

NEW YORK.

MARKET OPENS STRONG BUT DEVELOPS WEAKNESS—TOBACCO WEAK—GRANGERS STEADY—MANHATTAN AND SUGAR ERATIC.

New York, Nov. 25.

Foreign buying of Baltimore and Ohio continues in moderate volume, and very little stock has come out on the advance, and people who know something about the company's affairs say that the stock is very closely held by powerful interests connected with the re-organization in various ways.

Buying of Manhattan is persistent, and some of the stock has gone to good houses. If the Vanderbilts have the interest in Man. which they are believed to possess, that fact alone is worth many points to Man. stock.

Somebody seems to sell the Grangers, in spite of earnings. Earnings for 3rd week Nov. were largely in excess of any 3rd week on record.

St. Paul Statement for Oct. is due, and should be as good as Sept. Rock Island Oct. statement will be good.

St. Paul's earnings, 3rd week Nov., increase \$69,000. From July 1st. increase, \$1,163,000. Missouri Pacific, 3rd week Nov., decrease \$14,000. The daily average earnings are nearly \$170,000, against the next daily average of \$12,492, in 1892.

The market for Americans was strong yesterday in London, and is strong to-day.

The position of the Bank of England is decidedly stronger than it was at this time last year.

There has been a marked improvement in the financial situation in Berlin, owing to recent liquidation.

There is now nothing at any of the large centres of Europe to cause any alarm.

Reading stocks are the leaders in the advance abroad, presumably on the supposition that a better understanding will soon be arrived at between the president of the leading anthracite coal carrying roads, with a consequent advance in the selling price of coal. The coalers are oversold.

There are rumors that there will be reductions of dividends in both the D. H. & D. L., but it is believed that the presidents of both companies will exercise their influence in favor of payment of the usual rate.

There continues to be considerable discussion over the meaning of the appointment of Mr. Skitt as Vice-President of the Manhattan. Some papers assert that it indicates a close connection with the N.Y.C., and possibly those of the 2nd Avenue Road by the N. Y. C. for freight purposes during the night.

An interesting feature on Wednesday was the weakness in Sterling Exchange. Should the purchase of our stocks by foreigners continue, it seems inevitable that gold importations must take place in the near future.

Sugar will not show much activity until the directors meet for the next div., which takes place in a couple of weeks.

The scheme in Peoples Gas appears to be to increase the capitalization \$5,000,000, of which \$3,750,000 will be issued at par to stock holders of record on Dec. 10th. That is to say, the present stockholders will have the right to subscribe in the proportion of 15 per cent. of their holding to the new stock at par. This means at present prices a bonus of about 10 per cent. The proceeds of the new stock are to be used for the purchase of the Natural Gas Co. and the Manhattan Oil Co.

Tobacco developed weakness on what looked like liquidating sales.

The Co'y recently incorporated in Albany in which Messrs. Elkins & Widener are interested, is expected to be a strong competitor in the cigarette trade.

NEW YORK STOCK MARKET.—November 25, 1898.

	CLOSING PRICES FROM TO NOV. 15 TO 23.								TO-DAY'S PRICES				Bid.	Asked.	
	15	16	17	18	19	21	22	23	Open'g	Highest	Lowest	Closing			
Am. Cotton Oil Co.....	33 3/4	33	33 1/4	33 1/2	33	32 1/2	32 1/2	32	32	32	31 3/4	32	31 3/4	31 7/8	32
" " Pfd.....	122 1/2	122 1/2	121 1/2	121 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	123 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
" Sugar.....	111	111	111	111	112	112	112	112	112	112	111 1/2	111 1/2	111 1/2	111 1/2	112
" Sugar pfd.....	36	36	36	36	34	34	34	34	34	34	33 1/2	33 1/2	33 1/2	33 1/2	36
" Spirits Mfg. Co.....	140 1/2	139	138	137 1/2	138 1/2	138 1/2	137 1/2	137 1/2	136 1/2	136 1/2	134 1/2	134 1/2	134 1/2	134 1/2	135
" Tobacco.....	15 1/2	16 1/4	16 1/2	15 1/2	15 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
" Tobacco pfd.....	42 1/2	34 1/2	45 1/2	44 1/2	45	47 1/2	46 1/2	46 1/2	46 1/2	47	45 1/2	45 1/2	45 1/2	45 1/2	46
Atch. T. & S. Fe.....	49	51 1/2	51 1/2	51 1/2	52 1/2	53 1/2	54 1/2	54 1/2	54 1/2	58 1/2	54 1/2	57	56 1/2	56 1/2	57
Atch. T. & S. Fe pfd.....	67 1/2	68 1/2	68 1/2	69	69	68 1/2	69	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Baltimore & Ohio.....	41 1/2	41 1/2	42	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	42
Bay State Gas.....	84	84	84 1/2	84 1/2	83 1/2	84 1/2	84 1/2	85	84 1/2	85	85	85 1/2	85 1/2	85 1/2	85 1/2
Brooklyn Rap. Tran.....	54	54	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	55
C.C.C. & St. L.....	23 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Canada Southern.....	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	15 1/2	15 1/2	15 1/2
Chesapeake & Ohio.....	118 1/2	119 1/2	120 1/2	118 1/2	118 1/2	118 1/2	119	119	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Chic. & Great Western.....	112 1/2	113	113 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	113 1/2
Chicago B. & Q.....	107 1/2	107 1/2	108 1/2	107 1/2	108	108 1/2	108 1/2	108 1/2	108 1/2	109	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Chicago Mil. & St. P.....	135 1/2	137 1/2	137 1/2	137 1/2	139 1/2	140 1/2	141 1/2	141 1/2	141 1/2	141 1/2	140 1/2	140 1/2	140 1/2	140 1/2	141 1/2
Chi. Mil. & St. P. pfd.....	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	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
Chicago R. I. & Pacific.....	47	47	47	47	47	47	47	47	47	47	45	44	44	46	
Chicago & Northwest.....	183 1/2	183	183 1/2	187	186	187	187	187	187	187 1/2	187	187 1/2	187	187 1/2	187 1/2
Chic. & Northwest pfd.....	99 1/2	99 1/2	97	95	96	95	96	99	100	100 1/2	98 1/2	99	99 1/2	99 1/2	99 1/2
Cleveland, Lor. & Wheel'g.....	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	143	143	143	143	143	143	143	145
" " Pfd.....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	14	14	14	13 1/2	14	13 1/2	14	14
" C. C. & St. Louis.....	82 1/2	82 1/2	82 1/2	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	83
Consolidated Gas.....	82 1/2	82 1/2	82 1/2	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	83
Delaware & Hudson.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	109
Del. Lack. & Western.....	193	193	193	193	193	193	193	193	193	193	193	193	193	193	195
Denver & Rio Grand Pfd.....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	14	14	14	13 1/2	14	13 1/2	14	14
Erie.....	82 1/2	82 1/2	82 1/2	82 1/2	82	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	83
General Electric.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	109
Glucose Pfd.....	193	193	193	193	193	193	193	193	193	193	193	193	193	193	195
Illinois Central.....	60 1/2	61	60 1/2	60 1/2	60 1/2	60 1/2	61	61	62 1/2	62 1/2	61 1/2	61 1/2	61 1/2	61 1/2	62
Laclede Gas.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	96	97	99 1/2	100	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Lake Shore.....	172 1/2	172 1/2	173 1/2	174	174 1/2	175	175 1/2	174 1/2	174 1/2	174 1/2	174 1/2	174 1/2	174 1/2	174 1/2	174 1/2
Louisville & Nashville.....	60 1/2	61	60 1/2	60 1/2	60 1/2	60 1/2	61	61	62 1/2	62 1/2	61 1/2	61 1/2	61 1/2	61 1/2	62
Manhattan con.....	34 1/2	33 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Met. Street Ry. Co.....	37 1/2	37 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2	36 1/2
Michigan Central.....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Missouri Kan. & Tex.....	88 1/2	89 1/2	88 1/2	88 1/2	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	89 1/2	89 1/2
Missouri Kan. & T. pfd.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Missouri Pacific.....	41 1/2	41 1/2	40 1/2	39 1/2	39 1/2	40 1/2	41 1/2	40 1/2	40 1/2	41 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Nat. Lead.....	76 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	76	76	76	75 1/2	75 1/2	75 1/2	75 1/2	76
Nat. Lead pfd.....	84 1/2	85 1/2	85 1/2	84 1/2	84 1/2	86 1/2	87	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
New Jersey Central.....	37 1/2	37 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	36 1/2	36 1/2	37 1/2	36 1/2	37 1/2	37 1/2	37 1/2	37 1/2
New York Central.....	116 1/2	117	117 1/2	117 1/2	117 1/2	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Northern Pacific.....	41 1/2	41 1/2	40 1/2	39 1/2	39 1/2	40 1/2	41 1/2	40 1/2	40 1/2	41 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Northern Pacific pfd.....	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Omaha.....	84 1/2	85 1/2	85 1/2	84 1/2	84 1/2	86 1/2	87	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Oregon Rail. and Nav.....	37 1/2	37 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	36 1/2	36 1/2	37 1/2	36 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Pacific Mail.....	116 1/2	117	117 1/2	117 1/2	117 1/2	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
Pennsylvania R. R.....	105 1/2	105 1/2	107 1/2	109	109 1/2	110 1/2	111	110 1/2	111	110 1/2	109 1/2	109 1/2	109 1/2	109 1/2	110
Peo. Gas L. & Coke Co.....	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	17 1/2	18 1/2	18 1/2	17 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Pullman Palace Car Co.....	40 1/2	40 1/2	40 1/2	39 1/2	40 1/2	40 1/2	41 1/2	41 1/2	41 1/2	41 1/2	40 1/2	40 1/2	40 1/2	40 1/2	41 1/2
Reading.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
" 1st Pfd.....	37 1/2	37 1/2	37 1/2	37											