

CLOSING MARKET HAD STRONG TONE

Week's Uncertain Drift Suggests Temporary Backset Impending

New York, Dec. 10.—Today's stock market developed pronounced strength after an irregular opening, and with it came an appreciable increase in the volume of dealings. The coppers for a time held the foremost attention, but the improving tendency was of a progressive type, gradually extending its influence to other stocks, independent steel shares and some of the equipments were given a large share of attention, but the character of the movement suggested hasty covering of the short interest all through the industrial list. The announcement of the proposed further reduction in wages failed to help the market, which, as a result, still sluggish. Although the higher range of quotations invited quite a good deal of profit-taking, the market retained a strong tone up to the closing.

The uncertain drift of the week's market was not all surprising in light of the substantial recovery in the price of oil of late, and more especially because the recent forward rising in the security markets had for its basis the easier money conditions rather than reflecting any material change in business conditions. No real student of the situation will deny the constructive character of recent developments both as regarding the foreign and our domestic conditions. These are facts that cannot be overlooked or underestimated, as there is not the slightest doubt but that foundations are being carefully and scientifically laid for a resumption of the country's industrial prosperity on a scale and in a manner substantially better than we ever had before. While this is certain to be productive of a growing feeling of optimism, yet on the other hand, as the week's market operations disclosed, there is a general recognition on the part of the more conservative observers of the possibility of speculative enthusiasm outrunning the progress of the reconstruction program.

In other words, a close and careful consideration of the recent movement would suggest the market was approaching or nearly approaching what the specie is pleased to call an "overbought" condition. It is reasonably certain, based upon past experience, that the average market would rise 16 points in the price level a certain amount of a week following has been attracted which technically has become a weakening rather than a strengthening element of the constructive speculative program. This view is strengthened by the observable failing stimulus to the technical and sentimental and the lacking enthusiasm over the revamped old combination years centered in such widely separated industries as coal mining, independent steel companies and moving pictures.

It would not be surprising, measured from a technical standpoint alone, that a fair-sized setback is in order. In other words, quite a number of conservative observers firmly believe that what has long been known as a healthy reaction is long overdue and is now impending. This does not imply any possibility of the control of the market situation reverting to bear operators, who for so many months dominated the market of security values, but it does mean the elimination of the weaker superstructure preparatory to a general evening up of accounts over the year's end.

PRESSURE AGAINST PENNSY WITHDRAWN

Number of Local Stocks Made Highs for Year During the Week

The smart rally in Pennsylvania Railroad to 33% and the strength of Electric Storage Battery, which advanced 2 points to 123, equal to the year's high record, were the outstanding features of the strong local market today. While the trading in general was not priced well sustained Philadelphia Rail Road was about little more freely, but only lost 1/4 in yielding to 18. U. G. I. and the Philadelphia Electric issues, on the other hand, were firm with little price change. Small odd lots raised Lehigh Navigation a point, to 68.

A number of the local stocks reached the highest prices of the year this week, induced by the latest market improvement in condition as well as outlook in the affairs of each of the companies. This was not only of local importance, but was likewise significant because it must be accepted as further convincing testimony of the marked change in the fundamentals of the general financial situation. Convincing of a given number of year sources of the Philadelphia Electric bond issues and other recent new issues. The turning confidence, on the part of the investor, however, found further direct reflection in the higher quotations registered by several inactive issues, which are regarded in the category of secondary investment shares.

The recovery of Pennsylvania was an offsetting influence, although it exerted little direct effect upon the course of the general list. The weakness, nevertheless, of this old line favorite was disconcerting and created undistinguished uneasiness. Whether many of the fears are really warranted, or whether there is foundation for much of the heard nowadays, remains to be determined. From information obtained from usually well-informed quarters there is little fear at any rate concerning the dividend. A good business revival could work a sharp transformation in the company's position as to earnings and some of the officials believe this insight. There are reasons for believing that a considerable amount of the recent selling of these stocks was effected by investors from stocks to bonds. Dividend uncertainties caused it and it applies to many other corporations besides the Pennsylvania.

Financial Briefs

The average price of twenty active industrial stocks advanced 0.10 per cent to 79.40, while twenty railroads were 0.15 per cent higher at 74.85.

Sales in November of the Schulte-Rothschild Corporation were \$1,629,657, against \$1,618,284 in November, 1920. This shows an increase of about 1/4 per cent over last year's figure.

Charles L. Cooper and Charles E. Peck have become associated with Schulte-Rothschild & Co. in their sales organization.

Harrison, Smith & Co. syndicate managers for Phillips Petroleum of Pennsylvania 4% per cent bonds have been sold.

Broad Island's gross business for first seven months of December reached 20,621 carloads, against 20,631 last month and 20,248 a year ago.

Leonard F. Allen has become associated with the bond department of Stroud & Co.

BANK CLEARINGS
Bank clearings today compared with corresponding day two years ago:

1921 \$67,000,000 \$72,585,760 \$88,028,442
1920 \$63,000,000
1919 \$6,000,000
Cables \$8,300,000

NEW YORK STOCK EXCHANGE TRANSACTIONS

Div.	High	Low	Today's Net Close	Chg.	Shares	Div.	High	Low	Today's Net Close	Chg.
100 Adams Express	49 1/2	49 1/2	49 1/2 + 1/4	+ 1/4	200	5 Kress & Sons	174 1/2	174 1/2	174 1/2 - 1/4	- 1/4
100 Advanced Rumely	11 1/2	11 1/2	11 1/2 - 1/4	- 1/4	200	6 Lackawanna Steel	47	46 1/2	46 1/2 - 1/4	- 1/4
100 Alco Products	43 1/2	43 1/2	43 1/2 + 1/4	+ 1/4	200	7 Lee Rubber Tire	29 1/2	29	29 + 1/4	+ 1/4
125 All Tex Rubber	20 1/2	19 3/4	20 - 1/4	- 1/4	200	8 Lehigh Valley	59 1/2	59	59 - 1/4	- 1/4
500 Alaska Gold Mines	1 1/2	1 1/2	1 1/2 - 1/4	- 1/4	200	9 Liggett & Myers	160	160	160 - 1/4	- 1/4
100 Allied Chem & Dye	56 1/2	56 1/2	56 1/2 + 1/4	+ 1/4	200	10 Looff Co.	14 1/2	14 1/2	14 1/2 - 1/4	- 1/4
4 Allis-Chalmers	38	37 1/2	37 1/2 + 1/4	+ 1/4	200	11 Loft Candy	10 1/2	10 1/2	10 1/2 - 1/4	- 1/4
100 Am. Hide & Leather	13	13	13 + 1/4	+ 1/4	200	12 Midvale Steel	20 1/2	20 1/2	20 1/2 - 1/4	- 1/4
200 Am Hide & Leather pf	57 1/2	57 1/2	57 1/2 + 1/4	+ 1/4	200	13 Manhattan Shoe Guar	35	34 1/2	34 1/2 - 1/4	- 1/4
300 Am. Hoe Sugar	30 1/2	30 1/2	30 1/2 - 1/4	- 1/4	200	14 Manhattan Shirt	34	33 1/2	33 1/2 - 1/4	- 1/4
200 Am. Bosch Magneto	32	32	32 + 1/4	+ 1/4	200	15 Market St Rwy pr pf	35	34 1/2	34 1/2 - 1/4	- 1/4
600 Am. Can	32 1/2	32 1/2	32 1/2 - 1/4	- 1/4	200	16 Marlin Oil	26	26	26 - 1/4	- 1/4
12 Am Car & Fdy	147	146 1/2	147 + 1	+ 1	200	17 May Dept Stores	89	88 1/2	88 1/2 - 1/4	- 1/4
200 Am. Cotton Oil	21	20 1/2	20 1/2 + 1/4	+ 1/4	200	18 Mexican Petroleum	18 1/2	18 1/2	18 1/2 - 1/4	- 1/4
100 Am Chile	10 1/2	10 1/2	10 1/2 + 1/4	+ 1/4	200	19 Missouri Pacific	26	26	26 + 1/4	+ 1/4
200 Am. Zinc	12	12	12 + 1/4	+ 1/4	200	20 Middle States Corp	14 1/2	14 1/2	14 1/2 - 1/4	- 1/4
100 Am Hide & Leather	13	13	13 + 1/4	+ 1/4	200	21 Mo Kansas & Texas	1%	1%	1% - 1/4	- 1/4
200 Am Internat Corp	41 1/2	40 1/2	41 1/2 + 1/4	+ 1/4	200	22 Mo Kan & Tex pf	2%	2%	2% - 1/4	- 1/4
100 Am Linseed	31	31	31 + 1/4	+ 1/4	200	23 Mo Kan & Tex pf	58	57 1/2	57 1/2 - 1/4	- 1/4
200 Am Linseed pf	58 1/2	58 1/2	58 1/2 + 1/4	+ 1/4	200	24 North American	23 1/2	23 1/2	23 1/2 - 1/4	- 1/4
100 Am Safety Razor	100	99 1/2	100 + 1/4	+ 1/4	200	25 Missouri Pacific pf	46	46	46 - 1/4	- 1/4
100 Am Smelt	40 1/2	43 1/2	43 1/2 + 1/4	+ 1/4	200	26 Montana Power	59	59	59 + 1/4	+ 1/4
7 Am Smelt Se A	87 1/2	87 1/2	87 1/2 + 1/4	+ 1/4	200	27 Montgomery Ward	13 1/2	13 1/2	13 1/2 - 1/4	- 1/4
100 Am Steel Foundries	34 1/2	34 1/2	34 1/2 + 1/4	+ 1/4	200	28 Morris Body	22	22	22 - 1/4	- 1/4
100 Am. Sugar	84 1/2	84 1/2	84 1/2 + 1/4	+ 1/4	200	29 National Acme	12	12	12 - 1/4	- 1/4
100 Am Sumatra	30 1/2	30 1/2	30 1/2 + 1/4	+ 1/4	200	30 National Stamp	88 1/2	88 1/2	88 1/2 - 1/4	- 1/4
100 Am. Tel Tel	116 1/2	116 1/2	116 1/2 + 1/4	+ 1/4	200	31 National Lead	107	107	107 + 1/4	+ 1/4
12 Am Tobacco B	124 1/2	124 1/2	124 1/2 + 1/4	+ 1/4	200	32 National Lead pf	3%	3%	3% - 1/4	- 1/4
6 Am Waterworks pf	17 1/2	18 1/2	18 1/2 + 1/4	+ 1/4	200	33 Nat R R of Mex 2d pf	3%	3%	3% - 1/4	- 1/4
6 Am Woolen	82 1/2	82 1/2	82 1/2 + 1/4	+ 1/4	200	34 New Am Central	74	73 1/2	73 1/2 - 1/4	- 1/4
100 Am Zinc Lead & Smelt	13	13	13 + 1/4	+ 1/4	200	35 New Am Central & S. L.	18	18	18 + 1/4	+ 1/4
100 Am Zinc Lead & Smelt pf	38	38	38 + 1/4	+ 1/4	200	36 New Am Central & S. L. 2d pf	11 1/2	11 1/2	11 1/2 - 1/4	- 1/4
100 Am. Zinc Lead & Smelt pf	100	100	100 + 1/4	+ 1/4	200	37 New York Dock	33 1/2	33 1/2	33 1/2 - 1/4	- 1/4
100 Am. Zinc Lead & Smelt pf	100	100	100 + 1/4	+ 1/4	200	38 New York H & H	14 1/2	14 1/2	14 1/2 - 1/4	- 1/4
100 Am. Zinc Lead & Smelt pf	100	100	100 + 1/4	+ 1/4	200	39 New York O & W.	22	22	22 - 1/4	- 1/4
100 Am. Zinc Lead & Smelt pf	100	100	100 + 1/4	+ 1/4	200	40 N Y Shipbuilding	13 1/2	13 1/2	13 1/2 - 1/4	- 1/4
100 Baldwin Locomotive	94 1/2	94 1/2	94 1/2 + 1/4	+ 1/4	200	41 Norfolk & Western	87 1/2	87 1/2	87 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	103	103	103 - 1	- 1	200	42 North American	44 1/2	44 1/2	44 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	100	100	100 + 1/4	+ 1/4	200	43 North American pf off	30 1/2	30 1/2	30 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	100	100	100 + 1/4	+ 1/4	200	44 Northern Pacific	80 1/2	80 1/2	80 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	100	100	100 + 1/4	+ 1/4	200	45 Northern Pacific pf	70 1/2	70 1/2	70 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	100	100	100 + 1/4	+ 1/4	200	46 Northern Pacific pf	70 1/2	70 1/2	70 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	100	100	100 + 1/4	+ 1/4	200	47 Northern Pacific pf	70 1/2	70 1/2	70 1/2 - 1/4	- 1/4
100 Baldwin Locomotive pf	100	100	100 + 1/4	+ 1/4	200	48 Northern Pacific pf	70 1/2	70 1/2	70 1/2 - 1/4	- 1/4