

THE Exchange View

A GUIDE TO INVESTORS

A SUMMARY OF FINANCIAL AND COMMERCIAL NEWS.

Vol. 1. No. 194.

MONTREAL, TUESDAY, JANUARY 24, 1899.

Price 3 cents

Montreal Stock Market.

BUSINESS ACTIVE AND WELL DISTRIBUTED — COMMERCIAL CABLE STILL A LEADER — PACIFIC AND MONTREAL STREET SELL AT A BETTER PRICE.

This morning's session was characterized by strength and activity. The buying was well distributed throughout the list and was of a good character, the most active stocks being Montreal Street, Toronto Rails, Commercial Cable and Richelieu and Ontario. These were the general favorites, and were in good demand from the opening, but throughout the list there were signs of underlying strength, and even those stocks which did not add any material advance to their recent price showed signs of firmness and in some cases strength, and were in a generally healthy state. In New York this morning prices were inclined to be reactionary, the quotations coming from London showing signs of heavy realizing. This depression did not however affect the market to any great extent, and after first hour's trading prices were inclined to regain their early loss.

This temporary set-back to the advances which have occurred during the last few months had no special effect on our local securities. The advances on the whole were very satisfactory, Canadian Pacific selling at 86, being a gain of $\frac{1}{2}$ a point over last night's closing price.

Montreal Street both new and old, was fairly well dealt in and both had good advances to record. New Street sold at 293 $\frac{1}{2}$ with none offering under 294, and Montreal Street closed at 295 $\frac{1}{2}$ a gain of two points for the last sale. It is interesting to note that there has lately been an addition of nearly two miles of new track opened to the public and is now in service on Rachel street and Papineau Road. This should be a new source of revenue and should tell advantageously in the future earnings.

There was not much change in Toronto Railway; it was in good demand, and in all some 954 shares were traded in. It was only firm at last night's quotations.

Commercial Cable has a new record to present, selling to-day at 190, over 3 $\frac{1}{2}$ points advance since yesterday. It advanced rapidly on small transactions only 180 shares being sold.

Richelieu & Ontario was also a feature at this morning's board. It had a quick and rapid advance, sold as high as 105 $\frac{1}{2}$, closing at the highest of the day; this is over 2 $\frac{1}{2}$ points advance from yesterday's price.

War Eagle was only steady at 318 $\frac{1}{2}$, and Montreal Telegraph firm at 175. Montreal Gas at 215 and Royal Electric at 162 $\frac{1}{2}$, were inactive and rather neglected.

MORNING SALES.

Canadian Pacific—25, 85 $\frac{1}{2}$. 350, 85 $\frac{1}{2}$. 700, 86.
New Montreal Street—54, 292. 150, 293. 50, 293 $\frac{1}{2}$.
Montreal Gas—275, 214 $\frac{1}{2}$. 1150, 215.
Toronto Rwy.—25, 113 $\frac{1}{2}$. 50, 113 $\frac{1}{2}$. 14, 113. 75, 113 $\frac{1}{2}$. 25, 113 $\frac{1}{2}$. 415, 113 $\frac{1}{2}$. 350, 113 $\frac{1}{2}$.
Com. Cable—25, 188. 5, 187 $\frac{1}{2}$. 25, 189 $\frac{1}{2}$. 100, 190. 25, 189 $\frac{1}{2}$.
Montreal Street—16, 294. 25, 294 $\frac{1}{2}$. 375, 295. 100, 295 $\frac{1}{2}$. 50, 295 $\frac{1}{2}$.
Richelieu and Ont.—100, 104. 25, 104 $\frac{1}{2}$. 25, 104 $\frac{1}{2}$. 25, 104 $\frac{1}{2}$. 50, 104 $\frac{1}{2}$. 100, 104 $\frac{1}{2}$. 50, 104 $\frac{1}{2}$. 75, 105. 75, 105 $\frac{1}{2}$.
Royal Electric—0, 162 $\frac{1}{2}$.
War Eagle—2000, 318.
Halifax Railway—25, 129. 75, 128.
Montreal Telegraph—55, 175.
Dom. Coal Pfd.—25, 115.
Dom. Cotton—25, 110.
Dom. Coal Com.—100, 33.

Continued on next page.

MONTREAL STOCK EXCHANGE.

Hours of Board—10.45 to 12.30; 2.15 to 3. Saturdays—10.30 to 12 noon.

Closing Prices January 24, 1899.

Value shares.	Last $\frac{1}{2}$ y. div.	STOCKS.	Jan. 18.		Jan. 19.		Jan. 20.		Jan. 21.		Jan. 23.		Jan 24.	
			Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.
BANKS.														
200	5	Bank of Montreal.....	255	246	250	247	255	250	260	250	260	250	260	250
100	4	Merchants Bank of Can.....	180	.....	180	.....	180	.....	180	.....	180	.....	180	
50	3 $\frac{1}{2}$	Canadian Bank of Com.....	147 $\frac{1}{2}$	.....	148	.....	146 $\frac{1}{2}$	.....	148	.....	149 $\frac{1}{2}$	.....	150	
50	2 $\frac{1}{2}$	British North America.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	3	Quebec Bank.....	122	.....	123 $\frac{1}{2}$	.....	.....	.....	122	.....	.....	.....	123	
100	5	Bank of Toronto.....	250	243	251	243	250	241	250	243	.....	248	250	243
50	4	Molsons Bank.....	204 $\frac{1}{2}$	202	204 $\frac{1}{2}$	200	204 $\frac{1}{2}$	.....	204 $\frac{1}{2}$	202	204 $\frac{1}{2}$	202	204 $\frac{1}{2}$	202
100	4	Imperial Bank.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	4	Ottawa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	4	Standard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	4	Bank of Nova Scotia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	3 $\frac{1}{2}$	Merch'ts Bk. of Halifax.....	180	.....	180	.....	180	.....	180	.....	180	.....	180	
60	3	Union Bank.....	111	.....	111	.....	111	.....	113	120	111	.....	115	
50	3q	Dominion Bank.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	3 $\frac{1}{2}$	Eastern Townships Bk.....	155	.....	156	.....	155	.....	155	.....	155	.....	155	
100	4	Hamilton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	3	Banque Nationale.....	96	.....	96	90	96	90	96	.....	96	90	96	
100	3 $\frac{1}{2}$	Hochelaga Bank.....	162 $\frac{1}{2}$	161	163	160	163	160	163	160	163	160	163	161
100	2 $\frac{1}{2}$	Ontario Bank.....	115	.....	115 $\frac{1}{2}$	.....	115	.....	115	.....	114 $\frac{1}{2}$	130	115	
100	3 $\frac{1}{2}$	Western Bk. of Can.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	3	Traders " ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	3	Jacques Cartier Bank.....	115	110 $\frac{1}{2}$	.....	110 $\frac{1}{2}$	115	110 $\frac{1}{2}$	.....	110 $\frac{1}{2}$	115	110 $\frac{1}{2}$	114	110 $\frac{1}{2}$
100	3	Banque Ville Marie.....	100	90	100	90	100	90	100	90	100	90	100	90
MISCELLANEOUS														
\$100	2	Canadian Pacific Ry.....	85	84 $\frac{1}{2}$	85	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	85	84 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$
100	.....	Duluth SS. & Atlantic.....	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$
100	.....	Duluth SS. & Atlantic pr.....	8 $\frac{1}{2}$	7	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$	6 $\frac{1}{2}$	9	8	9	7 $\frac{1}{2}$
100	1 $\frac{1}{2}$ q	Commercial Cable.....	185	184 $\frac{1}{2}$	186	184 $\frac{1}{2}$	185 $\frac{1}{2}$	184 $\frac{1}{2}$	185 $\frac{1}{2}$	185 $\frac{1}{2}$	189	187 $\frac{1}{2}$	189 $\frac{1}{2}$	189 $\frac{1}{2}$
40	2q	Montreal Telegraph.....	*175	174	*174	173	176	173	175	173	175	173	178	174
100	3	Rich. & Ont. Nav. Co.....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	103	102 $\frac{1}{2}$	104	102 $\frac{1}{2}$	104	103 $\frac{1}{2}$	105	104 $\frac{1}{2}$
50	2 $\frac{1}{2}$ q	Montreal Street Ry Co.....	293	292	292 $\frac{1}{2}$	292	293	292 $\frac{1}{2}$	293 $\frac{1}{2}$	293	295	293 $\frac{1}{2}$	295 $\frac{1}{2}$	295
.....	.....	New Montreal Street.....	290	289 $\frac{1}{2}$	290	289 $\frac{1}{2}$	291	290 $\frac{1}{2}$	291	290 $\frac{1}{2}$	292	291 $\frac{1}{2}$	293	293 $\frac{1}{2}$
50	1 $\frac{1}{2}$ q	Dominion Telegraph.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	5	Montreal Gas Co.....	212 $\frac{1}{2}$	211 $\frac{1}{2}$	212 $\frac{1}{2}$	211 $\frac{1}{2}$	211 $\frac{1}{2}$	211 $\frac{1}{2}$	213	212 $\frac{1}{2}$	214 $\frac{1}{2}$	214	214 $\frac{1}{2}$	214
1	1 $\frac{1}{2}$	War Eagle.....	319 $\frac{1}{2}$	318 $\frac{1}{2}$	318	316	318 $\frac{1}{2}$	317 $\frac{1}{2}$	318 $\frac{1}{2}$	317 $\frac{1}{2}$	319	317	318 $\frac{1}{2}$	317 $\frac{1}{2}$
1	.....	Cariboo Mng. M. & S. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	2q	Bell Telephone Co.....	*73 $\frac{1}{2}$	172 $\frac{1}{2}$	173 $\frac{1}{2}$	*72 $\frac{1}{2}$	174	172 $\frac{1}{2}$	173	172 $\frac{1}{2}$	174	172 $\frac{1}{2}$	173 $\frac{1}{2}$	172 $\frac{1}{2}$
100	2q	Royal Electric.....	162	161 $\frac{1}{2}$	162	161 $\frac{1}{2}$	161 $\frac{1}{2}$	160	162 $\frac{1}{2}$	161 $\frac{1}{2}$	162 $\frac{1}{2}$	162	162 $\frac{1}{2}$	162 $\frac{1}{2}$
100	1q	Toronto Street Ry.....	108 $\frac{1}{2}$	108 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	111 $\frac{1}{2}$	111	113	112 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$	113 $\frac{1}{2}$
100	1 $\frac{1}{2}$ q	Halifax Tram Co.....	129 $\frac{1}{2}$	127 $\frac{1}{2}$	129 $\frac{1}{2}$	128 $\frac{1}{2}$	129 $\frac{1}{2}$	128 $\frac{1}{2}$	129 $\frac{1}{2}$	128 $\frac{1}{2}$	129 $\frac{1}{2}$	129	128	126
100	.....	Cornwall Street Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	People's Heat & Light.....	30	27	30	27	32	27 $\frac{1}{2}$	30	25	30	27	30	27
100	1 $\frac{1}{2}$ q	St. John Railway Co.....	160	154	160	154	175	153	.....	153	160	153	160	154
40	2q	London Street Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	Can. N. W. Land Pfd.....	56 $\frac{1}{2}$	55	56 $\frac{1}{2}$	55	56 $\frac{1}{2}$	55	56 $\frac{1}{2}$	55	56 $\frac{1}{2}$	55 $\frac{1}{2}$	57	56 $\frac{1}{2}$
.....	.....	" " Com.....	16 $\frac{1}{2}$	15	17	16 $\frac{1}{2}$	16 $\frac{1}{2}$	15	16	15	17	15	.....
100	.....	Dominion Coal Co.....	35	33	35	33 $\frac{1}{2}$	36	34	.....	.....	.....	34	33 $\frac{1}{2}$	
100	4	Dominion Coal Co. pr.....	115 $\frac{1}{2}$	114 $\frac{1}{2}$	116	115	116	115	116	114 $\frac{1}{2}$	116	115	116	115 $\frac{1}{2}$
100	6 pa	Windsor Hotel.....	.....	100	.....	100 $\frac{1}{2}$	.....	100	.....	*100	.....	100	.....	100
100	.....	Intercolonial Coal Co.....	40	20	40	20	40	20	40	20	40	20	40	20
100	7 pa	Do. pref. stock.....	60	40	60	40	70	40	70	40	60	40	60	40
100	2q	Montreal Cotton Co.....	156 $\frac{1}{2}$	156 $\frac{1}{2}$	158	156	158	156 $\frac{1}{2}$	*160	158	162	158	162	158
100	.....	Colored Cotton Co.....	78 $\frac{1}{2}$	78	80	78 $\frac{1}{2}$	80	77 $\frac{1}{2}$	80	77 $\frac{1}{2}$	82	79 $\frac{1}{2}$	80	78 $\frac{1}{2}$
100	4	Merchants Cotton Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	1 $\frac{1}{2}$ q	Dominion Cotton Co.....	111	110 $\frac{1}{2}$	111	110 $\frac{1}{2}$	110	109 $\frac{1}{2}$	110	109 $\frac{1}{2}$	110 $\frac{1}{2}$	109 $\frac{1}{2}$	110 $\frac{1}{2}$	109 $\frac{1}{2}$
25	3 $\frac{1}{2}$	Mont. Loan & Mort Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	2q	Ottawa Electric S. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	Ottawa Electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	2 $\frac{1}{2}$ q	Diamond Glass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	3 $\frac{1}{2}$	Western Loan & Tr.....	100	.....	100	.....	100	.....	100	.....	100	.....	100	
100	3 $\frac{1}{2}$	Auer Light.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	Taylor Hydraulic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Ex-Div. †New Stock.

STREET RAILWAY EARNINGS

MONTREAL STREET RAILWAY.

	1898.	1897.	Inc.
Oct.	\$133,419.63	\$116,093.09	

NEW YORK.

UNSETTLED APPEARANCE AT OPENING—A STEADIER FEELING FOLLOWS—HEAVY REALIZING FINALLY BRINGS PRICES DOWN WITH A RUN—CLOSING SOFT.

New York, Jan. 24.

British Consols are strong and the market for Americans is weak, at declines ranging from 1/2 to 2 p.c., the latter decline scored by New York Central. Apparently the wildness of our yesterday's market has created considerable apprehension abroad, and the British papers generally are disposed to advise extreme caution in dealing in Americans. The downward movement has also been assisted by the receipt of explicit denials of the story that an amalgamation was in contemplation of various Vanderbilt Trunk lines. The most sensational feature of yesterday's market was the violent fluctuation in Panhandle.

Warnings have been continually sent out from this office during the past few weeks in regard to this stock, and these warnings were yesterday fully justified. A certain amount of speculation in it was caused by the persistent advertisement by a gentleman who, until a year or so ago, was connected with an institution which professed to make money for everybody. The institution failed, and the gentleman in question has been devoting his time during the past few months to distributing gratis, bull tips on the market. He selected as his favorite Panhandle, and no doubt succeeded in creating some outside interest in the stock, and in luring into speculation in it, some of the gullible public. London prices showed some very substantial declines in the early cables, and in addition, yesterday's violent fluctuations were calculated to unsettle confidence.

On that account probably the bulk of commission business at the opening was on selling or profit-taking side. In consequence with very few exceptions, the local market opened substantially lower, the weakest features being N.Y. Central and Union Pacific pfd., which had scored the greatest declines in London. We get it from very good authority that the current rumors coupled New York Central with an N.W. U.P. amalgamation is quite unfounded, or at least premature. On the other hand, there has been buying of these stocks of a character which suggests that something else may be going on of a nature which has not yet been made public. The strongest feature of the market to-day has been Mop. Some of the buying in this case has been based on the belief that the Alton deal will be put through and that Mop will get the lion's share of the deal. The Grangers have been weak and so also has Soo Ry. pfd., and L. & N.

MONEY AND EXCHANGE.

Money on call from Banks to Brokers 4 1/2 per cent.

OVER THE COUNTER		PARIS FRANCS.	
Sixties.....8 1/2-9		Long.....5 20 1/2	
Demand.....9 1/2-10		Shorts.....5 18 1/2	
Cables.....9 1/2			
N. Y. Fds., 1/2-1 pm.			
DOCUMENTARY.		NEW YORK.	
3 days.....8 1/2-9	Call money.....2 1/2 p.c		
30 days.....8 1/2-9	St'g Dm.....4 84 1/2-5		
3 days cattle. 8 1/2-9	Sixties.....4 82 1/2-3		

J. F. PIGGOTT,

AGENT.

MINES AND MINING,

61 St. Francois Xavier Street, MONTREAL.

BARLOW & CO.,

Stock Brokers,

(Members Montreal Stock Exchange.)

WESTERN LOAN AND TRUST BUILDING
11 St. SACRAMENT ST.

BRITISH COLUMBIA MINING STOCKS

BOUGHT AND SOLD ON COMMISSION

...BY...

WALDEMAR WALLACH & CO.,

Mining Brokers, Etc.,

ROSSLAND, B. C.

NEW YORK STOCK MARKET.—January 24, 1899.

	CLOSING PRICES FROM JAN. 14 TO 23.							TO-DAY'S PRICES			
	16	17	18	19	20	21	23	Open'g	Highest	Lowest	Closing
Am. Cotton Oil Co.....	35 1/4	35 1/4	36 1/4	36 1/4	36 1/4	36 1/4	36	.....	35 1/4	35 1/4	35 1/4
" " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Sugar.....	127 1/4	127 1/4	129 1/4	132 1/4	132 1/4	131 1/4	131 1/4	130 1/4	131 1/4	129 1/4	130
" Sugar pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	113	112 1/2	.....
" Spirits Mfg. Co.....	.....	.....	.....	.....	.....	.....	.....	13 1/2	13	.....	.....
" Spirits Mfg Co pfd.....	.....	.....	.....	36 1/4	.....	.....	.....	.....	.....	.....	38 1/2
" Tobacco.....	146	148	148	148 1/2	147 1/4	146 1/2	148 1/2	145	149	145 1/4	147 1/4
" Tobacco pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atch T. & S. Fe.....	21 1/2	21 1/2	21 1/2	22 1/2	23 1/2	23 1/2	23 1/2	.....	23 1/2	22 1/2	22 1/2
Atch T. & S. Fe pfd.....	57 1/2	57	57 1/2	59 1/2	60 1/2	62 1/2	63 1/2	63 1/2	63 1/2	61 1/2	61 1/2
Baltimore & Ohio.....	68 1/2	68 1/2	.....	.....	.....	.....	68	68	72 1/2	69	72
Bay State Gas.....	7	7 1/4	7	6 1/4	6 1/4	7	6 3/4	6 3/4	7	6 3/4	6 3/4
Brooklyn Rap. Tran.....	92 1/2	92 1/2	92 1/2	93	92 1/2	92	90 1/2	90	92	89	89 1/2
C.C.C. & St. L.....	46 1/2	45 1/2	46	46 1/2	47 1/2	49 1/2	55	54 1/2	57 1/2	54	55 1/2
Canadian Pacific.....	86 1/2	.....	.....	85	84 1/2	.....	85 1/2	.....	.....	.....	.....
Canada Southern.....	55 1/2	55 1/2	55 1/2	56 1/2	57 1/2	.....	63	62	62 1/2	60 1/2	60 1/2
Chesapeake & Ohio.....	25 1/2	26 1/2	26 1/2	26 1/2	26 1/2	26 1/2	27 1/2	27 1/2	28 1/2	27 1/2	27 1/2
Chic. & Great Western.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	16	18 1/2	18	18 1/2	17	17 1/2
Chicago B. & Q.....	133	132 1/2	137 1/2	139 1/2	138 1/2	139	137 1/2	139	138 1/2	136 1/2	136 1/2
Chicago Mil. & St. P.....	125 1/2	125	126 1/2	128	128 1/2	.....	128 1/2	127 1/2	128 1/2	126	126 1/2
Chi. Mil. & St. P. pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago R. I. & Pacific.....	117 1/2	117 1/2	119 1/2	120 1/2	120 1/2	120	120 1/2	119	120 1/2	118 1/2	118 1/2
Chicago & Northwest.....	144 1/2	144	147 1/2	147 1/2	147 1/2	.....	151 1/2	151	151 1/2	148	149
Chic. & Northwest pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clevel'd, Lor. & Wheel'g.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" C. C. & St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Consolidated Gas.....	191	190 1/2	190 1/2	190 1/2	193 1/2	.....	191 1/2	.....	192 1/2	.....	.....
Delaware & Hudson.....	112 1/2	.....	112 1/2	112 1/2	112 1/2	113	116 1/2	.....	117	114 1/2	115
Del. Lack. & Western.....	158	.....	.....	.....	154 1/2	.....	.....	.....	.....	.....	.....
Denver & Rio Grand Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie.....	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	.....	.....	.....	16	15 1/2	15 1/2
General Electric.....	99	99	100	99 1/2	100 1/2	101 1/2	106 1/2	108 1/2	110	107 1/2	107 1/2
Glucose Pfd.....	.....	116 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fed. Steel Com.....	.....	.....	.....	.....	.....	.....	.....	52 1/2	.....	.....	.....
" " pfd.....	.....	.....	.....	.....	.....	.....	.....	83 1/2	.....	.....	.....
Lake Shore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville.....	65 1/2	65 1/2	66 1/2	67 1/2	.....	.....	67 1/2	66 1/2	67 1/2	66	66 1/2
Manhattan con.....	106 1/2	107 1/2	108 1/2	112 1/2	116 1/2	114 1/2	115 1/2	115	116 1/2	114 1/2	114 1/2
Met. Street Ry. Co.....	192	192 1/2	193	193 1/2	196 1/2	198 1/2	198	197 1/2	198 1/2	196	197
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & Tex.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri Kan. & T. pfd.....	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	.....	38	37 1/2	37 1/2	36 1/2	36 1/2
Missouri Pacific.....	45 1/2	45	45	46 1/2	46 1/2	47 1/2	47 1/2	47 1/2	49 1/2	47 1/2	48
Nat. Lead.....	38 1/2	38 1/2	38	38 1/2	39 1/2	.....	38 1/2	38 1/2	38 1/2	37 1/2	37 1/2
Nat. Lead pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey Central.....	103	101 1/2	102	102	102 1/2	.....	104 1/2	105	106	103 1/2	103 1/2
New York Central.....	125 1/2	124 1/2	125 1/2	126 1/2	131 1/2	.....	137 1/2	136	136 1/2	134	134
Northern Pacific.....	47 1/2	46 1/2	47 1/2	48 1/2	48 1/2	.....	49 1/2	49 1/2	49	47 1/2	47 1/2
Northern Pacific pfd.....	78 1/2	77 1/2	78 1/2	80	80 1/2	.....	80 1/2	79 1/2	80 1/2	79	79 1/2
Omaha.....	96 1/2	97 1/2	93 1/2	95 1/2	99	.....	97 1/2	.....	.....	.....	97 1/2
Oregon Rail. and Nav.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Mail.....	45 1/2	45 1/2	45 1/2	45 1/2	46 1/2	46 1/2	46 1/2	46	48 1/2	46	46 1/2
Pennsylvania R. R.....	134	134 1/2	134 1/2	134 1/2	133 1/2	136	.....	138 1/2	135	135 1/2	135 1/2
Peo. Gas L. & Coke Co.....	111 1/2	111 1/2	111 1/2	111 1/2	112	111 1/2	112 1/2	112	115 1/2	112	112 1/2
Pullman Palace Car Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	22 1/2	22 1/2	22 1/2	23	22 1/2	.....	24 1/2	24 1/2	24 1/2	23 1/2	23 1/2
" 1st Pfd.....	56 1/2	56	56 1/2	57 1/2	65	.....	64 1/2	64 1/2	65	61	61 1/2
" 2nd Pfd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Pacific.....	36 1/2	37	37 1/2	.....	.....	.....	48 1/2	.....	48 1/2	46 1/2	47
Southern Railroad Pfd.....	47 1/2	47 1/2	.....	48 1/2	48 1/2	.....	45 1/2	48 1/2	.....	.....	.....
Texas Pacific.....	18 1/2	18 1/2	17 1/2	17 1/2	18	.....	18 1/2	.....	18	17 1/2	17 1/2
Tenn. Coal & Iron.....	36 1/2	38 1/2	40 1/2	40 1/2	39 1/2	.....	39 1/2	39 1/2	42 1/2	39 1/2	39 1/2
Third Avenue R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	45 1/2	45 1/2	46 1/2	46 1/2	47 1/2	.....	48 1/2	47 1/2	48	46 1/2	46 1/2
Union Pacific pfd.....	73 1/2	73 1/2	73 1/2	74 1/2	78	.....	81	80	81	78 1/2	78 1/2
U. S. Rubber.....	46 1/2	46 1/2	46 1/2	47	46 1/2	.....	46 1/2	.....	47 1/2	46 1/2	46 1/2
*U. S. Rubber pfd.....	.....	.....	.....	.....	.....	.....	116 1/2	.....	.....	.....	.....
U. S. Leather.....	.....	.....	.....	.....	.....	.....	74 1/2	74	.....	73 1/2	73
U. S. Leather pfd.....	72 1/2	72	72 1/2	72 1/2	74 1/2	.....	.....	73 1/2	.....	71 1/2	71 1/2
Wabash.....	.....	.....	.....	.....	.....	.....	.....	.....	24 1/2	23 1/2	23 1/2
Wabash pfd.....	23 1/2	22 1/2	23 1/2	23 1/2	23 1/2	24	24 1/2	24 1/2	.....	98 1/2	96 1/2
W. U. Telegraph.....	94 1/2	94	94 1/2	95	95 1/2	.....	97 1/2	98	98 1/2	96 1/2	96 1/2

*Ex-Div. 1 p.c. †Ex-Div. 2 1/2. ‡Ex-D. 3 p.c. †On new basis. ‡Ex-D. 2 p.c. *Ex-D.
*Ex-D. 1 1/2 p.c. †Ex-D. 1 1/2 p.c.

CHICAGO MARKET—January 24, 1899.

FROM OUR SPECIAL CORRESPONDENT.

	CLOSING PRICES JAN. 19 TO 23.					TO-DAY'S PRICES.			
	18	19	20	21	23	Opening.	Highest.	Lowest.	Closing.
Wheat—									
Jan.....	70 1/2	70 1/2	70 1/2	70 1/2	72	72 1/2	73 1/2	72 1/2	73 1/2
May.....	68 1/2	68 1/2	68 1/2	68 1/2	69 1/2	70-69 1/2	71	69 1/2	70 1/2
July.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Corn—									
May.....	36 1/2	36 1/2	37	37	38	38-8 1/2	38 1/2	37 1/2	37 1/2
July.....	37 1/2	37 1/2	37 1/2	37 1/2	38 1/2	38 1/2			