

DISTRIBUTION OF STOCK QUOTATIONS

New York Exchange Cannot Exercise Right to Strike From List Names of Subscribers

NOT PRIVATE NEWS

Western Telegraph Company, Who Pays Fifty Thousand For Privilege, Can Distribute Quotations Without Discrimination. Buffalo Brokers Were Objected to by the Exchange and Took Action.

(Exclusive Leased Wire to the Journal of Commerce.)

New York, July 6.—For the privilege of distributing quotations bearing the O. K. of the New York Stock Exchange, the Western Union Telegraph Company pays the Exchange \$50,000 a year. The Exchange has always reserved the right to strike from the list of subscribers the names of those persons whom it did not wish to have served. This privilege was exercised to the disadvantage of Henry C. Tucker and several other brokers in Buffalo.

A temporary injunction was obtained restraining the company from discriminating against them, and after argument Justice Pooley, of the Supreme Court of Buffalo, continued the injunction pending trial. Ex-Senator Myer Nussbaum and Simon Fleischmann appeared for the plaintiffs; Hoyt and Spratt and John G. Milburn for the Stock Exchange, and Rush Taggart for the Western Union Company. In a 5,000 word opinion Justice Pooley refused to vacate the temporary injunction.

The quotations are sent throughout the country by direct wire and also by ticker service, at the rate to the subscribers in Buffalo of \$35 a week for the direct service, and \$8 a week for the ticker service. These payments were promptly made by the plaintiffs. It was admitted by the defendants that "all applicants for continuous quotations of the New York Stock Exchange must be approved by the Exchange before the Western Union Company can furnish the quotations direct by said applicants."

The Court decided that the issues were confined to the question whether the Exchange had an absolute property right in the quotations, and if so, whether an order compelling the Western Union Company to distribute them to a restricted list of subscribers only would not be a violation of the penal law.

The Court found that the quotations really belonged to the Exchange and that the Western Union Company had no right to distribute for public use any property right without the consent of the owner but that this contention was sound only so far as it related to private news and not for news sent broadcast and for publication of the information as soon as it is available. The office of a broker, who has the service, is practically a public one, and once the quotation is received it is practically open to anyone who desires it. It cannot be said, therefore, that the penal law is violated by such publication.

Then the Court pointed out that a large part of the business of the members of the Exchange came from brokers at remote points, whose patrons were obliged to depend upon market conditions by actual dealings upon the floor of the Exchange.

"The province of the Exchange," said Justice Pooley, "is that of affording facilities to buy and sell and it is manifestly to its own interests that the buying and selling public know the market conditions. The nature of the business is such that operators prefer to deal with responsible brokers at their home cities rather than to attempt to trade with members of the Exchange direct, and in order to do this they must have the information necessary to the determination of their orders."

"So this system has grown to its present proportions, and requires the co-operation of the Exchange, the telegraph company and the brokers in furnishing to patrons the facilities required. In the nature of things the business cannot be private and secret, but must be public and instantly available to all."

"The evolution of the business resulted in the ticker, and the telegraphic equipment was so improved and enlarged that any number of tickers could be operated at the same time wherever located. The growth of the business and the facility of communication caused the establishment in remote cities of offices where correspondents or customers of members of the Exchange received immediate information on blackboards so that any person might be informed of transactions occurring on the floor of the Exchange, practically as soon as known there."

"A broker," said the Court, "who received quotations that he was bound not to publish would of necessity be obliged to do business with each individual customer, disclosing to him information required in the particular case. It is a matter of common knowledge that this is not, and cannot be, the method of doing business. The persons desiring to trade want all the information available and at once. It is not generally the case of an individual going to his broker's office intent upon buying or selling a predetermined commodity, as he would go to the market to buy his household supplies. It is rather that of a trader ascertaining general conditions, and by reason of shrewdness, sizing up the business situation, and availing himself of an opportunity to make a profit."

The Court said that no charge had been proffered that the plaintiffs had made any improper use of the service they had received and that nothing was presented to furnish a substantial reason which they should be deprived of it.

GOOD VALUES IN LAKE SHORE.

The main vein at the Lake Shore mine, Kirkland Lake has been cut with the diamond drill one hundred feet from the shaft on the 200-foot level. The sludge from the drill hole averaged \$48 over a width of three feet.

This is the first definite result obtained on the 200-foot level of the Lake Shore mine and is therefore of considerable importance. It is the ore shoot going west on the 100-foot level that has given the best results at this property. Pay ore was found 40 feet from the shaft running \$18 over a width of 46 inches. The drift has been carried 165 feet to the west, and careful sampling and assaying shows that for 120 feet there is an ore shoot which will average \$25 over a width of 44 inches.

The first diamond drill hole south of the shaft on the 200-foot level below the fault showed a horizontal displacement of the lead to the south of 25 feet, and the vein there gave low assay values. To avoid the lean portion of the vein as it was indicated in the first hole, the second hole was directed south of west to the ore shoot as indicated on the first level.

Mr. Morrison will now run a diagonal cross-cut to the ore shoot on the second level.

MANY AUTOMOBILES USED IN MUNICIPAL DEPARTMENTS

Every Large City in Dominion Employs Motor Cars—Montreal Has Motor Fire Department and Toronto Has 59 Cars.

When several Canadian cities ventured timidly to try out an automobile in municipal affairs a few years ago, they were criticized for extravagance. It is interesting to note in contrast that now every city in the Dominion of any size is using motor cars and many of them from fifteen to twenty-five—Toronto as high as 59.

Montreal, Toronto, Calgary and scores of other Dominion cities can tell much of motor car efficiency. In the last three years Montreal has almost completely motorized all its civic departments and last year it purchased five Ford cars for the police and Board of Public Works alone. Fire departments in Montreal now use the automobile exclusively. They have 13 large pieces of apparatus and 13 small cars. The city's accountants estimate that this motor equipment saves the city \$2,000 a year, and they also have cost figures in detail to show that some of their automobile trucks are equal to six double horse teams.

Toronto leads all the other cities in the number of cars needed to do its work with its total of 59. Of this number 47 are Fords, distributed as follows: Railway and bridge department, 1; architect department, 2; water department, 2; purchasing department, 4; health department, 1; roadways department, 5; property department, 3; street cleaning department, 3; parks department, 3; fire department, 1; Hydro-Electric Commission, 15; harbor board, 3; school board, 3. These cars are all figured by the municipal authorities as profitable investments and actual savers of the people's money. They serve the city much better, cheaper and more reliably than horses.

Calgary has twenty-three automobiles in its various departments, including one seven-passenger car, seven five-passenger cars, fourteen two-passenger cars and one police patrol. Sixteen of these are Fords, used in the various city departments. When contractors handled Calgary's paving they used from six to eight cars, but the city department is doing practically the same amount of work with two Ford cars. The health officer and chief sanitary inspector use Fords. The park superintendent of public works also has one to keep in touch with the work under his control.

The electric light department has effected a considerable saving by the use of four cars. One is converted into a small truck for installing meters, and from 2,500 to 3,000 meters are handled during the year at a considerable saving over the horse and wagon method.

Winnipeg, Regina, Edmonton, Saskatoon, Vancouver, Hamilton, Windsor, London and St. John have all followed suit in using motor cars and scores of smaller cities are getting machines in smaller quantities. Alberta's government has found 22 Ford cars necessary, 10 being used by the board of public works and the others by the agricultural department, telephones, provincial secretary and department of municipal affairs. In Regina, the Saskatchewan government uses 11 Fords for sheriff, jailor and the weeds, highway and architectural departments.

The Dominion government uses a large number of Ford cars, and the various provinces are rapidly motorizing.

CANADIAN CAR AND FOUNDRY CO. RECEIVES LARGE WAR ORDER

It is officially stated that the Canadian Car & Foundry Company has received an order from the Railway Executive Committee of the British War Office for 1,200 four-wheel, Continental type, 22-ton steel frame box cars. The value of the order is placed at \$1,200,000.

The order was received through Mr. W. W. Butler, senior vice-president of the firm, who has just returned to Montreal after spending six months abroad. While away he visited Petrograd and Paris and opened a permanent office for the company in London.

It is understood that the cars will be used in connection with military operations of the British army in Northern France. The specifications of the equipment conformed in every respect to the standard of the French railways.

The new order is the first of its kind placed in Canada by the British War Office.

Mr. Butler in an interview regarding the placing of war orders said: "I have been quoted as being antagonistic to the Morgans. That is incorrect. What I maintain is that Canadian manufacturers should secure more orders for munitions. I believe they should have the preference over outside firms for this business, as they certainly have the equipment and means of turning out ten times the amount of shells they are now manufacturing."

"The authorities in England do not realize that facilities for the manufacture of munitions are at present lying idle in this country. They look upon Canada as a small member of the family, willing to help but without the necessary facilities for doing so. I cannot see why any machine shop in this country should be idle, especially so when the cry in England is for shells, more shells, and still more shells, and will continue to be the cry for many months more."

Mr. Butler is of the opinion that the war will last at least two years longer.

WHEAT NOW HEADING OUT.

Regina, July 6.—The semi-monthly special crop bulletin issued last evening by the Saskatchewan Department of Agriculture on general conditions during the week states that the wheat in many places is in the shot blade and is already heading out. Conditions vary considerably in different parts of the province. In the southeastern districts the crops are backward owing to the cold, wet weather, while in the central and more northern districts the crops are well advanced. At Eyebrow wheat has been reported fully headed out and 35 inches in height. Oats and barley are doing well and in many places are headed out. Crops on the lighter land are reported to be making splendid growth. The weather during the past two weeks has been cold and wet and warmer weather is desirable. Summer fallowing and breaking are progressing slowly, due to the frequency of rain.

LARGE CONTRACT FOR STEEL.

New York, July 6.—A Cleveland firm, said to be the Garrett, Cronwell Engineering Company, has been awarded a contract for sixty thousand tons of steel rounds to be shipped to France for shells. One half of the contract goes to the Lackawanna Steel Company, and the other half presumably to the United States Steel Corporation. The price is reported to be two dollars a hundred pounds, and the amount involved being \$2,400,000.



ENVER BEY, Turkish Minister of War, who has been on the Gallipoli Peninsula personally directing the fighting.

EFFORTS TO MEET DEMAND FOR DYES

Some American Manufacturers Turning Out Four Times as Much as in Prior Years

EMBRACING OPPORTUNITY

Germany Will Not Regain Trade Lost — Americans Have Already Made Contracts Extending Over Three Years, One for 300,000 Pounds Annually.

New York, July 6.—American Aniline dye manufacturers are making a tremendous, and they believe, an encouraging effort to supply the want of dyes, so greatly needed since the cessation of German exportation of that product. Some idea of the way in which the domestic industry has been called upon to meet the demand of the textile mills, was given out by one of the largest American concerns in the dye business, who said that his company has daily to reject orders for some thirty to eighty thousand pounds of dyes because of their inability to manufacture them fast enough. As an evidence of the satisfactory manner in which the American manufacturers have rallied to meet the situation, he asserted that his company was manufacturing four times as much dyestuffs this year as in any year previous.

Although it has been less than a year since the dyestuffs and chemical industries were thrown into confusion by the war, a readjustment has been partly accomplished, which, according to Harry Carpenter, of the National Aniline & Chemical Company, has enabled mill operators to go ahead with the manufacture of textiles.

"We have never made in this country more than 20 per cent. of the dyestuffs used here annually," Mr. Carpenter said, "and we had to import about 75 per cent. from Germany and 5 per cent. from Switzerland. From the way the American output has increased it would be safe to say that inside of the next eighteen months manufacturers here will be able to supply some \$10,000,000 worth annually of dyestuffs to a home market which could use \$30,000,000 worth."

"While we are making several times the amount of dyestuffs manufactured here before the war, we are not able to produce the variety which imports from Germany once put on the market. In one color alone, a direct black, we have sold, however, 4,000,000 pounds for delivery between October of this year and September of next. The demand for this color is far beyond the supply."

The willingness of the mill men to help out the dyestuff manufacturers financially is one of the factors which have simplified the situation. The need of new equipment and materials for use in turning out colors formerly imported from abroad exclusively put a heavy burden on the dye industry, which it was not able to meet at once. Now that it is expanding, Mr. Carpenter gave it as his opinion that the trade lost by Germany would not be regained. Consumers in this country were already making contracts with local dealers extending over as much as three years, and he instanced one for approximately 300,000 pounds annually, which had been placed with his company for a three-year period.

Another concern which is hopeful of the future of the American manufacture of dyestuffs is the W. Beckers Aniline and Chemical Works, Inc., of Brooklyn. That concern is one of several which have made serious efforts to equip themselves for turning out a vastly bigger product. It has recently laid the cornerstone of a new office and laboratory building in a plant which covers about twenty acres on Ditmars Avenue, in Brooklyn. On the twenty-three buildings which will be used in the manufacture of dyestuffs and chemicals, twelve have already been built. According to the officers of this company, the manufacture of a full line of colors for wool, silk, and cotton is already being carried on in quantity, and the manufacture of colors for other lines of industry, consuming aniline and alizarin colors is being taken up as fast as the remaining buildings to be erected can be gotten ready for use.

The formation of this and other large companies for the manufacture of coal tar and aniline colors is said to mark the first important step toward the establishment in America of a dyestuff industry to compete seriously with foreign manufacturers. Local manufacturers say that there is no reason why this competition should not be successful, in view of the vast natural resources, especially coal tar, which are available.

MONTHS RAILWAY EARNINGS IN CANADA INCREASED 3 P. C.

Aggregate For June Was \$390,711 More Than in May—Smaller Decline Compared With Previous Year.

Aggregate gross earnings of Canadian railroads were slightly higher last month than in May, the increase amounting to \$390,711, a little more than 3 per cent. As compared with April, June figures were virtually stationary, the difference amounting to only \$3,065 in a total of \$12,595,913.

The seasonal improvement that comes with the reopening of navigation, of course, has been lacking this year, and for obvious reasons. Domestic trade has been quiet, exports have been larger but imports have fallen off sharply, and, of large importance for its effect on the earnings of the western systems, immigration has ceased. The actual improvement in June over May figures, however, affords some comfort, which may be increased by the fact that the relative decline in June as compared with the same month a year ago, was smaller than the May decline.

Taking the monthly figures since March and comparing them with the corresponding figures a year ago, March earnings show a falling off of 14.2 per cent., April of 18.3 per cent., May of 21.2 per cent., and June of 20.0 per cent.

The following table gives the aggregate earnings of the three big systems for the past three months with the change from the same months a year ago:

Month	Earnings	Decrease	P. C.
April	\$12,598,978	\$2,818,389	18.3
May	\$12,205,202	\$2,739,008	21.2
June	\$12,595,913	\$3,165,073	20.0

The June, 1915, results, completed yesterday by the publication of Canadian Northern's return for the last nine days of the month, show the following totals week by week, and the change from the corresponding periods of last year:

Week	Earnings	Decrease	P. C.
1st	\$2,818,477	\$732,363	20.6
2nd	2,840,913	670,826	19.1
3rd	2,887,972	746,774	20.5
4th	4,048,511	1,015,110	20.1

Month \$12,595,913 \$3,165,073 20.0

The foregoing results, tabulated by companies, and the change from a year ago, follow:

Co.	Earnings	Decrease	P. C.
C. P. R.	\$6,990,000	\$2,571,000	26.9
G. T. R.	4,403,613	140,073	3.1
C. N. R.	1,202,300	454,000	27.4
Total	\$12,595,913	\$3,165,073	20.0

In connection with the comparisons made between June and May earnings, it may be noted that the trend in previous years has been rather irregular. Taking C. P. R. returns over a period of six years, for instance, June earnings exceeded May's in 1914, 1911 and 1910, but were smaller in 1915, 1913 and 1912. The gain for June over May this year came largely through the improvement record in the Grand Trunk return, which is largely attributed to eastern business picking up while western business continues to drag.

TEA BEING SUBSTITUTED FOR VODKA BY RUSSIANS

Now that vodka has been abolished the Russians are taking to tea with great favor. Russian agents are buying great quantities of tea in the East, thus forcing up the price of the product.

Tea suddenly becomes one of the items of war material, and the price has gone up in the primary market about thirty per cent with prospects of a real shortage and still further advances in price. When warring armies start buying tea for rations on the field with its attendant great waste, and the entire Russian people are suddenly deprived of vodka and turned to tea, then it can scarcely be surprising that such a fluctuation should occur in the price of tea.

Messrs. Henderson and Company's latest monthly circular issued from Ceylon and just to hand states: "A feature of the market was the record prices paid for flavor tea. The oldest members of the tea trade in Ceylon could not remember such high prices being realized before."

PREPARING FOR AN ATTACK ON CONSTANTINOPLE.

Athens, July 6.—A despatch from Mitylene says a general land and sea attack against the Dardanelles straits was opened on Sunday by the Allied forces.

Preparations are being made in Constantinople for a siege of the city, which is expected soon. "Useless" persons—those unable to participate in the military defense of the city—have been ordered to quit the capital. All Christians also have been ordered to leave.

Scutari, a city on the Asiatic coast of the Bosphorus, also has been evacuated by the civil population. The Turks have mounted guns at such positions as to be able to destroy the great mosque of St. Sophia as soon as the Allies enter Constantinople. Rumors have reached here that the Sultan is dead. The Young Turk party is concealing the news, fearing the political effect.

AMERICAN SUGAR COMPANY WILL CHANGE MANAGEMENT.

New York, July 6.—The change in the management of the American Sugar will probably take place on July 13. For the first half of its fiscal year, the period to June 30, earnings recorded a sharp and most satisfactory recovery from the 1913 and 1914 showing.

There is no reason, barring some unexpected turn in raw sugar situation, why American Sugar should not be able in 1915 to cover its common dividend, with enough to the good to make up the 1,250,000 dollars drawn down from surplus during 1913 and 1914 to balance the deficit for the common dividends.

D. A. THOMAS IN NEW YORK.

New York, July 6.—D. A. Thomas arrived Monday on the steamship St. Louis, from Liverpool. He was met at the pier by Sir Cecil Spring-Rice, the British Ambassador to the United States, and Willard D. Straight, of J. P. Morgan and Company. Mr. Thomas, when interviewed, said that he could not discuss details of his trip, but he was here entirely on British government business.

BRITAIN WITHDREW REQUISITION ORDER

Relinquishes Steamers Thyra Menier and Honoreva to Canadian-American Steamship Corporation

ACTION WAS ENTERED

Libel Was Filed Demanding Damages of \$400,000—Case Establishes Precedent for American Shippers Chartering British Vessels.

The British Government has withdrawn its order requisitioning the Thyra Menier and the Honoreva, British vessels chartered to the Canadian-American Steamship Corporation. The direct cause of the withdrawal was the filing of a libel in the United States courts against the owners of the vessels alleging damages to the extent of \$200,000 on each ship. The reasons which influenced the Admiralty to abandon its efforts to obtain steamers chartered to American concerns have not yet been made public, but it is thought that the scope of the requisition order, which covered vessels in the British Isles or adjacent waters, was not sufficiently broad to reach ships operated by American enterprise in neutral ports. The case is understood to be the first which has arisen since the beginning of the war.

The result of the libel filed by the Canadian-American Steamship Corporation, which was undertaken against the advice of admiralty lawyers, is looked upon in many quarters as a distinct triumph for American shippers who have chartered English vessels. The number of steamers thus engaged cannot be estimated accurately, but a conservative shipping expert has placed the figures well into the hundreds, based on the fact that around seventy-five ships are chartered each week for terms running forty days to six months and more.

An official of J. F. Whitney & Co., allied with the Canadian-American Steamship Corporation, said yesterday that the order of requisition had been withdrawn within forty-eight hours after the filing of the libel. Following this action, the complaint has now been withdrawn. The ships are now on their way with cargoes between Canadian and American ports. No opinion would be expressed in the office of the company yesterday whether the ships could be free from seizure if they should enter an English port. The significance of the Thyra Menier case for American shippers lies in the fact that this is the first time that the issue has been brought into court. The general attitude of admiralty lawyers seemed to be that such action could not be maintained successfully.

The libel was filed in the United States District Court of New Jersey by the Canadian-American Steamship Corporation against the Thyra Menier. It set forth that the vessel was a British owned ship of 1,457 tons gross register, and 794 tons net register, coming from Bristol, England. When first seized by the United States Marshal, on June 19, the steamer was laid up for repairs in the yard of Tietjer & Long, at the foot of 17th street in Hoboken.

It is further established in the libel complaint that before March 1, 1915, the Thyra Menier was chartered by the owners to M. Henri Menier, of Paris, France, for a term of years. The charter included the right of sub-chartering the vessel. About March 1 is the statement, a further agreement was entered into in New York city by which Menier sub-chartered the ship to the Canadian-American Steamship Corporation for six months. The steamer was redelivered to the corporation at La Romana, San Domingo, on May 24. The assertion is made that the hire of the ship had been paid in advance.

On June 19, the statement continues, the Donald Steamship Company notified the Canadian-American Steamship Corporation that cable instructions from England had been received to the effect that the vessel had been requisitioned by the British Government, and that further service under the terms of the charter could not be expected. The Donald company acted as agents for the owners.

The claims says that present and future damages suffered amounted to \$200,000 or more. The allegation was made that the matter came within the jurisdiction of the Admiralty and maritime powers of the United States Courts. The court ordered the case to be tried at the next session, beginning July 6, but a cable message was received on June 23, to the effect that the requisition order had been withdrawn. Following this it was a matter of routine that the libel should likewise be recalled.

The case of the Honoreva is similar to that of the Thyra Menier.

HUNGARIAN WHEAT.

Paris, July 6.—Beginning Sunday next, grain will not be mixed in wheat flour in the Hungarian capital and the daily ration for each person will be increased from 7 to 10½ ounces, according to a despatch received by the Havas Agency to-day from Budapest by way of Geneva.

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SCARCITY OF STEAMERS AFFECTED IM

War Operations Have Reduced—British Steamers are Practically—Pacific Mail With

Tonnage scarcity is hampering the Orient. Members of the trade that the exporters in the Orient by the fact that with the season despite a scarcity of vessels in the dispatch their ships to Shimizu, much hold space for tea, even Kobe or Yokohama.

A record of the sailings of steamers from May to November 1914, with those on the programme of shipping companies for the same period, which covers the tea export year, the present period will have less sailings than the last.

It is found that the total number of sailings for the tea export season of 1914 is sixty, compared with seventy for the last year. This calculation allows seventeen vessels of the Pacific Mail Line, which, of course, will go out of business this year.

The commandeering of the steamers, belonging to the Canadian by the British Government has been a principal cause of the scarcity of tonnage from the Orient. In this from Shimizu by that line itself ten last year, have been reduced one out of seven steamers in the Steamers of the Blue Funnel Line made seven outward voyages from uncertain the present season, as to state them from the trade. The same to the Royal Mail Steam Packet year, with three ships, made three exports.

With the British lines out of the Orient, the only American line, the Orient, which has been practically closed under the new Service of Great Northern Railway's single ship held up for extensive repairs, the Japanese steamship line, which is suffering from a shortage of facilities, owing to needs of freight demands at Yokohama.

The Nippon Yusen Kaisha Steamship Line, which has been in the current with seven vessels in service, has diverted three vessels to Yokohama. Shosen Kaisha, in the present season, has scheduled its full fifteen sailings which are from Shimizu, and on the other Japanese line, the Toyo Kai, which has diverted four more vessels from Yokohama, and with the exception of last, expects to operate the same number of sailings.

LIVERPOOL COTTON FUTURE.

Liverpool, July 6.—Cotton futures 4½ to 14½ points from Friday's close. At 12:30 p.m. the market was quiet. July-Aug. Oct.-Nov. Jan. Close . . . \$5.08½ 5.32½ Open . . . 5.23 5.41 x Friday.

At 12:30 p.m. there was good spots. Prices steady with middling 10,000 bales; receipts 16,000 bales American.

Spot prices at 12:45 p.m. were: A fair \$19.4; good middlings 5.63½; low middlings 4.87½; good ordinary 4.17½.

Liverpool, July 6.—2 p.m.—Cotton 6 to 12 points. Sales 10,000 bales American. July-August 5.21½; October 5.40½; January-February 5.52½. Liverpool, July 6.—Cotton futures to 11 points net advance. July-Aug. Nov. 5.41½.

LONDON MARKETS IN ADVANCE.

London, July 6.—The markets were active. Consols, 65 1/16; War Loan, 100 New.

Amal. Copper . . . 77
Atchison . . . 103½
C. P. R. . . . 150½
Erie . . . 26½
M. K. & T. . . . 8½
Southern Pacific . . . 90½
Southern Ry. . . . 15½
Union . . . 133½
U. S. Steel . . . 62½
Demand sterling, 4.76.

COTTON OPENING POOR.

New York, July 6.—While cotton opened 15 points higher than Friday's the Liverpool cables on the first call but five to eight points higher. The market was considered poor in face of talk that the weather is clearing in the East. The past ten days are said to have done little.

New York, July 6.—The cotton market opening.

July . . . 103½
October . . . 103½
December . . . 103½
January . . . 103½

VISIBLE COFFEE SUPPLY.

New York, July 6.—World's visible supply decreased 709,647 bags during July. Total visible supply on July 1st was 1,000,000 bags.

New York, July 6.—Coffee market opening.

July . . . 103½
October . . . 103½
December . . . 103½
January . . . 103½

DOMINION COAL COMPANY.