FINANCIAL AND COMMERCIAL.

SATURDAY, July 29.

The transactions in securities this week have not been large, but the distribution of the dealings and the course of prices indicate that both speculators and investors are beginning to appreciate the considerations affecting the value of both industrial and railway shares. It is claimed by many operators in stocks that the level of prices is too high to warrant expectations of a further advance. This view is based upon prices that were made some time ago and also upon the current rates for money. It does not seem to take into consideration a number of important factors, chief among which is the extraordinary activity in general business, which seems likely to continue for some time to come, and the great increase in the supply of international currency from the Klondike, Australia and South Africa. It is most fortunate that the production of gold from these sections, together with that from the mines of this country, is added to the currency of the world at a time when it is most needed. The receipts of gold from South Africa and other sources were doubtless a factor in maintaining the Bank of England rate of discount at 3½ ⅌ cent. this week, and similar receipts from the Klondike and from Australia by way of San Francisco will doubtless affect bank reserves at this centre in the near future.

The considerations mentioned appear to have induced some substantial buying of securities this week, and as prices have advanced other factors have received the attention they deserve. Railway traffic returns, notably those of the St. Paul and C., B. and Quincy companies for June and the statement of the Chicago and Northwestern Company for its fiscal year have stimulated a demand for the stocks of those companies during the latter part of the week. The market for railway stocks generally has been influenced by statistics showing that the transportation industry as a whole is not as dependent as formerly upon the crop movement from certain sections of the country, though that is, of course, an important item. The business and products of practically every section have become so diversified that the profits of the railroads serving it are no longer dependent upon the success or failure of the single crop. Coincident with the development of diversified industries throughout the country there has been a logical increase in the exports of American products, as shown by the official figures of the Treasury Department during the last year or more. These developments strengthen the commercial and financial position of the United States to a degree that has not yet been fully appreciated.

The weekly trade reports show no diminution in the volume of business nor noteworthy recessions in prices. Bank clearances, though somewhat smaller than last week, are a good deal larger than for the corresponding week in previous years. In spite of the activity in general business the loans of the Associated Banks were reduced last week over $8,000,000. This liquidation of bank accommodations must have been voluntary and was not unexpected. The decrease in lawful money exceeds the largest estimates by fully $2,000,000. The banks have lost during the week $4,429,000 in lawful money and in spite of a logical decrease in the deposits, the surplus reserve is nearly one and a half millions smaller than last week. This unfavorable showing by the banks was seemingly offset in the stock market by the pronounced declining tendency of foreign exchange. The market for exchange has been depressed this week by comparatively heavy purchases of securities by London and sales of commercial bills against probable large shipments of breadstuffs beginning next month and of cotton a little later.

The features of the stock market this week have been sharp advances in a number of the industrials, notably American Tobacco, Sugar Refining and American Steel and Wire. The anthracite coal stocks, though not extensively dealt in, have made a good showing, and a number of special stocks, notably Louisville and Nashville, Pittsburg, Cincinnati, Chicago and St. Louis, Lake Erie and Western issues and Southern Pacific, have attained a materially higher level. The features of to-day's speculation, which was fairly active, were American Tobacco, American Steel and Wire common, Southern Railway preferred, International Paper preferred and American Car and Foundry preferred. The status of the investment market is indicated by the sale to a syndicate of $10,000,000 of Chicago and Alton Railway new 3 ⅌ cent. bonds at a price that may be inferred from the open market, which is about 94 bid.

As compared with the final prices of last Saturday, the entire list is higher. The more important net advances are in American Tobacco, 8¼ ⅌ cent.; Delaware, Lackawanna and Western, 5; Lake Erie and Western preferred, 4¼; Louisville and Nashville, 4¼; Lake Erie and Western, 3½; American Sugar Refining and Pittsburg, Cincinnati, Chicago and St. Louis, 2¼ each; Consolidated Gas, 2¼; American Steel and Wire and Continental Tobacco, 2¼ each; Kansas and Texas preferred, 2; Southern Pacific, 1¾; St. Louis Southwestern preferred and Tennessee Coal and Iron, 1¼ each; Northern Pacific, 1¼; Burlington and Quincy, 1½; Atchison preferred, Brooklyn Rapid Transit and People's Gas, 1 each; Pennsylvania Railroad and Southern Railway, ¾ each; St. Paul, ¾; Rock Island, ½; N. J. Central, Metropolitan Street Railway and Reading first preferred, ½ ⅌ cent. each.

New York Stock Exchange—Sales July 29.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r. at pl of 0100%	—		Un St 4s, r.	129	129¾
U S 5s, 1908:			Un St 4s, c.		
1918, r.	108¾	108¾	1925	130	130¾
U S 5s, 1908:			Un St 5s, r.		
1918, c	108¾	109¼	1904	111¾	111¾
Un St 4s, r.			Un St 5s, c.		
1907	112¼	112¾	1904	112¾	113¾
Un St 4s, c.			U S 3.65s, r.		
1907	113	114	1924, D0119	—	

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

1 Atch adj 4s	85¼	10	Nex C 2d inc	12	
14	85¼	1	M & St L r 4s	98¾	
27	85⅝	1	Man Ry 4s	110	
11 Atch gen 4s	102	1	Mob & O 1st, N	127¾	
6	101¾	30	Mo Pac cn	118¾	
2 B & O 6½s	96¾	1		118¾	
3 B & O 4s	101	20	Nor Pac g 3s	67¾	
1 Brook U El 1st	103	1	N Y & NE 1st 6s	113	
7 Ch & Ogn 4½s	97⅛	5	N Y, O & W r 4s	105⅛	
8	97	2	Ore S L cn 5s	113¼	
6 C, B & Q 4s, N ex	113⅝	5	P, D & E 1st, E div, 4 r	94¼	
20 Cen Pac 1st	100¾	5	Ch Wn 1st, r r.	99¾	
5 Ch Ind & So 5s	96⅛	3	P, S & L E 1st	116	
5	96	1	Read gn 4s	88	
20 Den & R G 4½s	100⅛	9		88⅝	
5 Det, M & M l g.	19⅛	3	Rio G W 1st	98⅛	
5	20	25	So P 1st, w i	84	
20 Erie 1st 4s	72⅝	11		84¼	
7 E Tenn 5s	110⅛	15		84	
1 E T R lien 4-5s	110	1	So P of Cal cn fd, s	108¾	
7 Ft Worth 1st	78⅛	3		108¾	
3	79	3	St P gnl 4s, s	112¾	
3	78	2	St P 1st, C & M r 5s	123	
2	77⅛	1	St P 1st, S M d	121¼	
3	77	32	St L S W 2d	65⅞	
12 G, H & S A M 5s	103⅞	20		66¾	
11 G Bay deb B	6⅛	67		66	
9	6¾	3	S A & AP 1st 4s	80⅝	
2 Hock V 4½s	101⅝	31	So Ry 5s	109⅝	
8 H & T C gnl 4s	88⅝	5	S F, P & P 1st	107⅝	
2 Iron Mt 4s	86⅝	3	Tex Pac 1st 5s	115	
5	86¾	2	T C, I & R 5s, Br div	109⅝	
26 Iron Mt 5s	114	50	T C, I & R, D B C & I 4s	108	
10 Ill Cen 5½s, St L div	103¾	5	Union Pac 4s	105⅛	
1 Int & Gt N 2d	93⅝	1		105⅝	
3 Kan & Tex 4s	93⅞	1		105⅝	
2 Kan & Tex 2s	69⅛	1	Wab 1st	117	
1	69¾	85	Wab deb, s B	37⅛	
18 K C, P & G 1st	61⅛	5		37¼	
2 L & W 1st	120	20		37⅝	
5 L & N c 4s	100	1	Wabash 2d	102⅝	
1 L V Con 5s	113	1	West Un col 5s	112⅝	
10 Mex Intern	87	10	Wis Cen 4s, s L	94¼	

Total sales of railway bonds par value, $826,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
7960	A St & W	57⅝	58¼	57⅝	58¼	58⅝
516	Am St & W p	97	97	97	96⅝	97
6640	Am S R	160¼	160⅝	159⅛	159⅛	160
1850	Am Tin.	38⅛	39⅛	38⅛	39⅛	39⅝
20	Am Tp	85⅝	85⅝	85⅝	—	—
480	A L O p	51⅝	52⅝	51⅝	51⅝	52
14760	Am Tob	101	105	101	104	105
10	Am Ex	139⅝	139⅝	139⅝	—	—
650	Am CO.	42	42¼	42	42¼	42⅝
2575	A, T & S Fe	20⅝	20⅝	20¼	20⅛	20⅝
20825	A, T & S Fep.	62⅝	62⅝	62¼	62⅛	62⅝
310	A Malt.	17¼	17¼	17¼	17¼	17⅝
800	A S H.	32	32¼	32	32	32¼
200	Anaconda M.	56	56⅛	56	55⅝	56
640	Am S & R	39	39	38⅛	38⅛	38⅝
300	Am S & R pf.	86	86	86	85⅛	86
1175	Am C F	16	16⅝	16	16	16⅛
2125	Am Car Fp.	62⅝	64	62⅝	64	64⅛
500	B & O.	49	49	48⅛	48⅛	49
860	B & O p	73	73	72⅝	72⅝	72⅞
10825	Bk R T	116⅝	117	115⅝	116	116⅝
200	C C T ac	58⅝	58⅝	58⅝	58⅝	59
25	Can Pac	99	99	99	98	98⅝
2860	Ch G W.	14⅛	14⅛	14⅛	14⅛	14⅝
100	Ch G W p. A.	69⅝	69⅝	69⅝	69	69⅝
100	Ch G W deb.	90⅝	90⅝	90⅝	90⅛	91
950	Cen Pac	52⅝	52⅝	52⅝	52⅝	53
1020	Ches & O	28⅛	28¼	28	28⅛	28⅝
100	C & E L	76	76	76	75⅝	76⅛
6975	Cont'l T	42⅛	43⅝	42⅛	43	43⅛
920	Con Tp	86⅛	86⅝	86	86⅝	87
2100	C, C, C & St L.	58⅝	59	58⅝	58⅝	59
2050	Ch & NW	162⅝	163⅝	162⅝	162	162⅝
168	C & N W p	196	196	196	196	198⅝
8635	C, B & Q	138⅝	138⅝	137⅝	137⅝	138
6300	C, M & St P.	132⅝	133	132⅝	132⅝	132⅝
8050	C, R I & P	119⅝	119⅝	119	119⅝	119⅝
650	Col Fuel	46	46⅝	46	46⅝	46⅝
1100	Col So.	5⅛	5⅝	5	5	5⅛
450	Col So 1st pf.	45	45	45	44⅛	45
500	C, H V & T p	59⅛	59⅝	59	59	59⅛
200	C & H G	15	15	15	14⅛	15
975	Con Gas	179	179⅝	179	179	179⅛
100	C, I & L p	43	43	43	41	43
350	Del & H	123	123⅝	123	121⅛	123⅛
1000	D, L & W	172	173⅝	173	172	173⅛
150	D & Rio G	76	76	76	76	76⅛
100	D M & F D	20⅝	20⅝	20⅝	20⅝	21⅛
410	Erie 1 p	37	37⅝	37	36⅞	37⅝
40	E & T H	39⅛	39⅛	39⅛	39⅛	40
930	Fed St.	58⅝	58⅝	58⅝	58⅝	58⅝
10	Fed St p	80⅛	80⅝	80⅛	80	80⅛
600	Gt Nor p	167	168⅝	167	167⅛	168⅝
600	Gen Elec	124⅝	125	124⅝	124⅝	125
100	H B Claf	115⅛	115⅛	115⅛	114	116
550	I Paper.	41⅛	42	41⅛	41	42
2525	Int Pp.	79	79⅛	78⅝	78⅝	79⅛
1100	Ill Cent.	117⅝	117⅝	117⅝	117⅝	117⅝
600	I Cent p.	13⅛	13⅛	13	12⅞	13⅛
30	I Cent p.	53⅛	53⅛	53⅛	53	53⅛
300	K C, Ft S & M	7	7	7	6⅞	7
350	L E & W	21⅛	21⅛	21⅛	21⅛	21⅛
470	L E & W p.	81	81⅛	81	81	81⅛
100	Long Isl	70	70	70	68	71
5650	Lou & N	75⅛	76	75⅛	75⅛	75⅛
100	M, S P & S S M p	65⅛	65⅛	65⅛	65	66
2010	Man Cn	119	119	118	118⅛	118⅝
1835	Ma Cen.	15	15⅛	15	14⅝	15
900	Met S R	211	212⅛	211	212	212⅛
100	M W S El of Chic	15	15	15	14⅛	15⅝
620	M & St L	55⅛	56	55⅛	55⅝	56
100	M & St L 2d pf.	90⅛	90⅛	90⅛	90⅛	91
5075	Mo Pac.	48⅛	48⅞	48	48⅛	48⅝
200	M, K & Tp	36⅛	37	36⅛	36⅛	37
700	Mob & O	45⅛	45⅝	45⅛	45⅝	46
575	N Steel.	52	52	52	51⅝	52⅛
750	N St l pf	93⅝	93⅝	93⅛	93⅛	94
200	NJ Cent	117⅛	117⅛	117	116⅝	117
1000	N Y Cent	140⅝	140⅝	139⅝	139⅝	139⅞
100	Nor Am	11⅝	11⅝	11⅝	11⅛	11⅝
400	Nt Bis.	47⅝	47⅝	47⅛	47⅛	47⅝
2175	N & W.	21	21⅛	21	21⅛	21⅛
2160	N & W p	71⅛	72	71⅛	71⅛	71⅞
14845	Nor Pac	51⅛	52	51⅛	51⅛	52
385	Nor P p	77⅝	78	77⅝	77⅛	78
600	O & W.	26⅛	26⅛	26⅛	26⅛	26⅝
495	Pac Mail	48	48⅝	48	48⅝	48⅝
450	P S C.	55⅛	55⅛	54⅝	55	55⅛
260	P S C p.	89	89	89	87⅛	88⅛
2520	P, C, C & St L.	61⅛	62	61⅛	61	61⅛
100	P & W p.	14	14	14	13	14
5700	Pa R R.	137	137⅛	136⅝	136⅛	137
750	Peo G & C	119⅛	119⅛	119	118⅝	119
800	Reading	21⅛	21⅛	21	21	21⅛
8900	Read 1 p	60⅝	61	60⅝	60⅝	61
1200	Read 2 p	32⅛	33⅛	32⅛	33	33⅛
1240	R L & W.	17	17	16⅛	16⅛	16⅛
984	St L SW p	38⅛	38⅛	38⅛	38⅛	38⅛
130	St P & O	108⅛	108⅛	108⅛	108	108⅛
6080	So Pac.	33⅛	33⅝	33⅛	33⅝	33⅝
3000	So Rwy	11⅛	12⅛	11⅛	12	12⅛
10860	So Ry p	52⅝	53⅛	52⅝	53⅛	53⅛
300	Std & Gl	5⅛	5⅝	5⅛	5⅛	5⅝
800	Std & Gl 2d p.	16	16⅛	15⅛	16⅛	16⅛
1400	Std & S F	10⅛	11	10⅛	11	11⅛
200	Stand'd R & T.	7	7⅝	7	7	7⅝
1650	T C & I.	70⅛	70⅝	70	70⅛	70⅛
400	Tex Pac	22⅛	22⅝	22⅛	22⅛	22⅝
2510	U Pac.	44⅛	44⅝	43⅞	44	44⅛
1860	U Pac p.	78	78	77⅝	77⅝	78
100	U B & Fp	78	78	78	76⅝	78
170	US Rub	50⅝	50⅝	50⅝	50⅛	50⅝
118	US R p.	115⅛	115⅛	115⅛	115⅛	116
300	US L p.	72⅝	72⅝	72⅛	72	72⅝
1165	Wab p.	23⅛	23⅛	23⅛	23⅝	23⅝
40	W U Tel	90⅛	90⅛	90⅛	90	90⅛
550	W & L E	9⅛	9⅝	9⅛	9⅛	9⅝
45	W C, N.	15	15	15	—	—
100	W C p, N	52⅝	52⅝	52⅝	52⅛	53

Total sales, 214,506 shares.

LATEST QUOTATIONS FOR BANK STOCKS.

	Bid.	Asked.		Bid.	Asked.
America	421	—	Lincoln Nat	750	—
Amer Ex	177	—	Manhattan	250	—
Astor	400	—	M'k't & Ful	225	—
Bowery	285	305	Merchants	175	—
Broadway	235	—	Mechanics	200	215
Butch & Dr.	85	—	Mercantile	197⅛	—
Central	180	190	Merch Ex	120	—
Chase	400	—	Metropolis	415	—
Chatham	290	—	Mt Morris	240	—
Chemical	4100	—	Mutual	140	—
Citizens'	142	—	Nassau	152⅛	—
City	1975	—	Nat Union	320	—
Colonial	240	—	New Amst	405	—
Commerce	245	—	N Y N B A	245	—
Columbia	160	—	N Y County	1500	—
Continental	130	140	N Y Nat Ex	116	—
Corn Ex	360	380	Ninth Nat	90	—
East River	135	—	19th Ward	100	—
Eleventh W	165	—	North Am	180	—
First Nat	3250	—	Oriental	190	—
Fifth Nat	225	—	Pacific	170	—
Fifth Av	2750	3100	Park	550	—
Fourth Nat	190	—	People's	200	—
Fr'th'n St	145	165	Phenix	110	—
Gallatin Nat	375	—	Plaza	450	—
Gansevoort	—	85	Produce Ex	130	145
Garfield N	1500	—	Republic	190	—
Ger Amer	115	—	Riverside	100	—
German Ex	240	260	Seaboard N	175	—
Germania	380	—	Second Nat	550	—
Greenwich	165	—	Seventh N	160	—
Hamilton	125	—	Shoe & Lea.	103	108
Hanover	725	—	State of NY	125	135
Hide & Lea	117	—	12th Ward	130	—
Home	100	—	23d Ward	100	—
Imp & Trad	535	—	Union Sq	210	230
Irving	165	—	Western N.	325	—
Leather M	200	—	West Side	275	—
Liberty	225	—	Yorkville	210	—

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	—	265	Osceola	89¾	90
Bos & Me	202	204	Quincy M.	161	164
Chi Junc c	144	146	Tam Min	222	225
Boston El.	109⅝	110⅝	Old Dom	37¾	—
Old Colony	205	—	Butte	77⅝	80
W End Re.	—	95	B U G 1sts.	86	89
Dom Coal	51⅝	51⅝	B U G 2ds.	60	—
Am Bell T.	347	350	Arcadian	70	—
Erie 1st	96	97	Rhode Isl.	7⅛	8
West'g'e E.	—	50	Utah	43⅝	44⅝
Bos & Mon.	354	355	W K	8	10
Cal & Hec.	815	825	Royal	47	—

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Cam St.	13	23⅛	P M L A P	24¼	24⅝
C, O & G c	40	40⅝	Phila Trac	99⅛	99⅝
C, O & G p.	47	47⅛	Union Trac	42⅛	42¾
E S Bat c	152	153	Un G I Co.	170⅝	171⅛
E S Bat pf	155	160	W N Y & P.	7⅛	7¾
E & P Tas.	102⅝	102⅝	Welsb Co.	44⅛	45⅛
Leh V R R.	27	27⅛	Welsb Com	10	11
Marsden	15⅛	16	Welsb Cpf.	60	61

OTHER INACTIVE STOCKS.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	113	115	Met St Ry rights	14	14⅛
Alb & Sus	195	—	Mich Cent	111	—
Am S R p	118⅝	118⅝	Mob Cent p	105	—
Am Cable	—	104	Mah Coal	150	—
Am Dis Tel	—	39	Mah Coal p	105	—
Am Cotl	140	160	Mo, K & T.	12⅛	13
Am Tob pf	141	145⅛	Mor & Es.	185	—
Am Exp	137	140	N Starch	5	7
Am Coll p	95	96	N Starch p	50	59⅛
Am Malt p.	67⅛	68⅛	N Starch 2p	10	20
Ann Arbor	18	19	Nat Ill. Oil, tr	2	3
Ann Arb p	40⅛	41⅛	New C Coal	37	39
Bos A L pf.	100⅝	—	Nat Lead	30	31
Buff, R & P	31	33⅛	Nat Lead p	112	114
B, R & P	74	75	N Y Air Br	199	202
B, C R & N.	100	—	N Y & N H	212	216
Brunswick	15⅛	15⅝	N Y, C & St L	13⅝	14
B & O S W p	7	9	N Y, C & St L 1st p.	65	75
Bk Un Gas	138	140	N Y, C & St L 2d p.	30⅛	35
Can So	53⅝	54	Norf & So.	69	75
Con Ice	42⅛	43	Ont & M.	7	9
Con Ice p.	85	89	O R & N.	40⅛	42⅛
Ch G W p B	31	33	O R & N p.	75	78
Ch & E I pf	121	126	Pac Coast	37	39
Col Mid	5	6⅝	P Coast 1 p	83	88
Col Mid p.	15⅝	17	P Coast 2 p	59	61
C, C, C & St L p	99⅝	100⅝	P, D & E	2	2⅝
C M & St P	174⅛	175⅝	P & East	4	5
Col Fuel p.	—	102	P, Ft W & C	184	—
Chi Ter	14⅝	15⅝	Pull P Car	160	161
Ch Ter p	46	48	P, C, C & St L p	83	86
C & Pitts	184	—	Pruna Coal	375	—
C C & D	1⅝	2	Quicksilver	2	2⅝
C, H V & T.	23⅝	24⅛	Quicksilver p	9⅝	10⅝
Cl, L & W.	9⅛	11	Rens & Sar.	191	—
Cl, L & W p	37⅝	41	Rio G W.	30	38
Con Coal	50	56	Rio G W p.	78	80
Con Gas	179	—	R, W & O.	131	—
D M & Ft D p	105	—	St P & D.	55	57
Erie & R.	13⅝	13⅝	St P & Dul p	103	104
E T & T.	96	99	St P & O pf	170	185
8th Av R R	380	—	6th Av R R	200	—
Ev & T H p	82	85	St Jo & G I 1st p	51	52
F & P M.	30	32	St L & S F 1st p	70⅝	72
F & P M p.	57	60	St L & S F 2d p	38	39
Ft W & R G	24	26⅛	T C R T	67⅛	68⅝
Glu S R	68⅝	69⅝	T C R T p	136	138⅝
Glu S R p.	107	107⅝	Tol & O C	—	20
Homestake	72	75	T & O C p.	—	40
Int Silver	11⅝	15	Tex P Land	12	13
Ill Cent Ines	100	—	U S Exp	49	51
K & Mich	10⅝	15	U S Rub	50⅝	50⅝
Keo & D M.	3⅝	5	U S L p	72⅝	72⅝
K & D M p.	18	19	Wabash	23	23⅝
Knick Ice	50	52⅝	Wabash p.	23	23⅝
K Ice pf	74	75	Wells F Ex	125	130
Lake Shore	201⅛	210	Wes Un	87	88
La G	57	57⅝	Wheel & L E	1⅛	2
Lac Gas pf	98	100	Wheel & L E p	23⅛	24⅛
Man Beach	10	22	Wis Cent p	50	55
Md Coal pf	58	75	W & L E 2d p	23⅛	24⅛
Mex N ctfs	3⅛	5⅝			

OUTSIDE SECURITIES CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Amalg Cop.	97	97⅝	Elec Pneu.	1⅛	2
Am Wool c	23	—	Gen E Aut.	10	14
Am Wool p	—	88	Hav Com.	26	27
Air Power	69	71	Hav Com p	66	67
Amster'mO	34	34⅝	Ill Trans	5⅝	6
Ams Gas pf	59	60	Int Power.	—	79
Ams G bds	100⅛	100⅞	Int Pump	23	24
Best Scom.	30	32	Int Pump p	67	68⅛
Best S pf	81	82	N Gramo	86	87
B & N Y F.	34	36	Nat Salt c.	—	42
B & N Y F bds	95	96	Nat Salt p.	—	74
B S Gas	1⅝	1⅞	New Eng T.	10	10⅝
Col Elec U	—	18	N Y Elec Veh Trans	22⅝	22⅝
Ch & A subs	113⅛	114	Otis Elec.	34⅛	36
C & A n 8s.	96	98	Otis Ele pf.	92	94
Dis of Am c	20	22	Pneu H C.	⅛	⅜
Dis of Am p	57	59	Rep Steel c	18⅝	18⅞
Elec Boat c	12	14	Rep Steel p	64	65
Elec Boat p	—	42	Rubber Gc	30	30⅝
Elec Veh c.	96	101	Rubber Gp.	86⅝	87
Elec Veh p.	118	125	Royal BP p	98	98⅝
Flemington C & C	24	26	Stand O T.	462⅝	465
			St L S R sub	125	126

LATEST LONDON QUOTATIONS.

Atchison	20⅝	Norfolk & W pf	74
Atchison pf	64⅝	Northern Pacific	52⅝
Balt & Ohio	40⅝	Northern Pacific pf	80⅝
Balt & Ohio pf	74⅝	Ontario & West	27
Canadian Pacific	100	Pennsylvania	70⅝
Chesapeake & Ohio	19	Reading	10⅝
Central Pacific	53⅝	Reading 1st pf	31⅛
Denver & R G	22⅝	Reading 2d pf	16⅝
Denver & R G pf	78⅛	St. Paul	136⅝
Erie	13⅝	South Railway	12
Erie 1st pf	38⅝	South Railway pf	54⅛
Illinois Central	118	Southern Pacific	34⅝
Kansas & Texas	12⅝	Union Pacific	45⅛
Louisville & Nash.	78⅛	Union Pacific pf	80
New York Central	143⅝	Wabash pf	24

Final sales compare with those of yesterday as follows:

	July 28.	July 29.		July 28.	July 29.
A, T & S F	20	20⅝	North Am.	11⅝	11⅝
A, T & S F p	62⅝	62⅝	N & W	20⅝	21⅛
Am Cot O	42⅛	42⅛	N & W p	71⅛	71⅝
Am S R	160⅛	159⅛	N'westcorn	161⅛	162⅝
Am Tob	100	105	Nor Pac c	50⅛	52
Brook R T	116⅝	116⅝	Nor Pac p	77⅛	78
Balt & O	48⅛	48⅝	N Y Cen	139⅝	139⅝
C, C, C & St L	58⅝	59	N J Cen	117⅝	117
C, B & Q	138	137⅞	O & West	26⅝	26⅝
Con Gas	177⅝	179⅝	Peo G & C	119	119
Ches & O	28⅛	28⅝	Pac Mail	48⅝	48⅝
Chic Gt W	14⅝	14⅝	Rock Isl	119⅝	119⅝
C, I & W	172	173	Reading	20⅝	21
Del & Hud	123	123	Read 1st p	60⅝	60⅝
D & R G p	76	76	St Paul c	132⅝	132⅝
Erie 1st p	37	37	So R'way	11⅝	11⅝
Gen Elec	124⅝	124⅝	So R'y p	52⅝	53⅝
Ill Cen	117⅝	117⅝	St L S W	16⅛	16⅛
Kan & Tex	36⅝	37	St L S W p.	38⅝	38⅝
Lou & Nash	75⅛	75⅝	Tex Pac	22⅛	22⅛
L E & W	21⅛	21⅝	Tenn C & I.	70⅝	70⅝
L E & W p.	80⅛	81	Union Pac.	43⅝	44
Man Con.	118⅝	118⅝	U Pac p	77⅛	77⅝
M & St L	55⅛	56	U S Rub	50⅝	50⅝
M & St L 2p	90⅛	90⅛	U S L p	72⅝	72⅝
Mo Pac	48⅝	48⅝	Wabash p.	23	23⅝
Met St Ry.	212	212			

Government bonds steady at unchanged quotations. Railway and other bonds dull. The features were Fort Worth and Denver City 1st s, St. Louis Southwestern 2ds, Wabash debenture series B, Atchison and Kansas and Texas issues.

Commercial price of bar silver in New York, 60⅞c. Bar silver in London closed at 27 11-16d. Mexican silver dollars were quoted at 48c.

Money on call 3@4 ⅌ cent. Time money is quoted at 4 ⅌ cent. for sixty days on mixed stocks, 4 ⅌ cent. for four and six months on dividend securities, and 4½ ⅌ cent. on half industrials and half railroad securities. Commercial paper is quoted at 4@4½ ⅌ cent. for bills receivable; acceptances and prime single names, 4@4½ ⅌ cent.; other names, 4½@5 ⅌ cent.

Foreign exchange market closed weak. Posted rates are: Long drafts, $4 84½; sight dr