BARKER VEXES THE MAYOR.

Voted Against Him on a School Appropriation and Wouldn't Retract.

Mayor Strong was miffed yesterday because the Board of Estimate would not support the Board of Education in a little matter appropriating $21,979 for schoolhouse repairs.

The Board of Education, by a vote of 14 to 1, agreed to appropriate the money from the fund for repairing grammar and primary schools to fit up Grammar School 62 at Third avenue and 157th street for a temporary High School. School Commissioner J. J. Little opposed this, holding that the High School law provides for an appropriation of $2,500,000, and that the money should be taken from such funds.

Comptroller Fitch, who had drawn the customary resolution for the appropriation, withdrew the resolution when he learned of the opposition.

Mayor Strong then introduced the resolution himself. It was lost by a tie vote, President Barker of the Tax Department voting with Comptroller Fitch against it.

The Mayor looked at President Barker in blank amazement for a moment. Then his face flushed. He crumpled a paper which he held in his hand, and, throwing it on the table before him, said, with considerable force, giving his chair a backward push as he said it:

"I don't believe one man ought to control in these matters."

Everybody understood him to be talking to President Barker, who straightened in his chair and replied with spirit that he was not voting for one-man control, and that he wished it understood that he acted as he did because he believed that the money ought not to be taken from the fund proposed.

"They understand their business pretty well up in the Board of Education," the Mayor replied shortly, and then he leaned over and whispered to Mr. Barker. There was a cold look on the latter's face as he shook his head negatively. Comptroller Fitch seemed to enjoy the family difference hugely. Mr. Barker was unrelenting, and the vote was not reconsidered.

For a schoolhouse in West Eighty-ninth street $109,000 was appropriated.

One hundred thousand dollars was appropriated for the completion of the improvement to Riverside Park.

The famous row between Street Cleaning Commissioner Waring and the West Side Taxpayers' Association over the establishment of a stable in West Eighty-ninth street was settled by authorizing Commissioner Waring to lease an existing stable for one year.

LETTER CARRIER IN TROUBLE.

Arrested for Collusion with a Dispenser of Unlawful Medicine.

Edward M. Toliman and Letter Carrier Charles W. Shaw of Post Office Station O, Fifth avenue and Thirteenth street, were arrested yesterday for having used the mails in advertising pills intended for an improper purpose. They were held under $2,500 bail each by Commissioner Shields for preliminary examination to-day and to-morrow, respectively. The circulars of the so-called firms of Dr. H. M. Rodgers & Co. and E. Edwards & Co., 30 East Fourteenth street, had been brought to the attention of the Post Office authorities, and it was discovered that Letter Carrier Shaw was receiving numerous letters addressed to E. Edwards & Co., containing orders for the pills, which he turned over to Toliman, who was the Dr. H. M. Rodgers & Co.

It is said that another Post Office employee, who has not yet been arrested, took part in the transactions by giving the letter carrier all the letters addressed to the Edwards Company and receiving a share of the profits.

DEEPENING THE ST. LAWRENCE.

The Depth to Be Increased to 27 1-2 Feet Between Montreal and Quebec.

OTTAWA, June 29.—The Dominion Government proposes to complete the deepening of the St. Lawrence River from Quebec to Montreal this season. Already about $3,500,000 has been expended to make the 160 miles of river of a depth of 27½ feet. It will require $500,000 more to finish the work, and that sum has been voted to the Minister of Public Works for the purpose.

The Government also proposes to construct three new wharves at the centre of Montreal harbor. The Minister of Public Works says that Montreal harbor is in a poor condition for shipping, and he proposes to take immediate steps to remedy it. After the close of Parliament he will visit Belgium and Germany with an engineer to inspect the harbors in those countries, in order to devise the the best plan for the improvement of Montreal harbor.

DON'T LIKE BLACK'S MAN.

Putnam County Committeemen Will Investigate the Governor's Action.

CARMEL, N. Y., June 29.—Elisha N. Rusk, District Attorney of Putnam county, died on Wednesday, June 16. There being several applicants for appointment to the vacant office, the Republican County Committee met here to-day to decide whom they would recommend to the Governor for appointment to fill their place. They were astonished to learn that the Governor had already appointed J. Bennett Southard of Cold Spring, the youngest attorney in the county, to fill the vacancy. They refused to ratify the action of the Governor, and appointed a committee to ascertain how the appointment had been brought about.

DAN NOBLE STAYS IN JAIL.

Justice Andrews Says the Escaped Convict Must Go Back to Prison.

Justice Andrews of the Supreme Court dismissed yesterday the writ of habeas corpus under which Dan Noble sought to be released from a commitment for transportation to Auburn to serve out an unexpired term. Noble escaped in 1873, after being in jail about two years. The Judge says that the point that Noble cannot be retransported because the present laws for the return of escaped prisoners were passed since he escaped is not well taken, because there have been substantially the same laws in existence for more than ninety years.

William F. Howe, attorney for Noble, said that an appeal would be taken, and a stay asked for pending a hearing on the appeal. Noble is in the Tombs.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales June 29.

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

1 Tenn Set 3s, s	80

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Us 2s, r.			Us 5s, r.		
at pt of O.	96½	—	1904	114½	115
Us 4s, r.			Us 5s, c.		
1907	111½	111¾	1904	114½	115
Us 4s, c.			Us 6s, r.		
1907	113	113½	1898	101½	—
Us 4s, r.			Us 6s, c.		
1925	125½	125½	1899	104½	—
Us 4s, c.					
1925	125½	125½			

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

89 Atch adj 4s	50¾	6	N P prior 4s	90½	
18	50¾	48	N Pac gal 8s	56½	
13	50½	48		56⅝	
11	50¾	1		56¼	
43 Atch gal 4s	84⅞	2	Norf & W cn 4s	73¼	
4	84¾	8		73	
80	85	10	N Y & Sus gal	76	
15	84⅞	1		77	
20 Am Tob scrip	72½	21	N J Cen gal 5s	113⅝	
1	73	10		113¼	
4 Ann Arbor 4s	80½	6		113⅝	
10 Aus & N W 1st s	84⅞	9	N Y Cen ex 4s	103⅝	
2 Buff & E, new	104⅝	1	N Y C deb 5s, r	110½	
21 Brook R T 5s	82½	5	Nash & Chat cn	100	
100	83	25	N Y, C & St L 4s	105¼	
17	82¾	3		105½	
60	84	15	N Y, O & W r 4s	96	
35	83⅞	3	O & Miss cn s f	105⅝	
7	83¾	1	O & M 1st sp d	101½	
77	83½	2	Or R & N 4s	85¼	
1	Br W & W 5s	97½	14	O S L, tun a wl	45⅝
4		98	12		46
10	Brook Un G 5s	112½	6	O S L, un cn, r	85⅝
2		112¾	5		86½
12		112¾	16		86
5	Ch & Ind C 1st	100½	3	Om & StL 1st, r	57
14	Chs & O gal 4½s	77½	8	Pac of Mo 3d, r	10¼
13		77¼	1	Peo & East 1st	72
1	Chs & O, R & A 1st cn 4s	104	5	Pitts & West 1st	72
1	Ch & O 1st, s A	120¼	5	Rock Isl ex 5s	107⅝
1	C, B & Q 4s, N ex	92½	3		107⅝
1	C, B & Q deb 5s	102½	14		108
3	C, C, C & I 1st	106¼	12		107⅝
14		106⅝	5	Rock Isl deb 5s	101
1	C, C, C & I cn	133½	10	Rh & D db 5s, a	100
1	Can So 3d	108	20	Read gal 4s	84⅝
1	C & 9th Av 1st	118¾	6		84¼
18	Chick N P 1st, r	43¾	27	Rio G W 1st	77½
26		43	1		77⅝
10	Chic & E I gal 5s	102	1		77⅝
10	Com Cable 4s	109½	27		78
12	Col Mid 1st, r	62½	10		78⅝
3	Chic G L & C 1st	104½	10		78⅝
7		105	5	St P & Ma cn 4½s	107⅝
2	Ch & E 1st	110	6	St L & S F g 6s	116
36	Con Ga fy cn 5s	90	6		116¼
10		90½	3		116⅝
10		91	19	St L & S F g 5s	101⅝
10		90	10	M L & S F 4s	70⅝
5	C On Ry 1st 5s	34	3	St P F P 1st, I & D ex	139⅝
20		34½	5	St L S W 3d	25
5		34	3	Stan R & T 6s	62
1	Den & R G cn	89⅝	1	Stan R & T inc.	13½
4	Detroit G 5s	80	28	S A & A P 1st 4s	60
2	El, L & B S 1st	101½	25		59⅝
3	Erie prior bds	92	1		59⅝
1	Erie g 1st m 5-4s	66⅝	4		59⅝
2	E Tenn 5s	109½	11		59⅝
7	E T H 1st 4-5s	89½	8		92⅝
20		90	5		93⅝
4		89⅝	2		93⅝
9	Ft Worth 1st	67½	159		93
11		67	2	StJ & G I 5-6s	65
11		67½	10	T & P 1st 5s	92
5	G, H & S A M P 5s	89½	17		92½
10		89⅝	8		92½
3	H & T cn 6s	105	89	Tex Pac 2d 5s	28
5	H & T C gal 4s	68⅝	46		27⅝
17	Iron Mt 5s	80	14		27⅝
3	Iowa Cent 1st	93½	10		28⅝
7		93	1		28⅝
5	Kan P con, s f	74½	10		27⅝
25		74⅝	9		27⅝
10		74	3		27⅝
6	Kan & Tex 4s	84⅝	2		27⅝
36		84¼	51		28⅝
2		84	3		26⅝
10	Kan & Tex 2d s	62⅝	8		26⅝
2		62⅝	22		27
47		62½	2	Tol, P & Wa 1st	76
11	Laclede G 1st	100	1	T C, I & R 6s, B d	85
4		100⅝	4	Tol, St L & K C 1st, s f	77
15		100	1	Un Pac 97s	103⅝
1	Lav & P F 1st	118¼	1	Un Pac 99s	103⅝
3	L & W Bon 6s	97	2	U P, D & G 1st	39
5	Lake Sh 2d, c	120½	8	Ut & N 1st 7s	119
3	Lou & N g 4s	82⅝	2	Va Mid gal, s	101½
5	Long Isl 5s	118½	3		101⅝
2	L, N & Ch m 5r	91½	5	Wab 1st	104⅝
7	Leh Val of N Y 1st	100½	27		104½
6		101	2		104⅝
5		100½	5	Wab 2d	72
12	L V Ter 5s	110	1		71½
10	Mo, K & E 1st	92	5	Wab deb, s B	23½
1	M & St L cn 8s	103½	6	West Sh 4s	110½
8		103⅝	32	West Sh 4s, r	107⅝
27	Mob & O gal	68⅝	1	W N Y & Pa gal	47½
31		68½	9		48
4	Mich Cent 7s	116¼	1	Wis Cen 1st, s r	33

Total sales of railway bonds (par value), $2,456,000

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
28	Ad's Ex	152	152	152	151	153
87966	Am S R	129	130	126⅝	127¼	127⅝
1871	Am S Rp	109	108½	108	108	108¼
8025	Am S M	11¼	12¼	11¼	11⅝	11⅝
1622	Am S Mp	30	31⅝	30	30⅝	31
20967	Am Tob	78¼	79½	76⅝	78⅝	78½
4	Am Ex	114	114	114	113	115
400	Am C Oil	14⅝	14⅝	14⅝	14¼	14½
306	Am C Op	63	63	63	63	63⅝
8120	Atch, T & S Fe	12⅝	12⅝	12¼	12⅝	12⅝
11125	Atch, T & S Fe p	25⅝	25⅝	25	25	25⅝
200	Barney S C Co pf	47½	47½	47½	—	—
100	Balt & O	10⅝	10⅝	10⅝	10⅝	10⅝
5880	Bay St G	13⅝	13⅝	13	13⅝	13⅝
10328	Brk R T	29⅝	29⅝	28	28⅝	28⅝
110	B Un G	110	110	110	109⅝	110⅝
1420	Can So	51⅝	51⅝	50⅝	50⅝	51
50	Can Pac	64⅝	64⅝	64⅝	64⅝	64⅝
8152	Con Ice	40	40⅝	39⅝	40⅝	40⅝
450	C Ice pf	86	87	86	86⅝	87½
1780	Ches & O	17⅝	17⅝	17⅝	17⅝	17⅝
6	C & E I p	101½	101½	101½	—	—
49225	Chic Gas	96⅝	96⅝	93⅝	95	95⅝
310	C, C, C & St L	24⅝	24⅝	24½	24⅝	24⅝
110	C, C, C & St L p	65	65	65	—	—
5700	C & N W	116⅝	117⅝	116⅝	116⅝	116⅝
37760	C, B & Q	85	85	83⅝	83⅝	83⅝
46959	C, M & St P	83	83⅝	82⅝	82⅝	82⅝
353	C, M & St P pf	139⅝	139⅝	139⅝	139⅝	139⅝
18962	C, R I & P	76	76	74⅝	74⅝	74⅝
1075	Col Fuel	17	18⅝	17	17⅝	18⅝
103	Con Gas	166½	166½	166½	166	167
1570	D & Hud	109⅝	109⅝	109⅝	109⅝	109⅝
800	D & RG p	42⅝	43	42⅝	42⅝	43
410	Erie	15⅝	15⅝	15	14⅝	15
500	E R Gas	76⅝	76⅝	76	75	76
200	E Riv G pf	111⅝	111⅝	111⅝	110⅝	111⅝
108	Ft W & D C, s	9⅝	9⅝	9⅝	—	—
8082	Gen Elec	34⅝	35	34⅝	34⅝	34⅝
105	Ill Cent	98⅝	99	98⅝	97⅝	98⅝
3	Ill Steel	33⅝	33⅝	33⅝	34	35
4	In Cen p	29	29	29	27⅝	29
200	L E & W	15	15	15	14⅝	15⅝
100	Long Isl	44	44	44	40	50
600	Lacl Gas	24	24⅝	24	23⅝	24½
200	Lacl Gp	81	82	81	81	82
8105	Lou & N	51⅝	51⅝	50⅝	50⅝	50⅝
2007	Man Con	90	90	88⅝	89	89⅝
50	Manh Bk	5	5	5	—	—
200	Met Trac	110	110⅝	110	110⅝	111
115	Mich Cen	101	101	101	100	101
300	M & St L	20⅝	20⅝	20⅝	20	20⅝
50	M & St L 1st p	81⅝	81⅝	81⅝	81	82
450	M & St L 2d pf	52⅝	53	52⅝	52⅝	53
2705	Mo Pac	20⅝	20⅝	19⅝	20	20⅝
600	Mo, K & T	13	13⅝	13	13	13⅝
3825	M, K & Tp	32⅝	32⅝	31⅝	31⅝	31⅝
20	Nat Starch	56	56	56	55	65
200	N L Oil	15	15	14	14	15
4040	N J Cent	84⅝	85	83⅝	84	84⅝
2104	N Y Cent	103⅝	103⅝	103	103	103⅝
10957	Nat Lead	30⅝	31⅝	30⅝	30⅝	30⅝
315	Nat Ld p	99	99	99	98	100
52	Nor Am	4⅝	4⅝	4⅝	4	4⅝
830	N Y, C & St L	13	13	13	13	13⅝
80	N Y, C & St L 1st p	70	70	69	65	75
600	N Y, S & W pf	27⅝	27⅝	27⅝	27	27⅝
87	N & W p	29	29	29	29	30
2610	Nor Pac	14⅝	14⅝	14⅝	14⅝	14⅝
4250	N Pac p	41⅝	41⅝	41	41	41⅝
1450	Ont & W	15	15⅝	15	15	15⅝
200	Or S L, tr	19	19	19	—	—
900	O R & N p	55	55	55	54⅝	56
1920	Or S L, wi	17⅝	17⅝	17	17	17½
2905	Pac Mail	30⅝	30⅝	30	29⅝	30⅝
100	P, D & E	¼	¼	¼	¼	⅜
50	P, FW & C	165⅝	165⅝	165⅝	167	175
295	Pul Palc	169½	169½	169½	168	169
420	P, C, C & St L	13½	13½	13	12⅝	13⅝
15810	Reading	23½	23⅝	22⅝	22⅝	23⅝
4900	Read 1 p	47⅝	48	47	47⅝	48
1720	Read 2 p	28⅝	28⅝	27⅝	27⅝	28
1510	R G W	18	19	17	19⅝	20
1297	R G W p	40	43⅝	40	43⅝	44
150	St L & S F	5	5⅝	5	5	5⅝
1353	St L & S F 1st p	45⅝	46⅝	45⅝	46⅝	47
850	St L & S F 2d p	16⅝	16⅝	16⅝	16⅝	17
—	St L S W	3⅝	3⅝	3⅝	3⅝	3⅝
65	St P & D	22	22⅝	22	22	24
14100	St P & O	64	65	62⅝	64	64½
1355	Stan R & T	5⅝	5⅝	3⅝	3⅝	3⅝
840	So Pac	15⅝	15⅝	15⅝	15	15⅝
1878	So Rwy	9⅝	9⅝	9⅝	9⅝	9⅝
9848	So Ry p	30⅝	30⅝	29⅝	29⅝	29⅝
10	St J & G I 2d p	12½	12½	12½	11⅝	12
10095	T C & L	24⅝	25⅝	24⅝	24⅝	24⅝
1800	Tex Pac	10⅝	10⅝	10⅝	10⅝	10⅝
780	Un Pac	5⅝	5⅝	5⅝	5⅝	5⅝
500	U P, D & G	2⅝	2⅝	2⅝	2	2⅝
963	U S Rub	12⅝	12⅝	12	11⅝	12⅝
227	US Rub p	58⅝	58⅝	58⅝	58⅝	60
200	U S L	7⅝	7⅝	7⅝	7	7⅝
8470	U S L p	59	59	58⅝	58⅝	59
815	Wabash	6	6	6	6	6⅝
187	Wab p	15⅝	15⅝	15⅝	15	15⅝
6871	W U Tel	84⅝	84⅝	84	84⅝	84⅝

Total sales, 425,184 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	213	213½	Dom'n's C	10⅝	10⅝
Bos & Me	160⅝	—	Am Bell Tel	233	234
Chic J com	—	102⅝	West Elec	—	21⅝
Chic J pf	—	107½	Gen Elec p	76	78
Fitchburg p	94⅝	95	Bos & Mon	133	133⅝
New Eng p	66	70	Cal & Hecla	885	890
Mex Cent 4s	67	72	Osceola	32	33
Old Colony	177½	178	Tam Mia	126	128
W & R com	84	84⅝			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val	28⅝	28⅝	C G Imp Co	74⅝	74⅝
Penn RR	53⅝	53⅝	W G L Co	47	47⅝
C P R of I	16	18	E S B com	21⅝	21⅝
Phila Trac	72⅝	72⅝	E S B pf	23	24
Union Trac	10⅝	11	F N, L & Pe	14⅝	14⅝
E & P T C	71⅝	72	F N, L & Pp	53⅝	54
Met Trac	110⅝	111	Welsb Com	23	24
C Of N J s	56⅝	29	Welsb C pf	68	69
C Pref N J s	92⅝	92	Balt Tract	19⅝	19⅝

LATEST LONDON QUOTATIONS.

Atchison, a s p	12⅝	Norfolk & W pf, n	31
Canadian Pacific	65⅝	Northern Pacific pf	42⅝
Chesapeake & Ohio	18½	Ontario & West	15⅝
Erie com, a s p	15⅝	Pennsylvania	55
Erie 1st pf	35	Reading, 1st a p	11⅝
Illinois Central	99½	St Paul	84½
Kansas & Texas	13⅝	South Railway	9⅝
Lake Shore	178½	South Railway pf	31
Louisville & Nash	52⅝	Union Pacific	6⅝
New York Central	105⅝	Wabash pf	15⅝

TUESDAY, June 29.

Encouraged by rather heavy sales of stocks by foreign banking houses, the professional room traders attacked the market at the opening of business, and met with a greater measure of success than has attended their efforts in the same direction during the month's advance in prices. Outside of the foreign selling there was no other feature or development in the situation upon which the traders could logically base their speculative policy than the extent and rapidity of the market's advance. They have persistently harped upon this point throughout the advance, and have made it the basis of several other attacks on the market, but until to-day with only indifferent results. The foreign selling in this market was apparently caused by the general unsettling of the London stock market as a result of a sharp break in the Kaffir shares there on rumors of possible political complications in South Africa. The volume of business was on about the same scale as on yesterday, but the real activity was limited to the forenoon when two-thirds of the total transactions were effected. The net losses on the day were neither as general nor as extensive as the advances made yesterday and the loan market for stocks at the close of the day showed a moderately increased borrowing demand. There was, however, a good deal of realizing of profits throughout the day and the rapidity of the declines in certain stocks indicated that stop loss orders had been reached.

The meagre news of the day was on the whole favorable to higher prices, including as it did the announcement of an advance in the selling prices of anthracite coal, a decline in sterling exchange rates and a number of satisfactory statements of railway traffic returns. Sugar Refining and Chicago Gas were the most active features of the market and in the morning both stocks sold at the highest prices of a number of years, but they subsequently became weak with the general market and closed at net losses of 1⅜ ⅌ cent. and ⅜ ⅌ cent. respectively. The selling of Sugar Refining was ostensibly based upon apprehensions of changes in the sugar schedules of the Tariff bill in the conference between the houses of Congress, and the reaction in Chicago Gas occurred despite the action of the Chicago City Council in not granting a franchise to a speculative opposition company. The market rallied moderately before the close and then the final dealings disclosed a firm undertone in the trading.

Final sales compare with those of yesterday as follows:

June 28.	June 29.		June 28.	June 29.	
A, T & S Fe	12⅝	12⅝	Nat Lead pf	97½	99
A, T & S Fe p	25⅝	25	N W com	117¼	116⅝
Am Cot Oil	14⅝	14⅝	N Pac com	14⅝	14⅝
Am S Ref	128⅝	127⅝	N Pac pf	41⅝	41
Am S Ref p	107⅝	108	N Y Cent	103⅝	103
Am Tob	78	78⅝	N J Cent	84	84
Am Sp M	11⅝	11⅝	Omaha com	63⅝	64
Am Sp M p	30	31	Ont & W	15⅝	15
Brook R T	29	28⅝	Pac Mail	30⅝	30
Canada So	51⅝	50⅝	Pull P Car	169	169⅝
C, C, C & St L	25⅝	24⅝	Rock Island	76⅝	74⅝
C, B & Q	84⅝	83⅝	Reading	23	23
Con Gas	166½	166½	Read 1st pf	47⅝	48
Ches & O	17⅝	17⅝	St P com	83⅝	82⅝
Chic Gas	95⅝	95	St Paul p	139⅝	139⅝
Del & Hud	109⅝	109⅝	So Rwy	9⅝	9⅝
D & R G pf	43	42⅝	So Rway p	30⅝	29⅝
Erie	15⅝	15	St L S W	3⅝	3⅝
Gen Elec	34⅝	34⅝	Texas Pac	10⅝	10⅝
Kan & Tex	13⅝	13	T C, I & R	24⅝	24⅝
Kan & T pf	32⅝	31⅝	Union Pac	5⅝	5⅝
Lou & Nash	52	50⅝	U S Rubber	12⅝	12
Manh Con	90	88⅝	U S Rub pf	61	58⅝
Man & St L	20⅝	20⅝	U S Leath p	59⅝	58⅝
M & St L pf	52	53	Wabash pf	15⅝	15⅝
Mo Pacific	20⅝	19⅝	W Un Tel	85	84⅝
Nat Lead	30⅝	30⅝			

Government bonds steady at unchanged quotations. Railway and other bonds strong. The features were American Tobacco scrip, Brooklyn Rapid Transit 5s, Commercial Cable 4s, Chicago Gas Light 1sts, East Tennessee r. lien 4-5s, Fort Worth and Denver City 1sts, Kansas Pacific consols, t. r.; Lehigh Valley of New York 1sts, Northern Pacific general 3s, New Jersey Central general 5s, Oregon Short Line Union consols, t. r.; Rio Grande Western 1sts, St. Louis and San Francisco general 6s, San Antonio and Aransas Pass 4s, Southern Railway 5s, Atchison, Central Georgia and Denver City 1sts, Texas Pacific issues. The more important net advances were in American Tobacco scrip, 1 ⅌ cent., to 73, Brooklyn Rapid Transit 5s, 1, to 83½; Commercial Cable 4s, 3, to 109½; Chicago Gas Light 1sts, ½, to 105; Central Georgia 1sts, income, 1, to 34; East Tennessee r. lien 4-5s, ½, to 89½; Fort Worth and Denver City 1sts, ½, to 107½; Lehigh Valley of New York 1sts, ½, to 100½; New Jersey Central general 5s, 1, to 113½; Oregon Short Line Union consols, t. r., 1, to 86; Rio Grande Western 1sts, 1½, to 78½; St. Louis and San Francisco general 6s, ½, to 116½, and Texas Pacific 1sts, ⅜ ⅌ cent., to 92½. The noteworthy declines were in Atchison adj. 4s, ⅝ ⅌ cent., to 50⅝; Kansas Pacific consols, t. r., ½, to 74; Northern Pacific general 3s, ½, to 56½, and Texas Pacific 2ds, ⅜ ⅌ cent., to 27.

In Bank stocks five shares of Bank of Republic sold at 150.

Commercial price of bar silver in New York, 60¼. Bar silver in London closed at 27¾d. Mexican silver dollars were quoted at 47⅛@49c. Exports to Europe to-morrow, 720,000 ounces.

Money on call, 1⅛@2 ⅌ cent., closing at the highest rate. Time money is quoted as follows: Ninety days, 2 ⅌ cent; four months, 2½ ⅌ cent; five months, 2½ ⅌ cent., and seven months, 3 ⅌ cent. on good mixed Stock Exchange collateral. Commercial paper in better demand. Prime indorsed bills receivable are quoted at 3 ⅌ cent., choice and prime single names at 3½ ⅌ cent., and good names at 4@4½ ⅌ cent.

Sterling exchange was weak and lower, chiefly because of the light demand from remitters. Continental exchange was dull and easy. Posted asking rates for sterling, $4.86½ for long bills and $4.88 for demand. Actual rates are: Long bills, $4.86@$4.86¼; sight drafts, $4.87@$4.87¼, and cable transfers, $4.87¼. France are quoted at 5.17½@5.16⅞ for long and 5.15⅝@5.15 for short; reichsmarks, 95⅛@95¼ for long and 95⅝@95¾ for short; guilders, 40 3-16@40⅛ for long and 40 5-16@40⅜ for short.

Domestic exchange on New York: Boston—5 cents discount. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 off; selling, par. New Orleans—Bank, $1.50 premium; commercial, par. San Francisco—Sight, 17½ cents premium; telegraph, 20 cents premium. St. Louis—25@50 cents premium. Chicago—55 cents premium. Cincinnati—Between banks, 25 cents premium, and over counter, 75 cents premium.

The exports of general merchandise from the port of New York for the week ending to-day were valued at $9,612,634, against $7,909,680 last week and $6,748,077 for the corresponding week of last year. The exports since Jan. 1 were $199,505,541, against $186,810,109 during the corresponding period of last year.

Standard Oil liquidating certificates sold at 323⅝@324 and closed at 323⅝@323¾.

The Denver and Rio Grande Railroad Company has declared a dividend of 1 ⅌ cent. on its preferred stock, payable July 15.

The New York and New Jersey Telephone Company has declared a quarterly dividend of 1½ ⅌ cent. payable July 15.

The Chicago, Burlington and Quincy Railroad reports gross earnings for May of $2,808,602, an increase of $204,433 as compared with the same month of last year, and net $838,663, an increase of $209,509. For the five months ending May 31 the gross earning were $13,919,715, an increase of $1,052,175 as compared with the corresponding period of last year, and net $5,327,334, an increase of $1,137,475. Fixed charges were $4,450,000, leaving a surplus of $877,334, an increase of $1,093,011.

The Canadian Pacific Railroad reports gross earnings for May of $1,980,295, an increase of $235,426 as compared with the same month of last year, and net $875,570, an increase of $188,080. For the five months ending May 31 the gross earning were $7,712,117, a decrease of $772,315 as compared with the corresponding period of last year, and net $2,784,096, an increase of $299,133.

The New York, Ontario and Western Railroad reports gross earnings for May of $299,006, a decrease of $14,723 as compared with the same month of last year, and net $64,552, a decrease of $20,518. For the eleven months ending May 31 the gross earnings were $3,344,730, an increase of $128,773 as compared with the corresponding period of last year, and net $1,021,618, an increase of $58,491.

The Southern Pacific Railroad reports gross earnings for May of $3,807,068, an increase of $265,043 as compared with the same month of last year, and net $1,196,053, an increase of $91,432. For the ten months ending May 31 the gross earnings were $45,102,855, a decrease of $919,716 as compared with the corresponding period of last year, and net $16,080,984, an increase of $213,565.

The Cleveland, Lorain and Wheeling Railroad reports gross earnings for April of $112,883, a decrease of $8,039 as compared with the same month of last year, and net $35,700, a decrease of $4,796. The nine months ending April 30 the gross earnings were $976,360, a decrease of $333,559 as compared with the corresponding period of last year, and net $298,244, a decrease of $89,650.

The receipts of the Government to-day were: Customs, $1,384,789; internal revenue, $876,553, and miscellaneous, $11,892, a total of $1,772,714. The disbursements were $580,000, an excess of receipts over expenditures of $1,192,714. The receipts of the fiscal year to date have been $341,087,645, and disbursements $365,214,141, an excess of expenditures over receipts of $24,126,496.

The net assets of the Treasury at the close of business to-day, as officially computed, compare with those of yesterday as follows:

	June 28.	June 29.
Gold coin and bullion	$140,567,866	$140,664,579
Silver dollars and bullion	90,555,909	90,349,711
United States notes	85,829,755	85,721,509
Other assets in excess of demand liabilities	88,196,555	88,630,958
Available cash balance, including gold balance	$