FINANCIAL NEWS

STOCKS ARE IN SMALLER SUPPLY; PRICES GENERALLY MOVE UPWARD

Little Attention Is Paid to Marina Disaster—Street Believes Diplomats Will Arrange Solution—Railway Equipment Issues Prominent

NEW YORK, Nov. 1.

With the United States Steel Corporation's statement for the September quarter out of the way and with a generally confident feeling in regard to the prospects for a Republican victory on next Tuesday, the stock market naturally showed a decreased supply of stocks and important price movements during the day were to higher figures.

Little attention was paid as a market influence to the Marina disaster, as it is believed the diplomats of the two countries will arrange a solution of whatever differences may result from the new submarine activities. This left the market in a position to discount the expected results of the presidential campaign.

Naturally, the railway equipment stocks became prominent in this discounting, with American Locomotive moving up more than 5 points and crossing 87, and such stocks as Pressed Steel Car and Baldwin Locomotive were in vigorous demand at advancing prices. United States Steel common was comparatively quiet, most of the transactions in the stock consisting of evening up of short contracts put out yesterday, when some of the traders had early information as to what the quarterly statement would show. These traders, who had then sold the stock at around 118, were buyers of it today at above 119.

There were special incentives for trading in a number of specialties. Crucible Steel, on the current statements that the control of the company had been acquired by George W. Perkins, made an advance of more than 5 points to 94⅞, and there were vigorous upward movements in Corn Products, which crossed 20 for the first time in a long period.

Reading was the most prominent of the railway issues in the day's trading, making a gain at one time of about 2 points and crossing 111, and there was a fractional advance in Lehigh Valley. Other issues, including Rock Island and Union Pacific, also made fractional gains.

A large part of the business was of a professional character, with some of the important room traders taking an aggressive position on the bull side. This was the case in United States Steel common late in the day, when J. J. Manning was the chief factor in putting the price to 120.

There was heavy trading in bonds all through the day, with business distributed among a large number of securities. St. Louis and San Francisco issues were again prominent, with the 6s and 4s making additional gains. There was heavy trading in Colorado Midland 4s, which have attracted attention since the publication of the August statement, in which the long period of deficits was changed to one of net income. The net earnings for that month were $35,276, an increase of $30,366.

The road has been in the hands of a receiver for four years, and in that time all the income remaining after operating has been put into the property. The amount spent for betterments during the last two years was $1,500,000.

$8,500,000 Additional Gold Arrives From Canada

NEW YORK, Nov. 1.—Gold to the amount of $8,500,000 has been received by J. P. Morgan & Co. from Canada. There was deposited at the Clearing House $6,500,000 for account of the New York Federal Reserve Bank and $2,000,000 at the Assay Office. This makes a total of $483,500,000 received from all sources since January 1.

Eastern Steel Pays Back Dividends

NEW YORK, Nov. 1.—The Eastern Steel Company has declared the regular quarterly dividend of 1¾ per cent on the first preferred and an extra of 28 per cent, being remainder of accrued dividends, payable December 15 to stock of record December 1.

New York Bond Sales

		High.	Low.	Close.
$2000	Alaska G cv 6s Ser D	85	85	85
7000	Amer Agr Chem 5s	100¼	100¼	100¼
262000	Anglo-French 5s	95¾	94¾	94¾
1000	Amer-For Sec 5s	98⅞	98⅞	98⅞
16000	Amer Smelt Sec 6s	111½	111	111½
20000	Amer Tel ctf 4s	92⅝	92⅝	92⅝
1000	do cvt 4½s	112	112	112
3000	Amer Thread 4s	99½	99½	99½
18000	Amer Writ Paper 5s	88⅝	88⅝	88⅝
3000	Armour Co 4½s	93⅝	93⅝	93⅝
21000	Atchison gen 4s	94	94	94
2000	do adj 4s	87	86¾	86¾
5000	Argentine Gov 5s	91⅝	91½	91½
1000	Atlan C L 4s	93½	93½	93½
13000	Balt & O 5s	101⅞	101⅞	101⅞
2000	do 4s	91⅞	91⅞	91⅞
1000	do cv 4½s	95½	95½	95½
6000	B & O Swn 3½s	92⅞	92⅞	92⅞
1000	Beth Steel 1st 5s	103⅝	103⅝	103⅝
3000	do rfd 5s	102⅞	102⅞	102⅞
1000	Brook U Gas 1st 5s	100⅝	100⅝	100⅝
10000	Brook Un Elv 1st 5s	101	101	101
5000	Can Gov 5s 1921	100⅝	100⅝	100⅝
4000	do 1926	99⅝	99⅝	99⅝
6000	do 1931	100⅝	100⅝	100⅝
1000	Cal Gas & Elec 5s	99⅝	99⅝	99⅝
6000	Cent Leather 1st 5s	103⅝	102⅝	102⅝
30000	Cent Pacific 1st 4s	95⅝	95⅝	95⅝
1000	Cent RR N J 5s	117⅞	117⅞	117⅞
1000	Ches & Ohio cv 4½s	85⅝	85⅝	85⅝
44000	do conv 5s	96⅝	96⅝	96⅝
1000	Chi & East Ill cv 4s	28	28	28
3000	Chi Gt West 4s	73	73	73
1000	Chi & Nwn gen 4s	94⅝	94⅝	94⅝
23000	Chi R I & P Joint 4s	98⅝	98⅝	98⅝
2000	Chi B & Q Ill 4s	95⅝	95⅝	95⅝
8000	Chi M & St P rfd 4½s	95⅝	95⅝	95⅝
1000	do gen 4s	92	92	92
1000	do cv 5s	100⅝	100⅝	100⅝
2000	do cp 5s	103⅝	103⅝	103⅝
26000	do cv 4½s	100⅝	100⅝	100⅝
10000	do sen 4½s	102⅝	102⅝	102⅝
4000	Chi R I & Pac 4s	86⅝	86⅝	86⅝
1000	do rfd 4s	76⅝	76⅝	76⅝
27000	do 5s	66	65⅝	65⅝
10000	do 5s cl A sta	62⅝	62⅝	62⅝
12000	Col Midland ct 4s	14⅝	14⅝	14⅝
11000	Col & South 4½s	85⅝	85⅝	85⅝
11000	City of Paris 6s	98⅝	98⅝	98⅝
2000	Corn Prod 5s 1931	97⅝	97⅝	97⅝
4000	Cramer and Tel 5s	100⅝	100⅝	100⅝
1000	Cumberland Tel 5s	100⅝	100⅝	100⅝
8000	Del & Hud rfd 4s	98⅝	98⅝	98⅝
16000	Den & Rio Gr rfd 5s	72⅝	72⅝	72⅝
2000	Dis Secur Corp 5s	73⅝	73⅝	73⅝
85000	Erie conv 4s Ser A	69	69	69
5000	Hud & Man rfd 5s	69⅝	69⅝	69⅝
5000	Ill Steel deb 4½s	93⅝	93⅝	93⅝
3000	Indiana Steel 5s	104⅝	104⅝	104⅝
4000	Ill Central rfd 4s	92	92	92
1000	do 4s 1953	87	87	87
47000	Interb Met 4½s	73⅝	72⅝	72⅝
25000	Interb R T ref 5s	98⅝	98⅝	98⅝
30000	Inter Met Mar 6s	97⅝	97⅝	97⅝
1000	Internl Paper 5s	99	99	99
1000	St Lgr 5s	81	80⅝	80⅝
18000	Kan City So 1st 5s	70	70	70
2000	do 5s	90⅝	90⅝	90⅝
1000	Lacka Steel 5s 1950	97⅝	97⅝	97⅝
4000	do 5s 1923	100⅝	100⅝	100⅝
1000	Laclede Gas 1st 5s	102⅝	102⅝	102⅝
7000	Lk S deb 4s 1931	85⅝	85⅝	85⅝
40000	Leh Coal N Y 4½s	100⅝	100⅝	100⅝
1000	Leh & M T 7s	127	127	127
2000	do 5s	102	102	102
1000	Minn & St L 5s	91	91	91
4000	Minn St P & S M 4s	93⅝	93⅝	93⅝
1000	Mo Kan & T 1st 4s	77⅝	77⅝	77⅝
1000	do 2d 4s	49⅝	49⅝	49⅝
1000	Mo Pac cl 4s	73	73	73
11000	do gen 4s	67⅝	67⅝	67⅝
1000	do cv 5s 1926	98	97⅝	98
1000	Mont Power 5s	99⅝	99⅝	99⅝
1000	N Y Conn Rwy 4½s	99⅝	99⅝	99⅝
1000	N Y Air Br cv 6s	105	104⅝	104⅝
1000	N Y C & H 6s	113⅝	113⅝	113⅝
1000	do 5½s	102⅝	102⅝	102⅝
1000	do 4s	92⅝	92⅝	92⅝
1000	do 4½s	95⅝	95⅝	95⅝
1000	do con 4s	86⅝	86⅝	86⅝
1000	N Y City 4s 1960	101⅝	101⅝	101⅝
1000	N Y N H & H 6s	112⅝	112⅝	112⅝
1000	N Y Rwy ref 4s	75⅝	75⅝	75⅝
1000	N Y Tel gen 4½s	99⅝	99⅝	99⅝
1000	Nor Pac prior 4s	93⅝	93⅝	93⅝
1000	do gen 3s	68⅝	68⅝	68⅝
1000	Ore Short L ref 4s	83⅝	83⅝	83⅝
1000	Pac Gas 5s	92⅝	92⅝	92⅝
1000	Pacific Tel 5s	101⅝	101⅝	101⅝
1000	Penna 4s 1960	98	98	98
1000	do gen cv 5s	105	105	105
1000	Reading gen 4s	95⅝	95⅝	95⅝
1000	Rep Ir & St 5s	100	100	100
1000	Rio Gr W 1st 4s	78⅝	78⅝	78⅝
1000	Rut-Can 1st gu 4½s	78	78	78
1000	do con 4s	65	65	65
1000	do rfd ctf 2d sta 4s	80	80	80
1000	do gen ct 4s	62	62	62
1000	do Ser A 6s	73⅝	73⅝	73⅝
1000	do Ser B w i	90	90	90
1000	St Louis Swn 1st 4s	70	70	70
1000	East A & R 1st 4s	78⅝	78⅝	78⅝
1000	Seaboard A L adj 5s	65	65	65
1000	do ser A 4s	62⅝	62⅝	62⅝
1000	do rfd 4s	66	65⅝	66
1000	South Bell 5s	100	100	100
1000	South Pac 4s	87⅝	87⅝	87⅝
1000	do cv 4s	98⅝	98⅝	98⅝
1000	do cv ref f g 5s	104⅝	104⅝	104⅝
1000	do rfd 4s	91⅝	91⅝	91⅝
1000	South Rwy gen 5s	77⅝	77⅝	77⅝
1000	do con 5s	102	102	102
1000	Term C ref f g 5s	96	96	96
1000	Texas & Pac 1st 5s	98	98	98
1000	Texas Co cv 6s	105⅝	105⅝	105⅝
1000	Third Ave adj 5s	74⅝	74⅝	74⅝
1000	Utah Power 5s	98	98	98
1000	U P Railroad 4s	102⅝	102⅝	102⅝
1000	U S Rubber 5s	99⅝	99⅝	99⅝
1000	do 1st & ref 5s	101⅝	101⅝	101⅝
1000	Virginia Ry 5s	91⅝	91⅝	91⅝
1000	Wabash Ry gen 4s	75	75	75
1000	do con 5s	102	102	102
1000	Term C ref f g