GENERAL MIXUP OF AUTOMOBILE BUSINESS IS SHOWN BY RECENT CUTS OF LEADING MANUFACTURERS

AUTO PRICES ARE STILL BEING CUT

Threatened Price War Lacking, Although Cost of Hupmobile And Reo Are Slashed.

By Phil S. Hanna

Detroit, Aug. 12.—Price slashing by the automobile companies continued this week with both the Hupp company and the Reo people announcing cuts but none of the intensity of a threatened price war was evident last week in the reductions announced by General Motors followed simultaneously by the leading independents, was lacking.

At the moment the price equilibrium of the Ford class had not been disturbed. If Willys-Overland gets back thoroughly on its feet they may be heard from, but at present none of the Big Three—Ford, Chevrolet and Overland—has shown a disposition to act. Ford is swamped with business. Chevrolet, with 10,000 cars a month, is making good money, probably the best in its history and Overland, selling about 400 cars a day would probably rather continue at the rate on present prices than take chances on a price war with Ford and Chevrolet. Some automobile bankers say the same about Chevrolet, namely, let well enough alone.

Dealers Get Rid of Stocks

Perhaps this is the explanation why the small Chevrolet touring car, the big seller, was not reduced with other Chevrolet models August 1st. But unless all signs fail, there will be something doing before long in the Ford class of cars. Ford dealers here and there are hastening to unload cars on hand while one hears more often about a new Chevrolet to sell at a new price.

An accurate comparison of cuts made by the various General Motors units with cuts made by other makers is difficult to draw because of the wide variations in the equipment and construction of models, but in order to get some idea of how the leading independents line up against the General Motors combination four classifications of touring cars and one classification of closed cars have been made.

Maxwell Regaining Finances

In the four-cylinder medium touring class, General Motors with the K. R. Chevrolet and the Buick is now practically on a price parity with Maxwell, Dodge, Dort and Nash. Maxwell is rapidly regaining its financial health and Dodge Brothers has set a reserve for about any kind of a prolonged battle. As the number of cars in this class sold annually is second in volume to the Ford class, the main fight for leadership may be staged right here.

In the light six class General Motors, with the Oakland, now is a contender for honors against the Studebaker and the Jewett, while in the so-called quality six class, the Buick, Chalmers, Studebaker and the Nash have had a pretty race this year with indications that Studebaker got the lead in sales. Hence the pricing of Buick $80 under its rival gives rise to opinion that here will be another interesting contest. In the big six touring classification, Studebaker, Hudson and the Chandler have been cut as have the Buick and Oldsmobile of the General Motors.

Heavy Cuts in Closed Cars

The largest reductions have been made in the closed car models, considering the growing demand. Take the 7-passenger 6-cylinder sedan for example. Hudson now has one at $2295; Nash, $2190; and Studebaker, $2250. General Motors came back with a Buick at $2195 and an Oldsmobile eight for $2145. The banking fraternity sees a great significance in the corporation's move toward lower prices at a time when the public demand is large. It is believed that, first it would like to regain its banner 1919 production of 400,000 vehicles. With debts and inventories pared down this would return ample profits as costs have been cut simultaneously with car prices, and second, it is believed the corporation is looking ahead with a view to increasing its momentum as a going concern so that either of two possible hazards—the formidable competition of a similar combination or the diminution of the public demand—cannot weaken its position.

Detroit refuses to believe that Ford is through expanding and Henry Ford grows older as Edsel Ford grows more powerful. The twenty year consistency record of the older Ford may give way to the ambitious of the younger Ford and with the Ford backing a new combination of factories might cause trouble even with the General Motors.

Sugar Business On Stable Basis, Says Carl Kelty

Carl S. Kelty, vice president of Freeman, Smith & Camp company, formerly of Portland, now in charge of the company's Los Angeles office, has made a very exhaustive survey of the sugar industry and reports some very interesting facts to the head offices in Portland on this industry.

"The campaign starts much earlier in Southern California than in Colorado, but they are about two weeks late here this season because of the cold spring. The farmers were discouraged by the unfavorable conditions that prevailed last year, and many of them thought it a good time to put their land in some other kind of crop and give it a rest. Conditions have improved to a very marked degree, and the farmers who planted beets will do very well. The reduced acreage this year is only a temporary condition and there will be plenty of beets next year.

"The sugar business was never on so stable a foundation as it is today. The question of customs duties has been definitely settled in favor of protection and the growers will have nothing to fear from Cuban competition as in the past. Prices are on a substantially profitable basis and will be held there by the duty. Consumption of sugar is increasing everywhere in the world where they are able to pay for it. In the United States the consumption during the first six months of 1922 was 2,750,000 tons, compared with 4,300,000, the largest consumption in any entire year previously.

"In England for many years before the war they got their sugar from Germany—beet sugar. The war cut off this supply and England is now getting her sugar from Cuba. The whole English nation gums up its insides every morning with jam and marmalade, and English housewives got the notion firmly intrenched that they could not make their conserves except with beet sugar. Now the Cuban sugar manufacturers are conducting an educational campaign in England to prove that cane sugar is just as good as beet.

"The entire product of the Southern California sugar factories is consumed at home and in Arizona and New Mexico. This is accomplished by the saving in freight, which amounts to 40c a bag in Southern California and 65c in Arizona and New Mexico, figuring the Los Angeles base rate.

"They do not feed cattle at the plants in Southern California as they do in Colorado. The California refineries have a better market even than the cattle 'feeder' method. The pulp is put through driers, each ton being reduced to 100 pounds, and mixed with 25 per cent refuse molasses, and is sold to dairymen. The entire product for this year has been contracted by the local Dairymen's association, and there is always a demand for all that can be produced."

WALL STREET STOCK QUOTATIONS

Reported by The Journal's Wall Street Bureau

New York, Aug. 12.—Following is a complete list of stock sales for the week. High, low and closing prices of each stock are given.

INDUSTRIALS

STOCKS.	High.	Low.	Close	Chng.
Adams Exp	78	76	77½	+½
Adv. Rumley	21½	18¾	21½	+3¾
do pfd	55¾	55½	55	+6¾
Air Reduc	55½	53½	55¾	+ ⅜
Ajax Rubber	12⅝	11⅝	11⅝	- ⅝
All Amer Cable	115	112¾	113¾	+1
Allied Chem	74½	72⅞	73	.....
do pfd	108¼	108	108	.....
Allis Chalmers	53⅝	52¾	53⅝	+ ¼
do pfd	98½	98½	98½	.....
Am Agr Chem	37¾	36¾	36¾	- ¾
do pfd	63¾	62½	62½	-1⅝
Am Bank Note	70	68	70	-1
do pfd	52	52	52	- ⅝
Am Beet Sug	49	46	46⅝	.....
Am Bosch M	38⅝	35½	35½	+2¼
Am Br Shoe	75	65	70½	+5½
Am Can	59⅝	57½	57⅝	-1⅜
do pfd	109¼	109¼	109¼	- ¼
Am Chicle	9⅝	9⅝	9⅝	- ¼
Am Cotton Oil	26⅝	26	26½	- ½
do pfd	51½	51	51	.....
Am Drug Syndi	5⅝	5⅝	5⅝	+ ¼
Am Exp	139	137	137	-1½
A H & L	14¼	14	14	.....
do pfd	71½	69	71½	+1½
Am Intern Cor	39¾	34⅝	37¼	-2⅞
Am Linseed	113¾	110	111½	-1
do pfd	94¾	93	94	- ⅜
Am La France	13¼	12¾	13	+ ⅜
Am Lin Oil	34	33¾	34	.....
do pfd	52½	52	52	-2
Am Radiator	116	104	115½	+11⅝
Am Ship & Com	18⅝	17	17½	-1½
Am Snuff	138⅝	136½	138¼	-3¼
Am Sugar	81½	80½	80¾	-1¼
do pfd	109½	108	109¼	-1¼
Am Sumatra	40¼	39	39	-1¼
Am Tel & T	64¼	64¼	64¼	+1¼
Am Tel & C	58½	56⅝	58⅝	+1½
Am T & T	122⅝	122¼	122⅝	+1⅝
Am Tobacco	152¼	147⅞	149⅞	-1
do B	148½	144	146½	- ⅝
Am Water Works	17⅞	16⅝	17⅞	+ ⅞
do pfd	41¼	39½	40	.....
do 7% pfd	85¼	85¼	85¼	-1⅝
Am Wool	92	90⅝	91¼	+ ¼
do pfd	108¼	108	108	- ¼
Am. W. Paper pfd	33	29	33	+3
Ames Realty	1	1⅜	1⅜	- ⅜
Asd Dry Goods	57¾	55⅝	56	+ ⅝
Asd Oil	116	113	116	+4
Atl. Fruit	2⅝	2½	2½	- ⅝
Atlas Pow. rights	¼	⅛	⅛	.....
Atl. Gulf & W. I	32½	29½	31½	-1
Atl. Refg. pfd.	117½	117½	117½	+1
Atlas tack	17	17	17	.....
Austin Nichols	28¼	26⅝	28¼	+ ⅝
do A	84¼	84½	84½	- ⅝
Barnsdall A	32½	29¼	31½	- ⅝
do B	26	26	26	-1
Bayuk Bros	55⅞	54½	54½	-2
Beech Nut	34	31	33	+ ¼
Booth Fish	9⅛	8½	8½	.....
Brooklyn Edison	117⅞	115¼	117⅞	-2⅜
Brooklyn U Gas	114¼	111½	113⅝	+2⅝
Brown Shoe	54½	52	53	+ ½
Brunswick Co	3	3	3	- ⅛
Burns Bros A	136⅞	134	136⅝	+2⅝
do B	50	46	49⅞	+3⅞
do pfd	96¼	96¼	96¼	.....
Butterick Co	21	20	20½	-1½
Caddo Oil	11	10½	10½	.....
Calif Pack	83⅝	80	82½	+6½
Calif Pet	58	56½	57	- 1
do pfd	93	90	90	+3⅝
Case (J. I.) pfd	87	87	87	-1
Case Plow Wks	7	6	7	+1
Cent Leather	39⅝	37⅝	39⅝	-1½
do pfd	73⅝	70½	73½	+2
Chandler Mot. Co	59½	56⅝	59	-1
Chi Pneu Tube	70⅝	69⅞	69⅞	-1½
Clett-Peabody	56⅝	56½	56½	+ ½
do pfd	101	101	101	+ ⅝
Col Graph	4¼	3½	3⅝	- ⅝
do pfd	16	11⅝	13½	-3
Cons Cola ctf	71	69½	69½	- ¼
Col G & E	97⅝	92¼	97	+4⅝
Comput. T R	69⅞	66½	68	- ⅝
Cons Distrib	.....	.....	⅝	- ¼
Cons Cigar	37¼	36	36	- ½
Cons Gas	125	121¼	122	-2¼
Cont Can	79¼	75⅝	77½	-2⅝
Cont'l Oil	44	42½	43½	+ ¼
Corn Textile	11	10½	10½	+ ¼
Corn. Products	116⅞	110	114¼	.....
do pfd	119	118¼	119	- ½
Crex Carpet	25	24	24	-1
Cuba C Sugar	16	15⅝	15½	-1¼
do pfd	40⅞	38	38⅞	-1½
Cub-Am Sugar	28	25¼	26¼	-1½
do pfd	95	92¼	93	-1½
Davison Chem	49⅝	47¼	48¼	+ ¼
do pfd	111⅞	110	111	+4½
Dupont	134⅝	131	131	-3⅝
Dupont deb.	83½	83½	83½	+ ⅝
Eastman Kd Co	76½	75⅝	76½	+ ⅝
Elec Storage Bat	47	46¼	46¼	- ⅝
Elkhorn Corp	21⅛	18¼	20½	+ ⅝
Emerson Brant	8	8	8	-1
do pfd	41	40⅞	41⅞	.....
End. Johnson	83½	82	83	+ ¼
do pfd	113½	113	113½	+ ½
Famous P L	86¼	82⅝	86	+1½
do pfd	95⅞	94½	95½	+1½
Fisherbody C	110½	110¼	110½	+ ⅝
do pfd	111	111	111	.....
do Ohio pfd	88	86⅝	88	+ ⅛
Fisk Rubber	12⅞	12½	12⅞	+ ⅛
Freeport, Tex	21⅝	20	20	-1½
Gen Asphalt	71⅞	68¼	68⅞	-1⅞
do pfd	106	103	106	- ½
Gen. Cigar	77	76⅝	76½	- ½
do deb pfd	103	102⅝	103	+ ⅝
Gen Elec	179¾	178	179	- ¾
Gen Motors	13½	13	13¼	- ¼
do pfd	82	80⅞	80⅞	- ⅝
do 6 pc pfd	82	81¼	81¼	+ ¼
do 7 pc pfd	95½	94⅝	94⅝	+1
Glidden	15	14½	14½	- ⅝
Goodrich Rubber	37½	32¼	36	-1
do pfd	86	83⅝	86	.....
Gray & Davis	16⅞	15¼	15⅞	- ½
Guan Sugar	13⅝	12½	13	- ⅝
Habirshaw	2⅝	2	2	-½
Hartman Co	84	83	83½	-1
Hendee	22	21½	21½	- ½
Houston Oil	76⅝	74⅝	75	- ½
Hudson Motor	21	19⅞	20½	- ⅝
Hupp Motor	18½	16⅝	17¼	- ⅝
Int Age	9	9	9	.....
do pfd	39	37	38⅞	+ ⅞
Indianhoma	4⅛	3⅞	3⅞	.....
Indiana Ref	9	8	8	-1
Int Cement	32	30½	31	-1¼
Inter Cons	1½	1¼	1½	+ ⅛
do pfd	4⅝	3¼	4⅝	+1¼
Int Harvester	114¼	104½	114¼	+11
Int Mer Marine	15¼	13½	14½	- ⅝
do pfd	66¼	63¼	65¼	- ⅝
In Paper	57⅝	52⅝	56⅝	+2½
do pfd stpd	74½	71	74½	+3
Invincible Oil	13⅝	12⅝	13¼	+ ⅝
Island Oil	⅞	⅝	⅝	.....
Jewell Tea	18¼	18	18	- ½
do pfd	68	68	68	+2
Jones Bros	45½	44⅞	44⅞	- ⅝
Jul Kayser & Co	46¼	45	46	- ⅝
Kansas & Gulf Co	4⅛	3⅞	4⅛	.....
Kelly Tire	44	42¼	43½	- ½
Keystone Tire	9½	8	8	-1⅝
Kresge	162⅝	155¼	162⅝	+7⅝
Laclede Gas	89⅝	88	88⅝	- ¼
Lee Rubber	27⅝	27½	27½	- ⅝
Liggett & Myers	182	179	182	+6
do pfd	118	117¼	118	.....
do B	176	176	176	.....
Loew's ctf Inc	16⅝	15⅝	16	- ⅝
Loft Inc ctf	12⅝	12	12	.....
Loose-Wiles	46⅝	45	45⅛	+1⅛
do 1st pfd	101	101	101	+ ½
Lorillard Co.	164	163	163½	- ½
Mackay C	100⅝	100½	100⅝	+ ⅝
Mack Tr 1st pfd	88½	87	88½	-1¼
do 2d pfd	80½	80½	80½	- ½
Mallinson	37½	33¼	34½	-2⅝
Manhattan Shirt	38⅝	38	38½	+ ⅝
Manati Sugar	47¼	47	47	-1
do pfd	80¼	80¼	80¼	.....
Marland Oil	38½	38	38⅝	+ ½
Marlin Rock	14	11	12¼	-2⅞
Martin-Parry Cor	29½	28½	29½	+ ½
Mathison Alkali W	48	46½	47	-1
Maxwell Motors A	59¼	54¼	57⅝	-1⅝

STOCKS.	High.	Low.	Close	Chng.
do B	19½	18	18⅝	- ⅝
May Dept Stores	12	9⅝	12	+1
Mex Pet	177½	166	175½	+2⅝
do pfd	95¼	95½	95½	+1⅝
Mid State Oil	12⅝	12½	12⅝	.....
Montgomery Ward	25⅝	23⅝	25⅝	+1¼
Mont. Power	72⅝	71	71	-1⅝
Mullins Cor	22⅝	22	22	-1
Nat Acme	17	12⅝	14	-2⅝
Nat. Biscuit	152⅝	150	150⅝	+ ⅝
do pfd	125	124	124	+1
Nat. Cloak & Suit	51	47	51	+6½
Nat. Condmk	2½	2½	2½	- ⅝
Nat. E. & S.	58⅝	54⅝	58	- ⅝
do pfd	93½	92⅝	93½	+1½
N. Y. Air	78	76	78	+6
N. Y. S'building	16½	16¼	16¼	- ¼
N. America	76⅝	71⅝	76⅝	+5⅝
do pfd.	45	44¾	44⅞	+ ⅝
do rts	14½	13	14½	+2½
Nunnally	10	9⅝	10	+ ⅝
Ohio Fuel Sup.	51	51	51	+1
Okla. P. & R.	7⅝	6½	6½	- ½
Orpheum ctf.	20	19⅝	19½	- ¼
Otis Elevator	139⅝	135	139	+6⅝
Owens Bot. M.	36¼	35½	36¼	- ⅝
P. Dev. Cor.	7⅝	6⅝	6⅝	- ⅝
G. & E.	75	70⅝	74½	+4⅝
Pac. Mail	12½	11½	12½	- ⅝
Pac. Oil	54½	52½	53½	- ⅝
Pac. T. & T.	87⅝	87	87	-1¼
P.-Amer. Pet.	76	72⅝	75½	+ ⅝
do B	71	67⅝	71	+1
Parish Bingh'm	10⅝	10⅝	10⅝	- ⅝
People's Gas	92½	86⅝	91	+4⅝
Phila. Co.	46⅝	39	40⅝	+1⅝
do pfd	90¼	90	90	- ⅝
Phillips Pet	44	42⅝	43⅝	- ⅝
Pierce-Arrow	10⅝	9⅝	10¼	- ⅝
do pfd	25⅝	23½	25⅝	+1
Pierce Oil	7⅛	7	7⅛	+ ⅝
do pfd	42	41	42	+1
Pitts Coal	67⅝	64½	67½	+2⅝
Pond Creek Coal	22⅝	20½	22¼	+1⅝
Postum Cereal	59⅝	56½	57⅝	-1⅝
do pfd	109⅝	107½	107½	-1
Producers & Ref.	37⅝	36⅝	37⅝	- ⅝
Public Serv N J	89½	88½	88½	-1⅝
Punta Alegre Su.	52⅝	49⅝	50⅝	-1¼
Pure Oil ctf.	29⅝	28⅝	29	.....
Reis ctf	16	16	16	- ⅝
Remgtn Typewrtr	38⅝	36⅝	36⅝	- ⅝
do 1st pfd	80	78⅝	80	+2⅝
Rep Mot T	7⅝	2⅝	3	-1⅝
Reynolds Springs	27	23⅝	25⅝	-1⅝
do B	49	48	48¼	- ¼
do pfd	116	115⅝	116	- ¼
Roy Dutch C	53⅝	50⅝	53⅝	+ ⅝
Santa Cecilia Sug.	3⅝	3⅝	3⅝	+ ⅝
Savage Arms	13	13	13	.....
Saxon Motors	4⅛	3⅞	4⅛	+ ⅛
Sears-Roebuck	92⅝	91⅝	92⅝	+12¼
do pfd	110	108	110	+3
Shell Trans Co.	37⅝	36⅝	37½	- ⅝
Sinclair Oil	31½	30½	30⅝	+ ⅛
So Porto Rican Sugar	53½	53½	53½	-1
do pfd	96	94⅝	96	.....
Spicer Mfg	20	18⅝	20	+½
do pfd	90	88⅝	90	.....
Standard Mill	121	119	121	+4
do pfd	92¼	92¼	92¼	+ ⅝
Sterling Prod	52¼	51½	52¼	+ ⅝
do pfd	98½	98½	98½	- ⅝
Steward W Sp M	43¾	43	43	-½
Stromberg	46⅝	44	46⅝	+2⅝
Studebaker	132⅝	123	125⅞	-1⅝
do pfd.	116	114¼	114¼	.....
Submarine Boat	6⅝	6½	6⅝	+ ⅛
Superior Oil	5⅝	5⅛	5¼	-½
Stand Oil (Cal)	106¼	104½	105	-⅞
Stand Oil N. J.	180	178⅝	179½	-3½
do pfd.	117⅝	117	117	-½
Sweets Co	2⅞	2½	2⅞	+ ⅝
Temtor A ctf	2½	1½	2⅛	+ ⅝
Texas Co	47¼	46	46⅝	- ⅝
Texas & Gulf	48⅝	48	48¼	- ¼
Tex Pac Coal&O	25½	23⅝	24¼	- ⅝
Tidewater Oil	126⅞	125	126⅞	+1⅞
Tobacco Prod ctf	55	53	54⅝	+ ⅛
do pfd.	108	105	107⅝	+1
Trans Con Oil	14	13	13¼	- ⅝
Union B & Paper	64⅝	60½	64½	+4⅝
Union Oil	21⅝	19⅝	21¼	+1⅝
Union Tank	101¼	101¼	101¼	+1¼
do pfd	109	108	109	+1
United Drug Syn	81	78	79	-2½
United Fruit Co.	148½	147½	147½	.....
United Rst Stores	65⅝	62⅝	65⅝	-2¼
U. S. Express	7⅞	7½	7½	.....
U. S. Food Prod	8	7⅝	7⅝	- ¼
U. S. Ind Alcohol	66⅝	62⅝	66¼	+3⅝
do pfd	95¼	95¼	95¼	- ¼
U. S. Realty	71¼	69⅝	70	.....
U. S. Rubber	57⅝	55	57⅝	+1
do 1st pfd	106	103½	103½	-3
U. S. Tob	59⅝	59⅝	59⅝	+9⅝
do 1st pfd	98	93	93	-2
Va-Car Chem	27⅝	27½	27½	- ⅝
do pfd	84	82	83½	+3
Va I C & C	55½	55	55½	+7½
do pfd	80	80	80	.....
Vivaudou	12½	11¼	11⅝	+ ⅝
Webber Heilburn	13⅝	12⅝	13¼	+1⅛
Wells Fargo Exp	81¼	80	81¼	-1⅞
Western Elec	107½	107⅝	107⅝	-1⅝
Westing Airb	94	94	94	.....
Westing Elec	62½	61	61½	.....
Western Union	111¼	109	109¼	-1½
White Eagle Oil	26¼	25½	26	- ⅛
White Motor C	48½	47	48½	+ ½
White Oil	8	7⅝	7⅝	- ½
Wilson & Co	48	42	46⅝	+3¼
do pfd	90	87	90	+3½
Willy-Overland	8¼	5⅝	8⅛	-1¼
do pfd	42⅝	35½	39	-5⅝
Woolworth	194	193⅝	193⅝	+8⅝
Worth Pump	52	49¼	49⅝	-2⅛

STOCKS.	High.	Low.	Close	Chng.
Wright Aero	9⅝	8⅝	9¼	+ ¼
METALS AND EQUIPMENTS				
Alaska Gold	⅝	⅝	⅝	.....
Alaska Juno	1⅞	1¼	1¼	.....
Am Car & Fdy	173	171⅝	172½	+ ⅝
do pfd	124	124	124	+1
Am Locomotive	121½	118¼	118¼	- ⅝
do pfd	118	118	118	.....
Am Smelting	63⅝	60	60½	- ¼
do pfd. A	96	95¼	96	+3
do pfd.	98½	98	98	- ¼
Am Steel Fdy	42	38⅝	41½	+2⅝
do pfd.	99⅝	99⅝	99⅝	+ ⅝
Am Zinc	19⅝	17¼	17⅝	- ⅝
do pfd.	47½	46	46⅝	+1⅝
Anaconda Cop	54⅝	53⅝	53½	.....
Arz Metal	161½	161½	161½	.....
Baldwin Locomo.	123¼	120	123	- ⅝
Batopilas Min	⅝	⅝	⅝	- ⅛
Bethlehem Steel	77	75	76⅝	+2⅝
do B	80	77½	79½	+2½
do 7 pct pfd	98⅝	97½	97½	- ⅝
do 8 pct pfd	114	114	114	- ⅝
British E Stl	10⅝	10⅝	10⅝	- ⅝
do 2d pfd	30⅝	30	30⅝	- ⅝
Butte Copper	7½	7½	7½	- ⅝
Butte & Superior	31	29⅞	30	- ½
Calishan Zinc	8¼	8	8¼	+ ⅛
Cal & Ariz	60¼	60¼	60¼	- ⅝
Cerro de Pas Cop.	40¼	39¼	39½	+1½
Chile Cop	22⅝	21⅝	21⅝	- ⅝
Chino Cop	30⅝	29¼	29¼	- ⅝
Colo F & I	30	29⅝	30	- ⅛
Crucible Steel	93	90⅝	92⅝	- ⅛
do pfd	99	99	99	.....
De Beers Mine	22	21⅝	21⅝	- ⅝
Dome Mines	33⅝	31⅝	32⅝	+1⅝
Fed Min & S.	16	14	14	-1¼
do pfd	54⅝	53¼	53¼	- ⅝
Gen plus Tank Co.	63½	61½	61½	- ⅝
do pfd	102½	98¼	102	+4⅝
Granby Min	32⅞	29⅝	31½	+1½
G N Ore ctfs	40	39⅝	40	.....
Greene Can	31	30½	30⅝	.....
Gulf States Stl	82⅝	80½	82½	.....
Homestake M	70	70	70	-1
Hydraulic Steel	9⅛	8¼	8⅝	- ⅝
Inspiration C	41⅝	40½	41½	+ ⅝
Int Nom Epg	23⅝	23¼	23¼	- ⅝
Int Nickel	18¼	17⅞	17⅞	- ⅝
Iron Prod	32⅝	31	31	-1
Ken Cop	37⅛	36	36⅝	+ ⅝
Lack Steel	79⅝	75¼	79⅝	+2⅝
Lima Loco	56	54⅝	55	+ ⅝
do pfd.	112⅝	112⅝	112⅝	+ ⅝
McI. Por Mines	19⅛	18⅝	19	+ ⅛
Miami Cop	29⅝	29¼	29¼	+ ¼
Mid Steel	35⅝	33⅝	35¼	+1¼
Nat Lead	100⅝	99	100	-1⅝
do pfd	113	111⅝	113	+1¼
Nev Cons	17⅛	16⅝	16⅝	- ¼
Nova S S & C	34	31	31	.....
Ontario Sil	7	7	7	.....
Otis Steel	11	10⅝	10⅝	- ¼
do pfd	58	55	58	+2
Pa Seaboard	7⅝	7	7⅝	+ ½
Pressed Steel	82¼	80	80	-2
do pfd.	100⅝	100⅝	100⅝	+ ⅝
Pullman	122¼	120¼	121⅝	+1¼
Ry Steel Spg	110	109	109	- ⅝
do pfd.	114	114	114	.....
Ray Cons	16⅝	16¼	16⅝	- ¼
Rand Mine	31⅛	30¼	30¼	-1¼
Replogle Steel	33	31	32	.....
Rep I & Steel	78⅝	71	73¼	+1⅝
do pfd.	92⅛	91⅝	92	+ ¼
St. Joseph Lead	15¼	15¼	15¼	- ⅛
Seneca Copper	12¼	11½	12	.....
Shattuck Ar Cop	10⅛	10	10⅛	+ ⅛
Sloss-Sheffield	47½	47½	47½	+ ½
Sup Steel	32	31½	32	.....
Steel & Tube pfd	81⅞	81⅞	81⅞	+ ⅞
Tenn Cop & Ch	10⅞	9⅞	10	+2
T & W Steel F	28¼	28¼	28¼	- ⅝
United Alloy St.	38	37⅛	37¼	- ⅝
U S C I P.	34½	34	34½	- ⅝
do pfd.	70½	70½	70½	-1½
U S Smltg.	41½	41½	41½	- ½
do pfd.	48½	48⅝	48½	+ ¼
U S Steel	101⅝	100¼	101⅝	+ ¼
do pfd.	119	119	119	- ⅛
Utah Cop	66	64⅞	66	+1½
Utah Securities	17⅝	16⅝	16⅝	- ⅝
Vanadium	50⅝	48⅝	49⅝	- ⅝
Wickwire Steel	16⅛	15⅛	15½	-1
RAILROADS				
Ann Arbor	44½	44	44¼	+ ¼
A C L	115	113	113½	.....
Atl Brm & Atl.	3⅞	3¼	3¼	.....
A T & S F	102½	101	101⅝	-1
do pfd.	93⅝	92½	92½	.....
B & O	58⅝	57⅛	57⅝	- ⅝
do pfd.	63⅝	63¼	63⅝	- ¼
B R T	26	26⅝	25½	+1⅝
C & O	21⅝	20⅝	21⅝	- ⅝
Buf Roch & P pfd	85	85	85	+ ½
Can Pac	142½	140½	141½	- ⅝
C & A	11	11⅛	11⅛	- ⅝
do pfd.	19⅝	19	19	- ⅝
C C C & St L.	78	78	78	+1
do pfd.	98¼	97⅝	98	+1
C & E I new	36⅞	35⅝	36⅞	- ⅞
do pfd.	57	55	57	+1½
C G W	9	8⅝	8⅞	- ⅛
do pfd.	22	20⅝	21¼	- ⅝
C M & St P	32⅝	31⅞	31⅞	- ⅝
do pfd.	49⅝	47⅞