Finance and Commerce

STOCK MARKET GAIN RECORDED

Advance in Wall Street Due to Rumors Favorable to the Freight Rate Increase.

LOCAL 'CHANGE IS DULL

Maryland Steel Company Railroad a Profitable Line—Weather Helps Coal and Rubber.

By W. STEALEY.

Due to the credulity of Wall Street there was a sharp advance on the stock exchange yesterday. It was followed by a decline, but the gain for the day offset the loss and stocks closed higher than for several days.

Steel, Reading, Great Northern, Western Union, and Copper, all showed fractional advances. Losses for the day under Tuesday were exceptional.

The boom was caused by a report from this city that the President had "urged" the Interstate Commerce Commission to expedite the freight rate cases. Of course, the President had done nothing of the kind, but it took the denial an hour or two to catch up with the story, and in the meantime the bulls had the market at their mercy.

It is regarded here as exceedingly unlikely that the President would make any suggestion to the Interstate Commerce Commission on any question before it. The commission is a quasi-judicial body, and its findings for or against the railroads would be supposed to be settled in the same manner in which the Supreme Court passes upon the cases before it. The President may be in favor of increased rates, but if so it is improbable that the commission as a body or individually, would be told that fact.

Local Stock Market.

Capital Traction stock showed a gain in the local market yesterday, forty shares being sold at 109 3-4. The bonds of the company sold 108 1-4a108 3-8 to the extent of $1,500.

There was increased trading in bank stocks, one share of American Security and Trust selling at 300, twenty shares of District National at 143 1-2 and twenty-five shares of National Metropolitan at 190.

Four shares of Lanston sold at 83 3-4.

There was no trading in Railway; 87 1-2 was bid for the common and 86 3-4 for the preferred.

Maryland Steel Company.

The full text of the Interstate Commerce Commissioner's report in the tap line case contains some interesting and little known facts concerning the industrial railroad connected with the Maryland Steel Company. The name of this line is the Baltimore and Sparrows Point Railroad. The commission's report says that although this railroad is not now owned by the Maryland Steel Company, there is almost complete identity in ownership. The road is 3.4 miles long and owns two locomotives, but no other equipment. It connects the plant and the unincorporated town of Sparrows Point, which is owned almost wholly by the Maryland Steel Company, with the Pennsylvania and Baltimore and Ohio railroads. The industrial railroad does not include the tracks and sidings within the plant itself.

The Northern Central conducts a passenger service between Baltimore and Sparrows Point, for 29 per cent of the fare from Baltimore and one-third of the receipts on purely local traffic. In the year ending June 30, 1913, there were carried 609,248 passengers. From 80 per cent to 85 per cent of the passenger traffic consists of employes of the steel company. Sunday excursions are run the year round, carrying 500 to 1,000 people. The earnings and dividends of the road have been relatively very large. In 1902 the total dividends were $102,500 and the next year $96,000. Since 1902 a total of $445,000 dividends have been paid. The entire investment in the property is $367,024, of which all but $150,000 has come out of earnings.

"It's an Ill Wind."

The Coal Trade Journal reports a little more activity in the retail coal trade as a result of the recent severe weather. The effect on the wholesale market has been less pronounced, though enough new business has come in to clean up much of the coal on tracks and insure steady work at the collieries for the rest of this week and perhaps for the remainder of the month.

Col. Samuel P. Colt, president of the United States Rubber Company, in speaking of the effect of the recent snowstorm upon rubber footwear business, says:

"The severe snowstorm of the past few days covering the area of the country most thickly populated has had marked effect upon the sales of rubber footwear and enables retailers generally to dispose of their stocks of goods. In many instances these stocks have not been sufficient to supply the demand, and hurried orders have been received by the United States Rubber Company from many quarters. Although, coming somewhat late in the season, it will, nevertheless, have a pronounced beneficial effect upon the volume of footwear consumed during the year."

H. S. Stabler, secretary of the Baltimore regional bank committee, was at the Treasury Department yesterday to file with the organization committee additional arguments in behalf of the Maryland city's claims for a bank center. He expressed confidence that Baltimore would be among the cities named.

Bates Warren, of the Continental Trust, and W. F. Thyson, manager of the Southern Building, have been elected directors of the Commercial Fire Insurance Company.

President Norment, of the National Bank of Washington, leaves Friday for a tour of California.

NEW YORK COFFEE.

Furnished by N. L. Carpenter & Co.

	Closing Bid.	Closing Asked.
February	8.96	.....
March	9.01	9.02
April	9.11	9.15
May	9.21	9.22
June	9.31	9.32
July	9.41	9.42
August	9.49	9.52
September	9.57	9.58
October	9.62	9.64
November	9.67	9.69
December	9.71	9.72
January	9.73	9.75

OUTSIDE SECURITY NOTES.

New York, Feb. 18.—The only feature on the market for outside securities today was the oils which were moderately active. The lively fluctuations in Standard Oil of California, following the favorable showing for 1913, attracted attention. This issue rushed up to 326, but profit taking later reduced this to 322 at closing.

The annual report of the company showed earnings nearly three times as large as last year's. Standard of Kansas advanced 16 to 485, and Prairie Oil after declining 14 points to 390, recovered the loss.

Coppers were quiet and featureless. Braden eased off fractionally. Other mining issues were firm.

NEW YORK STOCK MARKET.

Furnished by W. B. Hibbs & Co.

New York, February 18.

Sales.		High.	Low.	Close.
200	Alaska Gold Mine	22¾	22½	22¾
200	Allis-Chal.	15¾	15¾	15¾
100	Allis-Chal. pfd	48	48	48
18,500	Amal. Copper	76¾	75½	76
100	Am. Ag. Chem.	54	54	54
120	Am. Beet Sugar	25¼	25¼	25¼
4,900	Am. Can	31	30¾	30¾
500	Am. Can pfd	95	92¾	95
600	Am. Car & Fdry	52	51	52
125	Am. Car & Fdry, pfd	116	116	116
300	Am. Cities pfd	62	61¾	61¾
100	Am. Cotton Oil	44½	44½	44½
6,100	Am. Ice Sec	29¾	29	29¾
500	Am. Linseed	10¾	10¼	10¾
770	Am. Locomotive	36	34½	34¾
800	Am. Smelting	69¼	67¾	68¾
100	Am. Smelting pfd	102¼	102¼	102¼
100	Am. Snuff	168	168	168
100	Am. Sugar	107	107	107
1,100	Am. Tel. & Teleg	121¾	121¾	121¾
700	Am. Tobacco	249½	246¾	246
300	Am. Woolen pfd	77	76½	77
100	Am. Wallpaper pfd	15	15	15
1,300	Anaconda	37	36¾	36¾
2,200	Atchison	98¾	97¾	98
500	Atchison pfd	100¾	100¼	100¾
200	Atlantic Coast Line	124½	123¾	123¾
100	Baldwin Locomotive	44½	44½	44½
2,500	Baltimore & Ohio	93¼	91¾	92½
430	Batopilas Mining	1¼	1	1
700	Bethlehem Steel	36¾	36½	36½
300	Bethlehem Steel pfd	77	76½	76½
1,900	Brooklyn Rapid Transit	92¾	92	92¾
200	California Petroleum	27¾	27¾	27¾
200	California Petroleum pfd	64	64	64
11,659	Canadian Pacific	236¾	233¾	234¾
200	Case, J. I., pfd	89	86	89
9,700	Central Leather	34½	33½	33¾
100	Central Leather pfd	100	100	100
6,800	Chesapeake & Ohio	64½	63¾	63¾
100	Chicago Great Western	13¾	13¾	13¾
600	Chicago Great West pfd	31	30½	30½
6,150	C., M. & St. P.	104	103¼	103¼
700	Chicago & Northwestern	136	133¾	134
2,600	Chino Con. Copper	63	62¼	62¾
180	Cloet-Peabody	70	70	70
375	Colorado & So. 1st pfd	60¼	59¾	59¾
2,100	Comstock Tunnel	10	10	10
700	Corn Products	12¼	12	12¼
100	Corn Products pfd	79	79	79
200	Deere pfd	97	96¾	97
900	Delaware & Hudson	156	155	156
100	Del., Lack. & West	396	396	396
750	Denver & Rio G. pfd	28	28	28
11,000	Distillers' Securities	19¾	19¼	19¾
10,300	Erie	30¾	29½	30¾
1,500	Erie 1st pfd	47¾	46¾	47½
400	General Electric	149¾	149¾	149¾
3,870	General Motors	70¾	66¾	70
3,700	General Motors pfd	94	92½	93¾
100	G. W. Heine pfd	112	112	112
1,900	Goodrich, B. F.	25¾	24½	25
200	Goodrich pfd	90	90	90
21,400	Great Northern pfd	130¾	129¼	129¾
800	Great Northern Ore, sub	37¼	36¾	37
1,500	Guggenheim Expl	52¾	51¾	52
500	Insp. Copper	17¼	17	17
400	Interboro-Met. pfd	61	60¾	61
700	Int. Har. of N. J.	108¼	108	108
100	Int. Pump pfd	26	26	26
300	Kansas City Southern	25¾	25½	25½
200	Kansas City Southern pfd	61	61	61
200	Kresge Co.	98	98	98
3,900	Lehigh Valley	151¾	150	151
100	Liggett & Myers	229	229	229
200	Lorillard, P.	170	170	170
100	Louisville & Nashville	136½	136½	136½
700	Mackay Cos.	85¾	84¾	85¾
300	Mercantile Marine	27¾	27½	27¾
10,100	Mexican Petroleum	68½	66	67¾
400	Miami Copper	25¾	25¾	25¾
253	M., St. P. & S. S. M.	134¾	133¾	134¾
1,300	Mo., K. & T.	22	21¼	21¾
1,130	Missouri Pacific	27	26¾	26¾
300	National Biscuit	134¾	134	134½
200	National Enamel & S.	12¾	12¼	12¼
470	National Lead pfd	109	109	109
1,500	Nevada Con. Copper	16¾	16¼	16¾
16,700	New York Central	91	89¾	89¾
11,600	N. Y., N. H. & H.	70½	68½	69¾
300	N. Y., O. & W.	28¾	28¾	28¾
1,100	Norfolk & Western	104½	103¾	104½
100	North American	71¾	71¾	71¾
4,600	Northern Pacific	117	115	116¾
100	Pacific Tel. & Teleg.	28	28	28
8,100	Pennsylvania Railroad	112¾	110¾	112
500	Peoples G. & C.	122	121½	122½
500	Pittsburgh Coal	22¾	22	22¾
600	Pittsburgh Coal pfd	92¾	91¾	92¾
2,800	Pressed Steel Car	45¾	43¾	44¾
300	Pullman Palace Car	154¾	154½	154½
900	Railway Steel Spring	22½	21½	21¾
1,200	Ray Con. Cop.	20¼	19	20¼
53,430	Reading	166¾	166¾	167¼
100	Rep. Iron & Steel	25¾	25¾	25¾
700	Rock Island	7¾	6¾	6¾
6,200	Rock Island pfd	16½	15¾	16¼
200	Rumely	14¾	14½	14¾
400	Rumely pfd	32½	32	32½
800	Seaboard Air Line	21¼	20¾	20¾
1,100	Seaboard Air Line pfd	53¾	53¾	54¾
200	St. L. & S. W.	25¾	25½	25½
525	Sears-Roebuck	147	146¾	147
200	Sloss, S. S. & I.	54½	54	54
13,500	Southern Pacific	96¾	95½	96
824	Southern Pacific ctfs.	102¾	101¾	102¾
1,600	Southern Railway	27	26¼	26¾
750	Southern Railway pfd	83½	83	83½
100	Standard Milk, pfd	65	65	65
200	Studebaker	27¾	27¾	27¾
1,400	Tennessee Copper	26¾	25¾	26¼
1,600	Texas Company	148½	147½	148¼
1,270	Third Avenue	47¼	42¾	43¾
100	Toledo, St. Louis & W.	10¾	10¾	10¾
100	Union Bag & Paper	71	71	71
32,930	Union Pacific	163¾	161¾	162¼
100	Union Pacific pfd	85	85	85
100	United Dry Goods	91	91	91
100	U. S. C. I. P. & F. pfd	48	48	48
100	U. S. Express	57¾	57¾	57¾
600	U. S. Realty & Imp.	54¾	54	54
100	U. S. Rubber	59¾	59¾	59¾
200	U. S. Rubber 1st pfd	102	101¾	102
80,200	U. S. Steel	66¾	65¾	66¾
2,672	U. S. Steel pfd	110¾	109½	110
2,200	Utah Copper	59¾	58¾	59¾
200	Va.-Car. Chemical	31	31	31
100	Va.-Car. Chemical pfd	105	105	105
100	Va. Iron, Coal & Coke	50	50	50
1,900	Wabash	2½	2½	2½
1,100	Wabash pfd	8½	7½	8½
200	Western Maryland	31	31	31
4,200	Western Union Telegraph	65¾	65¾	65¾
2,100	Westinghouse	71	70¼	70½
600	Woolworth	99	98¾	99
300	Wheeling & Lake Erie	5	4¾	4¾
160	Wheeling & L. E. 1st pfd	16	16	16

Total sales, 458,355 shares, against 229,749 yesterday, 229,191 a week ago, and 449,995 a year ago.

COTTON STATISTICS.

Furnished by N. L. Carpenter & Co.

New York, February 18.

	Receipts. Today.	Receipts. Last year.	Middlings. Today.	Middlings. Yesterday.
New York	.....	.....	12.90	12.90
New Orleans	6,851	3,128	13	13
Galveston	6,259	11,832	12¾	12¾
Mobile	997	137	12¾	12¾
Savannah	3,996	1,802	13	13
Charleston	186	10	12¾	12¾
Wilmington	468	768	....	....
Norfolk	287	549	12¾	12¾
Baltimore	.....	.....	12¾	12¾
Boston	4	115	....	....
Various	2,722	8,714	....	....
Totals	21,680	27,261		
INTERIOR.				
Houston	6,295	8,280	12 11-16	12 11-16
Augusta	302	298	13 3-16	13¼
Memphis	1,468	2,158	13	13
St. Louis	1,258	725	13	13
Little Rock	.....	69	12¾	12¾

NEW YORK COTTON.

Furnished by W. B. Hibbs & Co.

	Open.	High.	Low.	Close.
March	12.20	12.22	12.18	12.20
May	11.91	11.95	11.87	11.92
July	11.86	11.88	11.81	11.85
October	11.46	11.47	11.41	11.45

NEW ORLEANS COTTON.

Furnished by N. L. Carpenter & Co.

	Open.	High.	Low.	Closing Bid.	Closing Asked.
March	12.47	12.47	12.39	12.39	12.40
May	12.53	12.54	12.48	12.49	12.50
July	12.55	12.55	12.48	12.50	12.51
October	11.59	11.59	11.55	11.56	11.57

NEW YORK MONEY.

New York, Feb. 18.—Call money opened at 1¾ per cent; high, 2 per cent; low, 1¾ per cent; renewals, 1¾ per cent, and closed at 1¾ per cent; ruling rate, 1¾ per cent.

The time situation is unchanged. Dullness and continuance of the easy undertone are the main characteristics. Rates show no variation from the previous day's figures. The inquiry from the stock exchange houses is on a much reduced scale.

Rates are 2¾ per cent for sixty days, 3 per cent for ninety days, 3¼ per cent for four and five months, 3½ per cent for six months and 3¼a3½ per cent for over the year.

Business in the commercial paper is quiet. Choice names of regular maturity continue to move at 4 per cent as the ruling rate. Shorter dates are placed at 3¾a3¾ per cent; transactions at the lower figure being of a special nature.

London discounts, 2 3-16 per cent, up 1-16.
Paris discounts, 2¾ per cent, off ¼.
Berlin discounts, 3 per cent, unchanged.

NEW YORK CURB MARKET.

Furnished by W. B. Hibbs & Co.

	Bid.	Asked.
Atlanta Goldfield	18	19
Bay State Gas	5-16	7-16
Braden Copper	7¼	7¾
Braden Copper 6s	145	155
British Columbia Copper	2¾	2¾
Beaver	29	31
Buckeye Pipe Line	167	170
Goldfield Cons.	1½	1¾
Goldfield Florence	55	63
Greene-Cananea	1½	10
Intercontinental Rubber	9	10
Jumbo Ext.	29	31
Kerr Lake	6¾	6¾
La Rose	1 11-16	1 13-16
Manhattan Transit	1 1-16	1 3-16
Mason Valley	3¼	3¾
Mines Co. of America	3	3¼
National Transit	42	43
Nevada Hills	60	65
Nipissing Mines Con.	6¾	6¾
Ohio Copper	¼	½
Silver King	2	5
Temiskaming	12	16
Union Tank Line	99	101
United Cigar Stores	92¾	93
United Copper	¼	½
United Copper pfd	2	6
Yukon Gold	2¾	2¾
Wettelaufer	6	8
Ohio Oil	164	165
Houston Oil	17½	18¼
Standard Oil of Indiana	337	345
Anglo Oil	17¼	17¾
Gold Hill	26	27

MISCELLANEOUS BONDS.

New York, Feb. 18.—Closing quotations of miscellaneous bonds:

American Telephone & Telegraph cvt. 4½s 97½
A. T. & S. F. adj. 4s, stamped 87¾
A., T. & S. F. cvt. 4s, 1955 ..... 98¼
A., T. & S. F. cvt. 4s, 1960 98
Baltimore & Ohio gold 4s 95½
Baltimore & Ohio pl. 3½s 91¾
Baltimore & Ohio cvt. 4½s 93
Bethlehem Steel rfg. 5s 89¾
Brooklyn Rapid Transit 4s 81¾
Brooklyn Rapid Transit 5 per cent notes, 1918 ..... 99½
Central Leather 5s 86¾
Central Pacific 1st 4s 94
Chesapeake & Ohio general 4½s 96¼
Chicago & Alton 3½s 54
C., B. & Q. general 4s 93¾
C., B. & Q. joint 4s 96¾
C., B. & Q. joint 4s, registered 96¾
Chicago Great Western 4s 74¾
Chi., Mil. & St. P. deb. 4s, 1934 ..... 91¾
Chi., Mil. & St. P. general 4½s 103
Chi., Mil. & St. P. cvt. 4½s 102½
Chicago & Northwestern general 4s 87¾
C., R. I. & P. Ry. rfg. 4s 78¾
C., R. I. & P. R. R. col. 4s 63¾
Chicago, Rock Island & Pacific deb. 5s 78¾
Cincinnati, Hamilton & Dayton 4½s 9s
Delaware & Hudson rfg. mg. 4s 96¼
Denver & Rio Grande con. 4s 84
Denver & Rio Grande rfg. 5s 68½
Erie cvt. 4s, series A 79
Erie cvt. 4s, series B 73¾
Interboro-Metropolitan 4½s 7s¼
International Mercantile Marine 4½s 35¾
Kansas City, Fort Scott & Memphis 4s 74¾
Lake Shore 4s, 1928 92
Lake Shore 4s, 1931 ..... 91¾
Long Island gen. 4s 9s¼
Louisville & Nashville unified 4s 96½
Louisville & Nashville A., K. & C. div. 4s 9s
Missouri, Kansas & Texas 1st 4s 81½
Missouri Pacific cvt. 5s 72
National Tube 5s 9s
New York Central rfg. 3½s 85½
New York Central L. S. 3½s 82¾
New York Central L. S. 3½s, registered 87
N. Y., N. H. & H. cvt. deb. 6s, 1948 ..... 118½
N. Y., N. H. & H. deb. 4s, 1955 80
New York Railways adj. 5s 61¼
Norfolk & Western con. 4s 94¾
Norfolk & Western cvt. 6½s 104
Northern Pacific 3s 67
Northern Pacific 4s 95¾
Oregon Short Line rfg. 4s 84¼
Or. W. R. R. & N. 4s 91¼
Pennsylvania 3½s, 1915 ..... 98¾
Public Service of New Jersey 5s 91
Reading general 4s 95
Reading-C. N. J. 4s 90¼
St. Louis & San Francisco 5s, 1927 81
St. Louis & S. F. 5s, 1927, trust co. ctfs. 56¾
St. Louis & San Francisco rfg. 4s 77¾
Seaboard Air Line adj. 5s 77¾
Seaboard Air Line rfg. 4s 77¾
Southern Bell T. & T. 5s 99
Southern Pacific cvt. 4s 98
Southern Pacific rfg. 4s 92¾
Southern Pacific cvt. 5s, when iss'd 105
Southern Railway 5s 103½
Southern Railway 4s 75¾
Texas Company cvt. 6s 109¾
Texas & Pacific 1st 5s 103¾
Third Avenue rfg. 4s 81
Third Avenue adj. 5s 63¾
Union Pacific 1st 4s 97
Union Pacific cvt. 4s 92
Union Pacific rfg. 4s 93¾
U. S. Steel S. F. 5s 102¾
Virginia-Carolina Chemical 5s 97
Virginia Railway 5s 95¾
Wabash 1st 5s 104
Wabash rfg. 4s 69½
Wabash Equitable Trust ctfs., stamped 67
Wabash-P. Ter. 1st 4s, Central Trust ctfs. 11¾
Wabash Columbia Tr. ctfs. for Con. Tr. drp. 11½

Total sales, $3,840,000, against $2,920,000 yesterday, $2,951,000 a week ago, and $2,223,000 a year ago.

COBALT STOCKS.

TORONTO QUOTATIONS.

	Bid.	Asked.
Bailey	.04¾	.04¾
Beaver	.28	.30
Buffalo	1.65	1.75
Canadian Gold & Silver	.65	.67
Caribou Cob	.70	.71
Chambers Ferland	.18	.19
City of Cobalt	.32	.69
Cobalt Lake	.65	.75
Coniagas	7.50	8.00
Crown Reserve	1.76	1.79
Foster Cobalt	.05	.08
Great Northern	.15	.17
Hargraves	.62	.63
Kerr Lake	4.75	4.90
La Rose	1.74	1.78
McKinley-Darragh	1.20	1.25
Nipissing	6.30	6.65
Peterson Lake	.41½	.45
Temiskaming	.16½	.18
Trethewey	.55	.55
Wettlaufer	.06	.08

WALL STREET GOSSIP.

Western Union stock was over-subscribed four times.

The Interborough Subway System broke all records in passenger traffic on Monday, when 1,278,780 passengers were carried.

Estimated next tonnage report of the United States Steel Company will show about 400,000 tons, an increase in unfilled orders.

Union Tank declared an initial semi-annual dividend of 2½ per cent, payable March 25, to stock record March 4.

The Continental Oil Company, the International Smokeless Powder and Chemical Company, the Du Pont International Powder Company, the Philadelphia Electric Company, Calumet and Arizona yesterday declared regular dividends.

From one way of looking at it, the railroads are refraining from buying new cars, not because they do not desire to make commitments in this line until they know whether they are going to get their freight rates increased, but because they don't need the cars. With something like 200,000 cars idle throughout the country, a presentable argument against purchases might be based on this premise. To seriously consider a temporary condition of rolling stock as a vital factor in railroad plans would, however, indicate a shortsighted view of the transportation situation.

Prices of most stocks of the investment class have advanced enough since the opening of the year to put them far above the levels at which they were considered "bargains" only a few months ago. Nevertheless, brokers report that whenever reaction occurs there is immediate evidence of accumulation in good-sized lots for cash.

S. B. Chapin to W. B. Hibbs.—The market was alternately weak and strong by turns.

In view of the conflicting reports from Washington it is extremely difficult to determine just what is the present situation on the rate question. One thing, however, is certain, and that is, that the market is now in a better position as a consequence of the recent extensive liquidation and short selling to respond to any fresh news of a bullish character. It showed that clearly enough by the way active buying developed during the midday sharp advance. Therefore we favor adhering to a conservative trading position on the bull side and would buy any of the better class of good dividend paying stocks on fresh declines.

NEW YORK PRODUCE.

New York, Feb. 18.—MILLFEED—Strong; demand is inactive. Spring bran, 100-pound sacks, 26.75; to arrive, 26.85; standard middling, spot, 28.75; to arrive, 28.85; Western red dog, 29.25; winter wheat, in 100-pound sacks, to arrive, 29.00; city bran, in bulk, 25.00.

RYE FLOUR—Steady; demand is inactive. Good to choice at 5.30a5.75.

CORNMEAL—Steady; business moderate. Kiln-dried for export, 3.55; coarse meal, in bags, 1.35a1.65.

BUCKWHEAT FLOUR—Trade dull; prices are steady. Choice quoted at 2.85a2.90 per 100 pounds.

HAY—Receipts, 322 tons; steady; demand for choice is moderate, low grade slow. No. 1 timothy, 1.05; standard, 97½a1.00; No. 2, 90a95; No. 3, 80a85.

STRAW—Receipts, 50 tons; strong; supply is limited. Long rye quoted at 65a70.

PORK—Firm; dealings are moderate. Mess, 23.50a 24.50; family, 25.00; clear, 20.25a22.00.

BEEF—Steady; demand is inactive. Packet, 18.00a 19.00; family, 19.00a20.00.

LARD—Flat; moderate inquiry. Prime Western, 10.95; refined continent, 11.30; South American, 12.00; refined Brazilian, in kegs, 13.00; beef steamer, 9 asked; lard stearine, slow; New York, 11½.

BOSTON COPPERS.

Furnished by W. B. Hibbs & Co.

	Bid.	Asked.
Adventure	1¾	2
Bohemia	1½	1¾
Calumet & Arizona	68¼	68½
Calumet & Hecla	445	450
Copper Range	39½	40
East Butte	12	12¼
Franklin	4¾	5
Indiana	5¾	5¾
Lake	9	9½
La Salle	5¼	5¾
Mason Valley	3¼	3½
Mayflower	7½	8
Mergenthaler	215½	217
Michigan	1	1½
Mohawk	45	45½
North Butte	30¾	30¾
North Lake	2	2¾
Old Colony	4½	4¾
Old Dominion	52½	53
Onco	1¾	1½
Osceola	82	83
Quincy	66	68
Shannon	7	7¼
South Lake	4¾	5¼
Swift	16¾	16¾
Tamarack	39½	40
Trinity	4½	4¾
United Fruit	171	172
Victoria	1½	1¾
Wolverine	46	47
United States Rubber	42	42¼
United States Rubber pfd	67½	68¾
Granby	86½	87

CHICAGO GRAIN MARKET.

Furnished by W. B. Hibbs & Co.

	Open.	High.	Low.	Close.
WHEAT—				
May	93¾	94¾	93¾	94¾
July	89¾	89¾	89¼	89¾
CORN—				
May	66¼	66¾	65	66
July	65¾	65¾	65¼	65¼
OATS—				
May	40	40¼	39¾	39¾
July	39¾	39¾	39½	39¾

CHICAGO PRODUCTS.

Furnished by W. B. Hibbs & Co.

	Open.	High.	Low.	Close.
PORK—				
May	21.77	21.80	21.70	21.70
July	21.82	21.82	21.82	21.82
LARD—				
May	10.95	10.95	10.90	10.92
July	11.15	11.15	11.10	11.12
RIBS—				
May	11.62	11.62	11.57	11.57
July	11.72	11.77	11.70	11.75

BALTIMORE STOCK MARKET.

BALTIMORE CITY STOCKS (Reg.)

	Bid.	Asked.
Exchange 3½s, 1930	92	93¼
Sewerage 3½s, 1980	85	.....

GAS AND ELECTRIC.

	Bid.	Asked.
Baltimore Electric pfd., 50	44	44½
Fairmont Gas com	23	25
Con. Gas G. M. 4½s, 1954	93¾	94¼
Con. G., E. L. & P. C. M. 4½s, 1935	89¾	90¼
Con. Gas, E. L. & P. com., 100	105	106
Con. G., E. L. & P. rights	.....	60
Con. G., E. L. & P. pfd., 100	110	.....
U. E. L. & P. 1st C. M. 4½s, 1921	93	94

BANKS AND TRUST COMPANIES.

	Bid.	Asked.
Farmers' & Merchants National, 40	47	49
Fidelity & Deposit, 50	155	157½
Maryland Casualty, 25	38	.....
Mercantile Trust	101	102

RAILROAD STOCKS.

	Bid.	Asked.
Atlantic Coast Line of Conn., 100	256	257

RAILROAD BONDS.

	Bid.	Asked.
Atlantic Coast Line deb. 4s	.....	95
Atlantic Coast Line con. 4s, 1952	94	94½
A. C. L., L. & N. col. tr. 4s, 1952	94	94¼
Atlantic Coast Line of Conn. 5-20s	95	95¾
B. & A. S. L. 5s	.....	65½
Georgia, Carolina & Nor. 1st 5s, 1929	105¾	.....
Georgia & Alabama con. 5s	104	105
Western North Carolina con. 6s, 1914	100¼	100¾

STREET RAILWAYS.

	Bid.	Asked.
Norfolk Railway & Light, 25	24¾	.....
United Railways & Electric, 50	22¼	22¾
Anacostia & Potomac 5s	99	99½
Anacostia & Potomac gtd. 5s	99	.....
Atlanta Con. St. Ry. 5s, 1939	101	101½
City & Suburban 1st 5s, 1922	105	105½
Fairmont & Clarksburg 5s	100¾	.....
Knoxville Traction 1st 5s, 1929	102	.....
Norfolk Railway & Light 5s	97	.....
United R. & E. Co. 1st 4s, 1949	83½	.....
United R. & E. Co. inc. 4s, 1949	63¾	63¾

MISCELLANEOUS.

	Bid.	Asked.
Elkhorn Fuel 5s	98	99½
Cotton Duck 5s	36¾	37½
Consolidation Coal, 100	95	95¾
Consolidation Coal 6s	100½	101
Fairmont Coal 5s	93½	94½
G-B-S Brewing Co. com	1	.....
G-B-S Brewing Co. 1st 4s, 1951	36	38½

BALTIMORE WHOLESALE MARKET

Baltimore, Feb. 18.—HAY—No. 1 timothy, 17.50 a18.00; standard timothy, 17.00a17.50; No. 2, 16.00a 16.50; No. 3, 14.00a15.00; light clover, mixed, 16.00a 16.50; No. 1, 16.50a16.00; No. 2, 14.00a15.00; heavy, 14.50a15.50; No. 1 clover, 14.00a15.00; No. 2, 13.00a 14.50; no-established grade, 12.50a14.00; sample hay, as to kind, quality, and condition, 8.00a12.00.

STRAW—No. 1 straight rye, new, 15.00a15.50; No. 2 straight rye straw, new, 14.00a14.50; No. 1 tangled rye straw, 11.50a12.00; No. 1 wheat straw, 7.50a8.00; wheat straw, No. 2, 6.00a7.00; No. 1 oat straw, 9.50a10.50; No. 2 oat straw, 8.00a9.00.

LIVE POULTRY—Chickens, old hens, heavy, per lb., 19a20; do., small to medium, 18a20; do., old roosters, per lb., 11; do., young, large, per lb., 22a23; do., rough and staggy, 15a15; ducks, large, per lb., 20; do., muscovy, 18; pigeons, young, per pair, 25; do., old, per pair, 25