

DEVELOPMENTS AT WASHINGTON HOLD ATTENTION OF WALL STREET IN DAY

Delay in Publishing Details of Government Bond Issue Causes Uncertainty in Security Circles—St. Paul Lowest Since Beginning of Flower Boom

High Points in Today's Financial News

Lack of details on Government loan and Federal taxation proved depressing in day's trading in stock market. Losses general through list. Carb stocks also lower. May wheat reached \$2.14, a new top mark, closing off a little from the best. Cotton lower. \$1,000,000 in gold arrived in New York from Ottawa. Gold sent to Spain and South America. Bar silver unchanged. Foreign exchange dull. Rating rule for call money in Wall street 2% per cent.

NEW YORK, May 9.

All Wall street's attention from the beginning of business today was devoted to the developments at Washington and to efforts to study the various phases of the war financing. The delay in publishing details of the Government bond offer caused a general uncertain feeling in security-holding circles, preventing the usual outside demand which often appears on declines and causing uneasiness among many holders of investment stocks who had recently decided to shift their commitments from railway and industrial issues into the new Government bonds.

Prices of these issues, however, have fallen away so greatly that there is little chance of any such movement now being effected, as the loss sustained in placing railroad stocks on the market at the present time would be so great as to prohibit any change into the Government loan.

The situation in this respect was most clearly indicated by the fact that St. Paul today dropped to 71%, the lowest price touched since the beginning of the Flower boom in 1898. Similar recessions because of orders to sell stocks without price limits were noted in such stocks as Baltimore and Ohio, New York Central and Lehigh Valley.

The question of Federal taxation was also a disturbing influence, as the synopsis of the revenue bill came just a short time after statements were published of embargoes being placed on the transfer of the output of many leading industries of the country. Unfavorable factors piled up to such a degree that the market showed a more orderly condition than could have been reasonably expected.

Railroad bonds were generally steady, with fractional declines sustained in Burlington joint 4s, Chesapeake and Ohio 5s and St. Paul 4s. There was heavy trading in the foreign Government issues, with Anglo-French 5s ranging from 93 to 92½.

RECENT LISTINGS LEAD DECLINES IN THE NEW YORK CURB MARKET

NEW YORK, May 9.

The Curb market was influenced by the same factors that had such pronounced effect on the Stock Exchange, little else being spoken of than the war tax measure and the delay in publishing the details of the Government bond issue.

None of those who have much to do with determining prices in the outside market had a clear idea of what the situation is, and they were unwilling in general to stand and take stocks when liquidation became evident. This applied particularly to recent listings.

Sinclair Gulf, which had been placed only a short time ago by subscription at 40, sold down from 29½ to 23, and National Conduit, which had been taken by subscription at 35, was traded in at 32½ to 31½.

Wright-Martin, which dropped to 44, and United Motor, which sold down to 27, made new low records also. About the only rising stock which showed a firm tone was Magnate Copper. It was traded in around 83 cents during the greater part of the day. Air Reduction was fairly well held, with sales at 72½, and Triangle Film was steady, with sales at 18½ and 11½. Submarine dropped from 21½ to 20½, and Ladd-Torpedo sold down to 7.

Merritt Oil was weak, selling at 22½ to 20½. The Standard Oil issues were pressed for sale at concessions. Standard Oil of New Jersey dropped to \$20, New York to 27 and California to 262.

INDUSTRIALS

INDEPENDENT OIL STOCKS—Continued

	Yrs. class. Bid Asked (Sale) Date	Yrs. class. Bid Asked (Sale) Date
Aero Reduction	23 100 100	100 100 100
Amer Stores	30½ 37 35½	30 30 30
Amer. Sunnits	22 23 23	21 21 21
Astra Explosives	2½ 3 3	2 2 2
Amer-British Mfg.	8 12	12 12 12
Amer Marconi	21½ 23½	20 20 20
Amer. Writ Paper	2½ 3½	3 3 3
Canadian Car Co.	23 30	28 28 28
Carr. & Ind. Ry. pf.	68 70	68 68 68
Chevrolet Motors	96 100 102	98 98 98
Camp	83 88	83 83 83
Curtiss Aeroplane	24 25 25	24 24 24
Carwen Tool	10½ 11½ 11½	11 11 11
Carbon Steel	86 92	86 86 86
Everett-Henney	21½ 22 22	21½ 21½ 21½
Emerson Phonograph	8 8	8 8 8
Federal Corp.	40	40 40 40
Hodges & Becker Carr.	30½ 35	30 30 30
Hendee Mfg.	30 32	30 30 30
Kathoden Bronze pf.	1½ 2	2 2 2
Lake Ternedboat	7 7½	7 7 7
Lehigh Coal Sales	80 87	87 87 87
Lima Loco	50 54	54 54 54
Maxim Manufacturing	24 24	24 24 24
Marine Eng.	58 63	63 63 63
N.Y. Shipbuilding	31½ 31½ 32½	32 32 32
North Amer. Pulp	45 48	45 45 45
Oils Elevator	60 62	60 60 60
Pearless Motors	11 14	14 14 14
Pools Etc.	75	90 90 90
Pierce Arrow	20	20 20 20
Reed Corp.	18½ 20½ 20½	20 20 20
Reed-Cookson pref.	20 20	20 20 20
Reese's Book	56 66	66 66 66
S.S. Kresge w.t.	20 40	40 40 40
Standard Motors	10 12	12 12 12
Steel Alloys	7½ 7½ 7½	7½ 7½ 7½
Submarine	20 21	22½ 22½ 22½
St. Joseph Lead	11½ 18	18 18 18
Todd Shipyarding	83 86	86 86 86
United States Sharpening	14 14	14 14 14
United States Steamship	45 5 45	45 45 45
United Motors	27½ 27½ 29½	29 29 29
Upaper Board	26 26	26 26 26
United Sugar	36½ 36½ 36½	36½ 36½ 36½
World's Film	58 58	58 58 58
Wright-Martin Air	4½ 5	5 5 5
Zinc Concentrating	25 25	25 25 25

STANDARD OIL

	Yrs. class. Bid Asked (Sale) Date	Yrs. class. Bid Asked (Sale) Date
Aero Reduction	23 100 100	100 100 100
Amer Stores	30½ 37 35½	30 30 30
Amer. Sunnits	22 23 23	21 21 21
Astra Explosives	2½ 3 3	2 2 2
Amer-British Mfg.	8 12	12 12 12
Amer Marconi	21½ 23½	20 20 20
Amer. Writ Paper	2½ 3½	3 3 3
Canadian Car Co.	23 30	28 28 28
Carr. & Ind. Ry. pf.	68 70	68 68 68
Chevrolet Motors	96 100 102	98 98 98
Camp	83 88	83 83 83
Curtiss Aeroplane	24 25 25	24 24 24
Carwen Tool	10½ 11½ 11½	11 11 11
Carbon Steel	86 92	86 86 86
Everett-Henney	21½ 22 22	21½ 21½ 21½
Emerson Phonograph	8 8	8 8 8
Federal Corp.	40	40 40 40
Hodges & Becker Carr.	30½ 35	30 30 30
Hendee Mfg.	30 32	30 30 30
Kathoden Bronze pf.	1½ 2	2 2 2
Lake Ternedboat	7 7½	7 7 7
Lehigh Coal Sales	80 87	87 87 87
Lima Loco	50 54	54 54 54
Maxim Manufacturing	24 24	24 24 24
Marine Eng.	58 63	63 63 63
N.Y. Shipbuilding	31½ 31½ 32½	32 32 32
North Amer. Pulp	45 48	45 45 45
Oils Elevator	60 62	60 60 60
Pearless Motors	11 14	14 14 14
Pools Etc.	75	90 90 90
Pierce Arrow	20	20 20 20
Reed Corp.	18½ 20½ 20½	20 20 20
Reed-Cookson pref.	20 20	20 20 20
Reese's Book	56 66	66 66 66
S.S. Kresge w.t.	20 40	40 40 40
Standard Motors	10 12	12 12 12
Steel Alloys	7½ 7½ 7½	7½ 7½ 7½
Submarine	20 21	22½ 22½ 22½
St. Joseph Lead	11½ 18	18 18 18
Todd Shipyarding	83 86	86 86 86
United States Sharpening	14 14	14 14 14
United States Steamship	45 5 45	45 45 45
United Motors	27½ 27½ 29½	29 29 29
Upaper Board	26 26	26 26 26
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Carbon Steel	86 92	86 86 86
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Lehigh Coal Sales	80 87	87 87 87
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Maxim Manufacturing	24 24	24 24 24
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N.Y. Shipbuilding	31½ 31½ 32½	32 32 32
North Amer. Pulp	45 48	45 45 45
Oils Elevator	60 62	60 60 60
Pearless Motors	11 14	14 14 14
Pools Etc.	75	90 90 90
Pierce Arrow	20	20 20 20
Reed Corp.	18½ 20½ 20½	20 20 20
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United States Steamship	45 5 45	45 45 45
United Motors	27½ 27½ 29½	29 29 29
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