

## BUSINESS IN STOCKS SMALL HERE; TRADERS SHOW LITTLE INTEREST

**Opinion in Street Is That Railroad Strike Will Be Averted.**  
Majority of Changes in Prices  
Fractional

The course of the Philadelphia Stock Market today was similar to the action of stocks in Wall street. It had not been expected that there would be any great amount of activity in view of the uncertain financial condition and therefore no one was disappointed with the volume of dealing, fed to the lowest point in each week. A sinking of the American steamship Algonquin injected a fresh bit of uncertainty into the situation, but it could not be said that the torpedoing of this vessel was in any large measure responsible for the movements of prices in the list throughout the day. Quite a bit of talk was heard in the various brokers' offices on the railroad situation. It was the opinion that a strike of the railroad employees would take place, but that there were some distinctions between the employees and officials.

A none of the stock which came out on the tape during the session was there any real weakness, although the majority of them were at a level a little under the final figure of last night. The widest changes downward were in Cramp Shipbuilding and Electric Storage Battery. Both of these stocks were off a full point. The trading in them was light, however, and a bid of 119.

## FEARS OF R. R. STRIKE HIT WHEAT BAD BLOW

### Bullish Effect of Algonquin Sinking Is Soon Offset—Ends Above Lowest

**CHICAGO,** March 14.—Fears of a strike on the railroads were responsible for pronounced weakness in the wheat market today. Business was curtailed somewhat by poor wire service, owing to bad weather. At the immediate start the tone was easier under selling and further precipitation in the winter belt.

Announcement of the sinking of the American steamer Algonquin had a bullish effect, but this was soon offset by a dip caused by a dispatch from George M. LeCount, who is in Kansas, to the effect that from Kinsey to Dodge City it was his opinion that more than 50 per cent of the wheat crop was dead. He said also that many fields were totally bare and that there had been no moisture of consequence in that section. At any rate, the market developed firmness, rising above yesterday's close.

Selling on the advance was liberal and sharp decline followed. May was particularly heavy and many stop-loss orders were caught.

Coupling caused the market to finish above the bottom. After having been high as \$1.82½, May dropped to \$1.75½, closing at \$1.76½. Again, on Friday, after having moved up to \$1.56, fell to \$1.51½, ending at \$1.52½ to \$1.52½, compared with \$1.55½, yesterday's last price. September's top was \$1.41½; its low \$1.41, and its final \$1.42 to \$1.41½, against \$1.41, yesterday's final quotation.

Stocks at the seaboard are large and some elevators are reported to have ordered consignees to remove grain to permit unloading from cars that have been tied up in the yards. Sentiment at the close appeared to be supplied by local trade and European interests.

**NEW YORK COFFEE MARKET**  
NEW YORK, March 14.—The market for coffee futures opened 5 to 8 points lower today. Trading on the call was quite active, sales amounting to 11,250 bags. The demand came mostly from Wall street and appeared to be supplied by local trade and European interests.

**Franklin Trust Pays More**  
The Franklin Trust Company has declared a semiannual dividend of 3 per cent. This is an increase of ½ per cent above the last dividend, paid in October, which was 2½ per cent. The directors also added \$25,000 to surplus fund, making that fund \$200,000. The dividend is payable April 3 to stock of record March 20.

**PHILADELPHIA MARKETS**  
GRAIN AND FLOUR

**WHEAT**—There was a decline of 3c in the market for light, medium and heavy western先进品. Quotations: No. 1, 15½c; No. 2 red, 15½c; No. 3, 15½c; No. 4, 15½c; No. 5, 15½c; No. 6, 15½c; No. 7, 15½c; No. 8, 15½c; No. 9, 15½c; No. 10, 15½c; No. 11, 15½c; No. 12, 15½c; No. 13, 15½c; No. 14, 15½c; No. 15, 15½c; No. 16, 15½c; No. 17, 15½c; No. 18, 15½c; No. 19, 15½c; No. 20, 15½c; No. 21, 15½c; No. 22, 15½c; No. 23, 15½c; No. 24, 15½c; No. 25, 15½c; No. 26, 15½c; No. 27, 15½c; No. 28, 15½c; No. 29, 15½c; No. 30, 15½c; No. 31, 15½c; No. 32, 15½c; No. 33, 15½c; No. 34, 15½c; No. 35, 15½c; No. 36, 15½c; No. 37, 15½c; No. 38, 15½c; No. 39, 15½c; No. 40, 15½c; No. 41, 15½c; No. 42, 15½c; No. 43, 15½c; No. 44, 15½c; No. 45, 15½c; No. 46, 15½c; No. 47, 15½c; No. 48, 15½c; No. 49, 15½c; No. 50, 15½c; No. 51, 15½c; No. 52, 15½c; No. 53, 15½c; No. 54, 15½c; No. 55, 15½c; No. 56, 15½c; No. 57, 15½c; No. 58, 15½c; No. 59, 15½c; No. 60, 15½c; No. 61, 15½c; No. 62, 15½c; No. 63, 15½c; No. 64, 15½c; No. 65, 15½c; No. 66, 15½c; No. 67, 15½c; No. 68, 15½c; No. 69, 15½c; No. 70, 15½c; No. 71, 15½c; 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