FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales May 27.

UNITED STATES AND STATE BONDS (IN $1,0000).

2 U. S. 4s, c.....122

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r.....	109¾	109¾	U. S. 6s, 1885....	110	—
U. S. 4½s, c.....	109¾	110	U. S. 6s, 1886....	118	—
U. S. 4s, r.....	122	122¾	U. S. 6s, 1887....	121	—
U. S. 4s, c.....	122	122¾	U. S. 6s, 1888....	124	—
			U. S. 6s, 1889....	128	—

RAILROAD AND OTHER BONDS (IN $1,0000).

29 Atchison 4s.....	87¼	5 N. J. Cent. gnl. 5s.	R.	111¾	
14	87¼	1		111	
40	87	8 N. J. Cent. gnl. 5s.		113¾	
75 Atchison inc.....	69	18 N. Y., C. & St. L. 4s.		98	
10	69¼	2 N. W. s. f. 2s.....		107¾	
2	69¾	20 N. Y., O. & W. cn....		86½	
24	69¾	15 Ohio So. gnl. 4s.....		87½	
50	69¾	1		87¾	
10	68¾	9		67	
5	68¾	1 Or. S.L. Un. cn.....		94	
12	68	1		94¼	
10 Atl. & Pac. 1s.....	23¾	1 Oregon Imp. 1st.....		100	
10	21¾	2 Omaha & St. L. 1st.		77¾	
20	21¾	1 Peo. D. & E. 1st, R.		105	
10	22	10 Ills. & M. P. 1st.....		100¾	
10	22½	10 Rh. & W. P. 2. 5s.....		80½	
5	21¾	30		80	
5	21¾	8 Ro. W. & O. ex. 5s.		104¾	
63	21	4 Rock Isl. ex. 5s.....		105¾	
1 Atl. & Pac. 1st.....	81¾	48		105¾	
3 Brooklyn El. 1st.....	110¾	8 Sh. & Dur. 5s.....		80¾	
1 Balt. & O. 5s.....	108	47		91	
1 Bur., C. R. & N. 1st.	100¾	48 Read. genl. 4s.....		85	
1 Chic., P. & St. L. 5s.	90¾	23		84¾	
5	90¾	3 Read. 1st pf. in.....		74	
1	90¾	5		74¾	
1	87	5		74¾	
30 Chi. & O. cn. 5s.....	101½	3 Reading 1d pf. inc.		50¾	
3 Ch. & O., R. & A. 1st cn.....	71¾	6		50¾	
22 C., B. & Q. deb. 5s.	71¾	9		50¾	
8 C. B. & Q. 4s. Neb. ex.	91¾	22 Rio G. W. 1st.....		70¾	
8 C., C., C. & I. gnl..	125¾	5		70¾	
1 Can. So. 1st.....	109¾	5 Shenandoah V. gnl.		50¾	
17 Cent. Pac. gold 'ds.	110¾	10		50	
1 Den. & R. G. 1st.....	117¾	5 St. P. & Min'ps cn.		123¾	
10 Den. & R. G. cn.....	83¾	5		122¾	
15	83	9 Sa. F. of Cal. cn.....		101¾	
8	83¾	2		101¾	
3 Dul. & S. & Atl. 5s.	101	7 So. P. of Ariz. 1st.		107¾	
5 E. G. & F. 1st.....	101¾	1 St. P. & S. C. 1st..		128	
61 Erie con. 2d.....	107	1 St. P. & Ma. m. ex 4s.		91¾	
1 E. Tenn. 5s.....	100	1 S. F. 1st m. 5s.....		125¾	
1 E. Tenn. 1st.....	120	1 St. P. 1st, L. C. d..		110¾	
2 Ft. Worth 1st.....	106¾	5 St. P. gnl. 4s.....		94	
8	109	1 St. P. D. & Ut. So. 5s.		101¾	
6 Ill. Cent. M. d. 5s..	115	5 St. P. Eul. W. & M.		104¾	
8 Int. & Gt. N. 1st.....	115¾	3 St. L. A. & T. 1st, T. R.		91¾	
8 Int. & G. N. 5s, T. R.	86¾	3		91¾	
3 Kan. & T. cn.....	116¾	10		91¾	
9	116¾	7 St. L. & Tex. 2d, sil. & D.....		29	
6 Knox. & O. 1st.....	111¾	2 San A. & A. P. 1st cn.		88	
6 Laclede Gas 1st.....	87	18 Sav. & West. 1st..		94	
6	86¾	1 St. Jo. & G. I. 1st.		108¾	
6	86	55 Tex. Pac. 1st 5s.....		90¾	
1 L. & W. B. M. 5s....	102	1		90¾	
2	103¾	1		90¾	
1	103¾	12 Tex. Pac. 2d inc..		44¾	
1	102	10		44¾	
14	103¾	13		44¾	
2 Leh. & N. cn.....	116¾	4		44¾	
4 L. & T. F. & S. 1st.	103¾	54		44¾	
1 Leh. & N., N. O. & M. d.....	121	1 Tenn. C., I. & R. cn. 5s, Sec. div.....		101¾	
1	121¾	5 Un. Pac. 1st '96s....		111¾	
17 L. & N. 5s.....	108	8 Union Pac. '96s.....		113¾	
6	108¾	1 Union Pac. '96s.....		113	
1	109	2 Un. P., L. & C. 1st.		99¾	
1 Long Isl. 4s.....	93	10 Union El. 1st.....		107½	
3 L., N. A. & Ch. cn.	100¾	8 Va. Midland gnl. s. f.		88¾	
5	101	4 Va. Midland gnl. 5s.		98¾	
1 La. & Southern.....	95	3 Wabash 1st.....		102¾	
5 Mex. N. 1st.....	95	1		102	
20 Mobile & O. gnl.....	62¾	5 Wabash 2d.....		92¾	
15 M. & L. S. 1st.....	120	1 Wabash deb. A.....		73¾	
5 Nor. Pac. 1st R.....	115¾	5 West. Union col. 5s.		101¾	
5	117¾	5 West Shore 4s.....		105¾	
1 Nor. Pac. 1st c.....	113¾	5		105¾	
2 Nor. Pac. 2d c.....	91¾	1		106	
3 Nor. P. & Mon. 1st.	110	1		106¾	
5 Nor. & W. C. V. div.	90¾	1 W. N. Y. & Pa. 1st.		106	
5	100	5 Wis. Cent. in.....		58¾	
5 Nor. & W. 5s.....	93¾				
1 N. J. Midland.....	115¾				

Total sales of railway bonds (par value), $1,650,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing. Bid.	Asked.
25	American Ex.....	119¾	119¾	119	120	—
6510	Atch., T. & S. Fe..	49	49¾	48¾	49¾	49¾
800	Atlantic & Pacific..	8¾	8	7¾	8	—
4050	Can. Southern.....	60¾	60¾	59¾	59¾	—
1700	Canadian Pacific..	82¾	83	82¾	82¾	—
20	Central Pacific....	36	36	35¾	35¾	—
1100	Ches. & Ohio.....	25	25	24¾	24¾	—
43	C. & O. 1st pf.....	64¾	64¾	64¾	64¾	—
780	C. & O. 2d pf.....	44¾	44¾	44¾	44¾	—
820	Chi. & E. Ill.....	39	39	38¾	38¾	39
30	Chi. & E. Ill. pf....	86	86	85	85	—
1835	Chicago Gas.....	68¾	69¾	67¾	69¾	69
200	Chic. & Alton.....	133	133	132	132	133
4120	C., C., C. & St. L..	78¾	78¾	77¾	77¾	78
2	C., C., C. & St. L. pf.	100	100	100	100	110
1400	Col. & H. V.....	11¾	11¾	11¾	11¾	12
238	C., B. & Q.....	108	108	107¾	107¾	—
4266	C., B. & Q. Rights.	10	115	110	—	—
4470	C., M. & St. P.....	78¾	79¾	77¾	78¾	78¾
2880	C., M. & St. P. pf..	122¾	122¾	121¾	121¾	121¾
6535	C., R. I. & Pac.....	98¾	98¾	95¾	95¾	95¾
100	Chi., W. & R. pf...	54	54	54	54	—
1235	Colorado Coal.....	52¾	52¾	51	51¾	52
100	Col., H. V. & Tol...	24¾	24¾	24¾	24¾	25
850	Col. & Hock. Coal..	30	30	29¾	30	—
2862	Cincinnati Gas.....	82¾	83¾	81¾	82	83¾
100	Col. & Greenville pf.	94¾	94¾	94	94	95
250	Consol. Gas Co.....	108¾	108¾	108¾	108¾	108¾
590	Del., L. & W.....	146¾	146¾	146	146¾	146¾
510	Den. & R. G.....	19¾	19¾	19	19¾	19¾
212	Den. & R. G. pf.....	65¾	65¾	65	65¾	65¾
569	E. T., V. & G.....	10¾	10¾	10¾	10¾	10¾
1556	E. T., V. & G. 2d pf.	26¾	26¾	26¾	26¾	26¾
818	Edison G. L. Co.....	116¾	116¾	115	—	—
816	Equitable Gas.....	124¾	124¾	124¾	—	—
100	Flint & Pere M.....	36¾	36¾	35¾	35¾	36
108	Ill. Central.....	117¾	117¾	115¾	117¾	—
700	L. S. & Western....	19	19¾	19	19¾	19¾
600	L. S. & West. pf....	94¾	94¾	94¾	94¾	—
14154	Lake Shore.....	112¾	112¾	111¾	112¾	112¾
100	Long Island.....	91¾	91¾	91¾	92¾	—
875	Laclede Gas Co....	26	26	25¾	26	—
1880	Louis. & Nash.....	91¾	91¾	91¾	91¾	—
500	Louis. N. A. & C....	43	43	42¾	42	45
220	Manhattan Con....	115¾	115¾	115¾	115¾	115¾
600	Manhattan Elev....	104	104	104	104	—
1500	Mexican Central..	27¾	27¾	27	27	27¾
200	Mex. Nat'l.....	7¾	7¾	7¾	7¾	—
5785	Michigan Cent.....	100	100	99¾	100	101
50	Mil., L. S. & W. pf.	114¾	114¾	113¾	115	—
200	Minn. & St. L.....	7	7	7	7¾	—
450	M., S. & S. L. pf....	18¾	18¾	18¾	18¾	—
8710	Missouri Pacific....	76¾	76¾	75¾	75¾	75¾
200	Mo., K. & T.....	16	16	15¾	15¾	15¾
500	Mobile & Ohio.....	18¾	18¾	18¾	18	—
370	Morris & Essex.....	136	136	136	—	—
250	N. J. Central.....	124¾	124¾	124	124¾	124
2440	N. Y. Central.....	108¾	109¾	108¾	109	109¾
1410	N. Y. & New Eng....	50¾	50¾	50¾	50¾	50¾
300	N. Y., O. & St. L....	17¾	17¾	17¾	17¾	17¾
12650	N. Y., L. E. & W....	29	29¾	28¾	28¾	28¾
300	N. Y., S. & W.....	6¾	6¾	6¾	6¾	6¾
300	N. Y., S. & W. pf..	33¾	33¾	33¾	33¾	34
550	Norfolk & W.....	24¾	24¾	23	—	24
100	Norf. & W. pf.....	65¾	65¾	64¾	65¾	65¾
1600	Northern Pacific....	33¾	33¾	32¾	32¾	33¾
2055	Northern Pac. pf....	85¾	85¾	84¾	84¾	85¾
300	Ohio Southern.....	21	21	21	20	21
440	Ohio & Miss.....	24¾	24¾	24¾	24¾	24¾
40	Ohio Ind. & W. pf..	23	23	23	23	24
1661	Ontario & West.....	21¾	21¾	21¾	21¾	21¾
18	Oregon Imp.....	51¾	51¾	50¾	50¾	51¾
1400	Oregon R. & N.....	105¾	106¾	105¾	106¾	106¾
1450	Oregon S. L.....	50	50	49	49¾	50
5610	Oregon & Trans....	49¾	51¾	49	49¾	49¾
50	Phila. Ger. & N.....	43¾	43¾	43¾	43¾	43¾
10	Peo., Dec. & Evv....	22	22	22	21¾	22¾
7650	Phila. & Reading..	40¾	40¾	40¾	40¾	40
1	Phila. Gas.....	64	64	64	64	—
1420	Pullman Pal. Car Co.	197¾	197¾	197¾	197¾	—
24	Pitts. A. W. pf.....	37	37	37	37¾	38¾
525	St. L. & S. F. 2d cl.	69¾	69¾	69	69	69¾
145	St. L. & S. F. 1 p.	104	104	104	104	105
100	St. P. & Duluth.....	37¾	37¾	37¾	38¾	37
100	St. P. & Omaha.....	95	95	95	95	95¾
200	St. P., M. & M.....	113¾	113¾	113¾	113¾	—
710	Southern Pac.....	35¾	35¾	35	35	35¾
2	St. Jo. & G. I. 1st..	15¾	15¾	15¾	15¾	15¾
3800	Tenn. Coal & Iron..	53	53	52	52	53
7640	Texas Pacific.....	23¾	23¾	22	22¾	23¾
960	Tol., S. A. & N. M..	40¾	40¾	40	40	40¾
6870	Union Pacific.....	67¾	68¾	66¾	66¾	66¾
10	U. S. Express.....	76	76	72	76	76
321	Union Pac. D. & G.	87¾	87¾	87	88¾	87
1530	W., St. L. & P. pf..	20¾	20¾	20¾	20¾	20¾
1	W. Stl. Forge 1st..	148¾	148¾	148¾	148¾	—
170	Western Un. Tel....	85¾	86	85¾	85¾	85¾
110	Wheeling & L. E....	41¾	41	40¾	41	41¾
100	Wheeling & L. E. pf.	78¾	78¾	78¾	78¾	78¾
1400	Wis. Central.....	31¾	31¾	30¾	30¾	30¾

The total sales of stocks were 344,995 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High't.	Low't.	Clos'g.
60	Amer. Cot. Oil.....	26¾	26¾	26¾	26¾
130	Amer. Cot. Oil pf.....	67¾	67¾	67¾	67¾
1850	Amer. Cotton Oil.....	22¾	22¾	22¾	22¾
4355	Sugar Refineries.....	85¾	87¾	85¾	86
535	National Lead Trust....	21¾	22	21¾	21¾
910	Distillers & C. F. Trust.	46¾	47	46	46¾
500	American Cattle Trust.	12¾	12¾	12¾	12¾
900	St. L., Ark. & Tex. 2d a. p	13	13	12¾	13
100	Ch. & Atl. Beneficiary..	13¾	13¾	13¾	13¾
100	Ind., B. & W. pf.....	21¾	21¾	21¾	21¾
50	Gt. Northern Ry pf.....	83¾	83¾	83¾	83¾
277	Kan. & Texas pf., W. I.	29	29	29	29
240	Brunswick Co.....	32¾	32¾	32¾	32¾
200	Deadwood.....	1.50	1.50	1.50	1.50
1400	Horn Silver.....	3.45	3.50	3.45	3.50
2200	Phoenix of Ariz.....	1.40	1.50	1.45	1.45
50	Standard.....	.30	.30	.30	.30
$187000	Kan. & Tex. 4s, W. I..	79	79¾	78¾	79¾
$22000	Kan. & Tex. 2d, W. I..	54	53¾	53	53
$1000	St. L., Ark. & Tex 4s W. I.	76¾	76¾	76¾	76¾
$300	St. L., A. & T. 2d, W. I.	45¾	45¾	45¾	45¾
$400	Pipe Line cifs.....	93¾	93¾	93¾	92¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany..220	—	—	New Eng. Tel....	50	—
C. B. & N.....	40	—	Boston W. P....	6¾	7¾
Central Mass....	20	21	West End Land.	31¾	32
Eastern.....	103	105	Bos. & Mont....	66	68¾
Mex. Cent. s'k.	27¾	27¾	Butte & Bos....	24¾	25
Wis. Cent. pf....	60	—	Santa Fe N. Co.	105	110
Am. Bell Tel....	236	239	A., A. & P. 4s.	85	85¾
Erie Tel.....	—	43¾	A., T. & S. F. in.	66	68¾

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ph. & R. gen. m. 4s..	84¾	85	Lehigh Valley....	52¾	53
Phil. & R. 1st pf.	—	74¾	L. C. & N. Co....	—	154
Phil. & R. 2d pf.	—	30¾	Pennsylvania..	53¾	54
Phil. & R. 3d pf.	45¾	46			

LATEST LONDON QUOTATIONS.

Atlantic & Gt. W. 1st..	41¾	Lou. & Nashville.....	94¾
Atlantic & Gt. W. 2d....	6¾	N. Y. Central.....	112¾
Canadian Pacific.....	84¾	Northern Pacific pf....	84¾
Central Pacific.....	36¾	Norfolk & West. pf....	67¾
Erie Common.....	20	Pennsylvania.....	53¾
Erie 2d consols.....	106¾	Reading.....	24
Illinois Central.....	120¾	St. Paul common.....	83¾
Kansas & Texas, T. R..	17¾	Union Pacific.....	66¾
Lake Shore.....	115¾	Wabash pf.....	36¾

TUESDAY, May 27.

To-day's stock market can be explained upon the theory of wilful ignorance or of consummate design. The entire list was subjected to a persistent and vigorous hammering that must have compelled the execution of whatever stop orders may have remained from the reaction that set in last Wednesday and driven the last of the timid and weak holders of stocks to liquidate. The professional element under the leadership of operators who usually favor the short side of the market appeared to be chiefly responsible for the course of prices. Whether their selling was based upon conviction or was inspired with the view of acquiring stocks and solidifying the market for a fresh advance remains to be seen. There can be adduced in support of the view last expressed the restoration of west-bound lake and rail rates that was agreed upon at to-day's meeting of representatives of the trunk lines and their affiliating companies. It is not hazarding much to predict that this action will be followed by an improvement in east-bound rates over the same lines, and, as every movement of this character is infectious, it is not assuming too much to expect that the rate situation west of Chicago may soon feel the influence of the example set by the roads running east from that centre.

The appearance at the surface of the deal that has been germinating in Pacific Mail these many months should not be overlooked in estimating the influences that may shape the market in the near future. The ticket that will be elected at the annual meeting of the stockholders of the Pacific Mail Steamship Company is given below. It corroborates the information given in this column recently of a radical change in the ownership of that property, and covers with confusion, as was predicted, those contemporaries who have been insisting all along that Mr. Villard and his associates had bought up control of the company. There is not the slightest suggestion of Mr. Villard or the Northern Pacific Company in the composition of the new Board of Directors. It is proper to add that, although Mr. Gould and his associates retire from the management, both Mr. Gould and Mr. George J. Gould were offered seats in the new Board by those who have bought a majority of the shares of the company. They declined reélection on the ground that their interest in the company is too small to warrant their devoting any of their time and attention to its affairs. The new directors are not ready to take the public into their confidence, but the possibilities of the property in their hands are briefly outlined below.

The probability that the silver question will soon come to the front again at Washington, to which attention was called in despatches printed this morning, was ignored by the market. The real condition of silver legislation is, according to the most trustworthy advices, so simple that it is surprising that any one is deceived by the nonsense that is talked about it. The party in power is absolutely committed to silver legislation. The enactment of a silver law is considered by its leaders to be even more vital than tariff legislation. The extreme advocates of silver know perfectly well that a free coinage bill will encounter a veto, and they also know that it cannot be passed over a veto, hence they do not scruple to confide to their associates in Congress that they are making a bold fight for free coinage largely for effect upon their constituents, and that when the critical time arrives they will support the most radical bill that the majority will support and which the President can be depended upon to sign. In these circumstances it can be seen that the passage of a silver bill upon about the lines laid down by the House Committee on Weights and Coinage will be delayed only by the ordinary processes of legislation.

Atchison had to bear the brunt of to-day's attack, and in consequence a very fair reaction from its extreme advance has been scored. An absurd report of dissensions in the Atchison management over its latest acquisition was a part of the ammunition used against the stock. An authoritative denial, though unnecessary, except from a speculative point of view, was obtained. Possibly a sinister construction was placed upon the fact that Mr. Gould called upon the Chairman of the Atchison Board to-day, congratulated him upon that company's acquisition of the San Francisco road, and assured him that the Missouri Pacific Company would cooperate with its vast extensive connections in restoring and maintaining rates to the Southwest. Mr. Gould's complacency suggests that he may be looking for a wholesale market for his Missouri Pacific system. It may be noted that he is now to an extent directly interested in the Atchison system, as the Missouri Pacific owns 20,000 shares of St. Louis and San Francisco stock, which is exchangeable for Atchison stock, while he and Mr. George J. Gould and the Hon. Russell Sage are among the directors of the San Francisco Company who have not yet made way for representatives of the Atchison Company.

The tide of enthusiasm in Oregon and Transcontinental carried the price this morning above the figures at which the book value of the stock is computed. It is clear that hereafter such calculations will furnish no index to the market value. Not many years ago efforts to support the price of this stock were based upon the argument that $81 a share in cash had been paid into its treasury by the original subscribers to the blind pool, of which it was the outgrowth. If the same specious arguments are to be employed again to allure a fresh crop of victims to their ruin, the sooner Wall street finds it out the better, even though it may result in a passing disappointment in certain quarters.

The reactionary tendency was more general and pronounced than on any day since it set in. The net decline in the leading stocks averaged fully 1 ⅜ cent. St. Paul common and Chicago Gas were, next to Atchison, the weakest stocks. The Vanderbilt shares, under the lead of Lake Shore, were strong, and scored exceptional advances. London did not fulfil expectations to-day, for the reason probably that the fortnightly settlement is now in progress. Operations for the new account will be made to-morrow. The closing was heavy, with prices as a rule at the lowest figures.

With prices as a rule at the lowest figures, the following sales compare with those of yesterday:

	May 26.	May 27.		May 26.	May 27.
Atch., T. & S. F.	48	46¾	Northwest com.	116¾	115¾
Atlantic & Pac.	8¾	7¾	Nor. Pac. com.	37¾	37¾
Canadian Pac.	82¾	82¾	Nor. Pac. pf.	85¾	84¾
Can. Southern.	60¾	59¾	N. Y. Cent.	109	109
C., C., C. & I.	78	77¾	N. Y. & Eng.	50¾	50¾
Ch., Bur. & Q.	109	107¾	Omaha com.	30¾	35
Chic. & E. Ill.	39	38¾	Ontario & West.	22	21¾
C. & East Ill. pf.	86	86	Oregon & T. Co.	49¾	49¾
Chicago Gas.	70	69¾	Pacific Mail.	44	44
Ches. & Ohio.	24¾	24¾	Full. Pal. Car.	198	197¾
C. & O. 2d pf.	44¾	44	Rock Island.	96	95¾
Chicago & Alt.	133	133	St. L. & S. F.	25¾	25¾
Del., L. & W.	146¾	146	Reading.	47	46
Den. & R. G.	19	19¾	St. L. & N. P. pf.	65¾	64
Den. & R. G. pf.	54¾	55¾	St. Paul com.	78¾	77¾
East Tenn.	22¾	22¾	St. Paul pf.	122¾	121
Hocking Valley.	25	25	St. P. & Man.	113¾	113¾
Lou. & Nash.	92	91¾	Tex. Pac.	23¾	22¾
Lake Erie.	14¾	14¾	Union Pac.	67¾	66¾
L. E. & West.	18¾	18¾	Union Pacific.	67	66¾
L. E. & W. pf.	66¾	66¾	U. P., D. & G.	37¾	37
Laclede Gas.	26	25	Wab. & P. pf.	20¾	20¾
Manhattan con.	115¾	115¾	West'n Union.	86¾	85¾
Mich. Cent.	100	101¾	W. & L. E.	41¾	41
Missouri Pac.	78¾	75¾	W. & L. E. pf.	78¾	78¾
Mex. Cent.	28¾	27¾			

Government bonds steady at unchanged quotations; railway bonds weak. The features were Louisville and Nashville 5s, Rock Island 5s, Richmond and Terminal 5s, Ohio Southern generals, Laclede Gas 1sts; Atchison, Atlantic and Pacific, Reading, and Texas Pacific issues. The more important net declines were in Atchison, 2 and 3s, 1 to 87, and incomes, 1¾ to 68; Atlantic and Pacific incomes, 1⅞, to 21; Laclede Gas 1sts, 1¾, to 86; N. Y., Ontario and Western consol 5s, 1¾, to 98⅝; Ohio Southern general 4s, ⅝, to 67; Richmond and Terminal 5s, 1, to 80; Shenandoah Valley generals, ⅝, to 50; Texas Pacific 1sts, ⅛, to 105⅝, and 2ds, ⅛ to 90 cent., to 44⅝. The noteworthy advances were in Chicago, Peoria and St. Louis 5s, ⅞ ₩ cent., to 97; Fort Worth and Denver City 1sts, ½, to 109; Louisville and Nashville 5s, 1, to 109; Rock Island 5s, ⅝, to 105⅞, and Reading 1st preference incomes, ¾ ₩ cent., to 74¾.

In bank stocks 50 shares of American Exchange sold at 163½ and 62 shares of Phenix at 143.

Silver bullion certificates, 78,000 ounces, sold at 103. Bar silver in London quiet at 47 1-16d. ₩ ounce.

Money on call 4@5 ₩ cent. Time money, 5 ₩ cent. for four months and 5½ ₩ cent. for eight months on approved Stock Exchange collateral. Commercial paper quiet. The best double name paper is quoted at 5½@6 ₩ cent. and prime single name at 6@7 ₩ cent.

Sterling exchange firm. Posted asking rates $4.85 for long bills and $4.87 for demand. Actual rates are $4.84½@$4.84¾ for 60-day bills, $4.86¼@$4.86½ for sight drafts, and $4.86½@$4.87 for cable transfers.

To-day's offers to sell United States bonds to the Government aggregated $133,200, of which $110,200 were 4s at 122 and $23,000, were 4½s at 109¼. All were accepted.

The gross earnings of the Chicago, St. Paul, Minneapolis and Omaha Railroad for April were $538,075, an increase of $87,491 over the same month of last year.

The New York and New England Railroad reports gross earnings for April of $481,852, an increase of $59,739 as compared with the same month of last year, and net $165,328, an increase of $39,492.

The sales agents of the anthracite coal companies agreed to-day to advance prices for June 10 cts. to 25 cents ₩ ton. The output for June was fixed at 2,500,000, as against 2,000,000 tons last year.

The party that has been picking up Pacific Mail stock for the last six or seven months has at last begun to show its hand. Its head has been Mr. J. B. Houston, formerly President of the company, who will resume that position tomorrow. The other members of the directory that will be elected to-morrow are Calvin S. Brice, Samuel Thomas, C. M. McGhee, Oliver H. Payne, Henry Hart, Edward Lauterbach, C. P. Huntington, and I. E. Gates. It is said that they represent an ownership of nearly one-half of the capital stock. The present management sent out about ten days ago the usual circular requesting proxies, but it has since retired from the field. Messrs. Huntington, Hart, and Lauterbach are the only members of the old Board who will be reëlected. Messrs. Jay and George J. Gould were asked to remain in the board, but declined to serve, confessing to a lack of interest in the corporation. The policy of the new management will be watched for with interest. Messrs. Huntington and Gates represent one interest, namely, the Southern Pacific Company; Messrs. Houston, Hart, and Lauterbach may be regarded as Pacific Mail men, while Messrs. Brice, Thomas, Payne, and McGhee are supposed to have acquired an interest in the company, with the view of making an alliance with the Great Northern system when its road is completed to Puget Sound, and also with the Canadian Pacific. An alliance with the Oregon Improvement Company, which runs the principal line of coasters on the Pacific coast from San Diego to Alaska, has been suggested. One thing is certain, namely, that the service of the company will be extended and its alliances increased by the new managers.

The directors of the Missouri, Kansas and Texas Railway Company who were elected last week organized to-day by electing Mr. H. K. Enos President and reëlecting the other officers who served last year. As there seems to be some doubt as to who really controls the company, it may be well to state that President Enos and Directors Joel P. Freeman and Colgate Hoyt represent the Messrs. Rockefeller and certain of their associates in the Standard Oil Company. Two of the members of the reorganization committee are in the new Board, three represent local interests, and two are receivers of the company. The other six members serve at the request of the so-called Standard Oil party. Neither Mr. Gould nor the Missouri Pacific Company has a representative in the Board. It is now stated that the reorganization of the company will be completed without foreclosure of any of the mortgages.

A movement is on foot in the Stock Exchange to implore the authorities to adjourn on next Friday night until the following Monday morning. The only argument in opposition to such action is that the Exchange should be open whenever the banks are. That rule is ignored, however, on Good Friday, and would hardly apply to Saturday, because since the Saturday Half-holiday law was passed no loans are negotiated or can be called on that day and no deliveries are made. There is no such rule in London, where the Stock Exchange closes frequently on Saints' and other days that are not legal holidays, and occasionally on Saturdays to facilitate repairs upon its building. The opening of the Exchange on a Saturday immediately after a holiday has been a farce ever since business was restricted to the forenoon of that day. The tradition of keeping the Exchange open whenever the banks are open should be overhauled and modified, to the obvious advantage of the thousands who are wearing themselves out in Wall street.

Treasury balances compare with those of yesterday as follows:

	May 26.	May 27.
Gold.....	$188,246,824	$188,571,072
Legal tenders.....	9,088,625	9,199,526
Totals.....	$197,345,449	$197,770,598

Silver balance, 17,918,329, against $17,867,624 yesterday. Deposits in national banks, $25,224,069, against $25,072,189 yesterday.

Money in London, ¾@1 ₩ cent. The rate of discount in the open market for both short and three months' bills is 1 9-16 ₩ cent. The amount of bullion gone into the Bank of England on balance to-day was £71,000. Paris advices quote 3 ₩ cents. at 90 francs 25 centimes.

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.
100	Astoria.....	5	5	5	5
200	Alice.....	2 45	2 45	2 40	2 40
100	Alta.....	1 35	1 35