FINANCIAL AND COMMERCIAL.

FRIDAY, Aug. 4.

The weekly trade reports are, as for some time past, of unusual interest. The activity in nearly every line of business is phenomenal for this season of the year, in fact would be noteworthy at any time. Bank clearances last month were the largest ever reported for July, and railway gross traffic returns were 17 ⅌ cent. larger than a year ago. The gain is the largest reported any month this year. Failures for the month were smaller in amount than in June, and the smallest ever recorded for a single month, except for last May. The demand, both domestic and foreign, for iron and its products is simply terrific, and consequently prices are well maintained. It is not surprising in view of these conditions that money should be in fairly active demand, notwithstanding the enormous increase in the volume of circulating medium resulting from imports of specie and the large production of gold. During the week local financial institutions have sent considerably over a million dollars to Canada, because of the run on several of the banks at Montreal. Irrespective of this movement the banks appear to have gained something over a million dollars from the interior movement and the Sub-Treasury. This gain is the more remarkable as the time is now at hand when the interior usually begins to draw upon this centre to an extent for funds to move the crops. The most important development in the monetary situation this week has been the sharp decline in foreign exchange.

To-day's stock market was moderately active, but the business was chiefly in a few issues, namely, the Tobacco stocks, Colorado Fuel and Iron, Tennessee Coal and Iron, and People's Gas. All of these were exceedingly strong, and, with the exception of People's Gas, closed materially higher than last night. There were no specific developments affecting any one of them, but it is well known that all of the companies mentioned are making handsome earnings. A large number of the usually less active stocks also made a good showing, among them American Smelting, Chicago Great Western debentures and preferred B, Omaha common, Hocking Valley, Kansas City, Pittsburg and Gulf, "Panhandle" issues, Wisconsin Central preferred and Federal Steel. The market for railroad stocks was in the main heavy. There was some effective selling of Union Pacific common and Northern Pacific common owing to a revival of interest in the controversy between the two companies in the Pacific Northwest. The greatest net decline recorded was 5¾ points in Consolidated Gas, a movement that was attended by reports that the dividend upon the stock may be further reduced in consequence of the vigorous fight the local gas companies are waging against each other. In the outside market the strong features were Republic Steel issues and International Pump preferred. The closing of the market was quiet and irregular.

New York Stock Exchange—Sales Aug. 4.

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

25 U S 5s, c. .....108⅝ 20 U S 4s, c 1907..112¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r, at pl of G	100⅝	—	Un St 4s, r. 1925	129¼	130¼
U S 3s, 1908-1918, r	108¾	108¾	Un St 4s, c. 1925	129¼	130¼
U S 3s, 1908-1918, c	108¾	108¾	Un St 5s, r. 1904	111⅛	111⅞
Un St 4s, r. 1907	112⅝	112⅝	Un St 5s, c. 1904	111⅛	111⅞
Un St 4s, c. 1907	113	114	U S 3.65s, r, 1924, D	117	—

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

141 Atch adj 4s .. 85⅝ 20 E C, P & G 1st .. 66
10 .. 85⅝ 26 .. 66¾
35 .. 85⅝ 10 .. 66¾
115 .. 85⅝ 39 .. 67
9 Atch gen 4s .. 101⅛ 15 .. 67¼
31 .. 102 1 .. 67¼
5 Adams Ex 4s .. 106¾ 1 .. 67¼
9 Ann Arbor 4s .. 96 5 .. 67¾
3 Am C O 5s .. 104⅛ 45 .. 68
25 B & O 5½s .. 96¼ 2 Ind Ede G 1st .. 108¼
5 .. 96 3 L & W Bon as .. 100
54 B & O 4s .. 100⅝ 5 Lake Sh 1st, c .. 103⅝
20 Buff & Phg 5s .. 110 5 L & N g 4s .. 99⅛
1 B, C R & N 1st .. 108 3 L & N c 4s .. 100
2 Brook R T 5s .. 115¼ 1 Mo Pac col 1st 5s .. 97⅛
1 Brook U El 1st .. 101⅝ 5 Mo Pac 5s .. 99⅝
4 .. 101 2 .. 100
5 Ch & Ogn 4½s .. 97¼ 35 Nor Pac g 3s .. 67¾
5 .. 97⅛ 5 N & W en 4s .. 94⅝
6 C, B & Q 4s, New .. 113⅝ 1 N Y C, L S col 5s .. 100⅝
15 Can So 1st .. 108⅛ 3½s .. 100⅝
2 Can South 2d .. 111¼ 10 .. 100⅝
5 Chic Ter 4s .. 99⅝ 1 N Y C, M C col 4 .. 100
15 Cen Pac 1st .. 100 9 .. 100⅝
5 Col So 4s .. 87⅛ 5 N Y, O & W r 4s .. 106⅝
10 .. 86⅛ 5 .. 103⅝
1 .. 86⅝ 10 O R & N 4s .. 101⅛
1 .. 87 1 Ore S Line A .. 96⅝
2 Col F & I 5s .. 91⅛ 3 .. 96⅝
5 Ch & I gnl 5s .. 115 2 .. 96
2 Cin, Ind, St L & Ch 4s .. 104 6 Ore S L inc B .. 75
7 Om & St L 1st .. 80
6 C of Ga cn 5s .. 96⅝ 14 P & East in .. 29
13 Cof Ga 1st inc .. 42 1 R, W & O ex 5s .. 130
2 .. 42¼ 5 R Isl gnl 4s .. 107⅛
5 Ch, I & L 5s .. 90 3 Read gnl 4s .. 88¼
15 .. 97⅛ 25 Rio G W 1st .. 98
8 Det, M & M l g .. 19⅛ 10 So P 1st, w i .. 88⅝
3 .. 19¼ 4 St P A Ma cn 4½s .. 117
2 .. 19⅛ 15 St L & S F g 5s .. 109
5 .. 19⅝ 6 St P 1st, C & M 2 .. 19⅛ 7s .. 170
16 Det City Gas 5s .. 98¾ 12 St P 1st, C & P, 13 E & T Hgn 1st 5s .. 103 W div .. 121⅛
5 Jr prior bds .. 91⅛ 6 St P 1st, S M d .. 120⅝
3 Elmira C & N 5s .. 101 25 St L S W 1st .. 95⅛
1 F & P M 1st 6s .. 122⅛ 3 .. 95⅝
3 Ft W & R G 1st 70 St L S W 2d .. 66¾
8 4s .. 65 45 .. 66¾
9 G, H & S A 20 .. 66⅝
M 5s .. 103⅝ 5 .. 66⅝
2 G Bay deb B .. 6⅛ 15 .. 66⅝
8 B & T Cgn 4s .. 88⅝ 1 S A & AP 1st 4s .. 80⅝
55 Ir Mt 4s, w i .. 86 2 .. 80
40 .. 86⅛ 1 St P C By 5s .. 112
3 .. 86¼ 2 S C & Ga 1st .. 108⅛
15 .. 86 1 So Rwy 5s .. 109⅛
6 Iron Mt 5s .. 114 2 .. 109⅝
3 Ill C 4s, 1953 .. 105 4 .. 109⅝
2 Int & Gt N 5s .. 64 8 S R & T inc .. 26⅛
1 Iowa Cent 1st .. 114 7 .. 26⅝
1 Kan & Tex 4s .. 93⅝ 30 .. 26
2 .. 93⅛ 1 .. 25⅝
3 Kan & Tex 2s .. 66⅝ 4 .. 25⅝
3 .. 66⅝ 10 S F, P & P 1st .. 107⅝
6 Kan & Tex 5s .. 88⅝ 15 .. 107⅝
13 .. 89 6 T & N O cn 5s .. 103⅝
7 .. 89⅛ 26 Union Pac 4s .. 105⅝
8 .. 89⅝ 5 Wab deb, s B .. 37⅝
10 .. 90 20 .. 37
10 .. 90⅝ 5 .. 37⅛
4 L, N & A Ch 1st .. 116⅝ 9 West Sh 4s, r .. 114⅛
5 Met St Rwy 5s .. 120⅝ 1 W N Y & P 1st .. 114⅛
10 Mex Int cn .. 87 15 Wis C 1st, tr .. 76⅝
1 M & St L r 4s .. 99⅝ 25 .. 76⅝
2 M & St Lcn 5s .. 115⅝ 10 .. 76⅝
10 Mo, K & T of Tex 5s .. 91 45 .. 94¼
30 Man Ry 4s .. 109⅝ 6 .. 94

Total sales of railway bonds (par value), $1,768,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
15	Adm Ex	115	115	115	112⅝	115
8080	A St & W	58⅝	59	58⅝	58⅝	59
250	Am St & W p	97⅝	98	97⅝	97⅝	98
19910	Am S R	163	163¾	161¼	162	162⅝
100	A S R p	119	119	119	118⅝	119
970	Am Tin	42⅝	42⅝	42	42	42⅝
345	Am Tp	87⅝	87⅝	87⅝	87⅝	88
200	am Coal	145	145	145	140	145
90	A L Op	52	52	51	51	52
82567	Am Tob	112⅝	117	112⅝	115⅝	115⅝
40	Am T p	145	145	145	145	145⅝
178	Am Ex	141	141	141	138	142
735	Am C O	42⅝	42⅝	41⅝	42	42⅝
20	Am Cop	94	94	94	93	94
1620	A, T & S Fe	21	21	20⅝	20⅝	20⅝
24025	A, T & S Fe p	63⅝	63⅝	62⅝	62⅝	63
320	A M p	68	68	67⅝	67⅝	67⅝
1600	A S H	34⅝	34⅝	34⅝	34	34⅝
1084	A S H p	79	79⅝	78⅝	78⅝	79⅝
1300	Anaconda M	55⅝	55⅝	55⅝	55⅝	55⅝
2195	Am S & R	39⅝	40⅛	39⅝	40⅛	40⅝
969	Am S & R pf	86⅝	86⅝	86⅝	86⅝	86⅝
1760	Am C F	18⅝	18⅝	18⅝	18⅝	18⅝
15	Adm Ex	115	115	115	112⅝	115
8080	A St & W	58⅝	59	58⅝	58⅝	59
250	Am St & W p	97⅝	98	97⅝	97⅝	98
19910	Am S R	163	163¾	161¼	162	162⅝
100	A S R p	119	119	119	118⅝	119
970	Am Tin	42⅝	42⅝	42	42	42⅝
345	Am Tp	87⅝	87⅝	87⅝	87⅝	88
200	am Coal	145	145	145	140	145
90	A L Op	52	52	51	51	52
82567	Am Tob	112⅝	117	112⅝	115⅝	115⅝
40	Am T p	145	145	145	145	145⅝
178	Am Ex	141	141	141	138	142
735	Am C O	42⅝	42⅝	41⅝	42	42⅝
20	Am Cop	94	94	94	93	94
1620	A, T & S Fe	21	21	20⅝	20⅝	20⅝
24025	A, T & S Fe p	63⅝	63⅝	62⅝	62⅝	63
320	A M p	68	68	67⅝	67⅝	67⅝
1600	A S H	34⅝	34⅝	34⅝	34	34⅝
1084	A S H p	79	79⅝	78⅝	78⅝	79⅝
1300	Anaconda M	55⅝	55⅝	55⅝	55⅝	55⅝
2195	Am S & R	39⅝	40⅛	39⅝	40⅛	40⅝
969	Am S & R pf	86⅝	86⅝	86⅝	86⅝	86⅝
1760	Am C F	18⅝	18⅝	18⅝	18⅝	18⅝
1880	Am Car & F p	66⅝	67	66⅝	66⅝	67⅛
1825	Brunsw	15⅛	16	15⅛	15⅛	16⅛
100	B & O	48⅝	48⅝	48⅝	48	49
800	B & O p	73	73	73	72⅝	73
15340	Br R T	116	116	115⅝	115⅝	115⅝
100	C C Trac	57⅝	57⅝	57⅝	57	57⅝
200	Can So	54	54	54	53⅝	54
1750	Ch G W	14⅝	15	14⅝	14⅝	14⅝
500	Ch G W p, A	71⅛	71⅛	71	70⅝	71⅛
1600	Ch G W p, B	36	37⅛	35⅝	36	36⅝
800	Ch G W deb	94⅝	96	94⅝	95	96
1200	Ches Pac	54⅝	54⅝	54⅝	54⅝	54⅝
3000	Ches & O	27⅝	28⅛	27⅝	27⅝	28
820	C & E I	76	76⅝	76	76⅝	77
57500	Cont'l T	45	48⅝	44⅛	47⅝	47⅝
18575	Con T p	90⅝	95⅛	90⅝	93⅝	94⅛
400	C, C, C & St L	58	58	57⅛	57⅝	57⅝
150	C, C, C & St L p	99⅝	99⅝	99⅝	97⅛	99⅝
300	Ch & N W	161	161	161	160⅝	161⅛
7810	C, B & Q	137	137	136⅝	136⅝	136⅝
10500	C, M & St P p	132	132⅝	131⅝	131⅝	131⅝
20	C, M & St P p	174⅝	174⅝	174⅝	174	175
4310	C, R I & P	119	119	118⅝	118⅝	118⅝
21500	Col Fuel	48⅝	50⅝	47⅝	49⅝	49⅝
100	Col So	5⅛	5⅛	5⅛	5	5⅛
26	Col So 1st pf.	47	47	47	47	48
800	Ch Ter p	46⅝	46⅝	46⅝	46	46⅝
900	Col C & I Dev.	2⅝	3⅛	2⅝	2⅝	3⅛
700	C, H V & Tp	60	60⅝	60	59⅝	60⅛
2755	C & H C	15⅛	16⅛	15⅛	16⅛	16⅛
2080	Con Gas	179	179	175	176⅝	177
200	C, I & L	9⅛	9⅛	9⅛	9⅛	10
800	C, I & L p	41	41	41	41	41⅛
1250	Del & H	123⅛	123⅛	122⅝	123	123⅛
700	D, L & W	178	179	178	177	178
520	D & R G p	75⅛	75⅛	75⅛	75⅛	75⅝
50	D M & F D	20⅛	20⅛	20⅛	—	—
200	Erie 1 p	37⅛	37⅛	37⅛	37	37⅛
100	Erie 2 p	18⅝	18⅝	18⅝	18⅝	18⅝
4830	Ted St L	59⅝	60⅝	59⅝	60⅛	60⅛
150	Fe I Rlty	82⅝	82⅝	82⅝	82⅝	82⅝
100	Ft W & D C p	14⅛	14⅛	14⅛	—	—
1897	Gen S R	65	65⅝	65	65⅝	66
15	G I S R p	107⅝	107⅝	107⅝	108	110⅝
200	Gt Nor p	167	167	167	166	168
800	Gn Elec	124⅝	124⅝	124	124	124⅝
215	H B Claf	115	115⅝	115	114	115
160	Int Silv	14⅝	14⅝	14⅝	15	16
8060	I Paper	43	43	41⅞	42	42⅛
484	Int P p	79	79	79	78⅝	79
885	Ill Cent	114⅝	115	114⅝	114⅝	115
140	I Cent p	53⅝	53⅝	53⅝	52⅝	53
8110	K C, P & G	9⅝	12⅝	9⅝	12	12⅛
500	L E & W	21	21	21	21	21⅝
40	L E & W p	80⅝	80⅝	80⅝	80	81
100	Lac G	56⅝	56⅝	56⅝	56⅝	57
2900	Lou & N	74⅝	75	74⅝	74⅝	74⅝
10275	Man Cn	119⅝	119⅝	117⅝	118	118⅛
700	Mx Cen	15	15	14⅝	14⅝	14⅝
1165	Met S R	211	211	209⅝	210⅛	211
100	Met S R rights	13⅝	13⅝	13⅝	13⅝	13⅝
10	M W S El of Chic	16	16	16	15	15⅝
550	M & St L	58⅝	58⅝	58⅝	58⅝	59
100	M & St L 2d pf.	93⅝	93⅝	93⅝	92⅝	93
2785	Mo Pac	48⅝	49	48⅝	48⅝	48⅝
610	M, K & Tp	36⅝	36⅝	35⅝	36	36⅝
178	Mor & Ex	185	185	185	184⅛	—
600	N Steel	54	54⅝	54	54⅛	54⅝
700	N St l pf	94⅝	95	94⅝	94⅝	95⅝
100	N L Oil, r	2⅛	2⅛	2⅛	—	—
400	N J Cent	117⅛	117⅛	117	117	117⅛
3080	N Y Cent	139⅝	139⅝	139⅝	139⅝	139⅝
200	Ntl Lead	31	31⅛	31	30⅝	31⅛
85	N Lead pf	113⅝	113⅝	113	112⅝	113
2820	Nor Am	12⅝	12⅝	12⅝	12	12⅝
100	N Y Air Brake	198	198	198	195	198
100	NY & StL	13⅝	13⅝	13⅝	13	14
825	Nt Bis	46⅝	48⅝	46⅝	48⅝	48⅝
400	N & W	21⅝	21⅝	21⅝	21⅝	21⅝
1738	N & W p	72	72⅛	72	71⅝	72
6100	Nor Pac	52⅝	52⅝	51⅛	51⅝	51⅝
1188	Nor P p	77⅝	77⅝	77⅝	77⅝	78
600	O & W	26	26⅝	26	25⅝	26
1570	Pac Mail	48⅛	48⅝	47⅝	47⅝	47⅝
800	P S C	56⅝	57⅝	56⅝	57	58
25	P S C p	87⅝	87⅝	87⅝	88	89
1595	P, C, C & St L	64⅝	65⅛	64⅝	65	65⅛
1100	P, C, C & St L p	85⅝	87	85⅝	86	87⅛
1600	Pa R R	136⅝	136⅝	136⅛	136⅝	136⅝
17125	Peo G & C	120⅝	121⅝	120⅝	120⅝	120⅝
9120	Read 1 p	60⅝	60⅝	59⅝	59⅝	60⅝
2100	Read 2 p	33⅝	33⅝	32⅝	32⅝	32⅝
7400	S L S W	18⅝	18⅝	17⅝	17⅝	18
8200	S L S W p	40⅝	40⅝	39⅝	39⅝	39⅝
11	St Paul & D p	103⅝	103⅝	103⅝	103⅝	104
1775	St P & O	109⅝	111⅝	109⅝	111	111⅝
4700	So Pac	34⅝	34⅝	34⅝	34⅝	34⅝
800	So Rwy	11⅝	11⅝	11⅝	11⅝	11⅝
2400	So Ry p	52⅝	52⅝	52	51⅞	52⅛
800	St J & G I	6	6	6	5⅝	6
100	St L & S F	11⅝	11⅝	11⅝	11⅝	12
200	St L & S F 1st p.	73	73	73	72	73
500	Stand'd R & T.	8⅝	8½	8⅝	8⅝	8⅝
19400	T C & I.	78⅛	80⅝	78	79⅝	80
200	Twin C R T.	66	66	66	65	66
1200	Tex Pac	22⅝	22⅝	21⅝	22	22⅛
19810	U Pac	44⅝	44⅝	43⅝	43⅝	43⅝
3100	U Pac p	77⅝	77⅝	76⅝	77	77⅛
117	U S Ex	52	52	52	50	53
40	U Bg & P	27⅛	27⅛	27⅛	27	27⅝
100	U B & P p	79	79	79	78⅛	80
200	U S Rub	51	51	51	50⅛	51
10	U S R p	115⅝	115⅝	115⅝	116	117⅝
600	U S L	6⅝	6⅝	6⅝	6⅝	6⅝
1782	U S L p	73⅝	73⅝	73	72⅝	73⅝
100	Wabash	7⅛	7⅛	7⅛	7⅛	8
100	Wab p	22⅝	22⅝	22⅝	22⅝	23
50	W F Ex	128	128	128	125	128
986	W U Tel	90	90	90	89⅝	90
100	W & L E 1st p	50	50	50	49	55
100	W & L E 2d p	24⅝	24⅝	24⅝	23⅝	24⅝
1025	Wis C	15⅝	16	15⅝	15⅝	15⅞
2200	Wis C p	53⅝	54⅝	53⅝	54⅝	54⅝

Total sales, 470,872 shares.

OUTSIDE SECURITIES CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Amalg Cop	97	97⅛	Elec Pneu	2	2⅛
Am Wool c	29	29⅛	Hav Com	26⅛	27⅛
Am Wool p	86	87	Hav Com p	68	68⅛
Air Power	—	74	Ill Trans	5⅛	5⅝
Amster'm G	32⅝	33⅝	Int Pump c	26	27⅛
Ams Gas pf	58	59	Int Pump p	72	73
Ams G bds	100⅝	101⅛	N Gramo	85	86
Beet Scom	29⅝	31	Nat Salt c	40	42⅝
Beet S pf	81	82	Nat Salt p	74	76
B & N Y F	33	35	New Eng T	10	10⅝
B & N Y Fbds	94⅝	95⅝	N Y Elec Veh		
B S Gas	2	2⅛	Trans	24	24⅝
Col Elec C			Otis Ele c	33⅛	34
L & B Co	17	18	Otis Ele pf.	93	94
Ch & A subs	112⅝	113⅝	Rep Steel c	22⅝	23
C & A n 3s	96	97	Rep Steel p	70⅝	71
Dis of Am c	—	20	Rubber Co	30⅛	30⅝
Dis of Am p	55	56	Rubber Gp	87	87⅛
Elec Boat c	11	14	Royal B P p	98⅛	99
Elec Boat p	—	42	Stand O T	460⅛	463
Elec Veh c	99	100	St L S R subs	132	132⅝
Elec Veh p	115	125	St L S R c	24⅝	25
Flemington C & C	24⅝	25	St L S R p	86	—
			St L S Ry 4s	94	94⅝

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	—	260	Cal & Hec	835	840
Bos & Me	—	200	Osceola	89	90
Chi Junc c	144	146	Quincy M	161	163
Fitchb'g p	118	—	Tam Min	222	225
Mergenthal	204	—	Old Dom	37¼	—
Boston El	60	—	Tri	79	80
W End Rc	95	95⅛	B U G 1sts	84	87
Dom Coal	52	—	B U G 2ds	60	62
Am Bell T	346	350	Arcadian	74⅛	75
Erie 1st	97	98	Royal	49⅛	47
West'g'n E	—	50⅛	Rhode Isl	7⅛	8
G Elec p	141⅛	142⅛	Utah	43⅛	44
Bos & Mon	355	358	W K	7	9

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Cam St	22⅝	22⅝	P M L & P	24⅝	25
C, O & G c	40	40⅝	Phila Trac	99⅝	99⅝
C, O & G p	47⅝	48	Union Trac	42¼	42⅝
E L Co A	17⅝	17⅝	Un G I Co	169	169⅝
E S Bat c	154	156	W N Y & P	7⅛	7⅝
E S Bat pf	155	160	Welsb Co	49⅝	50
E & P T 4s	102	102⅛	Wels Coal	10	—
Leh V R R	27⅝	27⅝	Wels Cpf	—	63
Marsden	15⅝	16			

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Strwh	31⅛	32	M S W S E p	57	57⅛
Canal & D	75	—	N Ch St Ry	241	245
City Rway	291	300	N Carbon c	18⅝	19
Dd Match	136	138	N Carbon p	82	82⅛
Lake st "L"	17⅝	18⅝	So S "L"	97⅛	99
L St "L" ctf	15⅛	16⅛	W Ch St Ry	120⅝	121

LATEST LONDON QUOTATIONS.

Atchison	21⅝	Norfolk & W pf	73⅝
Atchison pf	65⅝	Northern Pacific	54⅛
Balt & Ohio	40⅛	Northern Pacific pf	80
Balt & Ohio pf	74⅝	Ontario & West	26⅝
Canadian Pacific	100⅝	Pennsylvania	70⅛
Chesapeake & Ohio	28⅛	Reading	10⅝
Central Pacific	55⅛	Reading 1st pf	31⅝
Denver & R G	21⅝	Reading 2d pf	17⅛
Denver & R G pf	78	St. Paul	135⅝
Erie	13⅛	South Railway	11⅝
Erie 1st pf	38⅝	South Railway pf	54
Illinois Central	118	Southern Pacific	35⅝
Kansas & Texas	13	Union Pacific	45⅞
Louisville & Nash	76⅝	Union Pacific pf	80
New York Central	143	Wabash pf	23⅝

Final sales compare with those of yesterday as follows:

	Aug. 5.	Aug. 4.		Aug. 5.	Aug. 4.
A, T & S F	21	20⅝	North Am	12⅝	12⅝
A, T & S F p	63⅝	62⅝	N & W	21⅝	21⅝
Am Cot O	43	42	N & W p	72	72
Am S R	162⅝	162	N'western	160	161
Am Tob	113	115⅛	Nor Pac c	50⅝	51⅝
Brook R T	116	115⅛	Nor Pac p	77⅝	77⅝
Balt & O	48⅝	48⅝	N Y Cen	139⅝	139⅝
Can So	54⅛	54	N J Cent	117⅝	117
C, C, C & St L	57⅝	57⅝	Omaha c	109⅝	111⅝
C, B & Q	137⅝	136⅝	O & West	26⅝	26
Con Gas	180	176⅝	Peo G & C	120⅝	120⅝
Ches & O	28	28	Pac Mail	48⅛	47⅛
Chic G W	14⅝	14⅝	Rock Isl	118⅝	118⅝
D, L & W	178⅝	178	Read 1st p	60⅝	60⅝
Del & Hud	123⅝	123	St Paul c	132	131⅝
D & R G p	75⅛	75⅛	So R'way	11⅝	11⅝
Erie 1st p	37⅛	37⅛	So R'y p	52⅝	52
Gen Elec	124⅝	124	St L S W	18⅛	17⅝
Gt Nor p	166⅛	167	St L S W p	39⅝	39⅝
Ill Cen	115	114⅝	Stan R & T	8⅝	8⅛
Kan & Tp	36⅞	36⅝	Tex Pac	22⅝	21⅞
Lou & Nash	74⅛	74⅝	Tenn C & I	79	79⅝
L E & W	21⅝	21	Union Pac	44⅛	43⅝
Lac Gas	56⅝	56⅝	U Pac p	77⅝	77
Man Con	119	118⅝	U S Rub	51⅝	51
M & St L	58⅝	58⅝	U S L	6⅝	6⅛
M & St L p	93⅝	93⅝	U S L p	73	73
Mo Pac	48⅝	48⅝	Wabash p	23	22⅝
Met St Ry	211⅛	210⅝	W U Tel	90	90
Natl Lead	31	31⅛	W L E 2d p	24⅝	24⅛

Government bonds strong. The 4s of 1925 closed ⅛ ⅌ cent higher bid, and the 5s closed ⅛ ⅌ cent higher bid. Railway and other bonds firm. The features were Colora to Southern 4s, Iron Mountain 4s, w i; Kansas City, Pittsburg and Gulf 1sts, Standard Rope and Twine incomes, Atchison, Baltimore and Ohio, Kansas and Texas, St. Louis Southwestern and Wisconsin Central issues.

Commercial price of bar silver in New York, 60⅛c. Bar silver in London closed at 27¼d. Mexican silver dollars were quoted at 48c.

Money on call 3¼@4 ⅌ cent. Time money is quoted at 4½ ⅌ cent for five, six and seven months on dividend railroad stocks, 4½@5 ⅌ cent for four, five and six months good mixed loans, 5@6 ⅌ cent industrials. Commercial paper is quoted at 4@4½ ⅌ cent for bills receivable acceptances and prime single names, 4@4½ ⅌ cent; other names, 4½@5 ⅌ cent.

Sterling exchange was decidedly weaker, with a decline in both posted and actual rates. Bankers offered bills on a liberal scale, and the market ran off rapidly, on the decline remitters took hold with a little more freedom, and the closing was comparatively steady. Continental exchange sympathized with sterling and reached a lower level. Posted rates are: Long drafts, $4.84⅝@$4.87; sight drafts, $4.87. Actual rates are: Long bills, $4.82⅞@$4.82⅞; sight drafts, $4.86@$4.86⅛, and cable transfers, $4.86⅛@$4.86⅜. France rates quoted at 5.22½@5.22⅛ for long and 5.17½@5.18⅛ for short; reichsmarks, 94 3-16@94 5-16 for long and 94 13-16@95 5-16 for short; guilders, 39 13-16@39⅞ for long and 40 1-16@40⅛ for short.

Domestic exchange on New York: Boston—5@8 cents premium. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 discount; selling, 1-16 cents premium. New Orleans—Bank, 50 cents premium; commercial, 50 cents discount. San Francisco—Sight, 10 cents premium; telegraph, 12½ cents premium. St. Louis, 25 cents discount. Chicago, 25 cents discount. Cincinnati—Between banks, par; paid 50 cents discount; over counter, 50 cents premium.

The imports of dry goods for the week ending to-day were $1,839,022, against $1,804,025 last week and $1,945,100 for the corresponding week of last year. The amount marketed was $1,658,893, against $1,872,501 last week and $1,920,787 for the corresponding week of last year.

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

B. and O. Southwestern	$562,776	Inc.	$53,017
Canadian Pacific	2,307,000	Inc.	347,000
Cleve., Lorain and Wheel	147,301	Inc.	20,250
Chicago and Eastern Ill.	505,409	Inc.	51,409
Chicago Great Western	472,741	Inc.	80,940
Flint and Pere Marquette	280,591	Inc.	42,112
Kanawha and Michigan	44,279	Inc.	211
Kansas City Suburban Belt	59,817	Dec.	2,704
Lake