}{2}$
" 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific.....	34 $\frac{1}{2}$	34 $\frac{1}{2}$	33 $\frac{1}{2}$	.....	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$	34 $\frac{1}{2}$	33 $\frac{1}{2}$	34 $\frac{1}{2}$
Southern Railroad Pfd.....	51 $\frac{1}{2}$	51	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$
Twin City.....	69	69 $\frac{1}{2}$	68 $\frac{1}{2}$	67 $\frac{1}{2}$	69 $\frac{1}{2}$	.....	.....	69 $\frac{1}{2}$	68 $\frac{1}{2}$	69 $\frac{1}{2}$
Texas Pacific.....	23	23 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	.....	.....	.....	23
Tenn. Coal & Iron.....	60	59 $\frac{1}{2}$	56 $\frac{1}{2}$	57	56 $\frac{1}{2}$	56 $\frac{1}{2}$	.....	58	56 $\frac{1}{2}$	58
Third Avenue R. R.....	231	221	222	.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	47 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	48 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$
Union Pacific pfd.....	80	80 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$	79 $\frac{1}{2}$	80 $\frac{1}{2}$
U. S. Rubber.....	53 $\frac{1}{2}$	54 $\frac{1}{2}$	51 $\frac{1}{2}$	50	50	49	.....	50	49 $\frac{1}{2}$	49 $\frac{1}{2}$
U. S. Rubber pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. S. Leather pfd.....	76 $\frac{1}{2}$	76	73	72 $\frac{1}{2}$	73	71 $\frac{1}{2}$	72	73 $\frac{1}{2}$	72	73
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash pfd.....	24 $\frac{1}{2}$	25	23 $\frac{1}{2}$	23 $\frac{1$						