RAILS SOFT SPOTS OF CLOSING MARKET

Week's Persistent Liquidation Disclosed a Surprisingly Weak Technical Position

New York, Dec. 11.—Renewed weakness of the rails had a decided dampening influence upon today's closing stock market. Most of the recovery made in the late trading yesterday was forfeited before the end of the first hour, and as the session progressed the reactionary trend of the general list became more pronounced. There were again heavy offerings of nearly all the railroad stocks. It was not alone the more speculative issues which felt the brunt of the recurrent liquidation, but the pressure also extended to the dividend-paying issues. The apparent vulnerable position of the group naturally had a very unsettling effect and invited renewed attacks in the more susceptible industrial groups. The oils were again singled out, but decided weakness also cropped out again in some of the textile, sugar and food shares. American Woolen was particularly soft, although the same might be said of American Sugar Refining.

The decision of the Court of Appeals in the New York Central rate case was given as the incentive for the heavy selling of the rails, but the movement appeared to be simply a continuation of yesterday's onslaught, which was temporarily arrested by sudden retreat of the shorts in the last hour of the trading. The familiar week-end evening up operations brought irregular recoveries near the closing, but the market remained in a highly unsettled state.

The continuous outcropping of weak spots exerted a distinct unsettling influence in the week's operations, disclosing surprising technical weakness in the market position. While the in have been entirely overlooked, and that nothing was virtually immune from the selling movements. Although not of the same sweeping character as noted in the preceding month, the selling movement was nevertheless of a progressive type, because of the constant uncovering of seriously impaired speculative holdings. It is quite true developments in the commercial, industrial and financial situation gave the reactionists a decided advantage at all times. The wings of many of the larger operators were clipped during the late slump and the small fry among speculators during the last year were badly singed. It is likewise altogether reasonable to suppose many of the pools recently active, not only in the industrial specialties, but in many of the railroad shares as well, have either dissolved without much profit, or are facing big losses. In truth, it would seem as if the entire trading contingent were arrayed on the selling side and the market was entirely friendless. One important fact, however, seems to many of the former speculative favorites there must be a halt to complete every transaction. This holds good despite the constant calling of attention to the limited buying power, as apart from the spasmodic covering of the short interest there seemed to be a very diminutive demand, notwithstanding many of the former speculative favorites are selling not only at the lowest prices of the year, but in many instances touched the minimum level in over three years.

It would be almost profitless to attempt to recount the many influences contributing to force market values to lower levels. There is no doubt the keener appreciation of the severity of the readjustment taking place in both commercial and industrial circles caused no little apprehension. Everybody, however, six months and a year ago, recognized that such a transition was certain to come. But the transition has been so rapid and so far-reaching that its very suddenness has naturally provoked widespread uneasiness.

Many, however, because of the old funk which seems to possess every quarter of the market world overlook the fact that while the curative and purging applications produced rapid and drastic results, it is certain to bring the stabilization of the market to a quicker realization than if the same process had taken place on the installment plan. This applies not only to the commodity as it does to the security markets. Dividends, earnings, reduced dividends or suspended dividends have been the order during the last years uninterrupted liquidating movement. This does not mean to imply liquidating movement has run its course, or that all the weak spots have been cut out. It does mean, however, that any one with the patience to wait can safely buy the higher grade stocks and rest reasonably sure of realizing a handsome profit for their trouble.

STREET RAILWAYS LOCAL FEATURES

Upholding of Validity of P. R. T. Rentals Had Strengthening Influence

The decision of the Supreme Court upholding the validity of the rentals of the underlying companies of the Philadelphia Rapid Transit Co. came as an overshadowing feature to the week's brief local market. It is somewhat in piece of good news regarding the local traction situation formal referendum covering advance of $2 in fare, Tuesday, by 34, which, however, was more forbidding with heavy trading in the stock of both sides. The stock is now responsible for an advance of 1½ points to Philadelphia Traction to 57½. It likewise for a time being recognized the position of Philadelphia Rapid Transit with an opening quotation of 16, from which it rallied quickly to 15¾, a net loss of fractions.

Next in line was Philadelphia Company. United Gas Improvement was quite active but closed unchanged at 28¾ and 28¾, indicating once again the reduction of the dividend apparently counted. Apart from Lehigh Valley and Pennsylvania Railroad, changes generally were of a small character. The market for industrial issues was illustrated in a fair degree by American Radiator, preferred to 26, American Smelting, 1 to 35¾, and Consolidated Traction of New Jersey and Alliance Insurance. Lehigh Navigation and Electric Storage Battery gave ground on small offerings.

Raw Sugar Market Easy

New York, Dec. 11.—The raw sugar market continues easy. Sales of raws reached a fair size for the movement, consisting of 12,500 bags for prompt shipment and 4c, cost and freight, was the price operator with a refinery. Refined was paid. Imported raws cleared of 4500 bags Demerara, consigned to importer. The local refined market is unchanged.

No Action on Keystone Tire Dividend

New York, Dec. 11.—Directors of the Keystone Tire Co. met yesterday and no action was taken on the dividend and the meeting was adjourned until December 14. The regular quarterly dividend of 3 per cent on the common stock is due at this time.

NEW YORK STOCK EXCHANGE TRANSACTIONS

Sales in 1	Div.		High	Low	Today's Close	Net Chge
700	..	Adams Express	30	26½	26½	−2½
330	..	Advance Rumely	15¼	15¼	15¼	..
100	6	Advance Rumely pf	49⅝	49⅝	49⅝	−⅝
100	4	Ajax Rubber	27⅞	27	27	−1
1000	..	Alaska Gold Mines	1	1	1	..
800	..	Alaska Juneau G M	1⅛	1	1	−⅛
3200	..	Allied Chem & Dye	48	46⅞	46⅞	−1⅜
800	8	Am Agric Chem	56⅝	55½	56	−⅝
500	8	Am Beet Sugar	51	50⅞	50⅞	−⅝
830	10	Am Bosch Magneto	69½	69	69	−1½
1200	..	Am Can	24⅝	24½	24⅝	−⅛
200	7	Am Can pf	80½	79¾	80½	..
500	12	Am Car & Fdy	125½	124¼	124¼	−¾
200	..	Am Cotton Oil	17½	17¼	17¼	−¼
530	80	Am Drug Syn	7¼	7⅛	7¼	+⅛
100	..	Am Hide & Leather	8⅛	8⅛	8⅛	..
600	7	Am Hide & Leather pf	44¾	44	44	−¼
300	4	Am Ice	40¾	40¼	40¼	−¼
1400	..	Am Internat Corp	40¼	39¼	39¼	−¾
900	3	Am Linseed	55¾	53½	54¾	+1
1100	6	Am Locomotive	84	83⅛	83⅛	−⅞
700	..	Am Radiator Co	67	67	67	−1
1300	..	Am Safety Razor	9¼	9	9⅛	−⅛
1700	..	Am Ship & Com	9½	9¼	9¼	−½
2400	4	Am Smelt & Ref	43	42½	42½	−¾
200	7	Am Smelt & Ref pf	84¼	84¼	84¼	−½
100	12	Am Snuff	94	94	94	−2⅝
930	3	Am Steel Foundries	32¼	32	32	−½
200	7	Am Steel Pdys pf	83	83	83	+4½
2500	7	Am Sugar Ref	89	88	88⅝	−2⅝
300	7	Am Sugar Ref pf	100¾	100	100	−1
1000	10	Am Sumatra Tob	70⅛	70	70	−⅛
1600	8	Am Tel & Tel	98¼	98	98	−⅝
300	12	Am Tobacco	114	114	114	..
200	12	Am Tobacco B	110¼	110¼	110¼	−¾
1100	6	Am Tobacco pf new	88⅞	88⅛	88⅞	−¼
16100	7	Am Woolen	66¼	62⅞	64¼	−1⅝
200	..	Am Writing Paper pf	34⅞	34½	34½	−½
100	..	Am Zinc Lead & Smlt	6⅝	6½	6½	−⅛
1600	4	Anaconda Copper	38½	38¼	38½	+⅛
300	4	Asso Dry Goods	20¼	20⅛	20¼	..
200	6	Asso Dry Goods 1st pf	52	52	52	−1
1000	6	Atch Top & Santa Fe	81⅝	80¾	81	−⅝
100	5	Atch Top & S F pfd	75	75	75	+¼
200	7	Atl Refining 7% pf	103¼	103¼	103¼	..
700	..	Atlas Tack Corp	18	17⅞	17⅞	−1⅛
100	7	Atlantic Coast Line	85	85	85	−1
200	..	Atlantic Fruit	10½	10	10½	+¾
3200	10	Atl Gulf & W I S S	109¼	106⅝	106⅝	−2⅞
200	5	Atl Gulf & W I S S pf	54	53½	54	+1
200	..	Austin Nicholas	12	11¾	11¾	−¼
12100	7	Baldwin Locomotive	91¾	89⅛	89⅛	−2
4400	..	Baltimore & Ohio	34⅛	33⅝	33⅝	−1
400	4	Baltimore & Ohio pf	48	48	48	−½
200	2.50	Barnsdale Class A	36	36	36	..
100	8	Barrett	108¾	108¾	108¾	6¼
400	8	Barrett certs of deb	110	108¾	108¾	−3¼
100	..	Barrett certs of deb pf	102½	102½	102½	−½
300	..	Bethlehem Motors	2¾	2¾	2¾	..
2000	5	Bethlehem Steel B	53¾	52½	52¾	−⅜
400	8	Bethlehem Steel 8% pf	101⅞	101⅞	101⅞	+⅛
400	..	Booth Fisheries	4	3¾	4	+¼
400	..	Brklyn Rapid Transit	10	9⅞	9⅞	−⅛
500	..	Bklyn R T certs of dep	6½	6½	6½	..
700	10	Burns Bros	82¼	80½	82¼	+⅝
300	..	Butte Copper & Zinc	5	4⅞	4⅞	−⅛
100	..	Butterick	10⅞	10⅞	10⅞	..
800	..	Butte & Superior Con	9¾	9	9	−⅝
330	..	Caddo Central O & R	14⅝	14	14	−½
200	6	California Packing	61½	61	61½	+1
2500	10	Canadian Pacific	112¾	112½	112½	−1½
400	..	California Petroleum	21½	21	21	−⅝
1800	..	Central Leather	37⅞	37⅛	37⅛	−¾
1600	4	Cerro de Pasco Cop	26⅝	25½	25½	−⅛
1000	10	Chandler Motors	74½	73½	73½	−1
3100	4	Chesapeake & Ohio	59	57½	57½	−1⅞
100	..	Chicago & Alton	8⅞	8⅞	8⅞	−¾
100	..	Chi & E Ill Cl T ctfs	7¾	7¾	7¾	−¼
100	..	Chi & E Ill pf ctfs	5	5	5	−1
500	..	Chicago & Great West	2⅞	2½	2½	−¼
200	2	Chicago & Gt West pf	18	18	18	..
5700	..	Chicago Mil & St P	29¼	28	28	−1⅞
4900	..	Chicago Mil & St P pf	46¾	42	43	−3¾
1000	5	Chicago Northwestern	71½	70½	70½	−1⅛
100	7	Chi & Northwestern pf	108¼	108¼	108¼	−1
4800	..	Chi R I & Pac	27	26	26⅛	−1⅝
200	6	Chi R I & Pac 6% pf	60½	60	60	−1
200	7	Chi R I & Pac 7% pf	72	70½	70½	−2
5700	..	Chile Copper	8¾	8½	8⅝	..
530	1.50	Chino Copper	18⅝	18½	18½	−¼
300	8	Cheft Peabody	48½	47	47	−1⅞
6300	..	Coca-Cola	21	20	20	−1
700	3	Colorado Fuel & Iron	29¼	28	28	−¼
100	..	Col & Southern	27	27	27	−¼
500	5	Columb Gas & Elec	55½	55¼	55½	..
5800	1	Col Graphophone	11⅞	11	11⅛	..
100	7	Consolidated Gas	79⅝	79⅝	79⅝	−⅝
500	2	Con Interstate Cal M	6⅝	6½	6½	−⅛
500	7	Continental Can	60	60	60	−1
400	1	Continental Candy	5½	5½	5½	..
6400	4	Corn Products Ref	65¾	64	64⅛	−1
200	7	Corn Products Ref pf	99	98¼	98¼	−½
2700	2.50	Cosden & Co	30	29¼	29¼	−½
8200	8	Crucible Steel	89½	86½	86½	−3⅞
200	7	Crucible Steel pf	85½	85	85	−⅝
3100	..	Cuban Cane Sugar	7⅛	7¼	7¼	−⅛
1700	7	Cuban Cane Sugar pf	67	66½	66½	−⅝
100	7	Cuban Amer Sugar	28⅛	28⅛	28⅛	−⅛
14800	36	Dodge	177	162½	172½	−4
400	9	Delaware & Hudson	98¼	97¾	97¾	−¼
100	10	Del Lack & Western	215	215	215	−2
200	..	Denver & Rio Grande	7½	7½	7½	−⅛
2400	..	Denver & Rio Gr pf	13½	13½	13½	−⅛
700	1	Dome Mines	10¾	10½	10½	−⅛
200	..	Big Horn Coal	16½	16½	16½	−½
100	5	Endicott-Johnson	54	54	54	−½
400	7	Endicott-Johnson pf	87½	87	87	−½
1900	..	Erie	13¾	12¾	12¾	−½
17[illegible]	..	Erie 1st pf	20	19¾	19¾	−⅝
2200	..	Erie 2d pf	13½	13	13	−⅝
400	8	Famous Players L	52½	52	52	−1
100	8	Famous Players pf	73½	73½	73½	−¼
2100	3	Fisk Rubber	11	10⅞	11	..
1200	..	Freeport Texas	15½	15	15¼	..
1500	..	Gaston Wms & Wig	2	1⅞	1⅞	−⅛
100	6	General Cigar	55	55	55	..
1500	8	General Electric	119¾	119	119	−¼
2500	..	General Elec rts	3⅞	3⅞	3⅞	..
112[illegible]	7	General Motors	14⅞	14	14	−¼
500	7	General Motors pf	70	70	70	..
600	6	Gen Motors deb 6%	61½	61½	61½	−1
100	7	Gen Motors deb 7%	71½	71½	71½	..
2600	6	Goodrich B F	40	39	39⅛	−1⅞
1900	7	Great Northern pf	74	74	74	−3¼
2300	4	Great North Ore ctfs	26¼	25¼	25½	−½
200	3	Green Cananea Cop	20⅛	20	20⅛	−⅛
600	..	Gulf State Steel	37	36	36	−1½
300	4	Hackett & Parker Cat	56½	56	56½	+1
100	..	Hendee ctfs	15	15½	15½	..
500	..	Houston Oil	84½	82½	82½	−⅞
1400	1	Hupp Motor Car	10⅛	10	10	..
100	7	Illinois Central	86	86	86	−¾
530	60	Indiahoma Ref	6⅝	6½	6½	−⅛
700	4	Inspiration Con Cop	30⅞	30¼	30¼	−⅝
1793	..	Interb Con Corp	3⅞	3½	3½	−¼
1300	..	Interb Con Corp pf	8¾	8½	8½	−⅝
100	3	Int Agricultural Corp	16¾	16¾	16¾	−¼
1330	7	Int Harvester Co	95	94¾	94⅞	−1¼
500	..	Int Mer Marine	13½	13	13	−½
800	6	Int Mer Marine pf	51½	50¼	50¼	−1¼
200	..	Internat Motor Corp	29½	29½	29½	−½
2400	..	International Nickel	13½	13⅛	13⅛	−⅝
700	..	International Paper	49⅞	49½	49⅝	−⅝
300	6	Inter Paper pf stpd	71½	71	71½	..
1100	..	Invin Ltd Oil Corp	22½	22½	22½	−⅝
300	..	Island Oil	5	4⅞	5	..
100	..	Jewel Tea	3⅝	3⅝	3⅝	−⅛
100	..	Jewel Tea pf	8	9⅞	9⅞	−¼
100	..	Kan City Southern	19	18⅞	18⅞	−¼
600	4	Kansas City Southern pf	45⅛	45	45	−⅛
400	..	Kelsey Wheel	10	10	10	..
100	4	Kelly-Springfield Tire	38	38	38	+⅛
200	6	Kelly-Sp T 6% pf	73	73	73	..
1900	2	Kennecott Copper	17½	17¼	17⅜	−⅛
1300	1.70	Keystone T & R	6⅝	5¾	6⅛	−⅝
300	6	Lackawanna Steel	37½	37	37	−¼
600	..	Lagoda Oil of St L	41⅛	41⅛	41⅛	−⅛
100	..	Lake Erie & West	14	14	14	..
300	..	Lake Erie & West pf	26½	26	26	−1
200	3	Lee Rubber Tire	16⅛	16⅛	16⅛	−⅛
600	3.50	Lehigh Valley	49	48⅞	49	..
700	12	Liggett & Myers	131	131	131	−4
700	12	Liggett & Myers B	131	131	131	−9½
1000	2	Loewe Co	17¼	16¾	17¼	+⅜
100	..	Loft Corp	10¼	10¼	10¼	..
200	..	Loose-Wiles Biscuit	30	29⅞	30	+1
100	5.25	Loose-Wiles 2d pf	103¼	103¼	103¼	+¼
100	7	Lorillard Tobacco pf	101	101	101	−½
1300	7	Louisville & Nashville	100¼	100	100	..
100	..	Mallison & Co H R	11	11	11	+½
300	10	Manati Sugar	21½	20½	20½	−1
200	7	Manhattan Elev guar	49½	48	49½	+½
100	2	Marlin-Parry	13½	13½	13½	+¼
200	..	Math Alkali	18½	18	18	−1
300	..	Maxwell Motor	2¼	2¼	2¼	−¼
100	..	Max Mot 1st pf ct sta	3⅛	3⅛	3⅛	+1¼
25800	12	Mexican Petroleum	170¾	162¼	162¼	−6
900	2	Miami Copper	15⅝	15⅛	15⅛	−⅝
3600	1.60	Middle States Corp	12¼	11⅞	12	−⅜
900	4	Midvale Steel & Ord	31½	31	31	−¼
200	..	Minn & St Louis new	11⅝	11⅝	11⅝	−⅜
200	..	Mo Kansas & Texas	3¼	3⅛	3⅛	−⅛
3100	..	Missouri Pacific	18⅞	18	18	−¾
2400	..	Missouri Pacific pf	39½	38	38	−1¾
200	..	Montgomery Ward	15¼	15	15	+⅜
200	7	Montana Power pf	95	95	95	..
100	7	Nat Acid & Chem pf	87	87	87	−1
2500	..	Nat A & C pf ctfs	49⅝	48½	48½	−1¼
100	7	National Biscuit	100	100	100	..
400	..	National Con & Cable	3½	3¼	3½	−⅛
300	6	Nat Enam & Stamp	49½	48⅞	48⅞	−½
700	6	National Lead	69½	68½	68½	−3
100	7	National Lead pf	101½	101½	101½	+½
530	..	Nat R R of Mex 2d pf	5½	5¼	5⅜	−⅛
4400	..	Nevada Con Copper	8¾	8⅝	8⅝	..
200	6	N O Texas & Mex	59	59	59	−1½
200	10	New York Air Brake	82⅞	82⅞	82⅞	−⅛
2600	5	New York Central	71½	70	70	−1⅞
600	..	New York C & St L	54	52½	54	+2
400	2.50	New York Dock	18	18	18	−1½
800	5	New York Dock pf	43¾	41	41	−3
15000	..	New York N H & H	18⅝	17	17⅛	−1⅝
1800	1	New York Ont & W	17⅛	17	17	−⅛
2800	7	Norfolk & Western	97¾	95¾	95¾	−3
200	4	Norfolk & Western pf	66	66	66	−½
200	5	North American	50⅞	50⅞	50⅞	+⅝
8000	7	Northern Pacific	79¾	75⅞	76¼	−3⅛
100	5	Nova Scotia S & C	35¾	35¾	35¾	−¼
2000	40	Okla Prod & Ref	3⅜	3¼	3¼	−¼
100	2	Orpheum Circuit	25⅞	25⅞	25⅞	−⅜
700	..	Otis Steel	14½	14¼	14½	−¼
700	4	Pacific Devel Corp	15	15	15	..
300	5	Pacific Gas & Elec	47	47	47	−⅛
200	..	Pacific Oil W I	38⅝	38⅛	38⅛	−⅝
100	..	Pac Tel & Tel	37½	37½	37½	−2
6000	6	Pan-Amer Petrol	80⅝	78¾	78¾	−2 11/16
400	6	Pan-Amer B	74⅛	72⅝	72¾	−1⅛
830	4	Parish & Bingham	14½	14	14	−⅝
2053	8	Pennsylvania Railroad	40¼	40⅛	40⅛	−⅛
500	..	Penn Seaboard Steel	8	7⅝	8	..
300	..	Peoples Gas Chicago	38	37½	38	−1
2100	..	Pere Marquette	16½	15¾	16	..
100	..	Pere Marquette pf	38	38	38	−2
800	..	Phillips Pet	30½	30¼	30½	−1
300	3	Philadelphia Co	36	34¾	34¾	−1¼
600	..	Pierce-Arrow Motor	20½	20⅛	20⅛	..
200	8	Pierce-Arrow Mot pf	75	73	73	..
800	..	Pierce Oil	11½	11⅛	11⅛	−¼
200	8	Pierce Oil pf	78½	78¼	78¼	−¾
2100	..	Pittsburgh & W Va	32	30¾	30¾	−1¾
100	6	Pitts & West Va pf	73	73	73	−2
100	1	Pond Creek Coal	12¾	12½	12½	..
500	8	Pressed Steel Car	81½	80⅝	80⅝	−⅝
1100	8	Pullman	102	101	101	−1
200	8	Punta Alegre Sugar	51½	50¼	50¼	−1¾
1800	4	Pure Oil Co	33	32⅝	32⅝	−⅜
600	1	Ray Con Copper	11¾	11½	11¾	+⅛
100	8	Railway Steel Spring	84	83¼	83¼	−½
100	7	Rwy Steel Spring pf	102¼	102¼	102¼	+2⅛
20100	4	Reading	85½	83⅝	83⅝	−2¼
300	2	Reading 1st pf	56	55⅛	55⅛	−1¾
600	2	Reading 2d pf	57⅛	55½	55½	−2½
100	..	Remington Typewriter	30	30	30	−2
200	..	Replo Steel	21	21	21	−¾
4400	6	Republic Iron & Steel	64½	63¾	63¾	−1
400	..	Republic Motortruck	19	18⅛	18⅛	−⅝
7000	5.70	Royal Dutch N Y	63½	61⅛	61⅜	−3⅝
100	..	Robert Reis & Co	8	8	8	1
400	7	R Reis & Co 1st pf	66¼	66¼	66¼	−¼
700	1	St Joseph Lead	12⅞	12¼	12¼	−¼
4000	..	St Louis San Fran	20	18¾	18¾	−1½
600	..	St Louis Southwest	24	23	23	−1
300	..	St Louis Southwest pf	36⅞	36	36	−1
500	1	Santa Cecilia Sugar	4	3¾	3¾	−¼
200	..	Savage Arms	15½	15	15½	−⅜
300	..	Saxon Motor	3	3	3	..
400	..	Seaboard Air Line	6¾	6¼	6¾	+⅛
100	..	Seaboard Air Line pf	11⅞	11⅞	11⅞	−⅛
1600	8	Sears-Roebuck	99	98	98	−1½
400	..	Seneca Cop Corp	17½	17¼	17¼	−¼
1200	74	Shell Transport	40	39¾	39¾	−½
7900	..	Sinclair Oil	24⅞	24½	24½	−⅜
200	6	Sloss-Sheff	51½	50⅝	50⅝	−⅝
11300	6	Southern Pacific	100¼	98⅝	98⅝	−1
9100	..	Southern Pacific rts	23¾	22½	23	−¼
1800	..	Southern Rail	21⅝	20¾	20¾	−¾
600	5	Southern Rail pf	58	57½	57½	−1
50	20	Standard Oil of N J	622	616	616	−9
1400	7	Stand Oil of N J pf	103½	103¼	103½	−½
100	1	Steel Tube Co pf	79	79	79	−2
200	4	Stewart Warner Sp	27¾	27½	27¾	+⅝
400	4	Stromberg Carb	31	29	29	−1½
3400	7	Studebaker	43⅞	42	42	−¾
500	..	Submarine Boat Corp	9⅞	9¼	9¼	..
400	2	Superior Oil Corp	13¼	13¼	13¼	−¼
100	6	Superior Steel	43	43	43	−¼
600	..	Tenn Cop & Chem	7⅞	7¾	7¾	..
8000	3	Texas Co	43⅞	42½	42½	−1½
17800	1	Texas & Pac C & O	39½	37⅞	38	−1⅛
2000	..	Texas & Pacific	19¾	18	18	−¾
2500	..	Tidewater Oil rts	11⅞	10	11	−1⅛
500	6	Tobacco Products	57	50⅛	50⅛	−1½
200	..	Transcontinental Oil	8¾	8¾	8¾	..
300	2.50	Twin City R T	39¾	39	39	−1¾
100	8	Union Bag & Paper	77¾	77¾	77¾	−2¼
2800	..	Union Oil	21⅞	21½	21½	−¼
5000	10	Union Pacific	116¾	115	115	−2⅝
300	4	Union Pacific pf	64	64	64	−⅞
450	4	United Alloy Steel	32	31⅞	32	+⅛
500	8	United Drug	98	95½	95½	−4½
1200	12	United Fruit	199½	195¾	195¾	−4¼
100	..	United Rwy Invest	10	10	10	−⅛
100	..	United Rwy Invest pf	20½	20½	20½	..
1100	3	United Retail Stores	56⅛	54½	54½	−2
100	..	U S C I P & Fdy	12	12	12	..
4000	6	U S Food Products	20¼	18⅛	18⅛	−2¼
1500	8	U S Ind Alcohol	67	66½	66½	−1
100	..	U S Realty & Imp	40½	40½	40½	−2½
2200	8	U S Rubber	65½	64⅛	64⅝	−1⅛
800	6	U S Smelt & Ref	31	30	31	+⅜
15700	5	U S Steel	80¼	79⅛	79⅜	−1
700	7	U S Steel pf	106⅝	106½	106½	..
800	6	Utah Copper	51	50¾	50¾	−¼
100	..	Utah Sec	9½	9½	9½	..
600	6	Vanadium Corp	40½	39¾	39¾	−1
230	4	Va-Carolina Chem	22⅞	22½	22⅞	−1⅝
200	8	Va-Car Chem pf	92	91	91	−1
200	6	Va Iron Coal & Coke	88	87	88	−1
100	1	Vivadou Inc	8⅝	8⅝	8⅝	..
500	..	Wabash	7⅞	7½	7½	−⅛
1300	..	Wabash pf A	21¾	21	21	−⅜
100	..	Wabash pf B	14½	14½	14½	−⅛
1900	..	Western Maryland	10⅜	10	10	−⅜
400	..	West Maryland 2d pf	18½	17	17⅛	−¾
700	..	Western Pacific	27	26	26	−1
100	6	Western Pacific pf	69	69	69	−1
100	7	Western Union Tel	85½	85½	85½	−½
100	7	Westinghouse A Brake	95¼	95¼	95¼	−1
3300	4	Westinghouse E & M	41⅞	41	41	−1
800	..	Wheeling & L E	9⅝	9½	9½	−¼
100	..	Wheeling & L E pf	15⅛	15⅛	15⅛	−1½
1500	4	White Motor	35⅛	34½	35	+⅛
2500	..	White Oil Corp	16¼	15½	15½	−¼
100	4	Wick Spene Steel Corp	22	22	22	+2
2000	1	Willys-Overland	5⅞	5¾	5⅞	−⅛
1000	7	Willys-Overland pf	32½	30⅞	31	+1¼
160	5	Wilson & Co	37¼	37¼	37¼	..
100	..	Wisconsin Central	32	32	32	−3
200	6	Worthington Pump	44⅛	43⅝	43⅝	−1⅛

Total sales for this week, 4,751,000.

Philadelphia Markets

[illegible]

Quotations: Nearby firsts, 87@89c per [illegible]

Weighing 195 lbs. and over apiece, 35@37c; fowls nearby, weighing 3