

# NEW YORK EXCHANGE.

BUSINESS QUIET, OF AN EVENING. P NATI RE-S GAR WEAK STOCKS LOWER GENERALLY—ST. PAUL AGAIN SHOWS GOOD EARNINGS

RANGE FROM DEC. 10TH TO DEC 16TH INCLUSIVE.

	HIGH.	LOW.	CLOSE.
Sugar	135 3/4	123 1/2	124 1/2
Tobacco	145 1/2	139 1/2	141 1/2
Brooklyn R. Transit	74 1/2	72 1/2	73
Chicago B. & Q.	123 1/2	120 1/2	122
“ Mil. & St. P.	117 1/2	115 1/2	116 1/2
“ R. I. & Pac.	111 1/2	109 1/2	109 3/4
“ & Northwest.	143 1/2	137 1/2	141 1/2
Consolidated Gas	195 1/2	190	190 1/2
General Electric	95	87	93 1/2
Manhattan con.	100 1/2	98 1/2	97 1/2
Met. Street Ry. Co.	194 1/2	190 1/2	191 1/2
N. Y. Central	124 1/2	119	124
Northern Pacific	42 1/2	40 1/2	41 1/2
“ Pfd.	77 1/2	75 1/2	76 1/2
Omaha	94	86	91 1/2
Peoples Gas	110 1/2	108 1/2	109 1/2
Tenn. Coal & Iron	34 1/2	31 1/2	34
Union Pacific	39 1/2	38 1/2	38 1/2
“ Pfd.	72 1/2	70 1/2	71 1/2
U. S. Rubber	48	42 1/2	43
U. S. Rubber Pfd.	113 1/2	109	110 1/2
U. S. Leather Pfd.	70 1/2	68 1/2	69 1/2

\*Ex-div.

## GOSSIP.

As the week has drawn near its close it may be noted that the talk of a speculative reaction has increased. This talk has been in inverse ratio to the decline in the volume of business of stock. Considering the extent of the realization of profits which has been going on and the persistent warning against over exuberance in speculation the rest of the list must have given an excellent account of itself.

Its a matter of fact the situation has been kept healthy as we pointed out yesterday by the daily reactions. Setbacks and hesitations which have prevented a wild and continuous rush upward thereby lessening the danger of an equally wild and continuous rush downward.

There has been more speculative enthusiasm over the other stocks than St. Paul and yet that company continues to break records in the matter of gross earnings. The Railroads are reaping the benefits of the extensive movement of the leading agricultural staples to the seaboard and the farmers made so much money from their crops in the two previous years that their sales this year are to a certain extent productive of velvet.

Marked probably over-bought to some extent and individual holders inclined to sell.

Alton Road will probably pass to Union Pacific as result of recent negotiations. Union Pacific could use it to advantage in connection with Kansas and city and Chicago. St. Paul earnings, 2nd week December, increase \$119,386. From July 1st increase \$1,471,360. O. and W. 2nd week, decrease \$73,174.

The first half hour in Sugar indicated that some outside interest desired to make the "Fairy tale" in the Journal and World regarding the Sugar trade war, appear to be real and yesterday the bidding up to 127 was quickly made. It did not stimulate Bull speculation; in fact curtailed it, and almost immediately Sugar became weak and remained weak in spite of two or three efforts to bid the stock up.

It is somewhat significant that yesterday, although dealings in the stock market were smaller than either of the two previous days those in the bond market increased compared with Wednesday no less than \$2,200,000.

Mr. Harriman will say nothing, while Mr. Mitchell practically admits that he is negotiating with some important interest for the sale of the Chicago & Alton.

It was noticeable yesterday on the decline in the general market, buying power did not appear to come from the ordinary common houses with speculative accounts but from a few conservative houses connected with some of the best interests in the city. The buying of New York Central has been called good and there are rumors of increased dividends which however do not appear to emanate from any reliable source.

Dun & Bradstreets are unanimous in declaring that business conditions are unusually favorable.

## N. Y. BANK STATEMENT.

Reserve, Inc.	230,075
Loans, Inc.	6,246,500
Specie, Inc.	3,258,600
Legals, Dec.	497,500
Deposits, Inc.	10,124,100
Circulation, Dec.	43,600

# NEW YORK STOCK MARKET.—December 17, 1898.

	CLOSING PRICES FROM DEC. 8 TO 16.							TO-DAY'S PRICES.						
	8	9	10	12	13	14	15	16	Open'g	Highest	Lowest	Closing	Bid.	Asked.
Am. Cotton Oil Co.	34 1/2	34	34	34 1/2	34 1/2	34 1/2	34	33 1/2	33 1/2	33	33	33	33 1/2	33 1/2
“ “ Pfd.	129 1/2	133 1/2	135 1/2	132 1/2	128 1/2	126	124 1/2	124 1/2	124 1/2	124 1/2	123 1/2	124	124	124 1/2
“ Sugar	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
“ Sugar pfd.	139 1/2	141 1/2	142	143 1/2	140 1/2	141	141 1/2	141 1/2	141 1/2	141 1/2	141	141 1/2	140 1/2	141
“ Spirits Mfg. Co.	16 1/2	16 1/2	16 1/2	17 1/2	19 1/2	18 1/2	19 1/2	18 1/2	18 1/2	19	18 1/2	18 1/2	18 1/2	18 1/2
“ Spirits Mfg. Co pfd	45 1/2	46 1/2	47	50 1/2	5 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	50 1/2	51 1/2	51 1/2	51 1/2
“ Tobacco	59	58 1/2	58 1/2	59 1/2	60	60 1/2	61	61 1/2	61 1/2	62	61 1/2	62 1/2	62 1/2	63
“ Tobacco pfd.	72 1/2	73 1/2	73 1/2	72 1/2	72 1/2	72 1/2	72 1/2	73	73 1/2	73 1/2	72 1/2	73	72 1/2	72 1/2
Atch T. & S. Fe	43	43	43 1/2	44	44 1/2	44	44 1/2	44 1/2	44 1/2	44 1/2	43 1/2	43 1/2	43 1/2	44
Atch T. & S. Fe pfd	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	55 1/2	57 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Baltimore & Ohio	25	25 1/2	26	26 1/2	25 1/2	25 1/2	25 1/2	25	25	25	24 1/2	25	25	25 1/2
Bay State Gas	14 1/2	14 1/2	14 1/2	15 1/2	15 1/2	15 1/2	14 1/2	14 1/2	14 1/2	15	14 1/2	14 1/2	14 1/2	14 1/2
Brooklyn Rap. Tran.	119 1/2	120 1/2	121 1/2	122 1/2	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	121 1/2	121 1/2	121 1/2	121 1/2
C. C. C. & St. L.	114 1/2	114 1/2	115 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Canada Southern	108 1/2	110 1/2	110 1/2	110 1/2	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Canadian Pacific	139	137 1/2	138	139	139 1/2	142 1/2	142 1/2	141 1/2	142	142	141 1/2	142	141 1/2	142
Chesapeake & Ohio	15	16	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Chic. & Great Western	44 1/2	44 1/2	44 1/2	44 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	44 1/2	44 1/2	44 1/2	45
Chicago B. & Q.	192	193	194	195 1/2	193	192 1/2	190 1/2	190 1/2	191	191 1/2	191 1/2	191 1/2	191	193
Chicago Mil. & St. P.	105	105 1/2	106	107 1/2	107	107	107	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	105 1/2	107
Chi. Mil. & St. P. pfd.	147	147	147	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149	150
Chicago R. I. & Pacific	13 1/2	13 1/2	13 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
Chicago & Northwest	85 1/2	86 1/2	89 1/2	94	94	93 1/2	92 1/2	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	92 1/2	93 1/2
Chic. & Northwest pfd.	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	113 1/2	113 1/2	113 1/2	113 1/2	114
Clevel'd, Lor. & Wheel'g	191	193	194	195 1/2	193	192 1/2	190 1/2	190 1/2	191	191 1/2	191 1/2	191 1/2	191	193
“ “ Pfd.	105	105 1/2	106	107 1/2	107	107	107	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	105 1/2	107
“ C. C. & St. Louis	147	147	147	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149	150
Consolidated Gas	13 1/2	13 1/2	13 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
Delaware & Hudson	85 1/2	86 1/2	89 1/2	94	94	93 1/2	92 1/2	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	92 1/2	93 1/2
Del. Lack. & Western	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	113 1/2	113 1/2	113 1/2	113 1/2	114
Denver & Rio Grand Pfd	191	193	194	195 1/2	193	192 1/2	190 1/2	190 1/2	191	191 1/2	191 1/2	191 1/2	191	193
Erie	105	105 1/2	106	107 1/2	107	107	107	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	105 1/2	107
General Electric	147	147	147	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	149	150
Glucose Pfd	13 1/2	13 1/2	13 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
Illinois Central	85 1/2	86 1/2	89 1/2	94	94	93 1/2	92 1/2	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	92 1/2	93 1/2
Laclede Gas	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	113 1/2	113 1/2	113 1/2	113 1/2	114
Lake Shore	200	200	200	200	200	200	200	200	200	200	200	200	200	208
Louisville & Nashville	63 1/2	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	63 1/2	64	64	64 1/2
Manhattan con.	98 1/2	99 1/2	99 1/2	100 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	97 1/2	96 1/2	96 1/2	96 1/2
Met. Street Ry. Co.	190	193	193 1/2	193 1/2	193 1/2	191 1/2	192	191 1/2	191 1/2	191 1/2	190 1/2	191 1/2	191 1/2	192
Michigan Central	11 1/2	11 1/2	11 1/2	12 1/2	12 1/2	12 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Missouri Kan. & Tex.	35	35 1/2	35 1/2	36 1/2	37 1/2	37 1/2	38	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Missouri Kan. & T. pfd	37 1/2	41	42 1/2	44	42 1/2	45 1/2	44 1/2	43 1/2	43 1/2	43 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Missouri Pacific	36 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Nat. Lead	94	94 1/2	94	95 1/2	95 1/2	96	95	95	95	95	95	95	95	95
Nat. Lead pfd	118 1/2	119	119	120 1/2	119 1/2	121 1/2	124 1/2	124 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
New Jersey Central	40 1/2	41	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	40 1/2	41	41	41 1/2
New York Central	75 1/2	75 1/2	76	77 1/2	77 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	76 1/2
Northern Pacific	85 1/2	86	86 1/2	89	89	90 1/2	93 1/2	91 1/2	92 1/2	92 1/2	91 1/2	91 1/2	91 1/2	92
Northern Pacific pfd	43 1/2	43 1/2	43	43 1/2	43 1/2	43	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Omaha	119 1/2	119 1/2	119 1/2	120	120 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Oregon Rail. and Nav.	109 1/2	109 1/2	109 1/2	110 1/2	109 1/2	109 1/2	108 1/2	108 1/2	109 1/2	109 1/2	108 1/2	1		