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FINANCIAL AND COMMERCIAL.

TUESDAY, August 29.

The rally which began in the late trading Saturday and continued feebly yesterday continued further in the morning session to-day, but stocks were freely supplied, whether by bearish operators or by speculative or investment holders, and in the afternoon early gains were lost and in the late trading the market became decidedly weak. Men of bearish opinion, who constitute practically all of the trading classes, insisted that the rally had been stayed by a recurrence of real liquidation, but whether or not this opinion was correct there was no doubt whatever that the heavy offerings in the last half hour represented a bear raid. The raid may have been stimulated by the failure of the market to make greater progress in the rally, but it could not have been genuine liquidation that broke prices in the late trading. In the course of this reaction stocks have been placed on the market silently and scientifically, not thrown upon it. Precedents have counted for little in the latter part of the reactionary movement, but if precedent could be considered a safe guide it might be assumed that the late drive was designed either to facilitate short covering or as manipulation on behalf of wealthy speculators anxious to accumulate stocks as cheaply as possible. If precedent could properly be followed also it would be recalled that whenever bearishness is so intense in Wall Street that even office boys are short of stocks the end of a reactionary movement is in sight. In the late trading to-day it was in the active speculative shares that the declines were greatest. Pressure upon the specialties was not so pronounced, and stocks of such good character as the following resisted the declining movement: American Locomotive, Atlantic Coast Line, Baltimore and Ohio, Illinois Central, Louisville and Nashville, Northern Pacific, Chicago and Northwestern and American Sugar. Among the other strong stocks on the ordinarily less active list American Tobacco was conspicuous with a gain of two points, in accordance, no doubt, with the progress that is being made in working out the readjustment plan. One of the issues of the National Railways of Mexico also advanced sharply after the publication of the July earnings, which, showing increases of $306,000 and $296,000 in gross and net earnings respectively, indicated that the company has recovered from the effects of the revolution. On the curb a great deal of attention was attracted by an advance of 50 points in Standard Oil stocks. It was rumored that the advance was due to an intention of the company to make a distribution of assets in stock, but this rumor was authoritatively denied after the close of the market. According to another explanation a large block of Standard Oil stock had been taken over at private sale, thus relieving the market from the contingency of liquidation from this source.

In the late trading, when the bearish operations were most aggressive, there came from the floor of the Stock Exchange a report that a complaint for violation of the Sherman act had been drawn up against the United States Steel Corporation. The report entirely lacked confirmation and was denied in Washington despatches after the close. No new disturbance developed over Morocco and foreign markets displayed moderate improvement. Here the budget of news of market interest concerned the railroads principally. The confusion into which the railroad rate situation was thrown by the decision in the Spokane rate case was increased by further complaints of rate discrimination between localities. The Board of Trade in New Albany, Ind., filed a complaint with the Interstate Commerce Commission alleging rate discrimination in favor of Cincinnati, Louisville and other places. Similar complaints were filed by commercial organizations in St. Louis and Duluth. Each of these complaints attacks a great number of rates, affects a great number of localities and makes the rate situation more perplexing for a great number of railroads. Incidentally also complaints such as these emphasize the difficulties of the readjustment of rates necessitated by the Spokane case. There were some further reports of railroad retrenchment, but in labor controversies there was little new except the victory of the company in the strike against the Baldwin Locomotive Works. There was no modification of the determination of the officers of the Harriman lines to resist the encroachments of the employees in their shops. The Government's weekly weather report indicated good conditions for growing crops except in the spring wheat sections of the Northwest, where some deterioration was shown, but wheat was weak and the other grains sold off fractionally. The cotton market again declined.

New York Stock Exchange Sales, Aug. 29.

CLOSING PRICES OF UNITED STATES BONDS

	Bid.	Asked.		Bid.	Asked.
2s reg	100		Pan 2s r	100	100¼
2s coup	100	101	Pan 2s c	100	100¼
3s reg	101½	102	Pan 3s c	102½	102¾
3s coup	101½	—	D C 3-65s r	105	106
4s reg	113¾	114	D C 3-65s c	105	—
4s coup	113¾	114			

RAILROAD AND OTHER BONDS.

Am Hide & L 6s	China Copper 6s	Nort & W ry 4s
2000 ... 98¾	rcts full paid	2000 ... 103⅝
AmSmelt & R 6s	10000 ... 104	North Pacific 4s
6000 ... 101½	Colo So ext 4½s	1000 ... 99¼
500 ... 101¾	3000 ... 96⅜	Or Rail & Nav 4s
6000 ... 101¼	Conn Ry & L 4½s	2000 ... 93½
Am Tobacco 6s	stamped	Or Short Line 6s
25000 ... 104½	1000 ... 101½	1000 ... 119½
Am. Tobacco 4s	Del & Hud 4½s	Pac T & T cl 5s
4000 ... 83½	1000 ... 101½	3000 ... 98⅞
25000 ... 83¾	Del & Hud ref 4s	5000 ... 98¾
32000 ... 83⅝	2000 ... 94⅛	5000 ... 98⅝
10000 ... 83¾	6000 ... 94½	10000 ... 98½
Armour 4½s	Den & RG ref 5s	Pacific 3½s 1915
2000 ... 92	1000 ... 89⅛	6000 ... 96¾
Atch T & SF cv 5s	2000 ... 89	Peo G & C ctfs 5s
4000 ... 107	5000 ... 88¾	5000 ... 102
Atch T & SF gr 4s	Georgia Pac 1st	Phil Balt & W 4s
1000 ... 104½	1000 ... 111½	1000 ... 101½
10000 ... 104⅝	Grand Rapids &	Ry Steel Spr 5s
1959	Indiana 4½s	1000 ... 98½
2000 ... 98⅝	1000 ... 104⅝	Reading g in 4s
24000 ... 98¾	Hi Cent ref 4s 1955	2000 ... 97¾
5000 ... 98¾	1000 ... 94½	St L & San Fr fdg
5000 ... 98¾	Interboro-Met	1000 ... 80
10000 ... 98⅞	col trust 4½s	2000 ... 80½
20000 ... 99	25000 ... 79¼	St Louis S W 1st
1000 ... 98⅞	4000 ... 79⅜	1000 ... 92¼
10000 ... 98¾	20000 ... 79½	San A & A Pass 4s
10000 ... 98¾	5000 ... 79⅝	2000 ... 87
AT & SF 4s 1955	10000 ... 79½	Seaboard A L 4s
14000 ... 91¾	4000 ... 79⅛	stamped
Atl Coast Line 4s	1000 ... 78⅞	1000 ... 87
1000 ... 95¼	Int Paper cv 5s	Seab A L adj
Atl Line col tr 4s	6000 ... 84	1000 ... 75¾
1000 ... 92	Japanese 4½s	So Pacific ref 4s
Balt & O SW 3½s	500 ... 95	1000 ... 94⅜
1000 ... 90½	3000 ... 94¼	1000 ... 94½
B R T cv 4s	Kana & M 4½s	1000 ... 94¼
2000 ... 83¾	1000 ... 97⅞	So Pacific cv 4s
35000 ... 83½	Kan City Sou 5s	1000 ... 95⅞
Bush Terminl 5s	1000 ... 94½	8000 ... 96
1000 ... 97	L S & M S 4s 1928	So Ry gm 4s
Cal Gas & E 5s	3000 ... 93⅝	5000 ... 78¼
1000 ... 95½	L S & M S 4s 1931	2000 ... 78
1000 ... 95¾	17000 ... 94⅛	5000 ... 77⅞
Can So ext 4½s	L Sh & M So 5s	1000 ... 78
4000 ... 101½	1000 ... 114¼	Tol St L & W 4s
2000 ... 102¼	23000 ... 88	1000 ... 67½
Cen Ga cn 5s	Long Island fdg	Union Pacific 4s
2000 ... 109	2000 ... 95¾	8000 ... 100⅝
Cen Leather 5s	L & N Atl Knox	3000 ... 100¾
5000 ... 97¼	& Cin 4s	2000 ... 100⅝
1000 ... 97	1000 ... 92⅜	Union Pac cv 4s
1000 ... 97¼	6000 ... 92½	8000 ... 102⅛
Cen New Eng 4s	Met St Ry ref 4s	5000 ... 102⅝
2000 ... 92¾	ctfs stamped	60000 ... 102½
Cent Pacific 1st	2000 ... 45½	44000 ... 102⅝
1000 ... 97	Mo & Nor 4½s	3000 ... 102½
Cen Pac 1st 4s	8000 ... 100⅜	5000 ... 102⅜
1000 ... 93¾	Mo Pacific cv 5s	5000 ... 102⅛
C & O cv 4½s	1000 ... 90	U S Panama 3s
1000 ... 93	N Y Cen L S 3½s	5000 ... 102½
C & A O joint 4s	10000 ... 79½	U S Steel sf 5s
15000 ... 96⅝	N Y Cent 4s	5000 ... 104½
4000 ... 96¼	N Y City 4½s 1957	1000 ... 104½
Chi B & Q ill 3½s	new	1000 ... 104⅝
2000 ... 87½	4000 ... 108⅞	1000 ... 104⅝
Chi Ind & Louis	N Y City 4½s	8000 ... 104⅝
1000 ... 127	5000 ... 102⅝	registered
Chi Mil & St P 4s	5000 ... 102⅝	1000 ... 104½
1000 ... 98⅜	1000 ... 102⅝	Wabash 1st
1000 ... 98¼	9000 ... 102½	1000 ... 108
6000 ... 98½	N Y City 4s 1959	Wab P Ter 1st 4s
10000 ... 99⅞	N Y City 4s 1955	1000 ... 94½
10000 ... 97½	10000 ... 99⅞	certificates
Chi Ri & P Ry 4s	2000 ... 99⅞	1000 ... 43¾
5000 ... 98⅝	N Y Gas Elec L	Wab P Ter 2d 4s
Chi Ri & P ref 4s	6000 ... 9	6000 ... 9
2000 ... 89	H & P 5s	certificates
Chinese Govt 6s	3000 ... 102⅞	10000 ... 2
rcts full paid	N Y Tel gm 4½s	Wabash ex 4s
2000 ... 98	3000 ... 100	5000 ... 61⅞
1000 ... 97⅞	Norfolk & W 4s	Wa Maryland 4s
Colo In col tr 5s	10000 ... 97⅞	1000 ... 86⅞
1000 ... 73⅝	3000 ... 97⅞	Wh & L E en 4s
	2000 ... 97½	3000 ... 84¼

Total sales of bonds (par value) $954,000.

FOREIGN BONDS.

	Bid.	Asked.
German Consols 3½s	93	94
German Consols 3s	83	84
Prussian Government 4s	102	103
Bavarian Government 4s	101¼	102¼
Saxony Government 3s	82¼	83¼
Hamburg Government 3s	81	82
City of Berlin 4s	101	102
City of Cologne 4s	100	101
City of Augsburg 4s	99¼	100¼
City of Munich 4s	100	101
City of Frankfort on Main 3½s	92½	93½
City of Venice 4s	94	95
Mexican Government gold 5s	99	100
Russian Government 4s	91½	92½
French Rente 3s	94	95
British Consols 2½s	77¼	78¼

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
6900	Amal Cop.	59⅛	58	58	— ¾
2500	Am B Su.	51	49¾	49¾	
200	Am Can.	10	9¾	10	+ ⅛
610	Am Can pf	83⅞	82⅞	83	— ⅛
800	Am Car F.	49¼	48½	48½	— ¼
500	Am Cot O.	52	51¼	51¼	— ¾
400	A Ice Secs	17	17	17	
300	Am Loco.	34⅞	34½	34⅞	+ ½
5000	Am Smelt.	70⅛	68⅝	68¾	—1
200	A Smelt pf	104¾	104⅝	104⅝	— ¼
100	A Sm Sec.	85¼	85¼	85¼	—1
100	Am Steel F	33	33	33	— ⅝
100	Am Sugar	115⅝	115⅝	115⅝	+1¼
600	A Sugar p	116	115½	115½	+ ½
1900	Am T & T.	132⅛	131⅞	131⅞	
1100	A Tob pf.	91½	90	91	+1½
200	Anaconda	34	33⅞	34	
9500	A T & S F.	104¼	103	103	— ¼
100	A T S F pf.	101¾	101¾	101¾	
200	At C Line.	122¼	122	122¼	—1
130	Balt & O.	100½	100½	100½	+ ¼
100	Batopilas.	1¼	1¼	1¼	
1300	Beth Steel	30¼	29	29⅛	—1⅛
200	Beth St pf	60⅝	60⅛	60⅝	—1¼
1100	Bkn R T.	76¼	75¼	75¼	— ¾
9850	Can Pac	232	229	229	—1¼
1400	Cen Lther	23⅞	23¼	23½	
3300	Ches Ohio	73	70⅞	71¼	—1¼
120	Chi Alton.	15¼	15¼	15¼	+ ¼
200	Chi N W.	140½	140½	140½	+ ½
700	Ch Gt West	18⅛	18	18	— ½
200	Ch Gt W pf	37½	37	37	— ½
8000	C M St P.	114⅜	112½	112¾	— ¾
3500	Chino Cop	18½	17⅞	18	+ ⅜
300	Col Fuel I.	28	28	28	—1⅛
1300	Cons Gas.	134	133½	133½	— ⅜
400	Corn P R.	133¾	127⅞	127⅞	—1⅛
100	Corn PR p	79¾	79¾	79¾	+2¼
100	D L & W.	530	530	530	—1
100	Den R Gr.	23	23	23	
400	Den RG pf	51½	51	51¼	+ ¼
8800	Erie	29¼	28¼	28¼	— ⅜
2000	Erie 1st pf	49	48	48	
600	Gen Elec.	152	151¾	151¾	+ ¼
100	Gen Motr p	81⅛	81⅛	81⅛	— ⅜
1500	Goldfield.	5½	5½	5½	
5300	Gt Nor pf	123⅛	121½	121½	
650	G N O ct.	48¼	48⅛	48⅛	+ ⅛
3200	Harvester	111	108½	108¾	—1¾
200	Harv pf.	122	121½	121½	+ ¼
300	Ill Cent.	138½	138	138½	+ ½
200	Int Paper.	10⅛	10⅛	10⅛	— ⅞
100	Int Pap pf	47½	47½	47½	+ ½
600	Int Pump.	33¼	33	33	— ¼
500	Inter-Met	14⅞	14½	14½	
600	Int-Met pf	43⅞	43	43	— ½
200	Lac Gas.	104¼	104	104	
10200	Lehigh Vy	161¼	159	159	—1¼
700	Lou Nash	142	141⅜	141⅜	+ ⅛
1000	Manhat'n	135	135	135	
300	Marine pf.	14½	14½	14½	
1100	MiamiCop	19½	19	19	+ ¼
200	Minn St L.	36	36	36	+1½
100	M & St L p.	56	56	56	+ ½
500	MSP SSM.	131¾	131	131	
900	M K & Tex	29⅝	29⅜	29⅜	— ¼
8200	Mo Pac.	41⅛	39½	39⅝	—1⅛
365	Nat Bis.	131⅛	129¾	131⅛	+1⅛
100	Nat Bis pf	128¾	128¾	128¾	+1⅜
100	Nat Lead.	49	49	49	+ ⅜
700	N Ry M 2pf	27¼	26⅝	27⅛	+1¼
900	Nev Cons.	17⅝	17	17	— ⅜
100	N Y Air Br	64⅛	64⅛	64⅛	—1⅞
1800	N Y Cent.	103¾	103⅛	103¼	
100	N Y N H & H.	132¼	132¼	132¼	+ ¼
500	N Y O & W.	39⅜	39	39	— ⅛
600	Nor & W.	101½	101	101	— ¼
100	Nor Am.	7⅛	7⅛	7⅛	+ ¾
13700	Nor Pac.	117	114⅞	115⅜	— ¼
300	Pac Mail.	28¼	27⅞	27⅞	— ⅛
200	Pac T & T.	39	38	38	—1
2700	Penn RR.	120⅜	120	120	
100	Pitts Coal.	17½	17½	17½	— ¼
500	Pit Coal p.	82	81	81	— ½
100	Press S C.	30½	30½	30½	+ ½
146	Pullman.	156	156	156	+ ¼
100	Quilver pf	4¼	4¼	4¼	
500	Ry St Spg	30	30	30	
1700	Ray Cons.	13¾	13⅝	13⅝	— ¼
100	Rep Steel	25⅛	25⅛	25⅛	+ ⅛
500	Rep St pf.	90	89½	89½	+ ½
87600	Reading	143	140⅝	140⅝	—1¼
18500	Rock Isld.	25	24⅛	24⅛	— ⅝
800	Rock I pf.	50¼	49¼	49¼	+ ¾
100	Sloss Shef	38	38	38	
100	Stl SF pf	41	41	41	
10200	Sou Pac.	110½	108⅝	108⅝	—1¼
2000	Sou Ry Co	27¼	27	27	— ⅛
800	So Ry Co pf	68	67	67⅜	— ⅝
925	Tenn Cop.	32¼	32¼	32¼	
900	Texas Co.	88⅛	87⅛	87⅛	— ⅞
200	Tex Pac	24⅛	24	24	+ ⅜
300	Third Av R	8	8	8	+ ⅛
700	Tol St L Wpf	40	39½	40	+1⅛
86400	Un Pac.	168⅞	166½	166⅝	—1⅝
300	U Dry G pf	102⅛	102	102	+ ½
235	U S Cl P pf	46½	46⅛	46⅛	—1½
200	U S R & Im	69	68	69	+2
700	U S Rub.	37¾	37½	37⅝	+ ⅜
300	U S Rub 1p	109¼	108½	108½	—1⅜
112700	U S Steel.	71½	69⅝	69¾	—1⅛
3400	U S Steel p	114¾	114⅜	114¼	
2700	Utah Cop.	42¾	42¼	42¼	—1¼
300	Va Car C.	52⅝	52	52	—1¼
100	Va Car pf	118	118	118	+1
400	Wabash.	13¾	13⅝	13¾	+ ¼
200	Wells F Ex	150	150	150	—2½
100	West Md.	56½	56½	56½	—1¼
400	West U T.	75¼	74	74	
100	Wheel L E	3	3	3	+ ⅜

Total sales of stocks, 469,300 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	210	225	May Dept S	76	78
Allis Chal	6½	7½	May Dep pf	111	113¼
Allis Chal pf	17¼	19½	Miami Cop	18¼	19
Amal Cop	58	58¼	Minn & St L	36	38
Am Ag Ch	50	51	M & St L pf	58	66
Am B Sug	49½	49¾	MSP & SSM	130¼	131½
Am Brake S	90	94	MSP SSM pf	145	150
Am Br S pf	128	133	M K & T	29¼	29½
Am Can	9¾	10	M K & T pf	63	65½
Am Can pf	83¼	84¾	Mo Pacific	39½	39¾
Am Car Fy	48⅛	48⅝	Nat Bis Co	131¼	133
Am Car F pf	115	118¼	Nat Bis pf	127½	129
Am Cot Oil	51	51½	Nat E & S	16	17½
Am Express	214	220	Nat E & S pf	93	97
Am Hide & L	3½	4½	Nat Lead	48¾	49
Am H & L pf	20	23	Nat Lead pf	104	108
Am Ice Sec	17	18	Nat Mex 1 pf	63	67
Am Linseed	8½	9	Nat Mex 2 pf	27	28
Am Lin pf	27½	29	Nev Cons	17	17⅛
Am Loco	34½	34¾	N J Central	260	280
Am Loco pf	104½	103½	N Y A B	64	65
Am Malt C	4	5	N Y Central	103	103⅝
Am M C pf	38	40	NYC & StL	50	57
Am Smeltg	68½	68¾	NYC & SL 1pf	95	107
Am Smelt pf	104	104¾	NYC & SL 2pf	80	90
Am Sm Sec	84¼	85¼	NY NH & H	132	133½
Am Snuff	200	300	N Y O & W	39	39¼
Am Snuff pf	90	101	North Am	68¾	70
Am St Fy	32½	33	Nor & West	100½	101
Am Sugar	114	115½	Nor & W pf	89	92
Am Sug pf	115¼	116½	Nor Pacific	115¼	115½
Am T & T	131⅞	132	Pac Coast	85	105
Am Tob pf	90½	91	PacCoast 1pf	85	110
Am Wool	28½	29	PacCoast 2pf	90	110
Am Wool pf	88	91	Pacific Mail	27⅞	28½
Am W P pf	26	28	PacTel & Tel	35	39
Assctd Oil	—	52	Penna RR	120	120⅛
Anaconda	34	34¼	Peo G L & C	102½	103
A T & S F	102⅞	103	Pittsburgh C	17½	18½
A T & S F pf	101¼	102	Pitts C pf	80	80½
Atl Coast L	122	122½	P C C & St L	90	93
Balt & Ohio	100	100⅛	PCC & SL pf	102	115
Balt & O pf	85	87	Pitts Steel p	100	104
Beth Steel	29	29¼	Pr Steel Car	30	30½
Beth Steel pf	58¾	60	Pr Steel C pf	97	100
Bklyn R T	75	75¼	Pub Service	119	119⅛
Bkn Un Gas	132	140	Pull P Car	155	156⅛
Brunswick	8	8¾	Ry St Spg	30	32
Butterick	28½	30½	Ry St Spg pf	100	105
Can Pac	229	229¼	Ray Cons	13⅝	13¾
Cen Leather	23¼	23⅝	Reading	140⅝	140¾
Cen Lther pf	95	96	Read 1st pf	89	90
Ches & Ohio	71	71½	Read 2d pf	91½	93
Chi & Alton	15	23	Repub Steel	25	25¼
Chi Gt West	17½	18	Rep Steel pf	88½	89¼
Chi Gt W pf	37	38	Rock Island	24	24⅛
Chi & N W	140	141	Rock Isld pf	48½	49
Ch M & St P	112½	112¾	S Roebuck	135¼	140
C M & St P pf	146	149	S Roebuck p	—	121¾
Chino Cop	18	18⅛	Sloss Shef	37	40
C C C & St L	48	58	St L & SF 1pf	63	66
C C C & SL pf	94	100	St L & SF 2pf	40½	41
Col Fuel & I.	27⅞	29	St L S W	29½	32
Col South	47	50	St L S W pf	66	69
Col So 1st pf	77	80	St P & Om	132	140
Col So 2d pf	70	75	So Pacific	108¼	108⅞
Con Gas	132½	133½	So P R Sug	76	85
Corn Pd Ref	12½	13	Southern Ry	26⅝	26⅞
Corn P Ref pf	78	80	So Ry pf	66⅛	67½
Del & Hud	161	165	Stand Mill	13	17
Del L & W	520	570	Stand Mill pf	47	53
Den & R G	22¼	23½	Tenn Cop	32	32½
Den & R G pf	51¼	51½	Texas Co	86	87
Dis Secur	30½	32	Texas Pac	23½	24½
D S S & A	9¾	10½	Third Av	7⅞	8
D S S & A pf	20	21½	T St L & W	17	18
Erie	28¼	28⅝	T St L W pf	38⅛	40
Erie 1st pf	47¼	48	Twin City	105	107
Erie 2d pf	40	41¼	Underwood	85	87
Evns & T H	70	86	Undwood pf	109½	111
Fed Min & S	12	30	Un Bag & P	5½	6½
Fed M & S pf	50	63½	Un Bag & P pf	51	57
Gen Elec	152	153	Un Pacific	166½	166⅞
Gen Motor	43½	43¾	Un Pac pf	91	92
G Motor pf	81	81½	Union R Inv	32	35
Gt North pf	121½	122	Un R Inv pf	60¼	61¼
Gt N O ctfs	48	48¼	Un Cigar pf	100¼	109
Goldfield	5⅜	5½	Un Dry Gds	101½	103
Harvester	108¼	108¾	Un Dry G pf	101½	105
Harv'ter pf	121	123¼	U S C I Pipe	12⅝	13
Havana El	93½	—	U S C I P pf	45¼	46¼
Havana pf	—	—	US Express	91	95
Hock Val	115	129	US Realty & I	67	68
Illinois Cen	138	138¼	US Red & R	2	4
Inter-B Met	14¼	14½	US R & R pf	2	18
Int-B Met pf	42¼	43¼	US Rubber	37½	37⅝
Int Paper	10	10¼	US Rub 1pf	109¼	108½
Int Paper pf	46½	47½	US Rub 2pf	70	76
Int Pump	32½	34	US Steel	69⅝	69¾
Int Pump pf	83	87	US Steel pf	114½	114⅝
Iowa Cent	17	18	Utah Copper	42⅛	42¼
Iowa Cen pf	33½	35	Va-Carolina	51¾	52
Kan City So	28⅛	28¾	Va-Car pf	116	118
Kan C So pf	65	67	Va I C & C	80	89
Lack Steel	35	45	Va Ry & P	—	—
Laclede Gas	103¾	104½	Wabash	13½	13¾
Lake E & W	10	14	Wabash pf	28	31
L E & W pf	20	25	Wells F Ex	145	152
Long Island	45	53	Westhouse	64	66
Lehigh Val	158½	159	West Md	56¾	57½
Lou & Nash	141	141½	West Md pf	76	80
Mackay	83	85	West Un Tel	74	75
Mackay pf	72	73½	Wheel & L E	2½	2¾
Manhattan	134½	137	W & L E 1 pf	7½	9
Marine	4	5	W & L E 2 pf	3	3½
Marine pf	14	14½	Wis Central	51½	53

THE BOSTON MARKET.

BOSTON, Aug. 29.—The local market for copper shares to-day opened quietly with prices practically unchanged. The tone was steady and on moderate dealings North Butte rallied a point to 23¾, while Chino and Copper Range were fractionally higher. In the later trading, however, prices eased off somewhat, the whole list closing a trifle below the opening figures. Other departments of the market were quiet and featureless. The summary:

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
75	Adventure	5	4½	4½	4½
70	Allouez	22	22½	21	22½
295	Algomah	3 13-16	4	3¾	3¾
552	Amalgamated	58¾	59	58	58
205	Am Zinc L & S	22	22¼	22	22
50	Ariz Commercial	2	2	2	2
5	Boston & Corbin	5	5	5	5
15	Butte & Bal	31¼	31¼	31¼	31¼
760	Butte Coalition	15	15⅛	15	15
420	Cal & Ariz	48¾	49	48½	48¾
1	Cal & Hecla	420	420	420	420
5	Centennial	8	8	8	8
135	Chino	18¾	18½	18⅛	18⅛
240	Copper Range	52	52¼	51	51
90	Daly West	31¼	31¼	31¼	31¼
795	East Butte	9⅞	9⅞	9¾	9¾
1335	Franklin	7	7⅛	6½	6¾
15	Granby	50	50	29¾	29¾
30	Greene Cananea	6 15-16	6 15-16	6 15-16	6 15-16
180	Hancock	19⅞	19⅞	19½	19½
10	Hedley	15	15	15	15