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COTTONSEED OIL.

The Census Bureau estimated the seed crush for the entire season at 4,132,000 tons, against 5,781,000 a year ago. It is estimated that the refined oil production this year will not exceed 3,000,000 barrels, against 4,150,000 last year. This shortage is just about in line with the general expectations in the trade.

Yesterday's market was strong. There were new high levels reached, and on the curb May oil advanced to 10.75. Spot cotton demand is fair, helped by the action of the lard market; buying of oil for refiners and strength of crude. Southerners were not disposed to sell much crude oil under the basis of 72c.

	Closing Prices.	Prev. close.
		Bid
Spot	10.56	10.48
March	10.57@10.70	10.60
May	10.66@10.69	10.55
July	10.65@10.65	10.47
September	10.15@10.35	10.35
October	9.61@9.64	9.44

FINANCIAL NEWS AND COMMENT

Prices Move Irregularly in Stock Market—Reaction Very Small.

TRADING IS LESS ACTIVE

There were no indications yesterday of any significant change in the position of the stock market or in the tendency of quoted values. The upward movement of the week, which slackened visibly after Wednesday, was not succeeded by any pronounced reversal. All the developments were only such as might have been expected toward the week end in the sequel to such an expansion of trading at extensive rise in prices. Total transactions showed a decrease of 25 per cent. or more from the average volume of the last few days and reaction such as there was appeared rather in this fact than in price changes. The course of prices was irregular, but the principal changes at the end of the day were upward.

Professionalism more obviously characterized the dealings and there was less obvious public support. The professional attitude was more or less conflicting. Manipulative tactics on the constructive side were not wanting, but the general range of trading effort seemed to be represented by operations for the decline. Wall Street sentiment was tinged by the theory and expectation of a material setback because of the heavy realizing sales of the week and reactionary notions influenced a good deal of market action. Pressure was more evident in the intervals of receding prices, but stocks in the main offered firm underlying resistance, and taking the market as a whole reactionary processes did not make marked progress.

Aggressive strength was displayed by a miscellaneous assortment of issues and was not by any means confined to specialties. The International Mercantile Marine stocks and Mexican Petroleum made conspicuous gains, and at one time or another attention was attracted to Baldwin Locomotive, Crucible Steel, Bethlehem Steel, American Zinc and similar descriptions, although advances were not in most cases maintained. The different sugar stocks held their level of rise well and standard issues in all departments were fairly steady, while there was more active strength in some of the rails, notably Norfolk and Western and Chesapeake and Ohio.

Nothing in the news from abroad was calculated to alter the week's mood of speculative optimism. Indeed, so far as regards the European war, Wall Street is inclined to look for increasing signs of desperation on the part of the Central Powers, which will betoken the growing difficulties of their belligerent position. Fragmentary reports of the tax budget speech of the German Financial Secretary contrast so strikingly with last year's utterances in the Reichstag as to amount to proof of heavy economic strain. Mexican advices were so barren as to be more or less negligible.

In the foreign exchange market German bills declined fractionally from their new low level, while sterling and francs improved.

THE COFFEE MARKET.

Nervous Longs Sell on Disquieting Report From Brazil.

The coffee market was very much disturbed yesterday by press advices from London, which stated that forty-four German vessels interned in Brazilian waters, had been seized by the Brazilian Government. This report was not confirmed, but if true it will mean a larger amount of available tonnage for the movement of coffee. Consequently, longs here became nervous and sold freely. At the outset prices were 9 to 16 points lower and later showed further losses, closing near the bottom at 15 to 17 points net decline. Total sales for the day were 54,000 bags.

Offers from Brazil were delayed, but those received were steady to firm, with Santos 4s quoted at 10.45 to 10.70c. London credits, while Rio 7s were offered at 9.10c. London credits and 9c. American credits. The local spot market was inactive, with buyers apparently inclined to await developments, but prices remained unchanged with Rio 7s quoted at 9¾c. and Santos 4s at 10¼c.

The official cables from Brazil were not received until in the afternoon, and this for a time caused some uneasiness, as it was thought to indicate a slower censorship which might mean the confirmation of the reported seizure of boats. Prices in both Rio and Santos were unchanged and Rio exchange on London was 1-32d. lower. Prices follow:

	Open ing.	High-est.	Low-est.	Clos ing.	Prev. close.
March				7.85@7.90	8.06
April				7.95@7.95	8.06
May	8.05	8.05	7.95	8.00@8.01	8.13
June	8.10	8.10	8.00	8.06@8.08	8.23
July	8.15	8.15	8.05	8.06@8.08	8.23
August				8.10@8.15	8.26
September	8.15	8.15	8.10	8.10@8.15	8.32
October				8.20@8.25	8.35
November				8.20@8.25	8.35
December	8.25	8.25	8.25	8.20@8.25	8.43
January				8.30@8.35	8.47
February					

THE SUGAR MARKET.

Futures Close Lower—Refined Firm—Export Inquiry.

The market for sugar futures was governed to a considerable extent by technical conditions yesterday. At the close values were 2 to 7 points net lower. When the market hesitated about crossing the 8c. mark, longs showed a disposition to take profits on fears that the bull movement had culminated and quickly ran the market into stop loss orders. Underlying conditions in the spot trade were not believed to have undergone any material change, but it was believed that a reaction was only natural on such a sharp advance as has been experienced recently.

In the spot market buyers showed some hesitation about making further purchases owing to the reaction in futures. While sellers were not inclined to make concessions the undertone was less buoyant. Sales amounted to 15,000 bags of Cubas for March shipment and 10,000 bags for April shipment to local refiners at 4.56c. cost and freight, equal to 5.56c. for centrifugal 96 test duty paid.

The refined market was firm, with evidences of further export inquiry. Prices were firm, with one refiner asking 7c. for fine granulated, although others remained unchanged at 6.90c. Futures prices follow:

	Open ing.	High-est.	Low-est.	Clos ing.	Prev close.
March				4.34@4.37	4.85
April	4.80	4.80	4.80	4.78@4.81	4.88
May	4.96	4.96	4.82	4.82@4.83	4.94
June	4.99	4.99	4.85	4.85@4.86	4.98
July	5.00	5.00	4.85	4.86@4.88	5.00
August				4.89@4.91	5.03
September	5.04	5.05	4.91	4.92@4.94	5.06
October	5.05	5.05	5.05	4.92@4.94	5.06
November	5.05	5.05	5.05	4.92@4.95	4.75
December	4.89	4.89	4.65	4.92@4.95	4.66
January				.9 ..	4.50
February					

RAILROAD EARNINGS.

Denver and Salt Lake:	1916.	Changes.	
First week March	$25,000	Inc.	$7,026
From July 1	1,352,896	Inc.	204,416
St. Louis Southwestern:			
Second week Mar.	$250,000	Inc.	$41,000
From July 1	8,683,376	Inc.	$88,270
Twin City:			
First week March	$191,126	Inc.	$18,433
From July 1	1,813,500	Inc.	169,836
Western Maryland:			
Second week Mar.	$188,811	Inc.	$20,425
From July 1	7,442,225	Inc.	1,654,194

WHEELING AND LAKE ERIE.

The Wheeling and Lake Erie Railroad reports to the Interstate Commerce Commission for February:

	1916.	Changes.	
Total oper. rev.	$682,833	Inc.	$345,604
Total oper. exps.	429,688	Inc.	125,431
Net oper. rev.	$253,144	Inc.	$220,172
Oper. income	213,798	Inc.	216,947
From July 1:			
Total oper. rev.	$5,778,799	Inc.	$2,260,559
Total oper. exps.	3,549,184	Inc.	899,659
Net oper. rev.	$2,229,614	Inc.	$1,366,926
Oper. income	1,943,682	Inc.	1,326,259

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares. FRIDAY, MARCH 17, 1916.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	High-est.	Low-est.	Closing.	Net Change.
135	141½	6	100	Adams Express	141¼	141¼	141¼	141¼	+ 6¼
20½	20¾	..	600	Alaska G M	20¾	20¾	20¾	20¾	+ ⅛
31¾	32¼	..	3900	Allis-Chalmers	32⅛	32½	31½	32	— ⅜
79¾	80½	6	900	Allis-Chalmers pf	81	81	80	80½	..
73	73¼	..	7700	Am Beet Sugar	73¾	74	73	73	+ ½
68½	69½	4	100	Am Ag Chem	69½	69½	69½	69½	..
63⅝	64	..	16300	Am Can	64¾	65¼	63⅝	63⅝	— ¾
111½	112½	7	600	Am Can pf	111½	112½	111½	112½	+ 1½
72½	73	2	7900	Am Car & Fdy	73⅛	73½	71⅞	72¾	— ¼
116½	120	7	200	Am Car & Fdy pf	117	117	117	117	— 1
166	167	7	900	Am Coal Pr	166	166½	166	166½	— 1½
56	56⅛	4	200	Am Cot Oil	56	56	56	56	..
101	103	6	100	Am Cot Oil pf	102	102	102	102	..
124	129	6	250	Am Express	128	128	128	128	+ 3⅛
50¼	50½	..	200	Am Hide & L pf	50⅞	50⅞	50½	50½	+ ½
29	29½	..	300	Am Ice	29½	29½	29	29½	..
22	22½	..	800	Am Linseed Co	22¼	22¾	22	22	— ½
41¼	42¼	..	100	Am Linseed Co pf	41⅛	41⅛	41⅛	41⅛	— ⅞
81	81⅛	..	16600	Am Locomotive	82½	82½	80⅝	81⅛	— ¾
103½	104	7	200	Am Locomotive pf	103⅞	103⅞	103⅝	103⅝	— ⅜
101¾	102	4	9100	Am Smelt	102¾	102¾	101½	102	— ⅝
112	113	7	200	Am Smelt pf	112½	112½	112½	112½	— ½
56½	56¾	..	1100	Am Steel Fdy	56	56¾	56	56½	+ ⅛
112¼	112½	7	8000	Am Sugar	110½	113⅛	110⅛	112¼	+ 2⅛
115½	116	7	200	Am Sugar pf	115¾	115⅞	115¾	115⅞	+ ¼
129½	129⅝	8	900	Am Tel & Tel	129¾	129½	129¾	129½	+ ¼
90⅞	91	..	19000	Am Zinc	89⅞	91½	89¾	90⅞	+ 1⅝
52⅞	53	5	850	Am Woolen	53⅜	53⅜	52⅝	53	— ⅛
99	99½	7	900	Am Woolen pf	99½	99½	99	99½	+ ½
15	15¼	..	2700	Am Writ Paper pf	13½	15¾	13½	15¼	+ 3
87½	87¾	12	7900	Anaconda	88¼	88⅝	87½	87½	— ½
4	4½	..	200	Assets Real	4½	4½	4⅛	4⅛	— ⅞
68	69½	4	700	Asso Oil Co	69	69¾	69	69¾	+ ⅜
103¾	104	6	800	A. T & S Fe	103⅞	104	103¾	104	+ ½
100⅝	101¼	5	400	A. T & S Fe pf	101	101	101	101	— ¼
110	111	5	200	At Coast Line	110¾	110¾	110¾	110¾	— ¼
112½	113	..	3700	Baldwin Loco	113	114½	112½	112⅞	+ ⅜
109½	110½	7	200	Baldwin Loco pf	109½	109½	109½	109½	+ ⅜
89½	89¾	5	2900	Balt & Ohio	89	90	89	89⅝	+ ½
76	76¾	4	600	Balt & Ohio pf	76¼	76½	76	76½	+ ⅛
2¼	2½	..	1200	Batopilas	2½	2½	2¼	2½	+ ⅛
533	535	30	650	Beth Steel	529	534	529	534	+ 5
75¼	75½	4	8000	B F Goodrich	76¼	76¼	75⅛	75⅜	— ⅞
85¾	85¾	6	300	B R T	85½	85½	85¼	85⅜	— ⅛
93¼	93½	30	2200	Butte & Sup Cop	94	94	93¼	93¾	— ⅜
25	25¼	..	2100	Cal Pet	24¾	25¼	24⅝	25⅛	+ ⅝
53½	55	4	300	Cal Pet pf ex div	54	55	54	55	+ 1
167	167½	10	1300	Can Pacific	166¾	167½	166½	167½	+ 1¾
55¼	55⅞	4	3300	Cent Leather	55½	55⅝	55⅛	55¼	+ ⅛
110¼	111	7	200	Cent Leather pf	110½	110¾	110	110¾	+ ½
64½	64¾	..	15100	Chesa & Ohio	63	65¼	63	64⅝	+ 1⅞
94¾	94¾	6	300	Chandler Mtn	95	95	95	95	..
127	127⅞	7	200	Chi & N W	126¾	127⅞	126¾	127⅞	..
13⅝	14	..	200	Chi Gt West	13⅝	13¾	13⅝	13¾	+ ⅜
37	37⅜	..	200	Chi Gt West pf	37	37¼	37	37¼	+ ¼
95½	96	5	300	C, M & St P	95¾	96	95¾	96	+ 1
129	130	7	500	C, M & St P pf	129¾	129⅞	129½	129½	..
17⅝	17⅞	..	3200	Chi, R I & P	18	18½	17⅞	17⅞	+ ⅜
22¾	23	..	800	Chile Copper	23	23	22¾	22¾	— ¼
55⅛	55¼	100	2300	Chino Copper	55⅜	55½	55	55⅛	— ⅜
73½	74	5	1500	Cluett, P & Co	73	74	73	74	+ 1
48⅜	48⅝	..	16500	Col Fuel & I	50	50⅞	48¼	48⅜	— 1
28	29¼	..	300	Col South	27⅞	28	27½	28	+ ⅜
49	52	..	100	Col South 1st pf	49⅛	49⅛	49⅛	49⅛	+ ⅞
45	49	4	100	Comp T R	46½	46½	46½	46½	+ 1
109	112	7	200	Con Gas E L P	110	110	110	110	+ 1¾
85	85½	5	800	Cont Can	85	85¼	85	85	— ½
110	111	7	100	Cont Can pf	110½	110½	110½	110½	+ ½
136½	137½	7	1500	Con Gas	136¼	137½	136	137½	+ ⅛
22⅞	22⅞	..	1900	Corn Products	22⅞	22⅞	22¼	22⅞	— ⅛
98	98½	5	300	Corn Products pf	98½	98½	98⅛	98⅛	— ⅜
96⅝	96¾	..	74500	Crucible Steel	95	99	94⅛	96⅝	..
117	117¼	7	900	Crucible Steel pf	116	117½	115½	117¼	..
132½	133	..	10	Detroit Edison	132½	132½	132½	132½	..
..	..	..	200	Detroit Edison rts	4⅝	4⅝	4⅝	4⅝	..
47⅛	47¼	..	4100	Distillers Secur	47¾	48	46¾	47⅛	— ⅝
25	25¼	20	100	Dome Min	25	25	25	25	..
38	38¼	..	8100	Erie	38	38½	37⅞	38	+ ⅛
53½	53¾	..	1300	Erie 1st pf	53½	54	53⅜	53¾	+ ¼
46¼	46⅞	..	100	Erie 2d pf	46	46	46	46	— ⅜
122	122½	7	100	F W Woolworth	122⅛	122⅛	122⅛	122⅛	— ⅜
170	180	10	100	Geo W Helme	180	180	180	180	+ 4
340	345	6	653	Gen Chem Co	325	330	325	330	+ 20
169¼	170	8	350	Gen Elec Co	169½	169½	169½	169½	..
480	485	20	100	Gen Motor	485	485	485	485	+ 5
113	115	7	200	Gen Motor pf	114	114	113½	114	+ ⅜
91	92¼	6	100	Granby Con	91½	91½	91¼	91¼	— ¾
122¼	122¾	7	300	Gt Nor pf	122¼	122½	122¼	122½	..
46¾	47	½	10800	Gt Nor Ore ctfs	47¼	47⅝	46⅝	46⅞	— ⅛
49¼	49¾	4	700	Greene Copper	48½	49⅝	48¼	49	+ 1
20⅞	21	16	1200	Guggenheim	21	21	20⅞	20⅞	..
48	48¼	..	10500	Inspiration Con	48⅞	49	48	48	— ⅞
20⅜	20½	..	200	Int Agr Corp	20⅜	20⅜	20⅜	20⅜	+ ⅜
60	60½	..	600	Int Agr Corp pf	61	61¼	60½	60½	+ ⅜
48	48¼	5	2600	Int Nickel	48⅛	48½	47⅞	48¼	+ ¼
110	111	6	150	Int Nickel pf	110	110	110	110	— ¼
11½	11¾	..	1200	Int Paper	11½	11¾	11½	11½	— ¼
48	48½	2	600	Int Paper pf	48½	48⅞	48	48	— ¼
17¼	17¾	..	200	Interboro Con	17¾	17¾	17¾	17¾	..
72	72¾	6	100	Interboro Con pf	72⅞	72⅞	72⅞	72⅞	— ⅛
83	85¾	7	100	J I C Mach Co pf	85	85	85	85	+ 1¾
84	86	6	200	J Kayser	84¾	85	84¾	85	+ ⅛
26⅞	27⅜	..	700	Kan City So	26½	27½	26½	26⅞	+ ⅛
60	62	4	100	Kan City So pf	61¾	61¾	61¾	61¾	— ⅝
61	65	4	200	K C, Ft S pf ex div	62	62	61	61	+ 1
73	74	12	900	Kelly-Spring Tire	73½	73¾	73	73	— 1
56⅞	57	4	18400	Kennecott Copper	57½	57¾	56⅞	57	— ¾
129½	130½	8	240	Kings Co L & P	130	130	130	130	+ ½
82½	83	..	13200	Lack Steel	82½	83⅝	81½	82½	+ ½
105¼	105¼	7	120	Laclede Gas	105¼	105¼	105¼	105¼	— ¾
51¼	51½	..	100	Lee Tire	51¼	51¼	51¼	51¼	..
250	256	12	250	Liggett & Myers	254	254	251	251	— 4¾
78½	79	10	100	Lehigh Valley	78¾	79⅛	78½	78½	..
22	22	..	100	Long Island	22	22	22	22	..
21½	23½	..	100	Louis & Nash	125	125	125	125	+ ½
124½	125½	2	100	Mackay Cos	79	79	79	79	— ¼
78½	80½	5	8800	Marine ctfs	17	18	17	17⅛	+ ⅝
17	17¼	..	43600	Marine ctfs pf	72	74⅛	71¾	72⅞	+ 1⅞
72¾	73	..	2200	Maxwell Motor	66	66	64¾	64½	— ½
64½	64¾	..	200	Maxwell Motor 1st pf	85½	85½	85½	85½	..
8	8½	7	800	Maxwell Motor 2d pf	48½	48½	47½	47½	..
47¼	47¾	..	66200	Mex Pet	109⅛	114⅝	107½	113¾	+ 5
113¾	114	..	500	Mex Pet pf	102	102½	101⅛	102½	+ 1¼
102¾	103	8	1900	Miami Copper	37	37⅞	37	37	— ⅛
37	37⅛	100	100	Minn & St Louis pf	15	15	15	15	— ½
14⅛	18½	..	200	Missouri Pacific	5	5	5	5	— ⅛
4¾	5	..	300	Montana Power	76	76	76	76	..
75¼	77	3	400	Nat Biscuit Co	122	123	122	123	+ ⅞
123	124½	7	20	Nat Cl & Salt	73¼	73¼	73¼	73¼	..
72	74	..	100	Nat Lead	68½	68½	68½	68½	— ¼
68⅛	68½	4	500	Nat E & S	27½	27½	26⅝	26⅝	— ⅝
26¾	27	..	500	Nevada Con	15⅞	15⅞	15¾	15¾	— ⅛
15⅝	15⅞	30	400	N Y Air Brake	148	149	148	149	— 1½
147	149	8	3100	N Y Central	105½	106	105¼	105⅞	+ ⅝
105½	106	5	400	N Y, N H & H	66¾	67	66¾	66¾	+ ¼
66½	67	..	600	N Y O & W	28½	29	28½	29	..
28¾	29	..	15600	Norf & West	121	122¾	121	122	+ 1¾
122	122¼	6	100	Norf & West pf	86½	86½	86½	86½	..
86	87	4	1200	No Pacific	114¼	114½	114¼	114½	+ ¼
114	114½	7	100	Ont Silver	6¾	6¾	6¾	6¾	..
6¾	7	..	600	Penn R R	57⅜	57⅞	57½	57½	— ⅛
57⅛	57⅞	6	400	Phila Co	42¾	42¾	42½	42½	— ¼
42½	43½	6	400	Pitts Coal	28¼	28½	28¼	28½	— ⅛
28½	28⅞	..	310	Pitts Coal pf	104½	105	104½	105	+ ½
104	105	5	300	Pitts Steel pf	94⅞	96⅝	94⅞	96⅝	+ 2⅛
96	99	7	2100	Pr Steel Car	57	57	55⅛	55⅛	— ⅞
55⅛	55½	2	200	Pullman P C	163	163	163	163	..
162½	163½	8	500	Quicksilver	4⅜	4⅜	4¼	4¼	— ⅝
..	..	..	7400	Quicksilver pf	6¼	6¼	6	6	— ¾
..	..	..	2300	Ray Con Cop	24⅝	24⅝	24¼	24¼	— ¼
24¼	24⅜	20	150	Ry Steel Spg	43¼	44⅝	42½	43	..
42⅝	43½	..	10700	Republic Steel	54⅜	54⅜	53½	54¼	+ ⅛
54	54½	..	400	Republic Steel pf	111¼	111⅜	111¼	111⅜	— ⅛
111	111½	7	17500	Reading	87⅝	89	87⅝	87⅝	— ⅜
87⅝	88	4	600	Reading 1st pf	45	45	45	45	..
44	45	4	200	Reading 2d pf	46¼	46¼	46¼	46¼	+ ¼
45½	46½	4	100	Rock Island	½	½	½	½	..
½	½	..	100	Rock Island pf	⅝	⅝	⅝	⅝	+ ⅛
⅝	¾	..	200	Rumely ctfs	14	14	14	14	+ 1
14	15	..	100	Seaboard A L pf	36	36	36	36	..
35	36	7	500	Sears-Roebuck	177	177	177	177	..
176	177	7	400	Sloss-Sheffield	59	59½	59	59⅜	— ⅛
58¾	59½	..	700	Shattuck Copper	38⅝	38⅞	37⅝	37⅞	— ¼
37⅝	37⅞	40	500	South Pac	99⅜	100	99¼	99½	— ⅛
99¼	99½	6	400	So P R Sug	191	193	191	191	+ 3
191	195	20	700	South Rail Co	21¼	21⅞	21¼	21¾	+ ½
21½	21⅞	..	100	South Rail Co pf	59¼	59¼	59¼	59¼	— ¾
59¼	60	..	6400	Studebaker	145	149½	147¼	147¼	— 1⅞
147⅛	147½	..	1600	Tenn Copper	58¼	58¼	57¾	57¾	— ¼
57½	58	12	3300	Texas Co	200½	205	200½	201½	+ 2
201	203	10	2700	Texas Co rights	17¾	18¼	17¾	18¼	+ ½
18¼	18½	..	200	Texas Pacific	8	8	7¾	7¾	— ¼
7	7¾	..	1400	Un Bag & P	8¾	8⅝	8¼	8¾	+ ⅛
8	8¼	..	3600	Union Pacific	134	134⅜	133½	133⅝	— ¼
132⅝	133¾	8	100	Union Pacific pf	83	83	82½	82½	..
82½	83	4	4600	Un Cigar Stores	9⅜	9½	9⅜	9⅜	— ⅛
9⅜	9½	..	400	Un Ry Inv pf	31	31	30¼	30¾	+ ⅝
30¼	31½	..	3900	Un Fruit Co	148⅛	148½	147¼	147¼	— ¼
147⅛	148	8	1700	U S C I Pipe	26⅛	26¼	25	25	— ⅝
25	25½	..	600	U S C I Pipe pf	53⅞	54	53½	54	+ 1
54	54½	2	3000	U S I Alcohol	157	157½	155⅜	155¾	+ ¼
155½	156	..	400	U S R & R Co	2⅛	2½	2⅛	2⅜	+ ⅜
1¾	2½	..	600	U S R & R Co pf	2⅛	2¼	2⅛	2¼	+ ⅜
2	2¼	..	1600	U S Rubber	54	54	53⅜	53⅜	— ⅝
52¾	53½	..	450	U S Rubber 1st pf	109	109½	109	109¼	+ ⅜
109⅛	109½	8	50100	U S Steel	87⅛	87¼	86⅛	86⅝	..
86⅝	86¾	5	816	U S Steel pf	117⅞	117⅞	117¼	117¼	..
117¼	117⅞	7	2200	Utah Copper	82¾	83¼	82¾	82¾	— ½
82¾	83	60	300	Utah Copper receipts	17¾	17¾	17¾	17¾	..
17¼	18½	..	500	Va Caro Chem	46½	46½	46½	46½	— ⅜
46½	47	..	100	Va I C & C	55	55	55	55	+ 1
55	56	..	100	Wabash	14⅛	14½	14⅛	14½	..
14⅛	14¾	..	2200	Wabash pf A	43¾	44⅝	43½	43⅞	— ⅛
43⅞	44	..	1700	Wabash pf B	27¾	28¼	27½	28	+ ⅜
27¾	28⅝	..	24900	West Electric	69¼	69½	68½	68½	— 1¼
68⅛	68⅝	6	3520	West Md	30½	31¼	30	30⅛	— ⅝
30	31	..	200	West Md pf	45	45	45	45	— ½
44	46	..	700	West Un Tel	91	91½	91	91	..
90¾	91¼	5	100	Weyman B & Co	25⅝	25	25	25	..
202	..	10	400	Wheel & L E	2⅞	3⅛	2⅞	3⅛	— ⅛
3	3¼	..	200	Wheel & L E 2d pf	3½	3⅝	3½	3½	— ¼
3⅝	4½	..	650	Willys Overland	239