

NEW YORK.

HEADERS CONFIDENT OF HIGHER PRICES—THE "VANDERBILTS" LEAD—SOME NOTED RISES IN THE LIST—LAKE SHORE JUMPS 13 POINTS—BERLIN SALES DEPRESS PACIFICS—FLOWER BUYING FEDERAL STEEL.

New York, Dec. 14.

Consols are down $\frac{1}{2}$. The Am'n market is somewhat lower on realization.

The pressure to sell is especially noticeable in the Pacifics, and it is believed that a large portion of the selling is for Berlin account.

The financial situation in that town still makes the curtailment of speculative ventures essential.

The reactionary tendency of our market yesterday was due to profit-taking by one or two big interests.

One trader in particular is supposed to have sold 40,000 shares. He expressed an opinion that the highest prices had been reached that we should see this year.

Inasmuch as he had been remarkably successful during the past six months, his opinion is received with some consideration. It is announced that an advance will be made in the price of Anthracite to-day by the Reading Co., and this advance will be followed by all the coal-carrying roads. Strenuous denials are made that any formal agreement exists, but nevertheless, people in the coal trade think that the outlook for the maintenance of rates is better than for some years.

Yesterday's market, both for stocks and bonds, was one of the largest in the history of Wall Street.

Transactions in the former were over \$900,000, and in the latter close to \$9,000,000. The breadth of the market, and the number of issues dealt in, are as remarkable as the large transactions.

The feeling at the close was, that perhaps the bull movement would halt temporarily on profit-taking by those who do not care to be heavily long over the holidays.

New York, noon, Dec. 14.

London market for Americans is chiefly owing to the very heavy selling for Berlin houses, particularly of the Nor. Pacific stocks. Berlin's attitude seems to be due both to the advance in discount rates there, and also to rumored misgivings as to the action to be taken in Nor Pac. dividend.

The Flower Brokers have been large buyers of Federal Steel and also Atch. com. and pfd. The Atch. directors will meet some time next week and it is rumored that, at the meeting will declare a div., though this does not seem to be as yet assured.

A remarkable advance of 13 points took place in Lake Shore this morning. There is less than \$5,000,000 of this stock outstanding. The remaining having been exchanged to N.Y. Col. Trust $\frac{3}{2}$ p.c. bonds.

STREET RAILWAY EARNINGS

MONTREAL STREET RAILWAY.

Month Nov. 1898.....\$125,102.49

Increase for Nov. day

against day.....14,543.24

SAME DAY

1898. 1897.

Dec. 7, \$3,984.27 \$3,436.94 Inc ...\$547.33

" 8, 3,902.84 3,648.44 " 254.40

" 9, 4,025.57 3,591.42 " 434.15

" 10, 4,318.65 3,884.27 " 434.38

" 11, 2,944.34 2,631.52 " 312.82

" 12, 4,173.83 3,836.14 " 337.69

" 13, 4,048.98 3,904.72 " 144.26

TORONTO STREET RAILWAY.

For month of July, 1898\$103,892.93

" Aug. " 109,900.54

" Sept. " 138,021.74

" Oct. " 99,650.16

For Nov., 1898\$100,204.95

Inc. over same days, 1897\$11,127.05

SAME DAY

1898. 1897.

Dec. 6, \$3,542.29 \$3,309.32 Inc... \$232.97

" 7, 3,394.15 3,173.95 " 220.20

" 8, 3,461.51 3,191.25 " 270.26

" 9, 3,542.07 3,314.37 " 227.70

" 10, 4,149.02 3,834.57 " 314.45

" 11, 1,203.62 973.63 " 229.99

" 12, 3,601.42 3,014.70 " 587.72

*16 inches of snow. Tracks blocked.

FUR LINED AND TRIMMED OVERCOATS

Made to order only.

Prices consistent with quality.

JOHN MARTIN, SONS & CO.

455 St. Paul St.

KODAKS 7 Styles from \$5.
Developing and Printing.R. F. SMITH, 104 ST. FRANCOIS-XAVIER ST., MONTREAL.
KODAKS can be sent loaded for use, and returned
for finishing. YOU PRESS THE BUTTON, that's all.

NEW YORK STOCK MARKET.—December 14, 1898.

	CLOSING PRICES FROM DEC. 2 TO 12.										TO-DAY'S PRICES				
	2	3	6	7	8	9	10	12	Open	Highest	Lowest	Closing	Bid.	Asked	
Am. Cotton Oil Co.	34 $\frac{1}{2}$	34	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34	34	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	
" Pfd.													87 $\frac{1}{2}$	88	
" Sugar	127 $\frac{1}{2}$	125 $\frac{1}{2}$	126 $\frac{1}{2}$	129 $\frac{1}{2}$	133 $\frac{1}{2}$	135 $\frac{1}{2}$	132 $\frac{1}{2}$	128 $\frac{1}{2}$	121 $\frac{1}{2}$	128 $\frac{1}{2}$	125 $\frac{1}{2}$	126 $\frac{1}{2}$	125 $\frac{1}{2}$	126 $\frac{1}{2}$	
" Sugar pfd.													113 $\frac{1}{2}$	114	
" Spirits Mfg. Co.	12 $\frac{1}{2}$	12 $\frac{1}{2}$			12 $\frac{1}{2}$		12 $\frac{1}{2}$						12 $\frac{1}{2}$	12 $\frac{1}{2}$	
" Spirits Mfg Co pfd													35 $\frac{1}{2}$	37	
" Tobacco	136 $\frac{1}{2}$	138	139 $\frac{1}{2}$	139 $\frac{1}{2}$	141 $\frac{1}{2}$	142	143 $\frac{1}{2}$	140 $\frac{1}{2}$	140	141	139 $\frac{1}{2}$	141	140 $\frac{1}{2}$	141	
" Tobacco pfd.															
Atch T. & S. Fe	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	17 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	
Atch T. & S. Fe pfd	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	47	50 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	52	51 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	51 $\frac{1}{2}$	
Baltimore & Ohio	58 $\frac{1}{2}$	58	59	59	58 $\frac{1}{2}$	58 $\frac{1}{2}$	59 $\frac{1}{2}$	60	60 $\frac{1}{2}$	61 $\frac{1}{2}$	60	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	
Bay State Gas															
Brooklyn Rap. Tran	69	69	69 $\frac{1}{2}$	72 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	7 $\frac{1}{2}$	73	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	73	
C.C.C. & St. L.	41 $\frac{1}{2}$	42 $\frac{1}{2}$	43	43	43 $\frac{1}{2}$	44	44 $\frac{1}{2}$								
Canadian Pacific	85 $\frac{1}{2}$														
Canada Southern	54 $\frac{1}{2}$	54	54 $\frac{1}{2}$	54	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	56							
Chesapeake & Ohio	24 $\frac{1}{2}$	24 $\frac{1}{2}$	25 $\frac{1}{2}$	25	25 $\frac{1}{2}$	26	26 $\frac{1}{2}$	25							
Chic. & Great Western	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	15 $\frac{1}{2}$	15	14 $\frac{1}{2}$	15 $\frac{1}{2}$	15	15	
Chicago B. & Q.	119 $\frac{1}{2}$	118	119	119 $\frac{1}{2}$	120 $\frac{1}{2}$	121 $\frac{1}{2}$									
Chicago Mil. & St. P.	114 $\frac{1}{2}$	113 $\frac{1}{2}$	114	114 $\frac{1}{2}$	114 $\frac{1}{2}$	115 $\frac{1}{2}$	116 $\frac{1}{2}$								
Chi. Mil. & St. P. pfd.															
Chicago R. I. & Pacific	108 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	110	110	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$					
Chicago & Northwest	139 $\frac{1}{2}$	139 $\frac{1}{2}$			139	137 $\frac{1}{2}$	138	139	139 $\frac{1}{2}$	143	139 $\frac{1}{2}$	142 $\frac{1}{2}$	142 $\frac{1}{2}$	142 $\frac{1}{2}$	
Chiev'd, Lor. & Wheel'g	15 $\frac{1}{2}$					15	16								