NEW YORK EXCHANGE.

SUGAR OPENS FIRM BUT SELLS OFF—TRACTION STOCKS EASIER—COALERS ADVANCE—LEATHER A FEATURE.

New York, April 4.

The London market for Americans is fairly strong. There is some good buying of St. Paul on the excellent earnings for last week in Michigan. N. Y. Central and Wabash pfd are bought heavily at advances the buying being accompanied by a report that the Wabash will be included in the much-talked-of alliance of Vanderbilt Roads. St. Paul earnings will come to the Street somewhat in the nature of a surprise inasmuch as predictions have been made for sometime that the earnings of Western Roads would not compare favorably with those of last year. The increase amounts to $118,750 as compared with the fourth week in March, 1898, and the earnings are no less than $1,066,045 being far and away the largest earnings in any 4th week in March in the history of the Co. A definite announcement is made this morning of alliance between Third Ave and Manhattan. The alliance contemplates a system of transfers by which passengers will be able to use both systems at a charge of 8c only.

It is further stated that the electric power plants of the Third Ave will supply a certain proportion of the electricity necessary for the Manhattan. The agreement is supposed to be a reply of the Manhattan to the bid of the Metropolitan Street Ry. for the construction of the underground tunnel.

Transactions on the Stock Exchange yesterday were remarkably heavy, but it is worthy of note that in most of the Standard Railway stocks dealings fell below 20,000, the large transactions being confined almost exclusively to such specialties as Manhattan, Federal Steel, A. S. W., etc., etc. The fact that stocks last named are leaders induces the belief that the market although usually compared with the January market is really by no means as healthy as in January. There is more manipulation, there is more restless speculation and there is less investment. The Street however, has had such a lesson as to the ability of Mr. Flower to sustain a successful bull movement, that it is inclined to follow his lead in almost any stock. His brokers maintain that B... Rapid Transit is practically another Metropolitan Street Railway, they call attention to the fact that some two years ago when Metropolitan Street Railway was buying up other surface lines at prices which at the time seemed out of all reason, financial writers in the New York press threw cold water on the operations of the Metropolitan Railway and predicted that such reckless proceedings could result in nothing but a receivership.

The shares of the Anthracite Coal roads are strong features. The plans for the control of the hard coal industry and a harmonious working of these roads, are progressing steadily. It means that these railway systems will be operated at a profit. Buying of the Readings, particularly the 1st preferred, Ontario and Western, and Jersey Central, is of a character to warrant confidence in the reports relating to the coal deal, and also of much higher prices for these shares.

NEW YORK STOCK MARKET.—April 4, 1899.

	—Closing prices from Mar. 25 to Apr. 3—						—To-day's prices—			
	25	27	28	29	30	3	Open'g	Highest	Lowest	Closing
Air Brake	......	192	......	......	193¾	......	189	189	186	186
Am. Cotton Oil Co	......	......	36¼	......	......	36	......	......	......	......
" " " Pfd	......	......	......	......	......	......	......	......	......	......
" Sugar	160⅞	160	166¼	165½	168	173	174	174⅝	165	167
" Spirits Mfg. Co	......	......	......	......	......	14½	......	......	......	......
" Steel Wire	64⅝	66	64¾	64¼	63¾	63½	69	69	67	67⅝
" Tobacco	209	219	226	222⅞	224	225	......	226¼	224¾	226¼
Atch T. & S. Fe	22½	22⅞	22⅛	21⅝	21⅝	21¾	......	21⅞	21⅝	21⅞
Atch T. & S. Fe pfd	63¼	63½	63	61¼	61⅛	62¾	62¼	62⅝	61⅛	62
Baltimore & Ohio	......	......	......	......	......	......	......	......	......	......
Bay State Gas	......	......	......	......	......	......	......	......	......	......
Brooklyn Rap. Tran	117⅞	122¾	127¾	132⅞	133	131⅝	132¼	132½	128½	128¼
C.C.C. & St. L	58½	58½	......	59¾	59¾	60¼	59¾	59¼	59	59
Canadian Pacific	85½	.....	86¼	86⅞	......	......	87	87¼	87	87¼
Canada Southern	......	59	60½	59½	60	59½	......	......	......	......
Chesapeake & Ohio	27⅞	28½	28⅜	27¾	27¾	27⅝	......	......	......	27⅝
Chic. & Great Western	16½	16⅝	16⅜	16	16½	16¼	16½	16¾	16¼	16¾
Chicago B. & Q	144⅝	144	145⅛	144⅛	144¼	144¼	143⅞	144¾	143⅜	143½
Chicago Mil & St. P	128	128	129¼	128½	128	128⅛	128¼	128¼	127½	127⅝
Chi. Mil. & St. P. pfd	......	......	......	......	......	......	......	......	......	......
Chicago R. I. & Pacific	119⅝	120	120⅝'	120½	¶118⅝	119¼	119¼	119¼	118¼	118½
Chicago & Northwest	149	151¾	159	160¾	159⅜	159½	160	161	159¼	159¼
Chic. & Northwest pfd	......	......	......	......	......	......	......	......	......	......
Central Pacific	......	52⅝	......	......	......	52½	......	......	......	......
Consolidated Gas	205½	208⅞	208	204¼	204¾	2.5	......	204⅞	202	202
Continental Tobacco	50	54	55⅞	52⅝	54¼	......	54	57⅞	53	56½
Delaware & Hudson	116⅞	116¾	117	116	115¼	116½	117½	118	117¼	117¾
Del. Lack. & Western	173¾	173	174	......	170	174½	......	179	175	176¼
Denver & Rio Grand Pfd	75	76¼	76	......	75½	......	......	75¼	75	75⅛
Erie	......	......	......	......	......	......	......	......	......	......
General Electric	118¾	119	......	114⅞	116¼	116	116⅜	116⅝	115	115⅜
Glucose Pfd	......	......	......	70¾	71¾	......	70¾	71	70	70
Fed. Steel Com	54⅞	61⅝	62	60⅛	57½	71⅞	71¾	71¾	69½	69¾
" " pfd	88¼	89½	88⅞	88⅛	89⅞	92⅛	92½	92½	89⅞	90½
Lake Shore	......	......	......	......	......	......	......	......	......	......
Louisville & Nashville	66	66¼	65¾	65¼	65¼	66	66	66	65½	65½
Manhattan con	109⅞	111⅛	110¼	110¼	116	130	133-31	133	126	126⅛
Met. Street Ry.Co	258¼	263	267	267	s256¾	262½	258	260¾	253	259
Michigan Central	......	......	......	......	......	......	......	......	......	......
Missouri Kan. & Tex	......	......	......	......	......	......	......	......	......	......
Missouri Kan. & T. pfd	38⅞	39⅞	39¾	39¼	38⅞	38⅞	41½	41⅝	40¼	41
Missouri Pacific	46½	47⅜	47⅞	48⅛	48¼	51¾	52¼	52½	50⅞	51
Nat. Lead	......	......	......	......	34¾	......	......	......	......	35⅜
Nat. Lead pfd	......	......	36	33½	......	......	......	......	......	......
New Jersey Central	119	119	118¼	117½	118½	118⅞	118¾	121½	118½	120¼
New York Central	137½	138¾	139⅝	142¼	14 ⅛	141½	142⅛	14 ⅛	140½	140¾
Northern Pacific	52	52½	53½	53	53	52	52⅝	52½	52	52
Northern Pacific pfd	79¼	79⅞	79⅞	79¼	79⅜	78½	78¾	78¾	78⅝	78⅜
Omaha	93½	95	97	96	96¼	97	......	......	......	96
Ontario & Western	28½	28⅜	28⅛	27¾	27½	27½	27⅝	28⅜	27⅜	27⅞
Pacific Mail	48¾	49⅜	49½	49¼	48⅞	51¾	52½	53¼	51⅞	52
Pennsylvania R. R	133	134¼	135	135¼	135¼	......	134½	134¾	133¾	134
Peo. Gas L. & Coke Co	122⅞	124	125	124⅞	125⅛	121⅞	128½	128¾	127¼	127⅝
Pullman Palace Car Co	......	......	......	......	......	......	......	......	......	......
Reading	24⅜	24⅞	24½	24	23⅜	23¾	24¼	24⅞	24¼	24½
" 1st Pfd	67½	67¾	67¼	68	65½	......	65⅞	68¼	65¾	66½
" 2nd Pfd	......	......	......	......	......	......	......	......	......	......
Southern Pacific	36	35¾	36¾	35¾	35⅜	......	35	35	34½	34¾
Southern Railroad Pfd	51⅝	52¼	52⅛	51⅛	51⅝	50⅞	51⅛	51¼	51	51⅛
Twin City	69	70	70½	70	69½	69½	69½	69½	69	69
Texas Pacific	23¾	23⅝	23¼	22½	23⅛	23½	23¾	23¾	23	23
Tenn. Coal & Iron	52¾	54	54½	53	53⅛	59¾	60	61¼	59	60
Third Avenue R.R	205	211	213	212	19[illegible]¾	202	240	240	230	231
Union Pacific	47⅜	47⅝	48⅜	48⅝	48	48¾	48¼	48¼	47⅞	47⅞
Union Pacific pfd	81½	81⅝	82¼	82⅜	"81¼	80⅞	80⅞	81	79¾	80
U. S. Rubber	51⅛	.....	54	53	5[illegible]	52	53	54	52⅞	53½
U. S. Rubber pfd	......	......	......	......	......	......	......	......	......	......
U. S. Leather	......	......	......	......	......	......	......	......	......	......
U. S. Leather pfd	73¾	73⅞	73½	73¼	73	......	75¼	78	75¼	76¼
Wabash	......	......	......	......	......	......	......	......	......	......
Wabash pfd	23⅛	23¼	23¼	23¼	23⅜	24⅛	24¼	24½	23⅞	24¼
W. U. Telegraph	93¾	93¾	93¾	93¾	93⅝	......	94¾	95½	94⅜	94¼

*Ex-Div. 1 p.c. †Ex-Div. 2½. §Ex-D. 3 p.c. ‡On new basis. ‖Ex-D. 2 p.c. °Ex-D. "Ex-D. 1½. p.c. ¶Ex-D. 1¼ p.c. \`Ex.D. 3¼ p.c. sEx-D. 1¾ p.c.

COTTON:	May.	Aug.	Oct.	Jan.	July.
Opening	5.85	5.95	5.97		
Closing	5.80	5 92	5.93		

TORONTO STREET EARNINGS.

Mar. 28,	3,782.05	Inc.	777.83
" 30,	4,344.58	"	1,518.11
" 31,	3,562.14	"	698.71

	1899.	1898.	Inc.
Jan.	$95,690.12	$86,562.36	$9,127.76
Feb.	91.860.30	82,402.19	9,458.11
Mar.	103,234.88	92,310.42	10,918.46