STOCKS AGAIN FOOL SHORTS

Display Strength in Face of Continued Bear Attacks.

NEW LEADERS APPEAR

Indications Point to Renewal of Pool Operations.

New York, March 11.—Although there is the highest authority for the report that gold in large volume is actually on the way to New York from London, no official announcement of the fact has been made and for that reason Wall Street today expressed doubts regarding it. The result was a wave of profit-taking that closed some of the most active issues net lower. But this selling was not of the best character. It came spasmodically and most of it was just at the close.

The action of foreign exchange in advancing to a new high record for the movement, with sterling at 3.82¼ together with the fact that call money was plentiful at 7 per cent and time money was to be had at 8 and 8½ percent indicated that the banking situation has changed. It is not clear why official announcement of the gold shipment is withheld, but shipment of this same gold from Berlin to London was made secretly. Perhaps the bankers want to execute some coup in the stock market.

In the early trading new high prices for the movement were recorded in General Motors, Chandler, Studebaker, Reading and several inactive issues, notably American Brakeshoe preferred. Business was on a large scale. The reaction in the market toward the close was not severe enough to mean anything more than a fluctuation.

Leading borrowers of money said the real reason for the advance in the stock market at this time is not the gold imports nor the stock dividend decision so much as it is the fact that the Senate has asked the Federal Reserve Board what about usurious rates being charged by the banks. For several weeks the market for stocks has been at the mercy of the call money market. With interest rates held down stocks cannot help but do better. Tomorrow being Friday, when stock market loans carry over to Monday, the money market will be tested in such a way as to give a clear idea of the immediate future of the market. Payment of the income taxes on Monday will make a heavy drain on the banks. As the bulk of the checks are not mailed until Saturday, the strain may not develop until next week, for it will be Tuesday or Wednesday and maybe a week later before the tax checks can reach the banks. Therefore easy money might easily prevail for a whole week, but he sentimental influence of the situation will be felt today. Several important pools are ready to take an aggressively bullish position if they get the least encouragement. Automobile stocks were the feature of early trading. General Motors was expected to perform wonders, and it did. Pierce Arrow joined the advancing column and made good all the expectations of its friends. Studebaker and Stutz were strong in expectation of interesting developments.

CORN PRODUCTS AND LINSEED "MELON-CUTTING"

Corn Products Refining common and American Linseed common were two of the strongest spots in the market yesterday. These companies are supposed to be affiliated with Standard Oil interests, and their strength was apparently based upon possibilities of stock dividend distributions. It has been known for some time that the American Linseed management is considering a plan involving a capital readjustment which will likely result in a stock distribution to the present stockholders.

At one time it was reported that a second preferred stock issue might be voted to be given the present stockholders in the form of a 100 per cent stock dividend.

Yesterday the Street heard that new common stock might be issued of no par value, three shares of the new stock to be exchanged for one share of the present issue.

NATIONAL MARKETS

Banking · Finance · Business · Commodities · Economics · Investments

NEW YORK STOCK EXCHANGE STOCK QUOTATIONS

FURNISHED BY W. B. HIBBS & CO.
(Members New York Stock Exchange.)
TOTAL SALES, 1,448,550 SHARES

Sales.		Open.	High.	Low.	Close.	Net chge.
380	Adams Express	33⅝	36	33⅝	36	
1600	Adv Rumely pf	69½	69⅝	69¼	69⅝	+ ⅛
2100	Alaska Gold	1⅞	1⅞	1⅞	1⅞	
200	Alaska Juneau	2¼	2¼	2¼	2¼	
3700	Allis Chalmers	42⅞	44	42¼	43¼	+ ¼
900	Allis Chalmers pf	82	84	82	84	+2½
1500	Amer Agri Chem	90⅞	91	90⅞	91	+2¼
800	Am Beet Sugar	84½	84⅝	84½	84⅝	+ ½
2600	American Bosch	116	118	116	118	+1¼
900	Amer Brake Shoe pf	200	205	200	205	+30
16100	American Can	47	47¾	46¼	46¾	+ ⅝
2400	Amer Car & Fdry	141¼	141¼	139⅝	139⅝	
100	Amer Car & Fdry pf	113¼	113¼	113¼	113¼	
400	American Cotton Oil	47	47¼	47	47¼	+ ¼
1600	American Druggists	12⅝	12⅞	12⅝	12⅝	— ⅛
2200	American Express	115	117	115	115	+2⅝
800	Amer Hide & Lea	23¼	23½	23¼	23½	+ ⅛
3700	Amer Hide & Lea pf	106⅝	107	105⅝	106	+ ¼
200	American Ice	46	46½	46	46½	+ ½
8600	Amer International	98½	99½	98¼	99½	+ ⅝
900	American La France	13	13	13	13	— ¼
900	American Linseed	83⅝	83⅝	82¼	82¼	— ⅝
400	American Linseed pf	93	93	93	93	—1
13400	Am Locomotive	100½	101⅝	100	100	— ½
200	Am Locomotive pf	106	106	106	106	—1
18600	Amer Ship & Com	27½	28	27¼	27¼	+1
4200	Amer Smelting	68	68	66⅝	66⅝	— ⅝
4200	Amer Smelting pf	94½	94½	94½	94½	— ⅝
200	Amer Sm Sec A	81	81	81	81	— ⅞
1450	Amer Steel Foundry	46⅛	46⅝	45½	46⅝	— ½
1800	American Sugar	132⅞	132⅞	130	130	—1⅝
400	American Sumatra	91⅝	92½	90¼	90¼	— ½
6900	Amer Tel & Teleg	99¼	100⅝	99	99	— ⅛
2200	American Tobacco	259	265	259	265	+8
200	Amer Tobacco pf (n)	95½	95½	95½	95½	+3
18400	Am Tobacco Secu	63⅝	70	63⅝	64½	+2⅝
23900	American Woolen	129	131½	126	127	+ ½
700	Amer Writing Pap pf	46⅝	48⅝	46⅛	46⅛	+ ⅝
700	Amer Zinc & Lead	20¼	20½	20¼	20½	— ½
3900	Anaconda Copper	60⅝	60⅝	59⅝	60	— ⅛
1800	Associated Dry Goods	47	49¼	48	49¼	+1¼
400	Associated Oil	117	117	117	117	+ ½
2200	Atch, To & S Fe	86	88	85¼	85⅝	+ ⅝
800	Atch, To & S Fe pf	80	80	78½	78½	— ½
400	Atlantic Coast Line	89⅝	89½	88⅝	88½	— ¼
4200	Atlantic Gulf	157⅝	159⅞	157	159⅝	+2½
400	Atlantic Gulf pf	65	65	65	65	
55800	Baldwin Locomotive	120¼	122⅝	119½	120½	+1¼
200	Baldwin Locomotive pf	99¼	99¼	99¼	99¼	+ ¼
8800	Baltimore & Ohio	37⅝	38⅝	37	37⅝	
400	Baltimore & Ohio pf	48½	48½	48½	48½	
800	Barrett Co	125½	127	125½	125½	— ½
200	Batopilas Mining	1⅛	1⅛	1⅛	1⅛	
4100	Bethlehem Motors	22⅝	25¼	22⅝	25¼	+2¼
300	Bethlehem Steel	87	88	87	88	+1
25400	Beth Steel Class B	92⅝	94½	91⅞	92¼	+ ⅝
300	Beth Steel 8% pf	113	113	113	113	+ ⅝
4400	Booth Fisheries	11⅝	11⅞	11⅝	11⅞	— ½
1800	Brooklyn Rapid Transit	14⅞	14⅞	14⅝	14⅝	— ⅝
600	Brook Rap Tr cfs	10½	10½	10½	10½	— ¼
300	Brunswick Terminal	7⅞	7⅞	7⅞	7⅞	— ⅛
400	Burns Brothers	108⅝	108⅝	107½	107½	+ ½
800	Butte Copper	10	10⅛	9⅞	9⅞	— ¼
1500	Butte & Superior	27⅝	27⅞	27¼	27⅜	— ¼
700	Butterick Pub	19½	19½	18½	18½	+ ⅛
200	California Packing	80½	80½	79½	79½	— ½
2100	Caddo Oil	22½	23½	22½	23½	+ ⅝
4900	California Petroleum	36⅛	38⅛	36⅛	37¼	+1
200	California Petrol pf	72	72	72	72	
200	Calumet & Arizona	65	65	64¼	64¼	+1
1800	Canadian Pacific	126⅛	126⅝	126⅛	126½	+ ⅜
4900	Central Leather	86½	87⅞	86	87⅞	+2⅝
6900	Cerro de Pasco	52	52	51⅛	51⅛	— ⅛
800	Certain-Teed	55	56	55	56	+1⅛
22800	Chandler Motor	141½	145⅝	141	144¼	+5¼
4300	Chesapeake & Ohio	59⅝	59⅝	58⅝	58⅝	
800	Chi & Eastn Ill cfs	6	6⅞	6	6⅞	+1⅞
1100	Chi & Estn Ill pf cfs	7⅝	8½	7⅝	8½	+1⅛
400	Chicago Great Western	9⅝	9⅝	9⅝	9⅝	— ¼
300	Chicago Grt Westn pf	26½	26⅝	26½	26⅝	— ⅛
17600	Chi, Mil & St Paul	41	42½	40½	40½	+ ½
7200	Chi, Mil & St Paul pf	61	61½	60½	60½	— ⅝
1500	Chicago & Northwn	91	91	90	90	— ⅛
38800	Chi, R I & Pacific	39½	39⅝	38¼	38¼	— ½
900	Chi, R I & Pac 6% pf	65	66	65½	65½	+ ⅝
700	Chi, R I & Pac 7% pf	77½	78	77½	78	+ ½
8900	Chile Copper	18¼	18⅞	18¼	18⅝	— ¼
1600	Chino Copper	35½	35½	34⅞	35⅜	+ ⅛
800	Clev, C C & St Louis	52	54½	52	54½	+3¼
1500	Coca Cola	37¼	37⅝	36⅛	36⅛	—1⅜
1800	Colorado Fuel	40⅞	41	40⅝	41	+ ¼
200	Colorado & Southern	26¼	26¼	26¼	26¼	+ ¼
2300	Columbia Gas	59⅞	60	59	59	— ¼
2900	Columbia Graphophone	47⅝	48⅝	47⅝	48½	+ ⅛
50	Col Graphophone pf	87⅝	89	87⅝	89	+9
400	Consol Cigar	61	62	61	62	+2
9200	Con Gas of New York	82½	85⅝	82½	83⅞	+1⅝
200	Consol Textile	28	28	28	28	—1
300	Contl Candy	10⅝	10⅞	10⅝	10⅞	+ ⅛
1500	Contl Int Cal Mining	19⅛	19⅝	19⅛	19½	— ⅛
22500	Corn Products	92⅛	93¼	91¼	91¾	+ ⅛
200	Corn Products pf	105½	105½	105½	105½	— ½
11800	Crucible Steel	229	232⅝	228	228½	+ ½
2500	Cuban Cane Sugar	46	46½	45½	45½	
	Delaware & Hudson	96⅞	96⅞	96⅞	96⅞	
600	Dela, Lacka & Westn	195	195	195	195	+4
800	Denver & Rio Grande	7½	7½	7½	7½	+ ¼
1500	Denver & Rio Gr pf	14⅞	15	14⅞	15	+ ⅝
200	Du, S S & At	4½	4½	4½	4½	— ½
200	Du, S S & At pf	10	10	10	10	+1½
200	Durham Hosiery	56	56	56	56	
3100	Elk Horn Coal	24¼	24¼	24	24¼	
1500	Endicott-Johnson	107½	107½	106⅝	106⅝	— ¼
3390	Erie Railroad	15⅝	15⅝	14⅞	15	— ⅝
8700	Erie R R 1st pf	24⅝	24⅝	24⅝	24⅝	+ ⅛
1500	Famous Players pf	90	90	90	90	— ⅛
100	Famous Players-Lasky	80	81¼	79⅞	79⅞	
300	Federal Min & Smelt	15½	15½	15½	15½	+ ½
300	Fed M & Smelt pf	35	35	33	33	—2½
1500	Fisk Rubber	38¼	38¼	38	38	
800	Freeport, Texas	25⅛	25⅝	25⅛	25⅝	+ ⅝
700	Gaston Wil & W	17⅛	17⅛	16¼	16¼	
100	General Chemical	192	192	192	192	+10½
1600	General Cigar	69⅝	69⅝	69⅝	69⅝	+ ¼
1600	General Cigar deb	87	87	87	87	+ ¼
200	General Cigar pf	98	98	98	98	+1¼
1800	General Electric	168	168½	167½	168¼	—2
28700	General Motors	317	330	317	324½	+9
37600	General Motors cfs	31½	33	31½	32⅝	+ ⅞
1200	General Motors 6% deb	72¼	73⅝	72	73⅝	+1¼
900	General Motors 7% deb	86	86	85½	85½	+ ¼
4800	Goodrich Rubber	73½	74	73½	73⅞	+ ½
800	Granby Consol	39¼	41	39¼	41	+3
200	Gray & Davis	35¼	35¼	35¼	35¼	
1800	Great Northern pf	81¼	81½	80⅝	80⅝	— ½
1400	Great Northern Ore	39	39½	38⅞	38⅞	
1800	Greene-Cananea	35⅝	36	35½	36	+2⅝
900	Gulf States Steel	68⅝	70	68¼	68¼	+ ¼
4500	Haskell & Barker	61⅝	63½	61⅝	63½	
4300	Hupp Motor Car	14¼	15¼	14¼	15¼	+ ⅝
400	Illinois Central	93½	93⅝	93⅝	93⅝	— ⅝
3000	Inspiration Copper	56⅝	57	55⅝	55⅝	— ¾
6400	Interboro Metropolitan	4¼	4⅝	4	4¼	
3700	Interboro Metro pf	15½	15½	14⅝	14⅞	
2800	Intl Agri Corpa	19⅝	21⅝	19⅝	21⅝	+1⅞
200	Intl Agri Corpa pf	74½	75⅝	74½	75⅝	+4¼
1500	Intl Harvester	130	130	129⅝	129⅝	+ ⅛
5600	Intl Mercantile Marine	36⅝	37⅝	36⅝	37⅝	— ¼
4200	Int Mer Marine pf	91¼	93	91	91½	+1⅝
8600	Intl Nickel	22⅝	22⅝	22⅝	22⅝	
11600	Intl Paper	80⅝	82⅞	80⅝	81¼	+1½
700	Iron Products	43⅝	44⅞	43⅝	44⅞	— ¼
200	Jewel Tea	15⅝	15⅝	15⅝	15⅝	+ ⅛
200	Jewel Tea pf	41	41	41	41	
1900	Kansas City Southern	18	18⅝	17⅝	17⅝	— ½
2900	Kelly Spring Tire	122	124½	122	123⅞	+2½
200	Kelly Spring Tire pf	99⅝	99⅝	99⅝	99⅝	+ ¼
300	Kelsey Wheel	70½	70½	70⅝	70½	+10
8700	Kennecott Copper	31⅞	32	31⅛	31⅛	+ ⅛
7800	Keystone Tire	36½	40	39	39⅞	+ ⅛
4300	Lackawanna Steel	74½	74½	73⅞	74⅛	+ ⅝
400	Lee Tire & Rubber	34⅝	34⅝	34⅝	34⅝	— ⅝
1500	Lehigh Valley	47	47¼	47	47¼	
800	Liggett & Myers	165	165	165	165	+ ⅛
200	Liggett & Myers pf	106	106	106	106	
2100	Loews tem cfs	30¼	30½	30	30	— ¼
1500	Loft (Inc)	20⅛	20⅛	19⅝	19⅝	— ⅝
200	Loose-Wiles	57⅞	57⅞	57⅞	57⅞	— ⅛
3800	Louisville & Nashville	107	108	107	108	+1
300	Manhattan Elevated	46¼	46¼	46¼	46¼	+1
200	Manhattan Shirt	31½	31½	31½	31½	+1½
700	Maxwell Motor	29⅝	30⅞	29⅝	30⅞	+1⅝
300	Maxwell 1st pf	55	56½	55	56½	+1½
24100	Mexican Petroleum	189	191¼	187½	187½	— ⅛
800	Miami Copper	23½	23½	23¼	23¼	+ ¼
8400	Middle States Oil	35	35⅝	35	35½	+ ½
8400	Midvale Steel	48¼	48⅝	47⅝	47⅝	— ¼
400	Minn & St Louis (n)	18¼	18¼	18	18	— ⅛
300	Minn, St P & S S M	77	77	77	77	+3
900	Mo, Kansas & Texas	10⅝	10⅝	10⅛	10⅝	— ⅛
200	Mo, Kansas & Tex pf	16	16	16	16	—1
3700	Missouri Pacific	30½	30½	29¼	29¼	— ¼
4300	Missouri Pacific pf	48	48	47¼	47¼	— ⅝
800	Montana Power	66	66½	66	66½	
200	Mullins Body	44½	44½	44⅝	44⅝	— ⅞
700	National Acme	36½	36½	36½	36½	
2600	Natl Aniline & Chem	61⅝	62½	61⅝	62½	+1
400	Natl Aniline pf	88	88	87	87	— ⅛
2300	National Conduit	11	11⅛	10⅝	11⅛	+ ⅛
700	Natl Enameling	76	78	76	78	+1
1600	National Lead	82½	83⅞	82¼	83⅝	+1
300	Natl Rwys of Mex 2d	5⅝	5⅝	5⅝	5⅝	+ ⅝
500	Nevada Copper	15⅝	15⅝	15	15	
200	New Or, Texas & M	47⅝	47⅝	47⅝	47⅝	+ ¼
900	New York Air Brake	106⅝	107¼	106	106	— ¼
11600	New York Central	77	77½	76	76	— ½
1100	N Y, Chi & St Louis	35½	36½	35¼	35⅝	+ ⅝
200	N Y, Chi & S L 1st	62	62	62	62	+2
300	N Y, Chi & S L 2d	49½	49⅝	49½	49⅝	+1⅝
200	New York Dock	39½	39½	39½	39½	+1¼
38200	N Y, N H & Hartford	36	36⅝	35	35	— ½
300	N Y, Ont & Western	21	21½	21	21⅝	— ½
600	Norfolk & Western	99	99	98⅞	98⅞	— ¼
2300	Norfolk Southern	26	29	25	25½	+ ⅝
4300	Northern Pacific	83	83½	82⅝	82⅝	
3800	Nova Scotia Steel	61½	63	61¼	63	+1⅛
6200	Ohio Cities Gas	45½	46⅞	45½	46¼	+1
3800	Oklahoma Producing	5⅝	5⅝	5⅝	5⅝	+ ⅛
900	Ontario Silver	8½	8½	8½	8½	+ ⅛
300	Otis Elevator	140½	140½	140½	140½	— ⅝
900	Otis Steel	30⅞	31⅛	30	30	—1
400	Pacific Mail	35⅝	35⅝	35½	35½	+2
26800	Pan Am Petroleum	95	97	95	96	+ ½
6400	Pan Am Pet Class B	90½	93⅝	90¼	90¼	
200	Parish & Bingham	41½	41½	41½	41½	+ ½
6540	Pennsylvania R R	43⅛	43½	43⅛	43½	+ ¼
200	Penna Seaboard Steel	24	24	24	24	— ½
900	People's Gas	37⅝	39½	37⅝	39½	+ ⅛
200	Peoria & Eastern	19	19¼	19	19¼	+1
6300	Pere Marquette	30⅝	30⅝	29⅝	29⅞	— ½
200	Pere Marquette pf	49½	49½	49	49	
6400	Phila Company	38½	39⅝	38½	39¼	+ ¼
31600	Pierce-Arrow	61	65½	61	64⅛	+3⅝
3400	Pierce Oil	19	19¼	18⅝	18⅞	
600	Pitts, C C & St Louis	80	80¼	75	75	—4⅝
200	Pittsburg Coal	59⅝	59⅝	58	58	—1⅝
900	Pittsburg & W Va	30	30¼	30	30¼	+ ⅛
600	Pond Creek Coal	19⅝	19⅝	19⅝	19⅝	— ⅝
400	Pressed Steel Car	98½	98½	98	98	— ⅝
900	Pullman Car	118½	118½	116½	116½	—2
1100	Punta Alegre Sugar	81½	82	80⅝	80⅝	— ⅝
400	Railway Steel Sprgs	99½	99½	98⅝	98⅝	+ ½
2300	Ray Con Copper	19¼	19½	19¼	19¼	
44300	Reading Railway	85⅝	85⅝	83⅝	83⅝	—1
900	Reading R R 1st pf	33	33	33	33	+ ½
1600	Reading R R 2d pf	34⅝	34⅝	34½	34⅝	+ ½
200	Remington Typewriter	76½	76½	76½	76½	
27200	Rep Iron & Steel	96¼	97	95⅝	96	+ ⅝
400	Republic Motor Truck	40⅝	43	40⅝	43	+3
24900	Royal Dutch P	99¼	102⅝	99¼	100⅝	+ ¼
1800	St Joseph Lead	16½	16½	16½	16½	
4700	St Louis & San Fran	24⅝	25¼	24¼	24⅝	+ ⅝
200	St Louis & Southwestn	17⅛	17⅛	17⅛	17⅛	+ ⅛
300	St. L & Southwestn pf	29½	29⅝	29½	29⅝	— ¼
900	Savage Arms Co	67½	68	67	67	
4600	Saxon Motor	16⅝	17	16¼	16½	+ ¼
800	Sears, Roebuck & Co	233	233	233	233	+3
800	Shell Trsd & Tran	80	83¼	80	81⅝	+1⅝
39760	Sinclair Oil, Corpn	41⅝	44¼	41⅝	43½	+1⅞
2400	Sloss-Sheffield	75½	76	74	72	—1½
22300	Southern Pacific	101⅝	101⅝	100⅛	100¼	— ¼
4100	Southern Railway	26	26	25	25	— ½
800	Southern Railway pf	58¼	58¼	58	58	
100	Stromberg Carb	67¼	68⅝	67	67	+ ¼
48100	Studebaker Corpn	96	99	95⅝	97½	+3¼
1500	Stutz Motor	134	137	134	135⅞	+ ⅞
2900	Tenn Copper	10⅝	11⅛	10⅝	10⅞	+ ⅝
2800	Texas Company	194½	202⅝	194	201	+4
15900	Texas & Pacific	38½	39⅝	37½	38⅝	+1¼
300	Third Avenue Elevated	14	14	14	14	— ¼
6500	Tobacco Products	68¼	69⅞	68¼	69	+1
23500	Trans Contl Oil	25⅝	27⅝	26⅝	27¼	+ ⅝
200	Transue & Will	58½	58½	58½	58½	+ ½
200	Twin City Rapid Tran	32½	32½	32½	32½	+1
200	Underwood	175	175	175	175	+5¼
6880	Union Oil	33½	35	33½	34½	
4600	Union Pacific	125¼	125¼	124⅝	124⅞	+ ⅝
1500	United Alloy Steel	45	45¼	45	45¼	
1400	United Fruit	201	203	201	201	— ⅞
3900	Utd Railway Invest	11⅞	12¼	11⅞	12¼	+ ⅝
500	Utd Rwy Invest pf	26½	26⅝	26	26	+ ½
1700	United Retail Stores	75¼	77	75¼	75⅝	+ ⅝
200	U S Express	31¼	31¼	31¼	31¼	
1800	U S Food Products	68¼	68¼	67½	68⅝	
3400	U S Indus Alcohol	86	98	86	98½	+5⅝
1500	U S Realty	48⅞	49	48⅝	48⅝	+ ⅝
38200	U S Rubber	107⅝	109⅝	106⅞	107	
1500	U S Smelt Ref	69½	70	69½	69⅞	+ ⅝
6400	U S Steel	100½	101¼	99½	99⅝	— ⅝
1200	U S Steel pf	113¼	113¼	113¼	113¼	+1⅜
3800	Utah Copper	76	76⅝	76	76⅝	— ⅛
500	Utah Securities	10	10⅝	10	10⅝	+ ⅝
2400	Vanadium Corpn	50⅝	51	50¼	50⅝	— ⅛
2600	Va-Carolina Chemical	71⅝	71½	71	71	+1⅝
400	Va Iron, Coal & Coke	88	88	88	88	+ ¼
200	Wabash R R	9⅝	9⅝	9⅝	9⅝	
3100	Wabash pf A	29½	29½	28⅝	28⅝	
900	Wells-Fargo Express	56¼	57	55	55	— ¼
400	Western Md	11¼	11⅝	11¼	11⅝	+ ¼
800	Western Pacific	25½	26	25	25	— ⅞
200	Western Pacific pf	60½	63	60½	63	+3¼
700	Westinghouse Air Brake	109	110	109	110	+ ¼
6700	Westinghouse El & M	53	53⅝	53	53½	+ ⅝
1100	Wheeling & L E	12½	12½	12¼	12½	— ¼
200	Wheeling & L E pf	21⅝	21⅝	21⅝	21⅝	
2200	White Motor	57⅞	59½	57⅝	59½	+2
300	Wilson Company	73	73	73	73	
18300	Willys-Overland	25¼	26	25¼	26	+ ⅞
700	Willys-Overland pf	89½	89½	89½	89½	
100	Woolworth	125½	125½	125½	125½	+1
4100	Worthington Pump	80	84	80	83	+3

Active New York Stock Exchange Bonds

(FURNISHED BY MOORHEAD & ELMORE)
Members New York Stock Exchange.

LIBERTY BONDS.

Issue.	Yesterday's close.	Issue	Yesterday's close
Liberty 3½s	$96.16	Liberty third 4¼s	93.06
Liberty first 4s	90.50	Liberty fourth 4¼s	90.10
Liberty second 4s	89.40	Victory 4¾s	97.86
Liberty first 4¼s	91.20	Victory 3¾s	97.86
Liberty second 4¼s	89.88		

OTHER UNITED STATES BONDS.

Pre-war issues.	Closing Yesterday.	Pre-war issues.	Closing yesterday.
1s reg., '30	100½@101	2s Pan. c, '38	100 @101
2s coup., '30	100½@101	2s Pan. r '38	100 @101
3s reg., '46	89 @ 92	3s Pan. reg	88 @ 91
3s coup., '46	89 @ 92	3s Pan. coup	88 @ 91
4s reg., '25	106 @106⅝	Phil. 4s, '34	90 @ 95
4s coup., '25	106 @106⅝	Phil. 4s, '36	90 @ 95
2s Pan. c, '36	100 @101	Phil 4s, '36	90 @ 95
2s Pan. r, '36	100 @101	D. Col. 3s, '65	97 @ —

RAILROAD BONDS.

	Yesterday's close.		Yesterday's close.
Atch. To & Santa Fe gen 4s, 1995	78	N Y N H & Hart conv deb 6s, 1948	75⅝
Baltimore & Ohio gen 4s, 1948	64½	Norfolk & Western conv 6s, 1929	102
Baltimore & Ohio refund 5s, 1995	64⅝	Northern Pac 4s, 1997	75½
Baltimore & Ohio conv 4½s, 1933	64⅝	Penn R R gen 4½s, 1965	81⅝
Chesapeake & Ohio conv 5s, 1946	80	Penn gen 5s, 1968	84¼
Chesapeake & Ohio conv 4½s, 1930	74⅝	Reading gen 4s, 1997	79½
Chicago, G W first 4s, 1959	55	St L & San F pr lien "A," 4s, 1950	58⅝
C Mil & St P conv 4½s, 2014	61	St L & San F adj 6s, 1955	65
Chi Mil & St P conv 4½s, 1932	71½	St L & San F inc 6s, 1960	50¼
Chi R I & Pac refund 4s, 1934	67¼	Southern Pacific conv deb 5s, 1934	103¼
Denver & Rio Grande 1st ref 5s, 1955	42⅝	Southern Pacific conv 4s, 1929	78⅞
Erie conv 4s, series "D," 1953	44	Southern R R 5s, 1994	75
Erie gen 4s, 1996	56	Southern R R gen 4s, 1956	58¼
Missouri Pac gen 4s, 1975	56½	Union Pacific 1st 4s, 1947	82⅝
N Y Central conv deb 6s, 1935	92¼	Union Pacific 1st ref 4s, 2008	72⅝

MISCELLANEOUS BONDS.

Am T & T conv 6s, 1925	98	Beth Steel Purchasing Mon 5s, 1936	85
Am T & T collat trust 5s, 1946	82	Central Leather 5s, 1925	95
Brooklyn Rap Transit 7s, 1921	45½	Chile Cop conv Collat Trust 6s, 1932	79½
Hudson & Manhattan ref 5s, 1957	58	Intern Merchant Marine 6s, 1941	89½
Interb Metro 4½s, 1956	18¼	Midvale Steel conv 5s, 1936	83½
Interb R Trans 5s,