NEWS OF THE RAILROADS.

INFORMATION FROM ALL QUARTERS.

The Trunk Lines Inclined to Consent to a Reduced Rate on Corn if the Baltimore and Ohio Will Withdraw Its Cut Rates.

The Joint Executive Committee of the Trunk Line and Central Traffic Association met yesterday. Commissioner Blanchard of the Central Traffic Association, who is also Vice-Chairman of the Joint Committee, presided, as the Trunk Line Association is now without a head Commissioner. Many of the officials were late at the meeting, having gone to see ex-Commissioner Albert Fink leave on the Aller for Europe. Every trunk line was represented at the meeting, including the Grand Trunk. Among the Western representatives present were President Newell of the Lake Shore and President Ledyard of the Michigan Central.

"No definite action was taken," said Commissioner Blanchard after the meeting, "with reference to East-bound grain rates, and as it is necessary to reach some conclusion about lake and rail rates, upon which a settlement in a measure depends, the joint meeting was adjourned until to-morrow afternoon. The trunk lines will hold a meeting in the morning to discuss lake rates, and we confidently expect that wheat rates will be restored to the old basis by the roads that have been cutting, although it is likely that corn will be put down. There are certain matters pertaining to dates to be agreed upon by the trunk lines before restoring rates."

From another source a reporter learned that concessions were really made yesterday to the Baltimore and Ohio. The other roads met the Baltimore and Ohio half way and agreed to accept the 5-cent reduction on corn. That is to say, they ratified the reduction authorized at Monday's meeting of the Trunk Line Executive Committee, pending yesterday's meeting, as reported in THE SUN. But it was thought that wheat should be kept on the old basis of 25 cents to New York, if a satisfactory time could be arranged with the Baltimore and Ohio road for withdrawing its cut rates. This point will be discussed at this morning's trunk line meeting.

It is thought that the low corn rates will give the Baltimore and Ohio a fair chance to get business in the territory of the all-rail Western lines without tending to demoralize other grain rates.

The compromise Railroad bill to be substituted for the Hamilton bill in the New Hampshire Legislature provides for perfecting the Colby act of 1887 for the union of the Boston and Maine railroad with its leased or operated lines; for the lease for a long term of years by the Boston and Maine Railroad of the Northern Railroad and various other lines now operated, or built, in this State, and for the union of the Concord and the Boston, Concord, and Montreal roads; the capital of the new corporation to be $4,000,000, of which the Concord Railroad stockholders would receive $3,000,000, and the Boston, Concord, and Montreal the balance of $1,000,000. The capital stock of the Boston, Concord, and Montreal Railroad consists of $500,000 preferred stock and $1,000,000 common. One-fifth of the stock of the new corporation equivalent in amount to the Boston, Concord, and Montreal preferred stock, semi-annual dividends of three per cent. will be paid on the prevailing $1,000,000 equivalent to common stock; only such amount shall be paid in dividends as may be saved by the refunding of the debt of the Boston, Concord, and Montreal Railroad now bearing interest at 6 and 7 per cent. and which can be refunded at 4 or 4½ per cent.

The report of the Commission to inquire into the State's interest in the Concord and the Boston and Maine roads shows that there is due the stockholders of the former in deficiencies in dividends some $2,000,000 at simple interest. The bill proposes that this deficiency shall be made good to the stockholders of the Concord Railroad to the extent of $1,000,000 in stock of the new corporation. The bill provides that the Concord and Boston and Maine roads may make contracts for a term of years for the interchange of traffic. None of its provisions shall impair the State's interest in the Concord or Boston and Maine road. The Railroad Committee will report the bill to the House to-morrow.

The new superintendent of the Cincinnati Southern Railway, Mr. H. F. Clark, has made a cut of from 10 to 15 per cent. in the salaries of all officers and employes under his control at the Cincinnati end of the line.

The Presidents of the lines in the Inter-State Commerce Railway Association met again in Chicago yesterday without giving any indication that they intended to let their organization go to smash. The committee appointed on the preceding day to labor with the Chesapeake and Ohio, the Chicago, Burlington and Northern had nothing to report, and further time was allowed them, it being announced that General Manager Harris of the latter company would arrive in the city to-day. A resolution was adopted instructing the managers of the roads to take steps to advance the rates from Peoria and St. Louis to St. Paul and intermediate points. It was further resolved that the commodity rates, which have recently been put into effect between Chicago and St. Paul, are too low to be remunerative, and that it is the duty of each road in the association to use its influence to have them advanced as soon as possible.

AN OLD OFFENDER.

Builder King Denies that he Sent a $20 Bribe to Sanitary Superintendent Day.

David H. King, the builder who is charged with having enclosed a $20 bill in a letter to Sanitary Superintendent Day asking him to be lenient in enforcing the orders of the Board of Health in regard to defective plumbing for which he is responsible, called yesterday on President Wilson and denied having written the letter containing the $20 bill. The handwriting of the letter is apparently that of a woman. While he was waiting for President Wilson he told contradictory stories to the reporters. After denying that he sent the $20 bill to Dr. Day, he denied that he owned the house which defective plumbing he had been ordered to repair. He said that he had to pay the rent for the house, but he had sublet it to other persons, who had collected the rent, and would not give it back. He ended by practically admitting that he owned the house, but said that he had anything to do with the sending of the bill to Dr. Day.

The house in question is one of a quarter in a block in a crowded East Side tenement condition that have caused its arrest. The four houses Nos. 184, 186, 188, and 188½ No. 186 is the one connected with the $20 bill. The plumbing of Nos. 184 and 188 and his three neighbors, and of the tenement at 101 Monroe street, he owned, he said, were so defective that he expected arrest, and to make him put them in proper condition. He was arrested on May 4 and released on bail. He did not appear in General Sessions, he said, because his counsel in preference to Supreme Court judges, made a pretence of putting the case off from day to day, giving out that it was not likely to come to trial, he allowed the plumbing to get in the same condition again, and was arrested for permitting the accumulation of sewage in the cellar at 186 Madison street, which got into yesterday. He was bailed for $500 by Bowery lodgers in the Jefferson Market Police Court, and again elected to be tried in General Sessions.

He was arrested on June 16, 1884, for permitting the plumbing, and drainage at 31 and 33 Monroe street, to get so out of order that the premises were rendered unhealthy. He was fined $250 or each house.

King is an old offender against the sanitary laws. Gen. Clark said yesterday that he has been a cause of annoyance to the Board of Health for twenty years.

The papers in the $20 bill case were sent to the District Attorney's office yesterday, but apparently were not acted on.

All Hands Busy at the Navy Yard.

This month will be a busy one at the Navy yard. Orders were received yesterday by Commodore Ramsay that the ships Brooklyn and Essex are to be fitted out at once. The construction work on the cruiser Yorktown must be finished by July 15, that on the Atlanta by the 18th, and that on the big cruiser Chicago by July 20. The Yantic and Galena are also being fitted out, so that by week enough shed to keep all hands in the Yard busily employed for some time.

"The Boston is hourly expected from her Southern cruising trip. She was reported off Fortress Monroe on Tuesday. We shall put her in the dry dock just as soon as she arrives," said Commodore Ramsay yesterday, "and give her a thorough cleaning. She will then be overhauled and put in shape for cruising."

The low and stern castings for the new cruiser Maine, now being built at the navy yard, were received on Tuesday, and the work of placing them was begun yesterday.

Fire Chief Fisher Exonerates his Command.

Battalion Chief John S. Fisher has handed to Fire Commissioner Robbins a report of his investigation into the management and conduct of Truck 7 in East Twenty-eighth street. He assembled all the officers and men of the company and questioned them, and they all denied that there was any irregularity in their conduct. He then pushed his investigation into the neighborhood. He questioned several persons living near the truck house, all of whom praised Capt. Nugent and the company generally. Chief Fisher reported that he thought the reports had been started by some malicious person. The department will not make formal charges against Capt. Nugent, and it is not likely that Chief Fisher's report will be formally considered.

Court Calendars This Day.

SUPREME COURT—CHAMBERS.—Motion calendar, Nos. 1 to 30 inclusive, called at 11 o'clock.

SUPREME COURT.—Motion calendar, 11 A. M.: wills of S. A. Peck, 10:30 A. M.; H. De Baum, 11 A. M.; Rosa Gillespie, 3 P. M. For probate—Wills of Henry Harrison Hall, Sophie Peter, 10 A. M.; Peter Duval, 10:30 A. M.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales July 10.

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

17 U. S. 4s, c	128½	6 N. Car 6s B, cn	103
10 Louis. 6s, ex	85½	5 S. Car. 6s, N. P	4½
1 Ala. Class A	104½	3 Tenn. 5s, ex	74½

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	109½	109¾	U. S. 6s, 1895	110	—
U. S. 4½s, c	109¾	109¾	U. S. 6s, 1896	121	—
U. S. 4s, r	122½	122¾	U. S. 6s, 1897	124	—
U. S. 4s, c	122½	122¾	U. S. 6s, 1898	128	—
			U. S. 6s, 1899	133	—

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

9 Atl. & Pac.	12	1 Mich. C. 5s	115¾
2	12¼	7 Mil. & L. S. 1st ex 7s	117½
1 Atl. & Pac. 1st	75	5 Nor. Pac. 1st c	114½
1	75½	1	114¾
1	75¾	1	114¾
3 Atl. & Danv. 1st	105	10 Nor. P. 2d c	113½
5 Balt. & O. P. br	121¼	5 N. Y. & Sus. 1st r. 5s	110¾
1 B., C. R. & N. 1st	105	20	109¾
8 B., H. & E. 7s	101	5 N. J. C. gen. 5s c	111
5 Brooklyn El. 1st	112¾	1 N. Y. & Green. 5s	112¾
60 Chi. & O. cn. 5s	101½	1 N. Y. El. 1st	117¾
10	101½	5	117¾
20	101½	2 N. Y. Ch. & St. L. 4s	97¼
1	101½	2 N. Y., Ch. & St. L. 4s r	96¾
1 Ch. & O. S. W. mtg. 5s	88½	1 N. W. s. f. 5s	111½
1 C., B. & Q. 4s	99¾	4 N. W. con.	140
5 C., H. & D. 4s, l. dis.	97	1 N. Y. O. & W. 1st	113
5 Ch. & Mil. 1st	127	10 Ohio So. m.	55½
1 Can. So. 1st	107¾	5	56
2	107¾	5	56¼
1	107¾	1 Oregon & T. C. 1st	104½
5 Can. So. 2d	109¼	1 Or. Imp. 1st	102
3 Cent. Pac. g. 6s	111½	10	102½
14 Col. Coal 6s	101½	2 Pac. of Mo. ex-int	100¾
8	101¾	1 Peo. D. & E. 1st I. d.	10
5 Ch., Peo. & St. L. 5s	98	27 Rock. isl. ex. 5s	102½
1 Del. & H. 1st	109½	5	102¾
16 Den. & R. G. imp. 5s	84¼	19 Rh. & G. Deb.	94½
7	84¾	5 Rh. & Ay 1st d. m. r.	68
10 Den. & R. G. cn	79½	1 Rh. & Ay 2d d. m. r.	30
17 D. & R. G. W. 1st 4s	74	1 Reading gtd. 4s	94
T. St.	90	15	91½
4 E. Tenn. 5s	105¾	12 Reading 1st pf inc.	41½
1	105¾	3 St. P. & Minn. 1st m.	123
5	106	2 St. P. & M. 1st 6s ex	124
2 Ft. Worth 1st	105¾	5 St. P. & Ma. 2d	121
10	106	10 St. L., A. & T. 1st c. off.	77
5	106¼	2	77½
6	106¾	2	77¾
1 G., H. & H. 4s	74	5	77¾
6 Great West. 2d, T. R.	101	3 St. Jo. & G. I. 1st	107½
1 G. C. & S. F. 6s, ds.	72	3 Tex. Pac. 1st 5s	89¾
5 G. A. T. C. con.	79¾	105 Tex. Pac. 2d inc.	39
5 Ill. Cen. 4s	102½	2	39¾
1 Iowa Cent. 1st	75¾	10	39¾
5 Jack. Lans. & S. 6s	106¾	20	39¾
1 Kan. & Tex. cn.	90¾	4 Tol. & W. 1st, T. R.	103
5 Kan. & T. gen. 6s	62¾	4 Tol. & W. 2d, T. R.	102
5	62¾	25 Tol. & W. con. T. R.	94
1	63	10 Tol., A. A. & N. M. 1st	108½
1 Kan. & T. gt. 5s	58	1 Tenn. L. L. & R.	
5 Len. Coal 1st	88¾	bir div	90
1 L. E. & W. 1st	108¾		90
4 L. E. & W. 1st	111¾	25 Un. Pac. 1st	118¾
1 L., N. A. & Ch. cn.	103	2 Union El. 1st	105¾
1	103¼	1 Wab. & P. Ch. d	25½
23	103¾		26
8 L. N. O. & Tex. 1st	106¾	20	104
22 Mor. & Es. 2d	107¾	14 West Shore 4s	107
1	107¾	21	107½
1 Met. El. 1st	113¾	8	107
2	113¾	8 West Shore 4s, r.	106¾
1 Met. El. 2d	110½	50	106
1 Mich. C. 7s	120	3 W., N. Y. & Pa. 1st	97¾
5	119¾	5	97

Total sales of railway bonds (par value), $1,004,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing. Bid.	Asked.
	Adams Express	140	140	140	140	—
50	American Cable	88	88	87	88	—
50	American Dis. Tel.	30	30	30	—	—
10	American Ex.	113½	113½	113½	113½	117½
25	Chic. & N. W. pf.	136	136	136	136	—
600	Atlantic & Pac.	7	7	6¾	7	7¾
400	Canada Southern	53	53¾	53	53¾	53¾
200	Canadian Pacific	53½	53½	53	53½	—
200	Central Pacific	34¼	34¾	33¾	33¾	34¾
1410	Ches. & Ohio	20	20	20	20	20¾
5	C. & O. 1st pf	87¾	87¾	87¾	87¾	88¾
160	Ohio. & I. 1st	110	110	110	110	111¾
300	Chic. & R. Ill. pf.	102¾	102	102	102	102¾
300	Chic. & Alton	125	125	125	123½	125
230	Chicago Gas	73¾	69	73¾	73¾	74
10963	C., B. & Q.	107¾	108¾	107¾	108¾	107¾
2535	C., B. & Q.	96¾	100¾	96¾	100	101¼
3841	C., M. & St. P.	67¾	68	67¾	68	68¾
2012	C., M. & St. P. pf.	105	105	104	104¾	105
3363	C., R. I. & P.	91¾	92¾	91¾	92¾	92¾
900	C., St. L. & P. pf.	35	35	35	35	36¾
810	Cin., I., St. L. & C.	113	113	113	113	113¾
10	Cin., I., St. L. & C. pf.	114	114	114	114	114
25	Cleve. & Pitts.	150¾	150¾	150¾	150	—
200	C., C., C. & I.	70	70¾	70	70¾	71¾
420	Colorado Coal	30	30¾	30	30¾	31
115	Consol. Gas Co.	88	88	88	88	88¾
1113	Del. & Hudson	145¾	145½	145	145	145¾
10810	Del., Lack. & W.	143¾	143¾	143¾	145¾	145¾
327	Den. & R. G. pf.	46	46	46	46	47
100	Eq. G. L. & P.	104	104	104	104¾	104¾
100	E. T., V. & G. 2d pf.	2¾	2¾	2¾	2¾	2¾
200	Homestake	24	24	24	24	24
100	Illinois Central	113	113	113	113	113¾
200	L. E. & Western pf.	58¾	58¾	58¾	58¾	59¾
10974	Lake Shore	110	109¾	110	109¾	110¾
5361	Lous. & Nash.	66¾	66	66¾	66	66¾
130	Manhattan con.	98	98	98	98	98	
200	M. K. & T.	114¾	114¾	114¾	114¾	114¾
55	Missouri Pacific	98¾	99	98¾	98¾	99
10	National Coal	85	85	85	85	—
2677	N. J. Central	119	114¾	119¾	119¾	119¾
200	N. Y. Central	109¾	109¾	109¾	109¾	109¾
965	N. Y., N. H. & New Eng.	43¾	43¾	43¾	43¾	44
1020	N. Y. & New England	24¾	24¾	24¾	24¾	25¾
100	N. Y., L. E. & W. pf.	93	93	93	93	93¾
200	Norfolk & West pf.	56¾	56¾	56¾	56¾	56¾
525	Northern Pacific	27¾	27¾	27¾	27¾	27¾
7440	Northwestern	95¾	95¾	95¾	95¾	95¾
40	Ohio & Miss.	27¾	27¾	27¾	27¾	27¾
800	Ontario & West	14¾	14¾	14¾	14¾	14¾
320	Oregon & Trans.	32	31	31	31¾	32¾
600	Pacific Mail	33¾	33¾	33¾	33¾	33¾
210	Pacific Express	21¾	21¾	21¾	21¾	22¾
1770	Phila. & Reading	43¾	43¾	43¾	43¾	43¾
100	Phila. & Erie	18	18	18	18	19
1200	Rich. & W. P.	23¾	23¾	23¾	23¾	23¾
500	Rich. & W. P. pf.	81¾	81¾	81¾	80¾	81
35	St. L. & K. C. pf.	85	85	85	85	85
200	St. P., M. & Man.	134¾	134¾	134¾	134¾	134¾
830	St. P., S. & M.	109	109	109	109	109¾
100	Southern Pac.	39¾	39¾	39¾	39¾	39¾
10	Texas Coal & Iron	50	50	50	50	50
100	Tol. & O. C. pf.	52	52	52	51¾	52
1800	Texas Pacific	19¾	19¾	19¾	19¾	19¾
100	Tol., A. A. & N. M.	31¾	31¾	31¾	31	31¾
19415	Union Pacific	57¾	58¾	57¾	57¾	57¾
155	U. S. Express	91¾	91¾	91¾	90¾	91¾
15	W., St. L. & P.	16¾	16¾	16¾	16¾	16
1050	W., St. L. & P. pf.	29	29¾	29	29	29¾
1040	West. Union Tel.	85¾	85¾	85¾	85¾	85¾
200	W. & L. Erie	6¾	6¾	6¾	6¾	6¾
50	Wis. Central pf.	57	57	57	—	—

The total sales of stocks were 227,287 shares.

UNITED DEPARTMENT TRANSACTIONS.

Sales.		Opens.	High'st.	Low'st.	Clos'g.
3700	American Cotton Oil	55¾	56¾	55¾	56¾
9-11	Sugar Refiners	113	113¾	113	113
10400	National Lead Trust	32¾	32¾	31¾	32¾
1000	Cin., N. O. & T. P. Trust	43¾	43¾	43¾	43¾
500	Brunswick Co.	24¾	24¾	24¾	24¾
8-00	St. L., N. O. & T. Trust	85¾	85¾	85¾	85¾
24700	Pipe Line certs.	0	929	11	924

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	217	—	New Eng. Tel.	48¾	50
Bos. & Maine	192	195	Bos. Water P.	6	—
Chi., Bur. & Nor.	—	59	West Land.	27½	—
Eastern	—	—	Bos. & Montana	2	2¾
Flint & P. M. pf.	24¾	25	Dom. & Canada	22	23
Mex. Cent. stk.	15¾	15¾	Channel & Hec.	207	—
Am. Bell Tel.	220	231	Mass. Gas	47¾	—
Erie Tel.	82¾	83¾			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Read. g. m. 4s	91¾	92	Lehigh Valley	58¾	58¾
Phil. & R. 1st pf.	51½	52	L. C. & N. Co.	52	53¾
Phil. & R. 2d pf.	36¾	—	Pennsylvania	51¾	51¾
Phil. & R. 3d pf.	30	—			

LATEST LONDON QUOTATIONS.

Atlantic & Gt. W. 1st	20	Louisville & Nashville	70
Atlantic & Gt. W. 2d	5¾	N. Y. Central	109¾
Canadian Pacific	50¾	Northern Pacific pf.	64¾
Central Pacific	35	Norfolk & West pf.	56
Erie common	26¾	Pennsylvania	54¾
Erie 1st consols	104¾	Reading	23¾
Illinois Central	110	St. Paul common	66¾
Kansas & Texas	14¾	Union Pacific	56¾
Lake Shore	109¾	Wabash pf.	20¾

WEDNESDAY, July 10.

There was a slight increase in activity in the stock market to-day, principally due to a disposition to cover short contracts. Material advances were recorded in the Granger stocks and modest gains resulted from the dealings in the rest of the list. The newspaper despatches were more hopeful in tone regarding the prospects of the meeting of the Western Presidents at Chicago, but the buying by London was the practical element which led to purchases for Chicago and Boston account. Perhaps the most encouraging feature of the trading was the improvement in St. Paul common, on what may be called (for it) only a moderate volume of business, while the preferred stock advanced sharply on few transactions. The rise in C., B. and Quincy, which exceeded 1 ⅌ cent., was attended by active trading clearly due to the needs of the bears. The rumor was revived that Quincy had decided to purchase its piratical protégé, the C., B. and Northern, but the promptness with which the rumor was denied from Boston suggested the idea that it may have been started in the hope that the subsequent contradiction would exert an unfavorable effect. One of the suggestions used to stimulate the market—namely, that the associated Western roads would buy up C., B. and Northern if necessary to preserve the peace—was almost too absurd for mention, as also was another piece of gossip to the effect that the Western roads were contemplating a great Railroad Trust. It is more than probable that the bull rumors of the day were the work of operators who desired to cover their shorts under protection of the disappointment that might naturally be expected to follow either a contradiction of the absurd stories or the mistrust excited by the supposed extravagance of the ideas of long holders. It is more encouraging to note that Atchison on a fairly active record of trading recovered over 1 ⅌ cent. from its opening price, in spite of a somewhat dragging movement on the part of Missouri Pacific. Lake Shore was somewhat disappointing in its movements, ending with a net gain of only ¼ ⅌ cent., while Union Pacific, with fluctuations from 58¾ to 57¾, closed only ⅛ ⅌ cent. higher at 57¾. The news from Chicago simply showed that the Western roads were earnestly striving to settle their differences, but final results will probably not be definitely known for a day or two. The meeting of the trunk lines and their Western connections in this city will be continued to-morrow, proving that the Eastern controversies cannot be adjusted off hand. Nevertheless there is every prospect that the results of the conferences at Chicago and at New York will strengthen the railway associations and will help to allay the irritation of competition until the pressure of coming business solves the problems that now bother railway managers. The speculation to-day showed increased nervousness on the part of the short element, but every effort will be made to conduct the covering process as quietly as possible. If any aggression was shown by the bull party the bear buying could easily be forced to assume a panicky character. Indications, however, are still lacking that the speculative situation is yet ripe for vigorous proceedings by the operators for an advance. The market closed more than steady.

Final sales compare with those of yesterday as follows:

	July 9. Bid.	July 10. Bid.		July 9. Bid.	July 10. Bid.
Atch., T. & S. F.	38¾	39¾	N. Y. Cent	109¾	109¾
Atl. & Pac.	7¾	7¾	N. Y. & N. Eng.	48¾	50¾
Canadian Pac.	55¾	55¾	N. J. Central	114	113¾
Can. Southern	53¾	53¾	Omaha com.	32	32¾
C. R. & Q.	99¾	100¾	Ontario & West	17¾	17
C. & East Ill.	43¾	44¾	Oregon S. T. C.	32¾	33
Consol. Gas	88	88	Pacific Mail	32	32
Ches. & Ohio	20	20	Rock Island	92¾	92¾
Chicago Gas	73¾	73¾	Rich. & W. P.	23¾	23¾
Del., L. & West.	144¾	145¾	Rich. & W. P. pf.	78¾	80¾
Den. & R. G. pf.	45	45	Reading	46	46¾
Erie	26¾	26¾	St. L. & S. F. pf.	76¾	76¾
Lou. & Nash.	66¾	66	St. Paul com.	67¾	69¾
Lake Shore	109¾	109¾	St. Paul pf.	105¾	108¾
L. E. & W. pf.	58¾	58¾	St. Paul & Man.	96¾	96¾
Manhattan con.	97	98	Tex. Pac.	19¾	19¾
Missouri Pac.	98¾	98¾	Union Pac.	57¾	57¾
Norfolk & W. pf.	56¾	56¾	Wab. & P. pf.	20¾	20
Northwest com.	100¾	102¾	W. Un. Tel.	85¾	86
Nor. Pac. com.	27	27¾	Wheel. & L. E. pf	67¾	68¾
Nor. Pac. pf.	63¾	63¾			

Government bonds steady. The 4s closed ⅛ ⅌ cent. lower bid. Railway bonds dull but firm. The more important net advances were in Atlantic and Pacific incomes, ⅜ ⅌ cent., to 17¾; Colorado Coal 6s, ¾, to 101¾; Denver and Rio Grande improvement 5s, ¾, to 84¼; Kansas and Texas general 6s, ¾, to 63; Reading 1st preference incomes, ⅞, to 81⅝; Texas Pacific 2d incomes, ⅛, to 36¾, and Wabash Pacific, Chicago division, ⅝, to 103. Chesapeake and Ohio consol 5s declined ¼ ⅌ cent., to 101¾; New York, Chicago and St. Louis 4s, ¼, to 97¼, and St. Louis, Arkansas and Texas 1sts, ¼, to 77¼.

In bank stocks 50 shares of Broadway sold at 290, and 59 shares of Bank of Commerce at 195.

Money on call, 3@3½%, ⅌ cent. Time money a little dearer: 4 ⅌ cent. for ninety days, 4 ⅌ cent. for four months, 4 ⅌ cent. for six months, 5 ⅌ cent. for eight months. For four months on trust stocks, 6 ⅌ cent. Commercial paper in good demand, but the offerings are light. Quotations are 3½@4 ⅌ cent. for prime double-name and 4@4½ ⅌ cent. for best single-name paper.

Sterling exchange weak. Posted asking rates, $4.87 for long bills and $4.88½ for demand. Actual rates are $4.86@$4.86⅛ for 60-day bills and $4.87⅛@$4.87¼ for sight drafts.

To-day's offers to sell United States bonds to the Government aggregated $370,300, as follows: Registered 4s, $300 at 128, and $30,000 at 127½; coupon 4s, $5,000 at 128⅛; registered 4½s, $135,000 at 109⅞. All the 4½s were accepted, and also the $300 4s at 128.

The New York Central and Hudson River Railroad Company reports gross earnings for June of $3,111,443, an increase of $215,2.6; for six months, $8,746,666, an increase of $276,829; and for nine months ending June 30, $25,951,054, a decrease of $691,824.

The Illinois Central Railroad reports gross earnings for June of $1,074,735, an increase of $140,923 as compared with the same month of last year; and net $424,012, an increase of $132,398. For the six months ending June 30 the gross earnings were $4,406,770, an increase of $955,176 as compared with the corresponding period of last year, and net $2,367,200, an increase of $727,011.

The Prescott and Arizona Central Railroad reports gross earnings for June of $10,897, an increase of $3,392 as compared with the same month of last year, and net $7,796, an increase of $.....7. For the six months ending June 30 the gross earn ings were $65,897, an increase of $21,936 as compared with the corresponding period of last year, and net $44,140, an increase of $18,649.

Treasury balances compare as follows:

	July 9.	July 10.
Gold	$104,400,698	$101,248,506
Legal tenders	28,858,493	28,848,439
Totals	$210,254,191	$210,181,093

Silver balances, $25,498,585, against $25,556,082 yesterday. Deposits in national banks, $41,006,393, against $42,142,777 yesterday.

Receipts from internal revenue to-day, $254,663; customs, $251,667; national bank notes for redemption, $427,244.

Money in London, 1 to 1¼ ⅌ cent. Discount in the open market, 1⅛ to 1¼ ⅌ cent. The amount of bullion gone into the Bank of England on balance to-day is £16,000. Paris advices quote 3 ⅌ cents at 83.40, and checks on London, 25.16⅜.

The sales of mining stocks at the New York Consolidated Stock and Petroleum Exchange to-day were as follows:

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
500	Astoria	29	29	29	29
1	Alpha	1 40	1 40	1 40	1 40
200	Iron	85	85	85	85
100	Chicago Alta	7 37	7 37	7 37	7 37
100	Eureka Con.	2 20	2 20	2 20	2 20
10	Deadwood Terra	1 40	1 40	1 40	1 40
200	Eureka Con.	2 20	2 20	2 20	2 20
400	Hale & Norcross	2 00	2 00	2 00	2 00
100	Gold Hill	30	30	30	30
500	Mutual S. & M. Co.	1 45	1 45	1 45	1 45
500	Middle Bar	23	23	23	23
200	North Star Imp.	1 15	1 15	1 15	1 15
100	Ophir	8 37	8 37	8 37	8 50
100	Potosi	1 05	1 05	1 05	1 05
1500	Rappahannock	7	7	7	7
100	Sierra Nevada	1 00	1 00	1 00	1 00
100	Savage	1 70	1 70	1 70	1 70
400	Standard	1 00	1 00	1 00	1 00
200	Utah Copper	1 10	1 10	1 10	1 10
50	Union Con.	3 00	3 00	3 00	3 00

The total transactions were 5,630 shares.

New York Markets.

WEDNESDAY, July 10.—FLOUR AND MEAL—Firm for the better grades of flour though the lower grades in some instances were slightly easier, while in the main steady. There was a fair demand for the medium grades and prices, according to a drop in Liverpool, but rallied and closed one point higher, owing to the Bureau report, which while showing an increase in the percentage of condition, reached an average not only 8 points lower than the trade expected it to be, but 2 per cent. Arkansas fell off 7 per cent. from the June report, being so per cent. on July 1, against 90 per cent. on June 1. On May 1 the condition of the crop was 93 per cent. The trading here was small, for the German houses bought new crop options. Cotton on the spot was easier, his her middling uplands, 10½c.; sales, 700 bales. The following are the prices bid for futures, with sales aggregating 226,000 bales:

July	10.36c.	October	10.[illegible]c.
August	10.36c.	November	10.[illegible]c.
September	10.47c.	December	10.[illegible]c.
October	10.[illegible]c.	January	10.67c.
February	10.[illegible]c.	March	10.[illegible]c.

The visible supply and comparative prices were slightly lower, sales 4,350 tcs. at 29.05@[illegible]c. for September, and 29.[illegible]c. for October. After change the close was steady at 29.[illegible]c. for August, other for September, and 29.[illegible]c. for October. Spot corn was higher, sales 100,000 bush. at 48@48½c. for No. 2 mixed, closing nominal, and 42½@48c. for No. 2 in elevator. Two loads of yellow for July sold at 48c. over August. Oats were depressed, sales 170,000 bush., including options No. 2 mixed at 27¾@27¾c. for July, 27¾@28c. for August, 27¾@27¾c. for September, and on the spot, mixed at 27¾@28c., and white at 29@30c., as to quality; also No. 2 white, 29½c. for July, and 29½@29¾c. in elevator. After change—Wheat weak; No. 2 red winter for July, sold, August, 80¾c.; September, 80¾c.; December, 80¾c.; May, 1890, 84¾c. Corn weak; No. 2 mixed for July, 42¾c.; August, 42¾c.; September, 43¾c.; December, 43¾c. Oats weak; No. 2 mixed for July, 27¾c.; August, 27¾c.; September, 27¾c. Good coffee on the spot fairly active and firmly held; other kinds quiet and nominally unchanged. Raw sugar quiet and easier at 7¼c. for fair refining Muscovado, and 8¼@8¾c. for standard centrifugal. Two cargoes of centrifugal, 96° test, are reported sold to Philadelphia at 8¼@8¾c. for refined granulated, quiet and without change. Molasses unchanged at 50c. for 50° test.

WHISKY—Straits tin quiet and unchanged at 10.90c. for spot and 10.75c. for October. Input copper dull and lower, closing at 11.75c. for July, take and 11.50c. for July. G. S. B