FINANCIAL AND COMMERCIAL.

WEDNESDAY, July 5.

In the field of finance the last half of the current calendar year begins most auspiciously. The country has become so rich and is so well supplied with liquid capital, particularly with gold, that transfers of large amounts are made from this city to the interior, into the Treasury and even abroad without seriously disturbing the money market. The reasons for these transfers are well known, a fact that of itself prevents apprehension of any unpleasant results from them. Practically every industry is being conducted upon a profitable basis and the most important of all, namely, that of transportation, is enjoying a period of extraordinary prosperity. While the agricultural situation is not an ideal one, it is becoming more patent every day as the crops approach maturity that the yield of staple products will not be materially below the average of previous years. It is not surprising that from this condition of affairs there should be a development of the first importance in the history of American banking, namely, the financing in this country of the debt of another nation. The appearance of an American banking house at the head of a syndicate that has undertaken to refund at a reduced rate of interest the $100,000,000 of bonds of the republic of Mexico is a logical sequence in the rapid progress American banking has made during the last quarter of a century.

The contract for the conversion of the Mexican loans that Messrs. J. P. Morgan & Co. and their associates in Berlin and London have made is significant in many respects other than that already noted. In the first place the new bonds are to be distinctly a sterling or gold issue. This shows that our sister republic, yielding perhaps unconsciously to the experience of her neighbor in dealing with silver, is beginning to appreciate the desirability of placing her monetary system upon the gold basis. That she will eventually do so need hardly be predicted. The transaction is also significant as indicating cordial relations between the two republics, which, in spite of the differences in climate, races and methods, have much in common. American capital has been most potent in developing the resources of Mexico, and it is a reasonable assumption that more of it will be invested beyond the Rio Grande now that the southern republic has taken a long stride forward in managing its finances and at the same time shown its confidence in our bankers, methods and principles. The alliance thus formed between the two nations is as important and far reaching as the advent of American bankers in the field of international financing.

A suggestion of what may occur in the local market for securities in consequence of the transaction referred to above was discernible to-day in a revival of speculation in Mexican Central securities at advancing prices. The stock market as a whole was more active than it has been for a long time and the tone was strong throughout. The absorption of the Boston and Albany Railroad by the New York Central Company suggests any number of combinations in the railroad world, many of which have been the subject of rumor at various times since the West Shore road was taken over by the system that it attempted to rival. The heaviest dealings were in Brooklyn Rapid Transit and Sugar Refining, and each enjoyed a net advance of 3¾ ₱ cent. The Street is beginning to realize that something is taking place in the sugar refining industry, yet so quietly and secretly that the public cannot obtain an inkling of the facts. The manner in which the management of the Brooklyn Rapid Transit Company cut the ground from under those who were hoping to incite a strike among its employees was a bitter disappointment to operators who have been seeking to depress the price of Rapid Transit stock. The indications are that similar efforts in the case of the Metropolitan Street Railway Company will result in an equally dismal failure.

In the railway list Atchison preferred and St. Paul were the leaders. Minor yet noteworthy movements may be noted in the anthracite coal shares, in Southern Railway preferred, Erie 2d preferred, Illinois Central and Wisconsin Central new common and preferred. The larger dealings in the last named, at advancing prices, may be explained to an extent by the fact that the reorganization of the company is now nearing completion. The property will be sold in foreclosure proceedings on Friday of this week, and the opportunity to participate in the reorganization will expire within a few days. The status of the new securities may be estimated to an extent by the fact that in the plan of reorganization it is computed that the new company will at once earn something over 1 ₱ cent. upon its common stock.

Of the Industrial stocks American Tobacco followed Sugar Refining in respect to activity and was also exceptionally strong. Other features in this group were American Steel and Wire, Continental Tobacco, People's Gas, Tennessee Coal and Iron, General Electric and International Paper. It the tobacco stocks the short interest appeared to be chiefly responsible for the advance. Rumors of an impending deal of some sort stimulated buying of Tennessee Coal and Iron. The condition of the iron industry, which is every day becoming more profitable owing to the completion of contracts made at lower prices than prevailed today and the beginning of work upon orders at the advances that have taken place during the last few months, is beginning to be cited again by the Street as reason for a revival of the demand for securities based upon iron and steel enterprises. Attempts to prevent the payment of dividends upon some of these securities have ceased to have any effect upon the market for them, for it is very sensibly argued that the money which the companies would like to distribute among their shareholders at this time will be held for their benefit until the close of the respective fiscal years, when it can be paid out despite the efforts of litigious speculators.

All things considered, the money market was comparatively easy to-day. The highest rate reported was 6 ₱ cent., and as soon as the demand slackened late in the day the rate dropped to 2 ₱ cent. While much of the trading in stocks was of a professional character, there was an unmistakable increase in the volume of commission business. London showed considerable interest in the market, taking through arbitrage houses about 20,000 shares on balance. Moderate taking of profits from time to time gave the market a healthy appearance, particularly as all offerings were absorbed without much recession in prices. The closing was in the main strong.

New York Stock Exchange—Sales July 5.

UNITED STATES AND STATE BONDS (IN $1,000s).

16 U S 3s, c.....108¾@109
12 U S 4s, c, 1907.....112¾@112¾
5 U S 4s, c, 1925.....129¾
1 Va F deb 2-3s of 1991.....85

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r, at pl of G101	—	—	Un St 4s, r, 1925	129¾	130¾
U S 3s, 1908-1918, r	108	108¾	Un St 4s, c, 1925	129¾	130¾
U S 3s, 1908-1918, c	108¾	109¾	Un St 5s, r, 1904	112¾	113
Un St 4s, r, 1907	112¾	113	Un St 5s, c, 1904	112¾	113
Un St 4s, c, 1907	112¾	113¾	U S 3.65s, r, 1924	D C 119	—

RAILROAD AND OTHER BONDS (IN $1,000s).

50 Atch adj 4s.....85
95.....84½
23.....85
2 Atch gen 4s.....103
3.....102½
95.....102¾
2 Am S M 6s.....92
8 Aus & N W 1st.....97½
38 B & O 3½s.....98¾
5.....98⅝
2.....98⅝
9.....92¼
29 B & O 4s.....101¾
96.....101¾
35.....101¾
1 B, C R & N 1st.....108
5 Brook R T 5s.....113
2 Br W & W 5s.....90
32 Brook U El 1st 104
10.....104¼
1.....104¼
16 C & Con 5s, s 201 119¾
2 Ch & Ogn 4½s.....96
3.....95¾
2.....95¾
6 C, B & Q 4s, N ex 112¾
1 C, C, C & St L 4s, St L d.....102¾
1 C, C, C & I con.....138
1 Can So 1st.....108
1 Cl & Pitts 4½s.....121
10 Cen Pac 1st.....101¾
30.....101½
70.....101¾
20 Col So 4s.....89¾
52.....89¾
2.....90
6.....89¾
25.....89¾
1 Ch & E I 1st.....114
63 C of Ga en 5s.....96
13.....96¾
10.....96¾
1 D & R G en.....101½
1 Det City Gas 5s 98¼
2 D, S S & A 5s.....113
4 Erie con 1st.....144¾
35 Erie prior bds.....93¾
50.....93¾
50.....93
5.....93¾
10 Erie lien 3-4s.....72¾
10.....72¾
2.....73
35.....73¾
8.....73¾
137.....93¾
122.....74
2 E Tenn 5s.....118
2 El, C & N 5s.....100¾
3.....100¾
1 Fl W & R G 1st 5s.....65¾
2 Gila V & N 1st.....104¾
3.....105
6 G, H & S A M P 5s.....103¾
4.....103¾
16 Hock V 4½s.....102¾
1.....102¾
7 H & T C gn 4s.....89¾
72 Ir Mt 4s, w i.....85¾
8 Iron Mt 5s, s.....111¼
3 Iron Mt 5s.....111¾
48.....111¾
30.....111¾
10 Ist & Gt N 2d.....92¾
4 Kan & Tex 4s.....93¾
10.....93¾
5.....93¾
18 Kan & Tex 2s.....68
3.....68¾
18.....68¾
10 Kan Tex ex 5s.....89
6 K C, F & G 1st.....60
10 L & N 4s.....99
3.....98¾
2 Lou & N c t 5s.....108¾
7 Long Island 4s.....100
26 Met St Ry 5s.....123¾
10 Mex Int cn.....87¾
30 Mex C 2d inc.....12
14.....12¾
20.....12¾
14.....12¾
60.....13
2.....12¾
116.....12¾
— M W S E Ch 4s.....98¾
1 Mo, K & T of Tex 5s.....90¾
5.....90¾
2 Met El 1st.....119
10 North O 1st.....103¾
1 N J C gnl 5s.....120
19 N Y C, L S col 3½s.....102¾
6.....102¾
5 N Y C, M C col 3½s.....101¾
3 N W 3½s.....110¾
10.....110¾
8 N Y, O & W r 4s.....106¾
5 O R & N 1st.....111
6.....112
2 O R & N 4s.....103
8 Ore S Lin 5s.....113¾
5 Ore S Lin o A.....94¾
15 Ore S L inc B.....73¾
3 P & Wn 1st, t r.....98¾
10 R Isl gnl 4s.....108¾
5.....108¾
40 Read gnl 4s.....89¾
45.....89¾
30.....90
1.....89¾
58.....89¾
4 Rio G W 1st.....100
2.....99¾
10 So P 1st, w i.....95¾
5 St L & S F g 6s.....123¾
2 St L & S F g 5s.....109¾
5 St L & S F 4s.....87
6.....86¾
2 St P 1st, S W d.....121¾
50 St L S W 1st.....95¾
14.....96
20.....59¾
20.....60
15.....59¾
16.....59¾
40.....59¾
30.....59¾
8 St P & D 2d.....113¾
4 So Rwy 5s.....110¾
1.....110
2 Tex Pac 1st 5s.....114¾
5.....115
15 Tex P 2d in, t r.....55¾
10.....55¾
5.....55¾
1 Third Av 5s.....127
3 Tol & O Cen 1st.....104¾
7 T & N O cn 5s.....106
4 T, C, I & R G 5s, Tenn d.....105¾
8 T C, I & R G 5s, Bir div.....106¾
2.....107
4 Tol, St L & K C 1st, t r.....118
10 Union Pac 4s.....106¾
13.....106¾
11.....106¾
1 Wab 1st.....117
3 Wabash 2d.....102
10.....102¾
16.....103
5 Wab deb, s B.....34¾
20.....35
33.....35¾
64.....35¾
2 West Sh 4s.....115¾
1.....115¾
15 Wis C 1st, t r.....76¾
14.....76¾
45.....77
7 Wis C 4s, w i.....95¾
8.....95¾

Total sales of railway bonds (par value), $5,401,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
38900	A St & W	54	55¾	53¾	54¾	55
800	Am St & W p	95	95	95	94¾	95
55400	Am S R	156	160	155¾	158¾	159¾
70	A S R p	118	118	117	117	118
1250	Am Tin	34¼	34¼	34	34¾	35¾
380	Am T p	84	84	84	83	84
—	Am S M	6¾	6¾	6¾	6¾	6¾
20	A Cable	104¾	104¾	104¾	103	104¾
8170	Am Tob	92¼	95¾	92¼	95	96¾
25	Am Ex	140	140	140	135	140
600	Am CO	37¾	37¾	36¾	36¾	37
100	Am C Op	92¼	92¼	92¼	92	92¼
4500	A, T & S Fe	19¾	20	19¾	19¾	20
86332	A, T & S Fep	58¾	60¾	58¾	60	60¾
600	A S H	25	29	27¼	28	28¾
800	A S H p	77	77¼	77	76	77
6490	Anaconda M	55¾	56¾	55¼	55¾	56
1270	Am S & R	36	36¾	35¾	36	36¾
2118	Am S & R pf	84	84	82	82	84
570	Am C F	17¼	17¼	16¾	16	17
20	Am Car F p	60¾	60¾	60¾	60	60¾
2300	B & O	49¼	49¾	49¼	49¼	49¾
1640	B & O p	72¾	72¾	72	72¾	73
91433	Bk R T	116¾	119	116¾	118¾	118¾
50	Bk Un G	144	144	144	142	145
700	C C Trac	57¾	57¾	57¾	57	58
300	Can So	55	55	54¾	54	54¾
20	Can Pac	99¾	99¾	99¾	98¾	—
400	Con I pf	87	90	87	—	—
2300	Ch G W	14¼	15	14¾	14¾	14¾
100	Ch G W p, A	69	69	69	68	69
500	Con Pac	52¾	52¾	52¼	52¼	53
8305	Ches & O	26¾	26¾	26¼	26¾	26¾
100	C & E I	75	75	75	74	75
12840	Cont'l T	39¾	41¾	39	40¾	41
720	Con Tp	78¾	79¾	78¾	79	79¾
2000	C C C & St L	58¾	58¾	58¼	57¾	58¾
25	C, C, C & St L p	99¾	99¾	99¾	98¾	99¾
1767	Chic N W	160¾	161	160¾	160	160¾
24830	C, B & Q	138¾	138¾	137¼	137¼	138
40245	C, M & St P	132¼	133¾	131¼	132¼	133
10	C, M & St P p	174¼	174¼	174¼	174¼	175
26380	C, R I & P	118¾	118¾	118¼	118¾	118¾
525	Col Fuel	44¾	44¾	44¾	44	44¾
100	Col So	5¼	5¼	5¼	5¼	5¾
120	Ch Ter	15¼	15¼	15	15	15¼
1200	Ch Ter p	47	47¼	47	46¾	47¼
270	C, H V & Tp	57¼	57¼	57¼	57	57¼
100	C & H C	13¾	13¾	13¾	13	13¾
100	C, L & W	9	9	9	8	9
1915	Con Gas	188	189¾	188	188¾	189
200	C, I & L	9¼	9¼	9¼	9¼	9¾
2060	Del & H	124	124¾	123¾	124¾	124¾
*60	D, L & W	170	170	169¼	170¾	171½
1700	D & R G	22¾	22¾	22¼	22¾	22¾
240	D & R G p	78¾	78¾	78	78¾	78½
500	D M & F D	21¼	21¼	21¼	21	21¼
970	Erie	13¾	13½	13¾	13¾	14
6440	Erie 1 p	36¾	37¼	36¾	37¾	37¼
100	Ert & T p	99	99	99	98	100
1650	E & T H	40	40	39	40	40¾
8670	Fed St	58¾	59¼	58	58¾	59
2180	Fed Stp	81	81¼	81	81¼	81¾
260	Gle S R	67	67	67	66¾	67¼
250	Gl S R p	107	107¼	107	107	107¼
1062	Gt Nor p	169¾	171¼	169¾	171	171¼
1980	Gn Elec	117¾	118¼	117¼	118¼	118¾
200	H B Clafl	112	112¼	112	—	—
1720	I Paper	43¾	44	43¾	43	43¾
100	Int Pp	79¾	79¾	79¼	79	79¾
8750	Ill Cent	117	117¼	117	117¼	117¾
85	Ill C rad lines	102	102	102	—	—
200	Int Silv	13¾	13¾	13¾	14¼	17
1101	Cent	12¼	12¾	12¼	12¾	12¾
550	I Cent p	49	49¼	49	49¾	49¾
115	KC, P & G	7¼	7¾	7¼	7¾	8¼
100	Kan & M	12	12	12	11¼	13
100	Kan D M p	18	18	18	18	19
815	L E & W p	72	72	71¼	71¼	73¾
200	Lacl G	53	54	53	53	54
8225	Lou & N	72	72	71¼	71¾	71¾
200	M, St P & S S M	27	27¾	27	26	27
900	M, S P & S S M p	66¾	66¾	65	66	67
8030	Man Cn	118¾	119	117¾	118	118¾
200	M Nctfs	3¾	3¾	3¾	3¾	3¾
7895	Mx Cen	13¾	15	13¾	14¾	14¾
3168	Met S R	227¾	227¾	226	226¼	226¾
164	M W S E of Chic	55	55	55	54¾	56¾
100	M & St L	5¾	55	55	54¼	55
10410	Mo Pac	44¾	45¼	44¾	45¼	45¾
810	M, K & T	12¼	12¼	12	12¾	13
1800	M, K & T p	35	35	34¼	34¼	35
1825	N Steel	50¼	50¾	50	50	50¾
800	N Stl pf	89¾	90	89¾	89¾	90
2220	N J Cent	118	119	118	118¾	119
8975	N Y Cent	141	141	140	139¾	140
100	Nat Lead	30	30	30	30	30¾
100	N Y & S L	13	13	13	12¾	13
2600	N & W	21	21¼	21	20¾	21
8650	N & W p	71¼	71¾	70¾	70¾	71
9880	Nor Pac	50¼	51¼	50¼	50¾	50¾
1139	Nor P p	77¼	78¾	77¼	77¼	78
6300	O & W	26¼	27¼	26¾	27	27¼
180	P Coast	39¾	39¾	39¾	39¾	40¾
10	P Coast 1st pf	84	84	84	84	87
225	P Coast 2d pf	58¼	58¼	58¼	59	62
220	O R & N	40¼	40¼	40¼	40	43
56	O R & N p	74	75	72¾	73	75
700	Pac Mail	48¼	49	48¼	48¾	48¾
100	P, D & E	2¾	2¾	2¾	2¾	2¾
400	P S C	51	51¼	51	51	52
10	P P Car	161¼	161¼	161¼	159¾	161
810	P, C, C & St L	55¼	55¼	54¾	54¾	55
26530	Pa R R	137¼	137¼	136¾	136¾	137
14150	Peo G & C	121	122	120¾	121¼	121¾
2600	Reading	21¼	21¾	21¼	21¾	21¾
17710	Read 1 p	61¼	62¾	61¼	62¾	62¾
2200	Read 2 p	34¼	35¼	34¼	35	35¼
2030	S L S Wp	33¼	33¾	33¼	33¾	33¾
200	St P & Dul	53¾	53¾	53¾	51	54
600	St P & O	106¼	106¼	106	106¾	107¾
4225	So Pac	32¼	32¼	32¼	32¼	32¾
8160	So Rwy	11¾	11¾	11¼	11¾	11¾
12300	So Ry p	52	53	52	52¾	52¾
318	St J & G I	12	13	12	12	17
2d p		11	11	11	10¼	11
200	St L & S F	11	11	11	10¼	11
100	St L & S F 1st p	70¾	70¾	70¾	70¾	71
1750	St L & S F 2d p	37¼	37¼	37¼	37¼	37¼
12050	T C & I	64¾	66¾	64¾	66	66¼
650	Tex Pac	19¾	19¾	19¾	19¾	19¾
21695	U Pac	44¼	45¼	44¼	45	45¼
7215	U Pac p	79	79¾	78¾	78¾	78¾
120	U S Ex	49¾	49¾	49¾	48	50
100	US & P p	78	78	78	76	78
33	US Rub	52¼	52¼	52¼	53	53¼
210	US Rp	118	118	117¾	116¾	117¾
10	U S L	5¾	5¾	5¾	5¾	6
2635	U S L p	71	71¾	71	71¾	71¾
8000	Wab p	21¼	22¼	21¼	22	22¼
900	W U Tel	90	90	89¾	89¾	90
200	W & L E	9¼	9¼	9¼	9	9¼
2000	W C, N	16	16¾	16	16¼	16¾
2650	W Cp, N	53	53¼	53	53¼	54

*Ex dividend.

Total sales, 634,722 shares.

OUTSIDE SECURITIES CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Amalg Cop.	95¾	96	Hav Com p	66	67¾
Air Power	79	81	Int Power	—	80
Amster'mO	36¾	37	Int Pumpe	22¾	24
Ams Gas pf	61	62¼	Int Pump p	68	69
Ams O bds	103¾	105	Ken Dis c	15¾	16¾
Beet Scom.	32	34	Ken Dis p	54	57
Beet S pf	78¾	79¾	N Gramo	84	85
D & N Y F.	38	39	Nat Salt c	46	48
B & N Y Fbds	97	97¾	Nat Salt p	78	80
B S Gas	2¼	2¾	New Eng T.	12¾	13
Col Elec C	—	17¾	N Y Elec Veh Trans	25¾	26
L & B Co	—	17¾	Otis Ele c	30	31
Dis of Am c	24	26	Otis Ele pf	88¾	90
Dis of Am p	60	62	Plant Com	125	140
Elec Boat c	16	20	Pneu H C	⅛	¾
Elec Boat p	44	46	Rep Steel c	17¾	18
Elec Veh c	105	115	Rep Steel p	61¾	62
Elec Veh p	113	118	Rubber Go	22	25
Elec Pneu	1	1¾	Rubber Gp	80	81
Flemington C & C	25	26	Royal B P p	99	99¾
G Carriage	33	—	Stand O T.	459	461
Gen E Aut.	17	25	U S t & Ch c	27¼	28
Hav Com	28¾	29	U S t & Ch p	67	68

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	255	260	Bos & Mon	355	360
Bos & Me	192	195	Cal & Hec	795	800
Chi Junc c	145	146	Osceola	90	90¾
Fitchb'g p	116¾	118	Quincy M	105¾	106
Mergenthal	202	204	Tam Min	223	225
Boston El	109¾	110	Old Dom	38¾	38¾
Old Colony	204	205	Butte	81	82
W End Ro.	95	95¾	Arcadian	62¾	63
Dom Coal	55	55¾	Rhode Isl	7¾	8
Am Bell T	350	355	Utah	44	44¼
Erie 1st	96¾	97	White Knob	12	12¾
West'g'e E.	49	51			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Rys Co	9¼	9¾	P M L & P.	23	23¼
Cam St	23¾	23¾	P E G T 5s	102¾	102¾
C, O & G e.	41¼	41¾	Phila Trac.	99¾	99¾
C, O & G p.	48¾	48¾	Union Trac	42¾	42¾
E L C of A.	18¾	19	Us G I Co.	166¾	167¼
E S Bat c	134	137	W N Y & P.	7¾	7¾
E S Bat pf.	137	140	Welz L Co.	40	41
Leh V R R.	27¾	27¾	Welz Com	—	11
Marsden	15¾	16¾	Welz Cpf	55	65

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Strwb.	32	32¾	Lst "L" ctfs	14	15
Canal & D.	75	78	N Ch St Ry.	245	—
City Rway.	280	285	So S "L"	96¾	98
Dd Match	151¾	152	St S Car	20	21
L St "L"	17¼	17¾	W Ch St Ry	120	121

LATEST LONDON QUOTATIONS.

Atchison	20¼	Northern Pacific	51¼
Atchison pf	60¾	Northern Pacific pf	80
Canadian Pacific	100¼	Ontario & West	27¾
Chesapeake & Ohio	27¾	Pennsylvania	70
Central Pacific	53¾	Reading	10¾
Denver & R G	23¾	Reading 1st pf	31¾
Denver & R G pf	80¼	Reading 2d pf	17¾
Erie	14¾	St. Paul	135¾
Erie 1st pf	38¾	South Railway	11¼
Illinois Central	120¼	South Railway pf	53¾
Kansas & Texas	12¾	Union Pacific	45¾
Louisville & Nash.	73¾	Union Pacific pf	81¼
New York Central	145	Wabash pf	22
Norfolk & W pf	72¼		

Final sales compare with those of Saturday as follows:

	July 1.	July 5.		July 1.	July 5.
A, T & S F	19¾	20	Nat Lead	29¾	30
A, T & S F p	58¾	60¼	N & W	21	21
Am Cot O	37¼	36¾	N & W p	71¼	71
Am S R	155¼	158¾	N west com	162¼	160¼
Am Tob	92¼	95	Nor Pac c	49¾	50¾
Am S Mfg	6¼	6¾	Nor Pac p	78	78¾
Brook R T	115¼	118¾	N Y Cen	140¾	140
Balt & O	49¼	49¾	Omaha c	107	106¾
Can So	54¾	54¾	O & West	26¾	27
C, C, C & St L	58	58¾	Peo G & C	120¾	121¾
C, B & Q	137¾	137¾	Pac Mail	48¾	48¾
Con Gas	188¼	188¾	Rock Isl	118¾	118¾
Ches & O	26¾	26¾	Reading	20¾	21¾
Chic Gt W	14¾	14¾	Read 1st p	61¼	62¾
Del & Hud	123	124¼	St Paul c	132	133
D & R G p	78¾	78¾	So Rway	11¼	11¾
Erie 1st p	35¾	37¾	So R'y p	51¼	52¾
Gen Elec	117	118¾	St L S W p	33¾	33¾
Gt Nor p	171	171¼	Tex Pac	20	19¾
Ill Cen	116	117¾	Tenn C & I.	64¾	66
Kan & Tp.	35	35	Union Pac.	45	45
Lou & Nash	71¾	71¾	U Pac p	79¾	78¾
L E & W p.	71	72	U S Rub p.	117¾	117¾
Lac Gas	54	54	U S L p	71¼	71¾
Man Con	118¾	118	Wabash p.	21¾	22
Mo Pac	44¾	45¾	W U Tel	90	90
Met St Ry	227¾	226¾			

Government bonds steady at unchanged quotations. Railway and other bonds strong and active. The features were: Central Pacific 1sts, Colorado Southern 4s, Central of Georgia consol. 5s, Mexican Central 2d incomes, Reading general 4s, Atchison, Baltimore and Ohio, Erie, Iron Mountain, Missouri Pacific, Northern Pacific, St. Louis Southwestern, Wabash and Wisconsin Central issues.

Commercial price of bar silver in New York, 60⅞c. Bar silver in London closed at 27¼d. Mexican silver dollars were quoted at 48¾c.

Money on call 2@3 ₱ cent. Time money is quoted at 3 ₱ cent. for six months on dividend stocks, 4 ₱ cent. for six months on good mixed securities, and 4 ₱ cent. on half industrials and half railroad securities. Commercial paper is quoted at 3@3½ ₱ cent. for bills receivable; acceptances and prime single names, 3¼@3¾ ₱ cent.; other names, 4@4½ ₱ cent.

Sterling exchange was dull, with only very slight changes in rates. Continental exchange was also dull. Posted rates are: Long drafts, $4 89; sight drafts, $4 88⅞. Actual rates are: Long bills, $4 85¼@$4 85¾; sight drafts, $4 87¼@$4 87½, and cable transfers, $4 87½@$4 88; francs are quoted at 5.16¼@5.18¾ for long and 5.16¼@5.16¾ for short; reichsmarks, 94¼@94½ for long and 95¼@95½ for short; guilders, 40@40 1-16 for long and 40 3-16@40¼ for short.

Domestic exchange on New York: Boston—12@20 cents discount. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 discount; selling, 75 cents premium. New Orleans—Bank, 50 cents premium; commercial, $1.25 discount. San Francisco—Sight, 12½ cents premium; telegraph, 15 cents premium. St. Louis, 25 cents discount. Chicago, 30 cents discount. Cincinnati—Between banks 45 per and 40 cents discount; over counter, 50 cents discount.

Exports of general merchandise from the port of New York for the week ending to-day were valued at $8,225,470, against $8,798,077 in the preceding week and $8,807,043 in the corresponding week of last year; since Jan. 1, $225,985,056, against $254,791,816 the corresponding period of last year.

The all-rail east bound shipments of dead freight from Chicago last week were 83,205 tons, against 85,822 tons the previous week and 39,622 tons the same week last year.

The weekly statement of averages of the banks in this city, Brooklyn, Jersey City, Hoboken and Staten Island which are not members of the New York Clearing House Association, but which clear through some of the members, is as follows:

	June 24.	July 1.	Changes.
Loans, dis., investm's	$63,750,400	$63,996,600	Inc. $246,200
Circulation	1,389,100	1,391,000	Inc. 1,900
Net deposits	69,520,700	70,063,200	Inc. 542,100
Dep'ts with C. H. ag'ts	8,267,100	7,714,200	Dec. 492,900
Legal ten. & bank notes	3,963,100	3,958,600	Dec. 4,500
Dep. with b'k & trust co's	2,720,500	3,467,200	Inc. 746,700
Specie	2,757,300	2,777,900	Inc. 20,600
T'l res've	$17,648,000	$17,917,900	Inc. $269,900
Res've req'd	17,380,175	17,515,700	Inc. 135,525
Sur. res've	$267,825	$402,200	Inc. $134,375

Railway gross earnings for June compare with those of the same month of last year as follows:

Buffalo, Roch. and Pitts	$228,407	Dec.	$96,689
Canadian Pacific	2,352,000	Inc.	228,000
Chicago and East. Illinois	361,000	Inc.	49,500
Denver and Rio Grande	698,500	Inc.	13,200
Flint and Pere Marquette	205,114	Inc.	29,204
Hocking Valley	261,622	Inc.	32,440
Kanawha and Michigan	50,128	Inc.	1,372
Kansas City Suburban Belt	44,012	Inc.	6,234
Lake Erie and Western	316,260	Inc.	66,709
Louisville and Nashville	2,132,485	Inc.	252,125
Mexican Central	1,242,033	Inc.	164,542
Mexican National	528,777	Inc.	59,807
Missouri, Kansas and Texas	770,845	Inc.	105,125
Peoria, Decatur and Evans	68,477	Inc.	11,724
St. Louis Southwestern	410,200	Inc.	74,700
St. L. and San Francisco	570,036	Inc.	60,842
St. Jo. and Grand Island	108,538	Inc.	20,590
St. Paul	3,395,979	Inc.	640,657
Toledo and Ohio Central	152,455	Inc.	3,005
Wheeling and Lake Erie	139,894	Inc.	19,583
Wabash	1,255,282	Inc.	174,123
Wisconsin Central	480,804	Inc.	33,834

The Chicago, Rock Island and Pacific Railway Company reports for May:

	1899.	1898.	Changes.
Gross earnings	$1,629,530	$1,608,278	Dec. $93,748
Other income	17,127	8,351	Inc. 8,777
Total income	$1,646,657	$1,706,624	Dec. $59,966
Ex's and taxes	1,144,205	1,171,697	Dec. 27,491
Net income	$502,451	$534,927	Dec. $32,474
2-12 ann'l ch's	322,500	327,851	Dec. 4,927
Surplus