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THE STEEL MARKET.

Good Demand From Both Foreign and Domestic Sources.

The steel market continues active and firm, with a good demand from both foreign and domestic sources. Prices on all products are holding firm. The demand for steel bars for conversion into shrapnel continues a large factor and inquiries at present are variously estimated at between 100,000 and 150,000 tons.

There is not only a heavy foreign inquiry for ammunition, but commercial products are also being sought in large quantities. It is said that Russia and France are in the market for considerable tonnages of rails as well as cars.

CONSOLIDATED EXCHANGE.

St. Paul's collapse in price stood out as the feature of the market on the Consolidated Stock Exchange yesterday. Opening at 91¼, that stock on transactions of 4,030 shares broke to 84½, closing at 85.

The general list reacted under the influence of the St. Paul decline, but the recessions as a rule were moderate. In the early dealings the mark had improved and the bulls on the floor made much of the apparent tendency of business to enlarge in volume on the advances. The early betterment was in the face of a very sharp decline recorded by United States Rubber on the overnight news of the passing of the common dividend.

There was special activity in American Can. That stock opened at 46⅝, an advance of ¾ of a point compared with its closing price on Thursday, and after changing hands at 46½ rose to 47⅜. It, however, closed at 46⅞. Rubber, the early weak feature, opened at 46, a drop of 5⅜ points from Thursday's closing. It rallied to 48 and then dropped to 44⅝ on further selling by disappointed holders. It closed at 46. United States Steel common, after opening at 60, unchanged from Thursday, advanced to 60⅞. It closed, however, at 60¼.

Transactions for the day totalled 38,080 shares. An afternoon incident was the sale by a commission house of 2,500 shares of Reading at 147⅝ and 147¼.

RAILROAD EARNINGS.

HOCKING VALLEY.

The Hocking Valley Railway Company reports for May:

	1915.	Changes.	
Total revenue....	$518,576	Inc.	$76,569
Expenses	320,787	Inc.	24,643
Net oper. rev...	$197,789	Inc.	$51,917
Net income.....	26,374	Inc.	19,445

From July 1:

Total revenue....	$5,668,071	Dec.	$876,138
Expenses	3,852,068	Dec.	630,046
Net oper. rev...	$1,816,003	Dec.	$246,092
Net income.....	428,065	Dec.	461,467

ST. PAUL.

The Chicago, Milwaukee and St. Paul Railway Company reports for May:

	1915.	Changes.	
Gross oper. rev...	$7,244,196	Inc.	$132,537
Oper. expenses...	5,179,907	Inc.	236,878
Net oper. rev....	2,064,289	Dec.	$104,341
Net income.....	1,694,466	Dec.	136,110

From July 1:

Gross oper. rev...	$83,624,505	Dec.	$2,134,553
Oper. expenses...	57,371,408	Dec.	274,851
Net oper. rev...	$26,253,097	Dec.	$1,859,702
Net income.....	21,894,215	Dec.	2,466,251

NEW HAVEN.

The New York, New Haven and Hartford reports to the Interstate Commerce Commission for May:

	1915.	Changes.	
Total oper. rev..	$5,754,809	Inc.	$117,103
Total oper. exps..	3,829,421	Dec.	246,381
Net oper. rev..	$1,924,388	Inc.	$363,484
Oper. income....	1,738,272	Inc.	477,371

From July 1:

Total oper. rev...	$59,051,276	Dec.	$2,555,948
Total oper. exps..	40,839,321	Dec.	4,156,814
Net oper. rev...	$18,211,955	Inc.	1,600,866
Oper. income.....	15,850,650	Inc.	2,524,698

ROCK ISLAND LINES.

The Rock Island Lines report for May:

	1915.	Changes.	
Oper. revenue....	$5,336,704	Inc.	$361,863
Oper. expenses....	4,345,818	Dec.	36,182
Net revenues....	$1,090,886	Inc.	$398,045
Oper. income.....	804,453	Inc.	347,803

From July 1:

Oper. revenue....	$65,288,216	Inc.	$2,816,356
Oper. expenses....	49,235,438	Inc.	1,915,038
Net revenue....	$16,052,778	Inc.	$901,318
Oper. income.....	12,985,700	Inc.	902,576

WABASH.

The Wabash Railroad reports to the Interstate Commerce Commission for May:

	1915.	Changes.	
Total oper. rev...	$2,365,451	Inc.	$43,188
Total oper. exps..	2,068,371	Inc.	22,521
Net oper. rev..	$295,180	Inc.	$20,667
Oper. income....	216,164	Inc.	40,942

From July 1:

Total oper. rev...	$26,762,377	Dec.	$1,098,488
Total oper. exps..	21,069,900	Dec.	1,421,710
Net oper. rev...	$5,692,376	Inc.	$323,221
Oper. income.....	4,802,648	Inc.	378,610

MISSOURI, KANSAS AND TEXAS.

The Missouri, Kansas and Texas Lines report for May:

	1915.	Changes.	
Total oper. rev...	$2,287,569	Inc.	$67,401
Total oper. exps..	1,734,093	Inc.	59,042
Net oper. rev..	$553,259	Dec.	$50,264
Oper. income.....	468,874	Dec.	54,306

From July 1:

Total oper. rev...	$30,519,627	Inc.	$937,164
Total oper. exps..	21,219,972	Dec.	485,221
Net oper. rev...	$9,462,075	Inc.	$1,438,761
Oper. income.....	8,227,042	Inc.	1,591,833

Customs Receipts $556,656.95.

Total receipts for duties at the Custom House yesterday were $556,656.95, of which $217,777.32 was for merchandise withdrawn from bonded warehouses and $338,879.63 for recent importations.

FINANCIAL NEWS AND COMMENT

St. Paul Railway Shares Break Heavily and Unsettle General List.

SOME BEARISH EFFORT

Dealings increased in the stock market yesterday and the expansion was somewhat at the expense of prices, although the movement was irregular and extensive decline was limited to a very few issues. The most conspicuous were United States Rubber, which scored all its loss in the early trading, and Chicago, Milwaukee and St. Paul Railway shares, which had a more or less disturbing break. In the main the average of quoted values continued along the level at which they have been holding for a month and it could not be said that the share list gave definite indications of developing a downward tendency even though influences were working for at least a temporary setback.

United States Rubber declined heavily at the opening in response to the overnight announcement of the suspension of dividends on the stock, and it must be said that the episode which Rubber shares have furnished lately has hardly been a bid for public support for the stock market. However, the general list resisted the initial fall in Rubber and proceeded to display more or less strength, a conspicuous leader being American Can, concerning which circumstantial reports were circulated that the company was in the way of receiving a very large war order.

Late in the forenoon the market came to a standstill and subsequently was upset by the special weakness which appeared in various directions. Stocks were not materially weakened around the room, but they were unsettled in the late dealings by St. Paul's continued slump and the close was rather heavy.

Foreign selling, presumably of British origin, persisted in the moderate volume which has been stimulated by the new British war loan and seems likely to continue while preparations are making to provide cash for the first payment on the loan. Stocks were in some supply from foreign sources and it was said that liquidation from abroad started the decline in St. Paul. Nevertheless the Stock Exchange session presented aspects of fairly aggressive bearish operations by traders who have been somewhat out of sympathy with the market lately because of the way in which it has been held in check.

Wall Street was filled with rumors and suggestions, as well as arguments, of a bearish nature, which were rather symptomatic of professional activity. Apprehension was expressed over the voyage of the White Star Line steamship Adriatic, and the unsatisfactory picture of the war from the point of view of the Allies was made to serve as a point against the maintenance of stock market strength. When a weak spot was found in St. Paul shares bearish advantage was eagerly pressed and under the circumstances the resistance which the general market offered to the action of St. Paul, following the decline which has been going on in Canadian Pacific and United States Rubber, was satisfactory.

A great deal was said about the St. Paul's earnings, but the May statement showed a gross gain of $132,000 and a net decline of $136,000 only. For some years past the road has been in a difficult position compared with other Western lines and Wall Street was in a mood to lend some credence to the notion that the dividend might not be fully maintained. It is to be noted, though, that a variety of railroad statements made during the day setting forth operating results in May, continued the proof of improvement already furnished. Even systems which have been in hard straits like the New Haven, the Rock Island and the Wabash reported both gross and net increases.

In the foreign exchange market there was an arrest of weakness. The greater firmness of sterling exchange attracted attention and was commonly attributed to the effect of sales of our securities here. At the same time it is more probable that it reflected negotiations reported in London despatches for the arrangement of a large British credit at this centre.

In the wheat market there was a strong continuation of the rise which has been going on lately. More notice was taken of crop damage reports and curiosity began to be manifested as to the way in which the pending Government crop exhibit would reflect the weather of the past month.

MONEY AND EXCHANGE.

The New York Federal Reserve Bank rates were 4 per cent. for thirty to ninety days and 5 per cent. for longer bills.

Open market discounts, prime acceptances maturing up to ninety days, 2½@2¼ per cent.

Commercial paper rates were 3½@4 per cent. for sixty and ninety day bills and for four to six months best names; 4½ per cent. for others.

Time money was dull and steady. Rates were 2¼@2½ per cent. for sixty days, 2½@2¾ per cent. for ninety days, 2¾@3 per cent. for four months, 3@3¼ per cent. for five and six months.

Call money on the floor of the Stock Exchange yesterday ruled at 1¾ per cent.; high, 1¾ per cent.; low, 1¼ per cent.

Domestic exchange on New York: St. Louis, par; San Francisco, 40c. premium; Minneapolis, 30c. premium; Chicago, 10c. discount.; Cincinnati, par; Montreal, $8.12½ premium.

Call money on London was 1¾ per cent.; short bills, 2¾ per cent.; three months bills, 2¾ per cent.

Sterling exchange was steady. Final quotations were; Demand, 4.76 5-16; cables, 4.77¼.

Bar silver in London, 22 15-16d.; in New York, 48¼c.

New York Clearing House statement: Exchanges, $630,081,610; balances, $53,990,586; Sub-Treasury credit balance, $9,436,664.

Live Stock Market.

FRIDAY, July 2.

Receipts of beeves were 1,657 head, including 20 cars for the market. Steers were in demand and firm to a fraction higher; bulls ruled steady, closing slow; medium and common cows were steady; good cows weak to a trifle easier. The yards were cleared. Common to choice steers sold at $8.25@$10 per 100 lbs.; bulls at $6@$8; 2 extra dry fed at $8.50; common to choice cows at $3.75@$7.50; a few extra dry fed at $7.75; tailends at $3.25@$3.50. Dressed beef was steady to firm at 12@14½c. per lb. for native sides.

Receipts of calves were 958 head, including 744 for the market. Prime handy weight veals were in demand and 50c. higher; others 25c. higher; the pens were cleared. Common to choice veals sold at $9@$12 per 100 lbs.; culls at $7@$8.50; mixed and skim milk calves at $6@$7; grassers at $6. City dressed veals firm at 14½@18½c. per lb.; country dressed at 11@15½c.

Receipts of sheep and lambs were 7,706 head, including 25 cars for the market. Good handy sheep appeared to be about steady; others a trifle weak; lambs made a sharp break of 50@75c., with a slow trade, but about all were taken. Common to prime sheep (ewes) sold at $3.50@$6 per 100 lbs.; culls at $3; common to choice lambs at $8.50@$10.30; 1 car of prime Kentucky at $10.50. Dressed mutton weak at 8@14c.; dressed lambs at 14@18c.; hog dressed exceeded quotations.

Receipts of hogs were 2,220 head, including 1 car for sale. Market steady at $8.10@$8.30 per 100 lbs.; roughs, $6.50@$6.75.

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

FRIDAY, JULY 2, 1915.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
37½	37⅞	..	2500	Alaska G M	37½	38	37¼	37½	..
17	17½	..	400	Allis-Chalmers	17	17⅛	17	17	..
52¾	54	..	200	Allis-Chalmers pf	53	53¼	53	53¼	+ ¾
74½	74¾	2	3200	Amal Copper	74⅞	75¼	74¼	74¼	— ⅜
49	49½	..	700	Am Beet Sugar	48¾	49½	48¾	49	+ ¼
51	51½	4	100	Am Ag Chem	51¼	51¼	51¼	51¼	— ¼
104	104½	7	100	Am Brake Shoe ctfs	104	104	104	104	..
46½	46⅝	..	45800	Am Can	46¾	47⅞	46½	46⅝	+ ⅝
101½	102½	7	200	Am Can pf	102	102⅛	102	102⅛	+ 1⅛
54¼	55⅜	2	500	Am Car & F	54½	54¾	54⅜	54¾	+ ¾
112⅞	114	7	150	Am Car & F pf	113⅝	113⅝	113⅝	113⅝	+ ⅛
123½	125	7	3900	Am Coal Prod	120	127	120	123½	+ 5⅛
46½	47⅛	..	200	Am Col Oil	46	46¼	46	46¼	— ½
34¼	34¾	..	100	Am H & Leather pf	34½	34½	34½	34½	+ ¼
28	29	..	100	Am Ice	29	29	29	29	+ ⅝
28	29½	..	100	Am Linseed Co pf	29½	29½	29½	29½	+ ¼
49	49¾	..	1200	Am Loco	49¾	49¾	48⅞	49¾	+ 1
98¾	98¾	7	400	Am Loco pf	98⅛	98⅞	98⅛	98⅞	+ ⅜
79¼	79¾	4	3200	Am Smelting	79	80⅛	79	79¼	— ¾
79	80	5	50	Am Smelting Sec	80	80	80	80	..
108	109	7	1100	Am Sugar	109	109⅞	109	109½	+ 2
120½	121	8	100	Am Tel & Tel	120⅞	120⅞	120⅞	120⅞	+ ⅞
225	227¼	20	100	Am Tobacco	226⅞	226⅞	226⅞	226⅞	..
35¼	35¾	8	4100	Anaconda ex div	35¾	35⅞	35⅜	35⅝	..
100	100⅛	6	1600	Atch, Top & S Fe	100⅛	100½	100	100	..
97¼	97¾	5	300	Atch, Top & S Fe pf	97¾	97¾	97½	97½	— ½
..	..	8	15	Bank of Commerce	160	160	160	160	..
66⅞	67	2	16650	Baldwin Loco	64½	68	64½	66⅞	+ 2⅝
76¾	77	5	1300	B & O	76¾	77⅜	76½	76½	— ½
70½	71	4	100	B & O pf	70⅝	70⅝	70⅝	70⅝	— ⅛
1⅛	1¾	..	200	Batopilas	1¼	1¼	1¼	1¼	..
167½	168½	..	900	Bethlehem Steel	169¼	169½	167¾	167¾	— 1¼
53½	54	..	9060	B F Goodrich	53⅞	55	53¾	53¾	— ⅛
104	104½	7	100	B F Goodrich pf	104	104	104	104	+ ½
87¼	88	6	300	Bklyn Rap Tran	87⅞	87⅞	87¾	87¾	— ¼
71½	72⅛	30	2500	Butte Copper	72	73	71¾	72	+ ½
14	15	..	100	Cal Pet	14½	14½	14½	14½	+ ⅛
35½	38	4	100	Cal Pet pf	36	36	36	36	+ ½
142½	142⅞	10	12450	Can Pacific	143½	144½	142	142⅞	— ¼
40⅛	40⅝	3	4015	Cen Leather	40½	41¼	40½	40¾	+ ¾
38¼	39	..	600	C & O	39⅛	39⅛	38½	38½	+ ⅛
..	9½	..	100	Chicago & Alton	9¼	9¼	9¼	9¼	+ ¾
125	127	7	100	Chi & Northwest	125	125	125	125	..
29¼	29½	..	1200	Chi Gt West pf	29	29½	29	29½	— ⅛
84¼	85	5	15600	Ch, M & St P	91	91	83¾	84¼	— 6
124	125	7	100	Ch, M & St P pf	125	125	125	125	— 1
16⅛	16½	..	2500	Chi, R I & Pac	15⅞	16½	15⅞	16⅜	+ ⅜
44⅞	45⅛	60	2600	Chino Copper	45¾	45½	44⅞	45	— ¾
31	31¾	..	600	Col F & I	31	31⅝	31	31¾	+ ⅛
.13	.14	..	400	Comstock	.14	.14	.14	.14	..
14¼	14⅝	..	400	Corn Products	14¼	14½	14¼	14½	..
65	67	..	100	Cont Can	67	67	67	67	..
99	101	7	400	Cont Can pf, s 30	99½	99½	99½	99½	..
86¾	88½	..	200	Cuban Am Sugar	88	88¼	88	88¼	+ 1¼
30¾	31	..	12800	Crucible Steel	31¾	32	30⅝	31	— ½
422	425	10	100	Del, L & W	422	422	422	422	+ 1
24⅛	24¾	..	2800	Distillers Sec	24½	25	24¼	24¼	— ½
17½	17¾	..	600	Dome Mines	18¼	18¼	17½	17½	— ½
26⅛	26¼	..	3600	Erie	26⅛	26¾	26	26⅜	+ ⅜
40½	40¾	..	235	Erie 1st pf	40¾	41	40¾	41	+ ¾
104¼	105	7	50	F W Woolworth	104	104	104	104	..
245	250	6	150	Gen Chem Co	240	240	240	240	+10
168½	169½	8	1400	Gen Elec Co	169½	170¾	169	169	— ¾
156	158	..	1200	Gen Motor	156½	158	156	156	+ 1
101⅛	103¼	7	600	Gen Motor pf	102½	103⅛	102½	103	+ ¾
117⅞	118½	7	1400	Gt Nor pf	118⅛	118½	117¾	118	— ⅛
35	35½	..	1500	Gt Nor Ore ctfs	34¾	35⅜	34¾	35¼	+ ⅝
63	63½	..	1700	Guggenheim	63	63⅝	63	63½	+ ¾
118	120	7.8	10	Homestake	120	120	120	120	..
30⅞	31	..	1000	Inspiration Con	31¾	31¾	31	31	..
73½	74	6	300	Interboro Con pf, ex div.	74½	74½	73½	73½	— ⅝
22	22¼	..	2200	Inter-Met	22	22¼	22	22	..
75	75½	..	300	Inter-Met pf	75½	75½	75⅛	75⅛	— ⅛
58	59	4	100	Kan City Sou pf	59	59	59	59	+ 1
44	47½	..	200	Lack Steel	44	44	44	44	— 1½
142⅜	143	10	1000	Lehigh Valley	143	143	142	142¼	+ ⅛
115	116½	5	500	L & N	117½	117½	115	115	— 2½
37¼	37¾	..	2100	Maxwell Motor Co	40⅛	40⅛	37	37½	— 2½
83½	84¼	7	400	Maxwell Motor Co 1 pf	85	85	83	83	— 1¾
33½	34¼	..	900	Maxwell Motor Co 2 pf	35½	35¾	34	34	— 2½
74½	75	..	1200	Mex Pet	75½	76¼	74½	74½	— 1
28	28⅛	60	8026	Miami Copper	28¾	28⅝	27⅞	28	— ⅛
14¾	16	..	10	Minn & St Louis	15¾	15¾	15¾	15¾	..
110	112	7	500	Minn, St P & S S M	113½	113½	112	112	— 4
120	122	7	100	Minn, St P & S S M s 15.	123	123	123	123	..
9	9⅛	..	100	Mo, Kan & Texas	9	9	9	9	— ½
6	6¼	..	8150	Missouri Pacific	6¼	6⅞	5⅝	6⅛	— ⅛
102	103	7	200	Montana Power pf	103	103	103	103	+ 1
62¾	64	3	500	Nat Lead	63¼	63¼	62⅞	62⅞	— ⅛
17	18	..	400	Nat E & S	17¾	17¾	17¾	17¾	+ ⅝
14¾	14⅞	30	700	Nevada Con	15	15	14⅞	14⅞	..
92½	92¾	6	1800	N Y Air Brake	92	94¾	92	92½	+ 2¼
88⅝	88⅞	5	2500	N Y Central	89	89¼	88⅝	88¾	— ¾
63½	64½	..	500	N Y, N H & H	64	64½	63⅝	63⅝	+ ⅛
27	28	..	300	N Y, Ont & W	27⅞	28	27½	27½	..
103	104	6	100	Norfolk & West	103	103	103	103	..
105	105¼	7	3900	Northern Pacific	106⅝	107	105	105	— 1½
33½	34	..	4300	Pacific Mail	32½	35¾	32½	33½	+ ½
30	33	..	100	Pac T & T	30½	30½	30½	30½	— 2½
106	106¼	6	2700	Penn R R	105⅞	106½	105⅞	106¼	+ ⅜
38	40¼	7	320	Pettibone & M Co	40	40¼	40	40¼	+ 4¼
23	23¾	..	600	Pitts Coal	23¾	23¾	23⅝	23⅝	+ ⅜
94	94½	5	200	Pitts Coal pf	94⅛	94¼	94⅛	94¼	+ ¼
48	48½	..	800	Pressed Steel Car	47¾	48½	47¾	48½	+ 1
156	160	8	100	Pullman Pal Car Co	157½	157½	157½	157½	— 2½
23⅝	23¾	15	1600	Ray Cons Copper	23⅝	23⅞	23½	23⅞	+ ⅛
29⅛	30	..	300	Republic Steel	29⅛	29⅛	29⅛	29⅛	..
87	88	..	200	Republic Steel pf	87¾	87¾	87¾	87¾	— ½
147⅛	147¼	8	8600	Reading	147⅝	148⅞	147⅛	147⅜	— ¾
¼	¾	..	100	Rock Island pf	¾	¾	¾	¾	+ ⅛
2⅛	2¾	..	3500	Rumely	2⅛	2½	1⅞	2⅛	— ½
6	7¼	..	1400	Rumely pf	6⅞	7¾	5¼	7¾	— ⅛
14	14¼	..	300	Seaboard A L	14¼	14¼	14	14	— ½
34	34½	..	400	Seaboard A L pf	35½	35½	34½	38½	— 1
140	141	7	2500	Sears-Roebuck	139½	143	139½	140	+1 1
6¼	6⅞	..	400	St L & San Fran	6¾	7	6¾	7	..
7	7¾	..	100	St L & San Fran 2 pf	7½	7½	7½	7½	+ ¼
87	87¼	6	2900	Southern Pacific	88	88½	87	87	— ¾
15⅝	15⅞	..	100	Southern Rwy Co	15⅝	15⅝	15⅝	15⅝	..
49½	52½	..	1100	Southern Rwy Co pf	49	50¼	49	50	..
55¼	56	..	100	Stand Mill Co	55⅜	55⅜	55⅜	55⅜	+ ⅜
70½	72½	5	100	Stand Mill Co pf s 30	71	71	71	71	..
76½	77½	5	900	Studebaker	77	77½	76⅝	77	+ ¼
100	101	7	200	Studebaker pf	100⅛	100⅛	100⅛	100⅛	..
36¾	37	12	500	Tenn Copper	37	37	36¾	36¾	— ⅛
52½	53¼	..	1000	Third Ave R R	53	53½	53	53¼	+ 1¼
127⅜	127¾	8	5800	Union Pacific	127½	128½	127¼	127¾	..
80	80¾	4	1000	Union Pacific pf	80⅞	80⅞	80¼	80¼	+ ⅛
45	48	4	100	Un Cigar Mfrs	45	45	45	45	+ ⅝
55	58	..	100	U S I Alcohol	57	57	57	57	+ ¼
46¼	46⅝	..	36400	U S Rubber	45	47	44¼	46⅜	— 5½
105⅛	105¾	8	450	U S Rubber 1 pf	106	106¾	106	106	+ ⅞
60¼	60¾	..	21500	U S Steel	60½	60⅞	60¼	60¼	+ ⅛
109¾	109⅝	7	400	U S Steel pf	109½	109½	109½	109½	+ ⅛
67½	67¾	40	1500	Utah Copper	67½	68	67½	67¾	+ ⅜
..	⅛	..	1300	Wabash	⅛	⅛	⅛	⅛	— ⅛
⅛	¼	..	200	Wabash pf	¼	¼	⅛	⅛	— ⅛
95	100	6	200	Wells Fargo Exp	99¾	99¾	99	99	— 1
99¾	99¾	4	21150	Westinghouse Elec	98¼	100¼	98¼	99¾	+ 1⅜
66⅝	66¾	4	100	Western Union Tel	66⅛	66⅛	66⅛	66⅛	..
¾	1	..	400	Wheel & L Erie	1	1	1	1	— ½
2	4	..	100	Wheel & L Erie 1 pf	4	4	4	4	..
30	31½	..	100	Wis Central	31	31	31	31	— ½
126	126½	6	400	Willys Overland	127½	127½	127	127	— 1½

Total sales to-day, 334,200 shares. Same day 1914, 149,885. January 1 to date, 62,687,185. Same period 1914, 38,452,275.

Where a "c" follows a quotation it indicates a bid or offer for 10 shares.

BID AND ASKED PRICES.

Closing prices of stocks in which there were no transactions yesterday:

	Bid.	Asked.		Bid.	Asked.		Bid.	Asked.		Bid.	Asked.
AdamsExp	80	92	Del&Hud	147	148	ManBeach	2	8	StL&SF 1 pf	8	11
AmAgCh pf	95	105	DeereCorp	—	91½	ManSoW	125	128	StLSoW	14	16
AmBrSpf c	155	159½	DesMFtD	6	10	ManShirt	51	—	StLSoW pf	30	37
AmBtSu pf	83	86	DesMPD pf	31	—	ManSh pf	101½	105	Sears-R pf	120¼	124
AmCoal	80	—	Den&RGr	5½	6½	MayDptSts	35¼	37¾	Sloss-Sh	34	37
AmCotP pf	115	125	DenRGr pf	9	10	MayDS pf	96	98	Sloss-Sh pf	75	90
AmCotO pf	87	94	DetEdison	113c	114	MexPet pf	—	58	SSKresge	130	137
AmExpress	85	90	Det&Mack	70	—	MichCen	105c	120c	SSKres pf	105¼	110
AmH&L	6¾	7	Det&Mpf	80	—	Min&StLpf	30	40	SoPRSugar	58	90
AmLinOil	10½	12	DetUnited	58½	60	MStP&SS	—	—	SoPRSu pf	84	100
AmMalt	5¾	6	DulSS&A	—	4	M pf	3	—	SoRyM&O	86c	86c
AmMstpf	25	27	DulSSA pf	6	9	Mob&B pf	64c	80c	TexasCo	127	129
AmSmlt pf	100½	102½	DuPont pf	97	—	MK&T pf	25½	27	TexCo pf	120	126
AmSnuff	145	190	Erie 2 pf	31	32	MonPower	46¾	49¼	TexPac	12½	14¾
AmSnuff pf	100	105	Eastman	500c	—	MorrisE	165	170	TexPacLT	10¾	—
AmStlFdy	36	38	Fed M&S	29	32	NaCh&StL	121	125	TobPr pf	98	100
AmSu pf	113	115	FedM&S pf	44	49½	NatBiscuit	117¼	120	TStL&W	1½	3
AmTel&Ca	60	65	FWIlwh pf	120	121½	NatBis pf	124	130	TStL&W pf	7	8¾
AmTobpf	106	107	GWTelmc	170	180	Nat'l Acme	90	92	TwinCity	90	92
AmWoolen	24	29	GWTilm pf	110	118	NatC&S pf	104*	107	Underwood	62	70
AmWool pf	84	88	GenCh pf	109	110	NatE&S pf	80	87	Underw pf	100	105
AmWrPpf	5½	6½	GranbyCon	103	105	NatLead pf	109¾	110	UnBag&P	5½	6
AssetsRealpf	5½	8½	Havana	80¼	81¾	Nat Ry of	—	—	UnBag&P pf	22⅞	25
AssoM 1 pf	—	95	Havana pf	97¼	98½	Mex 1 pf	—	23	UnCigM pf	101	104½
AssoM 2 pf	—	98½	HarvNJ	198½	198	Nat Ry of			UnBtyInv	16	17½
AtlCoalne	103½	104	HarvNJ pf	—	114	Mex 2 pf	5¼	6½	UnBtyInv pf	32½	32⅞
BaldwLoco pf	100½	102	HarvCorp	63¼	65	NYC&StL	29	31½	UnBtyGds	—	50
BethStl pf	110	118	HarvCor pf	96	99	NYC&StL			UnBtyG pf	58	60
BklynUGas	126	130	HockingV	—	115	1 pf	50	76	USCastIP	13	15
BrunsTer	5	5½	IllCentral	100¾	106¾	NatLead pf	109¾	110	USCastIP pf	37	39
BoothF	—	40	IntAgrCor	6¼	7	2 pf	—	62	UStindal pf	93	97
BrownShoe	23	30	IntAgr pf	20½	25	NYLac&W	111	123	USExp	63	65
BuffRoP	66	67	IntP