

NEW YORK EXCHANGE.

Metropolitan Traction the Weak Spot.

Market Irregular, Losses and Gains in Prices about Equally Divided.

Total Sales To-day 95,500.

New York, July 18.

Apart from Metropolitan Traction the changes in prices have been about equally divided.

Sugar opened $\frac{1}{2}$ per cent. down but soon rose to a fraction over last night's close, reacted 1c and finally closes steady at about same as last night's last sale.

Tobacco, after losing $\frac{1}{4}$ of a cent at the opening, became quite strong and advanced to 118 $\frac{1}{2}$, though slow it has ruled firm.

Brooklyn Rapid Transit has been steady all day, at one time it looked weak with the rest of the market, it, however, closes steady.

The Grangers, North West, New York Central and the Pacific have been dull and at one time looked very weak but with the rest of the market they close at fairly steady price.

Metropolitan Traction was the weak spot, it opened two points down and soon lost two and a quarter more. The break caught stop orders, but the sales were not large it advanced to 150 $\frac{1}{2}$ but closes a good deal under last night's price. Thereaders' attention is directed to a statement regarding this stock in another column.

New York, 9.55 a.m., July 18.

The prices in London this morning show advances for Americans of from $\frac{1}{8}$ to $\frac{3}{4}$ per cent.

Reading leads the list in respect of advances, but the market there is said to be dull.

London seems to take a more favorable view of the outlook than we do. For some time past their market has shown quotations higher almost every day, in the face of declines, on what practically amounts to declines, in our market.

It does not seem either, that the London market is being rigged from this side, for it has very little effect on prices here, when London comes higher nowadays, and recently arbitrage transactions have been very light.

The situation since Saturday is practically unchanged, being merely of a nature expected, and nothing new being developed.

The papers this morning tell of our occupation of the city of Santiago, and state that there were no hitches in final surrender of the city.

There are the usual peace rumors this morning, but they not only lack information, but the despatches from Spain state that Spain has sent General Blanco \$2,000,000 for the cost of the war in Cuba.

An encouraging feature this morning is that the fever in our ranks does not seem to be spreading, and that there is considerably less talk of it.

So far as the local market is concerned there is nothing particularly unfavorable this morning.

Crop reports are as good as no 11 be expected, and the Anthracite Coal roads report no further cuts.

It is said that the pending situation against People's Gas is arousing the keenest energies of the management of the Company, and that an attempt will be made to crush the present suits at once, and for all.

New York, 10 a. m., July 18.

The character of last week's Wall Street market may be told briefly, by recording the fact that the stock list generally shows a lower level, as compared with the preceding week, while the railroad bonds, with very few exceptions, record substantial gains.

Relatively, there was decidedly more activity in the bond department, than in stocks, the daily average of the transactions in bonds, for the five and one-half business days, exceeding \$4,000,000 par value.

The movements in the bond market demonstrate the existence of a keen investment demand.

The division of the Stock Exchange can hardly fail to be benefitted further by the release of capital, which has been tied up, pending the award of the Government new 3 per cent. bonds.

There is an apparent lack of support to stocks, but on the other hand, neither the crop nor business, nor monetary situation, is of a character to provoke liquidation.

NEW YORK STOCK MARKET.

July 18, 1898.

	CLOSING PRICES FROM JULY 11 TO 16.						TO-DAY'S PRICES.			
	11	12	13	14	15	16	Open	Highest	Lowest	Closing
American Sugar	133 $\frac{1}{2}$	134 $\frac{1}{2}$	133 $\frac{1}{2}$	134 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{1}{2}$
American Sugar pfd.										
Am. Spirits Mfg. Co										
Am. Spirits Mfg Co pfd										
Am. Tobacco x2 2 p.c.	121 $\frac{1}{2}$	120	119 $\frac{1}{2}$	121	118 $\frac{1}{2}$	118 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$
American Tobacco pfd.										
Atch T. & S. Fe	14	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Atch T. & S. Fe pfd	35 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$
Baltimore & Ohio	14	15	14 $\frac{1}{2}$	14 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Bay State Gas										
Brooklyn Rap. Tran.	55 $\frac{1}{2}$	55 $\frac{1}{2}$	54 $\frac{1}{2}$	55 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$	53 $\frac{1}{2}$	54 $\frac{1}{2}$
C.C.C. & St. L.	43 $\frac{1}{2}$	43	41 $\frac{1}{2}$	42 $\frac{1}{2}$	41 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$
Canadian Pacific			83							
Canada Southern	55	54 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$
Chesapeake & Ohio	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23	23	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23 $\frac{1}{2}$
Chicago B. & Q.	107 $\frac{1}{2}$	106 $\frac{1}{2}$	105 $\frac{1}{2}$	106 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	105 $\frac{1}{2}$
Chicago Mil. & St. P.	100 $\frac{1}{2}$	100	99	99 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
Chi. Mil. & St. P. pfd.										
Chicago R. I. & Pacific	97 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$
Chicago & Northwest	129 $\frac{1}{2}$	128 $\frac{1}{2}$	128	129 $\frac{1}{2}$	127 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$
Chic. & Northwest pfd.										
Consolidated Gas x2 2%	199	198	197 $\frac{1}{2}$	197 $\frac{1}{2}$	195	195	196	195	195	199
Delaware & Hudson										
Del. Lack. & Western										
Erie										
General Electric	39 $\frac{1}{2}$	39 $\frac{1}{2}$	38 $\frac{1}{2}$	39	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$
Illinois Central										
Laclede Gas										
Lake Shore										
Louisville	54 $\frac{1}{2}$	54	52 $\frac{1}{2}$	53 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$
Manhattan con.	107 $\frac{1}{2}$	107 $\frac{1}{2}$	106 $\frac{1}{2}$	107 $\frac{1}{2}$	106 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$
Met. Street Ry. Co.	199 $\frac{1}{2}$	199 $\frac{1}{2}$	197 $\frac{1}{2}$	199	195	195	195	195	195	199 $\frac{1}{2}$
Michigan Central										
Missouri Kan. & Tex.										
Missouri Kan. & T. pfd	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34	35	34	34	35
Missouri Pacific	36 $\frac{1}{2}$	36	35 $\frac{1}{2}$	36	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35	35	34 $\frac{1}{2}$	34 $\frac{1}{2}$
Nat. Lead										
Nat. Lead pfd										
New Jersey Central	90 $\frac{1}{2}$	90	88 $\frac{1}{2}$	90	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	89
New York Central	118 $\frac{1}{2}$	118 $\frac{1}{2}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	118
Northern Pacific	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$
Northern Pacific pfd	70 $\frac{1}{2}$	70 $\frac{1}{2}$	69 $\frac{1}{2}$	70 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$
Omaha	84	83 $\frac{1}{2}$	81	83 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$	82
Oregon Rail. and Nav.										
Pacific Mail	29 $\frac{1}{2}$	29	29 $\frac{1}{2}$	29	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$	28 $\frac{1}{2}$
Peo. Gas L. & Coke Co.	100 $\frac{1}{2}$	99 $\frac{1}{2}$	98 $\frac{1}{2}$	99 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	98	98 $\frac{1}{2}$	97 $\frac{1}{2}$	98
Pullman Palace Car Co.										
Reading	18 $\frac{1}{2}$	17 $\frac{1}{2}$	17 $\frac{1}{2}$	17	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16 $\frac{1}{2}$	16	16 $\frac{1}{2}$
Southern Pacific	31 $\frac{1}{2}$	31 $\frac{1}{2}$	30 $\frac{1}{2}$	31 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$
Texas Pacific										
Tenn. Coal & Iron	25 $\frac{1}{2}$	25 $\frac{1}{2}$	24 $\frac{1}{2}$	25 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$
Third Avenue R.R.										
Union Pacific	24 $\frac{1}{2}$	24 $\frac{1}{2}$	23 $\frac{1}{2}$	24 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$
Union Pacific pfd.	61	61 $\frac{1}{2}$	60 $\frac{1}{2}$	61	60	60	60	60	59 $\frac{1}{2}$	59 $\frac{1}{2}$
U. S. Rubber pfd.					89 $\frac{1}{2}$	88 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	88 $\frac{1}{2}$	89
U. S. Leather pfd	66 $\frac{1}{2}$	67 $\frac{1}{2}$	66 $\frac{1}{2}$	67	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Wabash										
Wabash pfd	19 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	18 $\frac{1}{2}$	19 $\frac{1}{2}$
W. U. Telegraph	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93	93	91 $\frac{1}{2}$	92 $\frac{1}{2}$	92	92	91 $\frac{1}{2}$	91 $\frac{1}{2}$

*Ex-dividend. †Ex-dividend of $\frac{1}{4}$ per cent. and bonus of 10 per cent.

CHICAGO MARKET.

The Bartlett Frazier Co., Limited.—H. J. Coon, manager, 39 St. Sacramento St., quote the opening, highest, lowest and closing prices in Chicago to-day as follows:

July 18, 1898.

	CLOSING PRICES JULY 12 TO 16.					TO-DAY'S PRICES.			
	12	13	14	15	16	Opening	Highest	Lowest	Closing
Wheat—									
July...\$ 75	\$ 74	\$ 73 $\frac{1}{2}$ B	\$ 73 $\frac{1}{2}$ B	\$ 73 $\frac{1}{2}$ B	\$ 74	\$ 75	\$ 73 $\frac{1}{2}$	\$ 74 $\frac{1}{2}$	\$ 74 $\frac{1}{2}$
Sept...	67 $\frac{1}{2}$	67 $\frac{1}{2}$ B	67 $\frac{1}{2}$ A	67 $\frac{1}{2}$ B	67 $\frac{1}{2}$ B	67 $\frac{1}{2}$	66 $\frac{1}{2}$ -7	67 $\frac{1}{2}$ -1B	67 $\frac{1}{2}$ A
Dec....	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$ B	67 $\frac{1}{2}$ B	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$ A
Corn—									
July...	31 $\frac{1}{2}$ B	31 $\frac{1}{2}$ A	31 $\frac{1}{2}$ A	32 $\frac{1}{2}$ -3	33 $\frac{1}{2}$ A	33 $\frac{1}{2}$	34 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$
Sept..	32 $\frac{1}{2}$ B	31 $\frac{1}{2}$ B	32 $\frac{1}{2}$ B	33 $\frac{1}{2}$	33 $\frac{1}{2}$ -34	34 $\frac{1}{2}$	34 $\frac{1}{2}$	33 $\frac{1}{2}$	33 $\frac{1}{2}$ B
Oats—									
July...	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$ A	23 $\frac{1}{2}$	23 $\frac{1}{2}$ A	23 $\frac{1}{2}$	24	23 $\frac{1}{2}$	23 $\frac{1}{2}$
Sept...	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$ A	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$ -20	19 $\frac{1}{2}$	19 $\frac{1}{2}$
Pork—									
July...	9 97N	9 75N	9 77N	9 90N	9 85N	9 87N	9 87N	9 87N
Sept..									