GOSSIP OF THE STREET

Although it could not be said that money was actually tight, there has been a very distinctly firmer local money market for several days past. There is virtually no time money under 4½ per cent and all sixty to ninety day loans have been made at that rate. Money up to six months commands 4¾ per cent. Some loans have been reported recently at 4¼ per cent, but these were either special cases, or for short-term maturity, mostly thirty-day loans.

In both banking and business circles this is regarded a favorable symptom, because it is the first direct reflection of an increasing demand of funds from commercial and industrial interests. It confirms the predictions made earlier in the summer by bank officials, who stated the settlement of the labor troubles was certain to be followed by a general quickening of business activity, which, in turn, would soon absorb whatever idle funds there would be in the hands of the loaning institutions.

Iron Industry Coming Back Fast

"Blast furnace resumption by steel companies is coming more rapidly than in the first week of September," says the Iron Age in its weekly review of the steel industry. "Pittsburgh, Youngstown, Cleveland, Chicago and Eastern Pennsylvania report fifteen furnaces started in the past week and indications are all August loss of twenty-six furnaces will be made up by another week or ten days.

"Such an increase in pig iron production points to a correspondingly easier situation in the near future in respect to steel deliveries, subject to handicap of insufficient car supply for moving of certain rolling mill products. "Embargoes announced by various railroads in the past week have had no important effect as yet on steel shipments.

"In the past week special efforts have been made to expedite delivery of railroad steel. With much equipment in bad order railroads are urging car works to make deliveries, since new equipment will operate for a considerable period without needing attention.

"Locomotive works also are expediting deliveries on the unusual volume of business they have booked recently.

"Steel Corporation ingot production this week is at more than 60 per cent capacity, and several independent companies are again close to 60 per cent, with prospects of some further increase."

S. O. After Producing Properties

Apropos to the statement published in this column yesterday, relative to the negotiations for the purchases of the Producers and Refiners' property by the Standard Oil interest through one of the underlying companies, it was stated yesterday by a usually reliable authority that negotiations are under way for several other prominent oil-producing properties in this country, particularly those with light oil reserves. It is stated offers have been made for Philips Petroleum, Cosden and Marland.

The aggressive policy of Standard Oil in seeking control of oil-producing properties follows the disclosure at the Senate's oil investigation that Standard Oil owns only about 20 per cent of the oil production of this country, where 80 per cent of the world's oil is produced. This percentage is regarded as too small when compared with Standard Oil's refining and marketing operations.

Collapse of production in Mexico, where Standard Oil in recent years has secured large quantities of cheap oil for its Gulf and Atlantic seaboard refineries, makes it imperative that the refining capacity be safeguarded by securing production in this country.

It is believed that several of these negotiations will be closed shortly, particularly as the Royal Dutch-Shell Group, which is also short of oil as a result of declining Mexican production, is competing with Standard Oil for acquisition of American producing properties.

Widening of Pool Activities

It was a matter of general comment after the close yesterday that the market, to a great extent, had again become one directed by pool activities, and those stocks in which concentrated efforts were made for these recently formed pools must be expected to take a prominent position in price movements for some time to come. Leading interests, however, insisted these pool activities constituted only a small portion of security trading and the great volume of bullish activity is conducted in important stocks for definite purpose. Those who have been concerned in recent trading in Pullman Company were steady and continuous buyers of that stock, although there were occasions when profit-taking entered into the situation to a substantial degree, supplying the demand from strong sources and causing recessions after advances were made.

These recessions and profit-takings were welcomed as furnishing opportunity by which desired additions could be made to present holdings of stocks in the hands of controlling interests, and predictions were made before a substantial reaction occurs Pullman will sell far above 150.

It was brought forward that those concerned in the movement in Pullman are not making any effort to induce outside buying because they do not desire any following or the creation of any extensive speculative accounts in it at the present time.

New Street Railway Equipment

Some indication of the manner in which public utilities operating interurban and suburban railways each year take care of the traffic demands placed upon them may be had in a recent compilation of figures which shows that between January 1 and the middle of June, 1922, more than 1000 passenger cars were ordered by street railway companies. This is 122 cars more than the number purchased in the corresponding period last year, and indications point to a more extensive purchase of new equipment from now up to and including the fall season.

Of the equipment ordered, the purchases were split into the following classes: 443 safety cars, 107 special type one-man cars, 404 other types of cars to be used in cities, twelve interurban cars and fifty elevated cars.

The district north of the Ohio and east of the Mississippi River has purchased the greatest number of cars, the total being 324, while the Mississippi district purchased 271 cars, the New England district 241 cars and the district south of the Ohio River and east of the Mississippi 175 cars.

Orders have been quite generally distributed over the country. This is considered as one of the best indications of the improved earnings position of the street railway industry.

Low-Priced Rail Drives

There is considerable diversity of opinion as to the motive behind the recent periodical drives against the lower-priced railroad shares. The Erie group came in for a pounding yesterday, and on Monday the Chicago and Great Western issues were subjected to a severe attack.

There is no information whatever that might account for the vicious drives against this class of stocks. The Chicago and Great Western met the September interest payments promptly, and no others are to be met for some months. The Erie, from all reports, is also in position to meet all the interest obligations. The case of the Chicago and Alton was a different proposition, as the road had been in default on its general mortgage bonds for a long time prior to the receivership decision.

In the opinion of some market interests, the spasmodic attacks on the low-priced rails are part of the program of the bear element in their efforts to force a general reaction. It was pointed out these unsupported spots are selected with a fixed purpose of precipitating a general selling movement. The maneuvers thus far have been entirely unsuccessful.

THE TRADER.

3000 ENTER STATE COLLEGE

Late Registrants Expected to Increase Total to 3300

State College, Pa., Sept. 14.—Pennsylvania State College opened yesterday for its sixty-eighth year with more than 3000 men and women students already on hand and with late registrants expected to swell the total to 3300. One thousand freshmen have been admitted.

The opening convocation was held in the auditorium. John M. Thomas, president, welcomed the students.