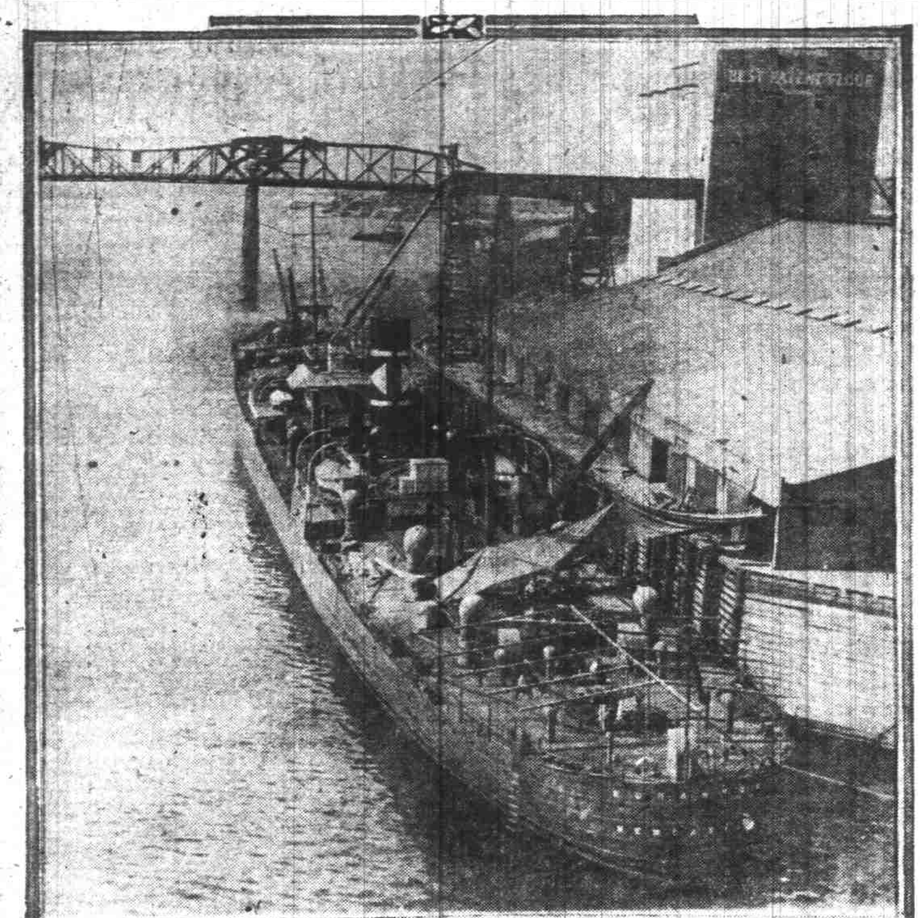
KORANTON LEADS SEPTEMBER GRAIN FLEET



Big British steamship gets away on September 1 with a full load of grain for Europe. The Koranton is a modern carrier and on the present outward trip the manifest shows that she has on board 328,533 bushels of wheat. The picture shows the vessel working bulk wheat at the Globe mills. She was dispatched by Kerr, Gifford & Co.

LACK WHEAT FOR VESSELS IN PORT OR DUE IN PORT

Farmers' Alliance Clings to Its Grain While Freighters Are Going Begging for Cargo.

With a bad start in July, and August no better, September shipments of grain foreign will come back to first place. The tonnage in port and the tonnage due for September loading exports foreign, exclusive of parcel lots, will amount to more than 3,750,000 bushels of wheat. Value placed on export wheat at this time is about $1.10 and the Farmers' Alliance does not seem to be in any humor to let go. Exporters are up against it for wheat, with a heavy amount of tonnage in sight.

In port are five vessels, with a total of 16,430 tons. These should carry, in round numbers, 1,250,000 bushels. Six vessels on the en route list will finish before the end of September. These craft have a total tonnage of 25,154 which in round figures will carry 2,500,000 bushels. Total tonnage en route for grain, according to figures from the Merchants Exchange, show 12 craft with a total tonnage of 44,824.

Charters are slim and September and October will clean the board unless something moves with the farmers, buyers or ship owners. It was reported in shipping circles today that one and possibly more grain ships for Portland had been diverted and would load at San Francisco as California wheat can be purchased cheaper.

RADIO POSITION FINDER DECLARED TO BE SUCCESS

F. H. Barstow, in charge of the local office of the Federal Radiogram, is in receipt of a brief message from the head office in San Francisco advising as to working of the Kolster Radio position finder, installed on the Admiral line steamship H. F. Alexander and tested on the voyage of that vessel just completed. Dr. Kolster was a passenger on the Alexander and conducted the experiments. They were highly successful. The message says "Kolster radio position finder, installed on H. F. Alexander, tested on the run from Seattle to San Francisco successful in every respect, according to our claims in bulletin 12 A. Radio bearings were taken on North Head, Cape Blanco, Table Bluff, Point Arena and the San Francisco lightship, also on several passing vessels. All officers and witnesses were entirely satisfied with results. The Lightship will be placed in operation very soon."

OREGONIANS ABOARD BIG LINER BOUND FOR ORIENT

Seattle, Sept. 2.—With every inch of cargo space occupied, an almost capacity passenger list and upwards of 6000 sacks of mail, the Admiral liner President Jackson, Captain John Griffith, cleared Saturday morning for Oriental ports via Victoria, B. C. The vessel took out what probably is the biggest party of missionaries ever taken from a Northwest port, two carloads from the Southern states going aboard in one group, while scattered missionaries from other parts of the United States and Canada brought the contingent to over 100. Many of the missionaries are old-timers in the Orient, several of them having spent the last 30 years there.

Other passengers included Edwin B. George and Osborne Watson of the department of commerce; Miss A. B. Milam, dean of the Oregon state college of agriculture, who is going to Peking to establish a department of home economics at the big university there; Miss Camilla Mills, who will take charge of the department for five years; Miss Estelle McAlpine, who is returning to Japan after schooling for 12 years in America; Mrs. J. F. Buckley of Portland; Mrs. Powell Clayton of New York, who is going to visit Major General and Mrs. Leonard Wood at Manila; L. Freeman, on a special commercial mission for the Quaker Oats company; E. S. Cobb, who for the past 18 years has been on the faculty of the Doshisha university, Japan, and Mrs. Cobb; Miss Elizabeth Van Name of Miami, Fla., who is going on a two-year tour of the Orient; Miss Grace Darling, who is going on the teaching staff of a Peking ladies' college; L. M. Bocker, comptroller of the University of Peking, and Mrs. Bocker, and a number of European, British and American business men and tourists.

The vessel has upwards of 350 passengers in both classes. Her cargo consists of machinery, canned goods, copper, lumber and automobiles. The President Jackson holds the American Trans-Pacific record until she lost it to the President Grant on its last homeward trip a week ago.

FIVE SCHOONERS DEPART FROM RIVER FOR SOUTH

Five steam schooners got away from lower river ports Saturday for San Francisco with lumber. The Multnomah, Viking, Celilo and Challamba sailed from St. Helens and the Daisy Freeman got away from Kalama. The steamers Multnomah and Celilo of the McCormick fleet carried passengers.

Lumber shipments coastwise are picking up and the majority of the cargoes are being discharged at San Francisco. The yards at San Diego and San Pedro are congested at the present time, but a new movement is looked for within a fortnight.

Tides at Astoria Monday

High water ..... 6:02 a. m., 9.4 ft.
Low water ..... 6:14 p. m., 1.6 ft.
(12:00 p. m., 7.3 ft.)

Seaside—High water, nine minutes earlier.
Seaside—Low water, 21 minutes earlier.

News of the Port

Arrivals, Sept. 2

W. F. Herrin, American steamer, from Gaviota via Seattle, oil.

Rosalie Mahony, American steamer, from San Pedro, ballast.

Kennecott, American motorship, from New York and way ports, general.

Departures, Sept. 2

W. F. Herrin, American steamer, for Gaviota, ballast.

Dicto, Norwegian steamer, for United Kingdom, wheat.

Multnomah, American steamer, for San Francisco, lumber, from St. Helens.

Celilo, American steamer, for San Pedro via San Francisco, lumber, from St. Helens.

Viking, American steamer, for San Francisco, lumber, from St. Helens.

Challamba, American motorship, for Honolulu, lumber, from St. Helens.

Daisy Freeman, American steamer, for San Pedro, lumber, from Kalama.

AT WORLD'S PORTS

Astoria, Sept. 2.—Left up at 10 last night steamer Rosalia Mahony. Sailed at 7:30 last night, British steamer Koranton, for Europe. Sailed at 7 last night, French steamer Missisippi, for Bordeaux via San Francisco. Sailed at midnight, Japanese steamer Rakuyo Maru, for West Coast ports via San Francisco. Sailed at 1 a. m., steamer Jeptha, for West Coast ports. Sailed at 3 a. m., steamer Siskiyou, for San Pedro. Arrived at 2:30 and left up at 3 a. m., motorship Kennecott from New York and way ports. Sailed at 4 a. m., steamer Redondo, for Seattle. Arrived at 7:30 a. m., lightshipping tender Manzanita, from sea. Arrived at 11:30 a. m., Norwegian steamer Rose City, from San Francisco. Arrived at 4:10 p. m., Japanese steamer Kongosan Maru, from Orient. Arrived at 4:10 p. m., steamer Edward Luckenbach, from New York via way ports.

San Francisco, Sept. 2.—Sailed at midnight, steamer Willamette, for Columbia river. Callao, Aug. 30.—Arrived, steamer Mennon, from Pacific coast ports, for Valparaiso.

Balboa, Aug. 31.—Sailed, steamer Steel Inventor, from Baltimore, for Portland and Puget Sound.

Seattle, Sept. 2.—(U. N. S.)—Arrived, Ruth Alexander, from Tacoma, 7:45 a. m. Minnesotan, from Boston, 9:45 a. m.; Rainier, from Tacoma, 12:30 a. m. Sailed, President Jackson, for Manila, 11 a. m.

Arrived, Sept. 1, Admiral Nicholson, from Bethel, 10:30 p. m.; Westham, from British Columbia ports, 11:10 p. m.; Yokohama Maru, from Everett, 9:15 p. m.; Cumsacs, from Southeastern Alaska, 7 p. m.; Tenking, from Copenhagen, 5:50 p. m.; Lena Luckenbach, from Boston, via Portland, 5:20 p. m.; Tiger, from Tacoma, 3:35 p. m.; Pomona, from Shanghai, 10:30 a. m.

Sailed, Sept. 1, Lyman Stewart, for Oleum, midnight; Admiral Evans, for Southwestern Alaska, 6:40 p. m.; Victoria, for Golovine via Nome, 10 a. m.

Sailed, Aug. 31, lighthouse tender Manzanita, for Astoria, 7 a. m.

Petersburg, Sept. 1.—Sailed, Spokane, north bound, 3:30 a. m.

Juneau, Sept. 1.—Sailed, Princess Louise, southbound, 8 a. m.

Ketchikan, Sept. 1.—Sailed, Alameda, north bound, 8:30 a. m.

San Pedro, Sept. 1.—Arrived, H. L. Alexander, from Seattle and sailed for Seattle.

Astoria, Sept. 2.—Arrived, M. S. Kennecott, from New York, 1 a. m.

Sailed, Redondo for Seattle, 4 a. m.; Jeptha for Valparaiso, 1 a. m. Sailed, Sept. 1, Hakuya Maru, for Valparaiso, midnight.

Raymond, Sept. 1.—Sailed, Anne Hanify, for San Pedro, 4 p. m.

Aberdeen, Sept. 1.—Sailed, Svea, for San Pedro, 8 p. m. Shasta, for San Pedro, 5 a. m.

Sailed, Aug. 31.—Catherine G. Sudden, for San Pedro, 7 p. m.

Victoria, Sept. 2.—Arrived, Protesilaus, from Seattle, 6 a. m.; Canadian Transporter, from Esquimault, 12:30 a. m.

Passed, M. S. Arika from Shanghai for Vancouver, 7 a. m.

Passed, Sept. 1, Bessie Dollar from Shanghai for Vancouver, 7:30 p. m.

Vancouver, Sept. 1.—Arrived, Melville Dollar from Grays Harbor, 7 p. m.

Bellingham, Sept. 1.—Sailed, Hakashiks Maru for Everett, 2:30 p. m.

Tacoma, Sept. 2.—Arrived, Las Vegas, from Seattle, 2:30 a. m.; Comanche, from British Columbia ports, 3 a. m.

Sailed, Sept. 1, Salkop Maru, from Kobe, 10 p. m.; H. B. Lovejoy, for San Pedro, 10 p. m.; Balboa for Copenhagen, 7:30 p. m.

San Francisco, Sept. 2.—(U. N. S.)—Arrived today—Necanicum Brookings, 4:45 a. m. Buford, Monterey, 5:05 a. m. Kenawah, Port Angeles, 6:45 a. m. Frank H. Buck, Monterey, 7:10 a. m.; Everett, Los Angeles, 9:30 a. m.; H. F. Alexander, Los Angeles, 10:20 a. m.

Sailed Today—Tug Hercules, cruise, 7:40 a. m. Tug Traveller, cruise, 8:55 a. m.

Charters

Progner, Norwegian steamer, 3200 tons, Portland to United Kingdom, Cont. wheat, 35 shillings. By Kerr, Gifford & Co.

ALL ALONG THE WATERFRONT

The steamship Rose City of the San Francisco & Portland Steamship company docked at midnight at Ainsworth dock. She brought a full list of passengers and heavy freight.

The steamer Rosalie Mahoney arrived in ballast and will load lumber at Astoria for San Francisco.

The Associated tank steamer W. F. Herrin discharged fuel oil from Gaviota at Linnton and will sail this morning. She came via Seattle.

The Norwegian steamship Dicto, with grain for the United Kingdom, cleared late Saturday night and sailed for Europe. She was loaded by Kerr, Gifford & Co.

Vessels to Arrive

Vessels—	From—	Date.
Welsh City	San Fran	Sept. 3
Tahoe	San Fran	Sept. 3
Daisy Putnam	San Fran	Sept. 3
Babinda	San Fran	Sept. 3
Jacob Luckenbach	New Orleans	Sept. 3
Edw. Luckenbach	New York	Sept. 3
Laine Nielsen	Nagoya	Sept. 3
Admiral Goodrich	S. F.-Way	Sept. 3
Daisy Putnam	San Fran	Sept. 3
Admiral Farragut	San D.-Way	Sept. 4
Anten	San Fran	Sept. 4
Georgina Rolph	San Fran	Sept. 4
Alaska	San Fran	Sept. 5
Willamette	Boston	Sept. 5
Mine Triangle	New York	Sept. 5
Merican	Antwerp	Sept. 6
Kinderdyk	Vancouver	Sept. 7
Afrika	Bordeaux	Sept. 4

Vessels to Depart

Vessels—	For—	Date.
Boren	Australia	Sept. 3
Kennecott	New York	Sept. 4
Simaloer	Orient	Sept. 4
Jacob Luckenbach	New Orleans	Sept. 4
Rose City	San Fran	Sept. 5
Admiral Goodrich	S. F.-way	Sept. 5
Edw. Luckenbach	New York	Sept. 5
Regulus	West Coast	Sept. 6
Admiral Farragut	San D.-Way	Sept. 6
Babinda	S. F.-Pedro	Sept. 7
Tasmania Maru	Orient	Sept. 8
Alaska	Bordeaux	Sept. 8

Vessels in Port

Vessels—	Berth.
Baltimore Maru	Peninsula Lbr.
Baron Polworth	North Bank
Boren	Columbia City
Celilo	St. Helens
Chattanooga City	Clark Nelson
Daisy Freeman	Kalama
Dicto	Globe
E. H. Meyer	Conch
Kennecott	Albers
Kongosan Maru	Albers
Huftero	St. Helens
Montague	Portland Flour Mills
Multnomah	St. Helens
Rose City	Astoria
Tasmania Maru	St. Helens
Tempalsan Maru	North Bank
Thos. L. Ward	St. Helens
Tokofuku Maru	Peninsula Lumber
W. F. Herrin	Linnton

Heir to Be Born To Princess Mary Near Christmas

London, Sept. 2.—(U. P.)—The news leaked out tonight that an heir will be born to Princess Mary about Christmas time.

The princess is now staying at Harwood house—the Yorkshire estate of her husband, Lord Lascelles, a wealthy manufacturer. Her confinement, it was believed, is to take place there.

The grand child of King George will be born with the simple title of "honorable" preceding her or his name.

If a girl, it was believed, the heir will be named Mary, if a boy, Harry, after the father.

HIGHER WAGES AND FUEL COSTS TO BE REFLECTED IN ADVANCES

COMMODITIES TO BE STABILIZED

Most Manufactured Products Will Find Price Level Higher Than Now Quoted.

By J. C. Royle
(Special Correspondent of The Journal)
(Copyright, 1922, by The Journal)

New York, Sept. 2.—Prices for commodities will become stabilized within the next few weeks to a greater extent than at any time in two years. The prices at which the majority of raw and manufactured products will find their level will be higher than today's quotations. This will be a direct result of higher wages and sustained fuel costs augmented buying and increased cost of living.

This stabilization program is not going to be seriously affected by the injection by the attorney general of the strike injunction into the general labor situation. Even a general strike, if called, would affect only 4,000,000 members of the American Federation of Labor. Furthermore, a general strike, as Gompers pointed out today, must be preceded by a vote which would take at least several weeks to conduct. By that time the shopmen's strike is possible of adjustment.

Will Know How Business Stands

But producers, manufacturers, distributors and consumers will know at last where they stand and they can lay their plans and carry out their program on a definite basis. Adjustment of conditions in the bituminous coal fields, the iron and steel industry, and in the New England textile mills have been largely instrumental in bringing about stability.

Any anxiety regarding a fuel shortage is being rapidly removed by the activity at the mines. The shopmen's strike never has become a dominating peril in commerce and industry. The injunction asked for in Chicago by the attorney gheural and granted by Federal Judge Wilkerson, may still further nullify its effects. But of far more significance are the announcements from the more important carriers that they are increasing their shop forces successfully and are purchasing new motive power equipment. Orders for locomotives were placed this week by the Chicago & Northwestern, the Missouri Pacific, the Louisville & Nashville, the Missouri, Kansas & Texas and other roads.

The upward swing in commodity prices is not surprising in view of conditions reported in dispatches received within the last 12 hours from various sections of the country. The 20 per cent wage increase in common labor in the steel industry went into effect Friday. Coal prices will remain above pre-strike levels for a number of weeks at least. Steel prices are advancing as a natural sequence, but are marching in step with demand, which is more and more in evidence.

Fuel oil has won new customers as a result of the coal strikes and has captured markets never opened to liquid fuel before. Therefore, prices of that commodity are slated for an advance, approximately 15 cents a barrel, despite the tremendous stocks of crude oil now in storage.

Recent price cuts in automobiles, increased costs of production and a slightly lessening demand, have brought about a period of stability to the automotive industry which may be counted on to continue at least until the New York automobile show next January. Lumber, brick, cement, lime and other building material will continue to respond to the activity in building construction.

Leather Prices to Rise

Higher leather prices are in prospect for hides have advanced steadily and resistance to advances for leather cannot be maintained by those manufacturers and tanners indefinitely. A readjustment which will bring hides down slightly, bring leather up and leave shoes with a minimum advance, seems probable.

Cotton goods are slated for slightly higher quotations, since labor costs in New England have increased and it now seems certain that raw cotton will continue to range between 20 and 23 cents a pound. The raw wool market has firmed and the only factor likely to shake it and that only slightly, is a readjustment of tariff rates downward by house and senate conferees. Apparel has a trending upward, in the wake of increased buying.

Wheat gives little promise of improvement. Eventually, however, Europe must come to this market to fill her grain deficit. When she does, and the date cannot be far off, wheat will sell higher. Higher levels are in prospect for both lead and zinc, but copper improvement is under check from the European financial situation.

Every price advance, however, is safeguarded from excess by the buying public, which gives evidence of determination to do without rather than buy at prices deemed excessive.

New Incorporations

Olympia, Wash., Sept. 2.—The following articles of incorporation have been filed with Secretary of State J. Grant Hinkle:

Walke-Moline company of Ellensburg, capital stock $15,000; C. J. Walke, O. W. Moline and G. P. Short; to deal in hay, grain and farm products, lumber and material of all kinds.

Pacific Shale & Metals company of Seattle, capital stock, $500,000; C. Orville White, Peter Schmidt and George W. Pendleton.

L. & W. Meat company of LaCrosse, capital stock, $30,000; G. W. Gilderleeve and R. L. Vickery.

The Farmers' Public Market of Seattle, capital stock $50,000; H. Soames, E. Picardo, L. A. Grosso, L. V. Hansen, R. T. Dykeman, J. J. Matsura and K. Oishi.

Newspaper service company of Spokane, capital stock, $100,000; J. R. Dunphy, C. J. Lee and E. A. Dunphy; to establish and maintain news and selling agency for all kinds and manner of printing supplies, including books of establish book bindery, to collect monies and organize offices to carry on above work.

Peanuts Machinery company of Aberdeen, Capital stock, $10,000; Ben Goldstein and J. B. Sawyer.

Kotula Lumber company of De Ell, capital stock, $20,000; John Kotula, Anna Kotula and Stanley Kotula.

Tunnel About Completed

Wenatchee, Wash., Sept. 2.—Friday afternoon the drill penetrated the last of the rock that separated the two sections of the tunnel being bored by Grant, Smith & Co., for the Wenatchee reclamation district above Cashmere. When the dynamite had been set off in the drill holes a short time later the workmen saw daylight coming through for the first time since work was started last October. The contract of Grant, Smith & Co. is now practically completed, but the work of cementing the interior of the tunnel still remains. This will probably be let by the reclamation district to the lowest bidder. The boring of the tunnel cost approximately $41,000 and the cementing is estimated at about $25,000.

May Install Electric Lights

Harrisburg, Or., Sept. 2.—J. R. Cartwright, owner of the largest hopyards in this vicinity and who holds a large interest in the McCredie Springs resort, announces that he has applied for water rights on Salt creek, near the springs, and will, if present arrangements materialize, install an electric lighting system at the springs. A large water wheel, which years ago furnished power to a grist mill on Mr. Cartwright's farm here, will be utilized in erecting the plant at the springs.

To Have Gas Service

Walla Walla, Wash., Sept. 2.—Walla Walla and Yakima will have a natural gas service from the Benton county fields by January 1, according to an announcement made by representatives of the Pacific Oil company here Friday. Contracts have already been let for the pipe, and delivery is expected within a month. Portland, Seattle and Tacoma will be connected with the field after the Walla Walla and Yakima lines have been put in operation, the company announced.

Wenatchee Fruit Shipments Heavy

Wenatchee, Wash., Sept. 2.—Up to Friday morning 656 cars of fruit had been shipped out of the Wenatchee district, according to the Wenatchee Valley Traffic association. On Friday, the 24th, 29 cars of pears, six cars of mixed fruit and two cars of apples were shipped out. On the 23d shipments were 15 cars of pears, five cars of mixed fruit and three cars of apples; on the 22d 18 cars of pears, 10 cars of mixed fruit and three cars of apples, and on the 21st four cars of pears and three cars of mixed fruit.

JORDAN-WENTWORTH & CO.
201 Railway Exchange
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STOCKS BONDS GRAIN COTTON
PRIVATE LEASED WIRES TO
E. F. Hutton & Co.
MEMBERS ALL PRINCIPAL EXCHANGES
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WALL STREET STOCK QUOTATIONS

Reported by The Journal's Wall Street Bureau

New York, Sept. 2.—Following is a complete list of stock sales for the week. The high, low and closing prices of each stock are given.

STOCKS.	High.	Low.	Close	Chng.
INDUSTRIALS				
Adams Exp	81⅝	75½	79½	+2½
Adv. Rumley	21	20	21	+⅛
do pfd	21	20	21	.....
Air Reduc	57	56½	57	+⅝
Ajax Rubber	12⅛	11⅛	11⅛	−½
All Am Cable	116	116	116	.....
Allied Chem	96½	81½	89⅝	+7
do pfd	113⅞	110½	113⅞	+3⅝
Allis Chalmers	59	57	58⅝	+⅛
do pfd	100⅝	100	100⅝	+⅝
Am Agr Chem	41⅛	40⅛	41⅛	+⅛
do pfd	70½	70	70	−½
Am Beet Sug	48½	46⅝	47½	−⅛
Am Bosch M	39	38½	39	−1
Am Br Shoe	79	70⅝	77	+5
do pfd	110	108⅛	110	+1⅛
Am Can	63⅝	59½	62½	+1⅝
do pfd	110⅛	110	110	.....
Am Chicle pfd	29½	29½	29½	−⅛
Am Cotton Oil	27⅞	27⅛	27½	−⅛
do pfd	54½	52⅝	54½	+2½
Am Drug Synd	6½	6½	6½	.....
Am Exp	145	136⅝	145	+⅛
A H & L	14⅝	13½	14⅛	−⅛
do pfd	74⅛	72	72	−2½
Am Inter Cor	37	34	35⅝	+1½
Am Ice	119	111	118	+7
do pfd	94	91½	93	+1
Am La France	13⅝	13	13	−⅛
Am Lin Oil	35	34⅛	34⅛	−1
do pfd	55	55	55	−1
Am Radiator	120⅝	111½	116⅛	+5⅛
Am Saf Razor	7⅛	6⅝	7	+⅛
Am Ship & Com	16½	15⅝	16⅛	+⅝
Am Stuff	154⅛	144½	144½	+11½
Am Sugar	85	82⅝	84⅝	+1½
Am Sumatra	39⅛	36½	37½	−2½
do pfd	69⅝	65½	68	−2½
Am T & C	61	61	61	.....
Am T & T	128⅛	122⅝	126⅞	+3⅞
Am Tob	167	156⅝	165⅛	+10⅛
do B	165⅝	155	163	+9
do pfd new	105⅞	103⅝	105⅛	+1⅝
Am Water Wks	18⅝	18⅛	18⅝	+⅛
do 7 pct pfd	89	87	88⅞	−⅛
Am Wool	96⅛	92⅝	95⅝	+1⅛
do pfd	108	108	108	+⅛
Am W Pr pfd	32⅞	30⅝	31⅞	+⅛
Assets Realty	1⅛	1⅛	1⅛	+⅛
Assd Dry Goods	59⅛	55½	57½	+1½
do 1st pfd	82	81½	81½	−⅝
do 2d pfd	82	82	82	−1
Assd Oil	119½	115	119⅛	+3½
Atl Fruit	2½	2⅛	2½	+⅝
Atlas Powder	140⅛	135	140⅛	.....
Atl G & W I	32⅝	28⅝	31⅛	+1⅛
do pfd	23	22	22	−⅝
Atl Refining	1025	1000	1000	.....
do pfd	117	116	117	−⅛
Austin Nichols	31	29⅛	30	.....
do pfd	85	84½	85	.....
Barnsdall (A)	37⅝	31⅛	36½	+5⅝
do (B)	27	24⅛	27	.....
Barnet Lea	62⅛	60½	62⅛	+1⅛
Beech Nut	33	32	32	−⅛
Booth Fish	10½	9	10	+½
Bkln Edison	124⅝	117	120⅞	+3⅞
Bkln U Gas	122½	119	120	.....
Brown Shoe	63⅝	58⅝	62⅝	+4
do pfd	97½	97½	97½	+⅛
Burns Bros A	138	134	137	+1⅛
do pfd	97⅞	97	97⅞	+1⅛
Butterick Co	21½	21	21	−⅛
Caddo Oil	10½	10⅛	10½	−⅛
Calif Pkg	81½	80	80½	−1
Calif Pet	65⅞	64⅝	64⅝	+3⅛
do pfd	94	94	94	+1⅛
Case (J I) pfd	92	92	92	−1
Case Plow Wks	7	6⅝	6½	.....
Cent. Leather	42⅛	40⅝	41	−⅛
do pfd	70⅞	69⅝	70	−⅛
Certain-teed	50⅞	47⅞	49½	−1
Chandler M C	63½	59	62⅝	+2⅛
Chg Pneu Tool	82½	77	82½	+7½
Chiett Peabody	64⅝	62⅛	64⅝	+⅛
do pfd	110⅝	110⅝	110⅝	+⅝
Col Graph	3⅞	3⅝	3⅞	−⅛
do pfd	14⅛	14	14⅛	−⅛
Coco-Cola, ctf	74⅞	69½	70	−2⅛
Col G & E	105⅝	101½	104⅛	+2
Comput T R	77⅞	78⅝	74⅞	+6⅛
Cons Distrib	5⅛	.....	.....	.....
Cons Cigar	38⅛	36½	36½	−2⅛
do pfd	79	78⅛	78	−1⅛
Cons Gas	140⅝	133	137	−1
Cont Can	87⅛	82⅛	87	+3⅛
do pfd	109	109	109	.....
Cosden Oil	45⅞	44	44⅝	+1⅛
do pfd	97	94⅝	97	−2
Cons Textile	11⅛	9⅞	11	+1
Corn Products	120	116	118⅞	+1
do pfd	120	120	120	+½
Cuba Cane Sugar	15⅛	13	15	+1½
do pfd	40⅛	36	39⅝	+4⅛
Cub-Am Sugar	27⅛	24⅝	26⅝	+1½
do pfd	95	93½	94	.....
Davison Chem	53	50½	52⅛	−⅛
Detroit Edi Co	118½	110⅝	115	−3⅛
Dupont	148½	138	148½	+10½
do deb	85	83	85	+2½
Eastman Kod Co	88⅛	83	84½	−2½
Elkhorn Corp	23⅞	21	22½	−⅝
Emerson Brant	9	8½	9	+1
do pfd	40	39	40	+⅛
Endicott Johnson	89½	84½	88	+2½
do pfd	113⅞	113⅞	113⅞	−⅛
Fairbanks Co	15	15	15	−1
Famous P L	101½	98½	101½	+1½
do pfd	105	101	105	+3
Fisherbody C	112½	111	112½	+⅛
do Ohio pfd	91⅞	91	91½	+1
Fisk Rubber	12½	11½	12⅛	.....
Freeport Texas	24⅛	22½	24	+1⅛
Gen Asphalt	70½	66½	69½	−⅛
do pfd	100	100½	104½	+3
Gen Cigar	82	77	81⅞	+3
Gen Sugar pfd	103½	103	103	−1
do deb pfd	103	103	103	.....
Gen Elec	185	183	185	−1
Gen Motors	11⅛	13½	14⅛	+⅝
do pfd	86	83	86	+⅛
do 6 pc pfd	86	81⅞	85⅞	+4⅛
do 7 pc pfd	100	94	94	+5⅛
Glidden	15	15	15	.....
Goodrich Rubber	36⅛	34⅛	35	−⅝
do pfd	86	85½	85½	−1⅛
Gray & Davis	14⅞	14	14	−⅛
Gupant Sugar	12⅛	12⅛	12⅛	+⅛
Habirshaw	14⅛	14	14	−⅛
Hartman Co	85⅛	84	84½	+⅛
Hendee	21⅛	21	21	−2
Houston Oil	82½	78	81⅛	+2⅛
Hudson Motor	27½	26½	27	+⅛
Hupp Motor	19⅛	17⅛	18⅛	+⅛
Int Agr pfd	39½	39½	39½	+⅛
Indiahoma	3⅝	3⅝	3⅝	−⅛
Int Cement	34½	32½	27	−⅛
Int Combustion	27⅞	26½	27	−⅛
Int Harvester	111	108⅛	112	+2⅛
Int Mer Marine	16⅛	14⅛	14⅛	−⅛
do pfd	60⅛	55½	56⅛	−2
In Paper	59⅛	56½	58	+1
do pfd	75½	75	75½	−⅛
Invincible Oil	15	14⅛	14⅛	−⅛
Island Oil	4⅛	.....	.....	.....
Jewell Tea	17½	14½	17	−1
do pfd	63	59	63	−2
Jones Bros	46½	46	46⅛	−⅛
Kansas & Gulf	5	4⅛	4⅝	−⅛
Kelly Tire	44⅝	42⅛	43⅛	−⅛
do 8 pct pfd	102½	102	102½	+2
Kelsey Wheel	96	95	95	−1
Keistone Tire	9	8⅝	8⅝	−⅛
Kresge	166	164	165	−1
Laclede Gas	91½	89	89	−2⅛
Lee Rubber	26	26	26⅛	.....
Liggett & Myers	200⅛	198½	200	.....
Lowe's Inc	20⅛	18⅝	20⅛	+⅛
Loft Inc ctf	12⅛	12⅛	12⅛	−⅝
Loose Wiles	64	63½	63½	−0⅝
do 2d pfd	115	115	115	+5
Lorillard Co	178	173⅞	177	+6
Mackay	107	100	100	−3⅛
do pfd	69	67⅞	69	+1⅛
Mack Truck	56⅞	55½	56⅝	+⅛
do 1st pfd	90	88⅝	90	+1
do 2d pfd	83⅝	81½	82⅝	+⅝
Mallinson	40	37⅝	38⅝	−1⅛
Manhat Elec Sup	33⅛	33⅛	33⅛	−⅝
Manhattan Shirt	40⅞	39⅛	40⅛	+1
Manila Sugar	43½	44	43½	+⅛
do pfd	82	81½	82	−2⅛
Marland Oil	41⅞	39⅛	40⅛	−1
Martin-Parry Cor	31⅛	29⅛	30	−1
Mathison Alkili W	48	46	47	−1
Maxwell Motors A	59	57	59	+1½
do B	19⅛	18⅝	19⅛	−⅝
May Dept Stores	131½	126	130⅛	+2
do pfd	111⅝	111⅝	111⅝	+2⅛
Mex Pet	199⅛	178½	193⅝	+11⅛
do pfd	98⅝	95	98⅝	+2⅛
Middle State Oil	15⅛	13⅛	13⅛	+1⅛
Montgomery Ward	23½	22⅝	22⅝	+1
Mont Power	76⅝	72½	74⅝	+⅝
do pfd	110	109⅝	109⅝	+1⅝
Nat Acme	16⅝	15½	15½	−1⅛
Nat Biscuit	159½	158½	158½	+4⅛
do pfd	94	94	94	.....
Nat Clk & Suit	54½	54½	54½	+⅛
Nat Cordage	9½	9⅛	9⅛	−⅛
Nat E & S	59	58	58⅛	−⅞
do pfd	97⅝	95	97⅝	+3⅛
N Y Air	76½	74⅛	75	−2
N Y Dock	38	38	38	.....
N Y Shipbuilding	15½	15	15	−1⅛
North Amn	98	88⅛	94⅝	+5⅛
do pfd	47⅛	46	46⅝	−⅛
do vtg	27	25	26	+4
Nunnally	11⅛	10⅛	10⅛	+⅛
Ohio Fuel Sup	50	50	50	−3⅛
Ohio B & B	6⅞	6⅛	6⅛	−⅛
Orpheum ctf	23½	21⅞	22	−⅛
Otis Elevator	151	150	158½	−6⅛
do pfd	103	103	103	.....
Owens Bottle M	37	35½	37	+1⅛
Pac Dev Cor	4⅞	4⅛	4⅝	−⅛
Pac Gas & Elec	84⅞	78⅛	83	+3⅛
Pac Oil	58⅝	56	57⅞	+⅝
Pan-Amn Pet	83⅞	77⅛	82½	+3⅛
do B	80⅛	73	77⅝	+3⅛
Panhandle Pet	7	7	7	.....
Parish-Bingham	15	13⅛	14½	−1⅛
People's Gas	94⅛	92⅝	92⅝	+⅛
Phila Co	45⅛	43⅛	44½	+⅛
do pfd	90⅛	90⅛	90⅛