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DIVIDENDS.

	Stock of Record.	Payable.
A. O. Smith Corp. pf. q. $1.75	Aug. 2	Aug. 16
Butler Mills, q., $2	Aug. 4	Aug. 14
Butler Mills, extra, $5	Aug. 4	Aug. 14
Clev. & Pitts. R. R. Co., guar. q., 87½c	Aug. 10	Sept. 1
Clev. & Pitts. R. R. Co., spec. guar. q., 50c	Aug. 10	Sept. 1
Continental Paper & Bag q., $1.50	Aug. 7	Aug. 14
Continental Paper & Bag pf. q., $1.50	Aug. 7	Aug. 14
Continental Motor Corp. pf., $1.75	Oct. 6	Oct. 15
Erie Lighting Co. pf. q., $1.75	Sept. 15	Oct. 1
Gen. Chemical Co., $2.00	Aug. 20	Sept. 1
General Development Co., q., 50c	Aug. 5	Aug. 20
Hamilton Mfg. Co., q. $4	July 31	Aug. 14
Holmes Mfg. Co., $10	Aug. 3	Aug. 14
Holmes Mfg. Co. pf., $2	Aug. 3	Aug. 14
Hupp Motor Car Corp. pf. $1.75	Sept. 20	Oct. 1
International Harvester Co. stock, 12½%	Aug. 20	Sept. 15
Minn. Sugar Co., q. $2.50	Aug. 15	Sept. 1
Minn. Sug. Co. pf., $1.75	Aug. 15	Sept. 1
Motor Wheel Corp. q. 2½%	Aug. 10	Aug. 20
Paige Detroit Motor Co. m., 50c	July 31	Aug. 2
Standard Sanitary Co., q., $1.50	Aug. 5	Aug. 10
Standard Sanitary, extra, $1.00	Aug. 5	Aug. 10
Standard Sanitary Co., pf. q., $1.75	Aug. 5	Aug. 10
Timken Detroit Axle Co., pf. q., $1.75	Aug. 20	Sept. 1
West. Knitting Co., q., 50c	Aug. 5	Aug. 15
Whitman Mills, $10	Aug. 3	Aug. 14
Wm. Cramp & Sons Ship & Engine Building Co., stk. 150%	Aug. 10	Sept. 10

EX DIVIDEND TABLE.

Monday—	
Amer. Bank Note	$1.00
Amer La France Fire Eng	25c.
Burns Brothers	$2.50
Kelly Springfield Tire 8% pf	$2.00
Ludlow Mfg. Associates	$1.50
Ludlow Mfg. Associates spl	$1.00
Miami Copper Co	50c.
Pennsylvania R. R.	75c.
Reynolds (R. J.) Tobacco stock	200%
Reynolds (R. J.) Tobacco "B"	200%
Shawmut Steam S. Co.	2½%
Superior Steel 1st pf	$2.00
Superior Steel 2d pf	$2.00
Tampa Electric	$2.50
Tobacco Products scrip	$1.50
U. S. Steel pf	$1.75
United Retail Stores stock	5%
West Penn. Tr. & Water Power pf	$1.50
Tuesday—	
Illinois Central	$1.75
Pitts. & West Va. Ry. pf	$1.50

FINANCIAL NOTES.

National Bank of Cuba, depositary and fiscal agent of the Cuban Government, shows an increase in deposits of $90,000,000 in the six months ended on June 30, according to figures just made public by J. T. Monahan, vice-president of the National Bank of Cuba in New York, the local associate bank of the National Bank of Cuba. The latter's deposits, according to its general balance sheet of June 30, were $194,506,648 in United States currency, against $145,597,274 on December 31.

Bankers Trust Company is issuing Wilson & Co., Inc., common in exchange for voting trust certificates, the voting trust agreement having expired on July 29.

Custom House Receipts.

Receipts for duties at the Custom House yesterday were $832,709.58, of which $160,746.27 was for merchandise withdrawn from bonded warehouses and $671,963.31 for recent importations.

FINANCIAL NEWS AND COMMENT

Stocks, Although Heavy, Show Resistance as Prices Near Previous Lows.

MONEY IS TRIFLE FIRMER

Rails Most Prominent in Trading—Cheaper Issues Recover Losses.

The stock market, having had a fair sized rally from the lows of early in the week, settled back into the trading area yesterday to await the announcement of the freight rate increase, and as the market quieted down professionals resumed the tactics which were so familiar in the markets of a week or so ago—that is to say, they began to play for quick profits on either side of the market. As there was little opposition on the buying side, naturally the line of least resistance was downward. Numerous individual shares were heavily sold and the market as a whole was inclined to sag, but in the main the prospect of the freight decision over the week end may prevent any general resumption of such a bearish campaign as was waged during the first part of the week. Stocks were heavy for the best part of the day, but they showed resistance as prices neared previous lows, particularly in the case of the rails and standard industrial leaders. About the best that could be said about the trading was that prices held their own. But if they did not go down it was not because of the buying power. It was because traders thought there were better opportunities for profits in rallying stocks on the railroad news than in selling them.

There were again numerous rumors about the rate increase, one of which had it that the roads would be granted only approximately 50 per cent. of what they asked, but the best opinion seems to be that the roads will get about 80 per cent. of what was asked in addition to a straight increase in rates to cover the cost of putting the new wage scale into effect. That would mean approximately $1,350,000,000, or 20 per cent. less than was petitioned for. The best information is that the decision will be handed down some time between the closing to-day and the opening on Monday, although, of course, no official announcement to that effect had come before yesterday's closing. The theory that the increase will be announced shortly is based largely on expectation that the new rates will be made effective as of September 1.

As a result of the expectation of the freight rate increase the rails naturally played the most prominent part in the dealings; that is to say, so far as strength was concerned. There was a fair sized bulge in the low priced issues at the outset, which carried them back to the levels of a week ago; in other words they recovered about all that they had lost in consequence of this week's break in the industrials. Rock Island, Southern Railways, St. Louis and Southwestern and St. Paul were all well bought. The industrials, on the other hand, were inclined to sag after the initial bulge in the rails. Baldwin and other speculative leaders lost a part of their rally of Thursday and Steel common several times looked as if it might go through its previous low, but there was a rally every time that stocks got down to the danger point.

The money market was a trifle firmer, in that call money did not fall to less than 8 per cent., as was the case on Thursday, but not because money was in any less supply than it was on Thursday, but because of extra demand for funds to carry stocks over the week end. As there is no money market on Saturday such arrangements alway have to be made on Friday, and as a rule usually result in a trifle firmer tone for speculative money. The Street, however, was more interested in what to-day's bank statement would show than it was in the money situation. In view of what Governor Harding had to say about the bank condition it is anticipated that the combined reserve statement will be very favorable this week. It is also expected that there will be a marked improvement in the local Clearing House statement and in the local Federal Reserve Bank statement, which last week about held its own. As there has been a drastic shakeout in the stock market it is anticipated that the loan account will show improvement, and Wall Street is watching that item very closely. The foreign exchange markets were heavy, with sterling off several cents again.

MONEY AND EXCHANGE.

CALL MONEY.

High	8	Last	8
Low	8	Renewals	8
Year's high	25	Year's low	6

CLEARING HOUSE STATEMENT.

Clearing House exchanges, $680,928,675; balances, $64,270,808; Sub-Treasury debit balances, $236,338; Federal reserve credit balance, $53,478,337.

CANADIAN EXCHANGE.

New York funds in Montreal $125 premium per $1,000; Montreal funds in New York, $111.11 per $1,000.

SILVER MARKETS.

Official bar silver in New York, domestic, 99½c. per ounce, unchanged; foreign, 92⅝c., off ⅝c.; in London, 56¼d., up ⅛d.; Mexican dollars, 70¼c., off ⅝c.

FOREIGN EXCHANGE.

GREAT BRITAIN.

Parity.		Friday.	Thursday.
$4.8665	Demand, sterling	$3.71	$3.72¾
	Cables, sterling	3.71¾	3.73¼
	Bankers, 60 days	3.67	3.68¾
	Bankers, 90 days	3.65	3.66¾
	THE CONTINENT.		
19.30	France, cents a franc—		
	Demand	7.63	7.64
	Cables	7.64	7.65
19.30	Belgium, cents a franc—		
	Demand	8.08	8.13
	Cables	8.09	8.14
19.30	Switzerland, cents a franc—		
	Demand	17.00	17.00
	Cables	17.05	17.06
19.30	Italy, cents a lira—		
	Demand	5.32	5.31
	Cables	5.33	5.32
23.80	Germany, cents a mark—		
	Demand	2.34	2.29
	Cables	2.35	2.30
26.80	Sweden, cents a krone—		
	Demand	21.00	21.15
	Cables	21.10	21.25
26.80	Norway, cents a krone—		
	Demand	15.78	15.90
	Cables	15.83	15.95
26.80	Denmark, cents a krone—		
	Demand	15.70	15.80
	Cables	15.75	15.85
19.30	Greece, cents a drachma—		
	Demand	12.15	12.45
	Cables	12.25	12.55
19.30	Spain, cents a peseta—		
	Demand	15.32	15.27
	Cables	15.37	15.32
40.20	Holland, cents a florin—		
	Demand	34.10	34.30
	Cables	34.20	34.40
20.3	Austria, cents a crown—		
	Demand	.60	.62
	Cables	.61	.63
	FAR EAST.		
108.32	Shanghai, cents a tael—		
	Demand	109.00	104.50
	Cables	110.00	105.25
78.00	Hongkong, cents a dollar—		
	Demand	78.00	77.00
	Cables	78.50	77.50
32.44	Bombay, cents a rupee—		
	Demand	37.25	37.25
	Cables	37.50	37.50
49.84	Yokohama, cents a yen—		
	Demand	51.50	51.50
	Cables	51.75	51.75
	SOUTH AMERICA.		
44.42	Rio de Janeiro, cents a milreis—		
	Demand	21.40	21.60
	Cables	21.50	21.70
42.84	Buenos Aires, cents a peso—		
	Demand	39.60	39.75
	Cables	39.80	39.90
103.42	Uruguay, cents a dollar—		
	Demand	88.00	88.50
	Cables	88.25	88.75

SINCLAIR OIL ADDS DIRECTOR.

Board Increased to Twenty-three Members—Other Changes.

The Sinclair Consolidated Oil Corporation's directorate has been increased to twenty-three members, an executive committee of ten has been designated and a finance committee of eight, which includes in its membership several men who are not directors, created. Among the new directors are John A. Spoor of Chicago, chairman of the Chicago Junction Railways and Union Stock Yards Company, and Elisha Walker of Blair & Co. Both men will serve on the executive committee and Mr. Walker also will be on the finance committee. Edward R. Tinker, vice-president of the Chase National Bank, and Theodore Schultz are the two members of the finance committee besides the company's general counsel and general auditor, who are not directors.

The members of the executive committee are William E. Corey, J. Fletcher Farrell, Samuel L. Fuller, Harry F. Sinclair, John A. Spoor, William B. Thompson, Elisha Walker, Harry Payne Whitney, Albert H. Wiggin and A. E. Watts. The members of the finance committee are Messrs. Farrell, Sinclair and Walker and W. P. Phillips, Theodore Schultz, E. R. Tinker, G. T. Stanford and P. W. Thirtle. New members of the board of directors are C. A. Braley, C. E. Crawley, D. L. Hoober and W. H. Isom; vice-presidents, E. R. Kemp and Elisha Walker.

PACIFIC DEVELOPMENT.

Report for 1919 Shows Net Profit of $7.81 a Share.

The Pacific Development Corporation, which issued yesterday its annual report for 1919, earned net profit, after provision for Federal taxes, of $1,331,452, equal to $7.81 a share of $50 par value on $8,528,300 of its capital stock. In 1918 $1,606,660, or $13.91 a share, was earned on the company's capital stock. In remarks to stockholders which accompanied the report Edward B. Bruce, its president, said in part:

"The war has not only brought great prosperity to the Orient but has affected the peoples of the Orient most profoundly. During the fall of 1919 and spring of 1920 the chairman of your directors and the undersigned made an inspection trip covering the principal offices of Andersen, Meyer & Co. in China, the principal offices of the Pacific Commercial Company in Japan and the Philippine Islands, and visited the Celebes Java, Singapore, Siam and French Indo-China. We found everywhere not only abundant evidence of the prosperity which has come to the Orient as a result of the war, but of the growth of national feeling among the people of the various countries."

Will Aid Canada to Get Coal.

MONTREAL, July 30.—To relieve the coal shortage in eastern Canada the Dominion Steel Corporation will spend $5,500,000 in developing its Nova Scotia coal properties, it was announced here to-day.

NEW YORK CENTRAL EARNINGS INCREASE

Report for 1919 Shows $1 a Share Gain in Year.

The New York Central Railroad Company earned approximately $8 a share on its capital stock in 1919, against slightly more than $7 in 1918, according to its annual report, being issued to-day, and showing a net income of $19,917,251, as based on the company's Federal rental contract. That amount compared with a net income of $17,917,121 in 1918 shows a gain of more than $2,000,000. As a result of the year's operations $5 a share was paid in dividends and the profit and loss surplus was increased from $80,943,298 at the beginning of the year to $87,623,145 at it close.

The Government lost $6,673,785 in 1919 through the difference between the Federal operating income of $51,016,807 and the total rental compensation of $57,690,588. In 1918 the Government's loss was $4,094,101, the operating income being $52,230,408 and the rental compensation $56,324,508.

The following tabulation consolidates the Federal income account and the corporate income account and shows essential items:

	1919.	1918.
Operating revenue	$283,059,331	$269,270,956
Operating expenses	224,964,912	210,637,849
Net revenue	58,094,419	58,633,108
Net operating income	51,016,807	52,230,408
Rental compensation	57,690,588	56,324,508
Other income	13,619,366	12,949,375
Gross income	71,308,505	69,270,921
Deductions	48,194,885	44,805,575
Net corporate income	19,917,251	17,917,121
Dividends 5%	12,479,611	12,479,610
Surplus for year	7,433,063	5,321,948

Commenting on the fact that the road's improvement projects have been financed in the main by the Railroad Administration, Alfred H. Smith, its president, in remarks to its stockholders said that in due course the company must arrange to reimburse the Director-General for the amounts advanced by him in that connection, which from January 1, 1918, to the end of 1919 approximated $40,000,000.

Other remarks of Mr. Smith as contained in the annual report are as follows: "Since the date of the annual meeting on January 22, 1919, the number of stockholders has increased 1,752, the total number at the end of the year being 30,445, of whom 30,180 were in the United States and 265 abroad. The par value held by those in the United States was $247,825,355 and by those abroad $1,772,000, the average holdings being eighty-two and sixty-seven shares respectively. In 1915 the numbers reported were 22,270 in the United States and 2,772 abroad, the general average holding being approximately 100 shares, while at the end of 1919 it was eighty-two shares.

"The total amount of loans and bills payable of the company outstanding on December 31, 1919, was $49,829,500, as follows:

War Finance Corporation	$17,500,000
Collateral notes	21,000,000
Secretary of the Treasury	6,500,000
Banks, trust companies and miscellaneous	4,829,500
Total	$49,829,500

"Of the 4,500 freight cars and 120 locomotives allotted by the Director-General of Railroads to this company there were delivered in 1919 1,944 freight cars and six locomotives. These, together with the equipment delivered in 1918, completed the entire allotment. The ten locomotives allotted to this company as lessee of the Boston and Albany Railroad were also delivered in 1919. Arrangements have been made by which the Director-General is to take at par the 6 per cent. equipment trust notes of the company, maturing in equal annual instalments over a period of fifteen years, in payment for approximately 75 per cent. of the cost of this equipment, and by which the remainder is to be paid to him by deducting that amount from the equipment depreciation and retirement credits arising in the company's favor under its standard contract with him.

"While throughout the country there is a general shortage of equipment, your officers feel that with its allied companies, the Michigan Central Railroad Company, the Cleveland, Cincinnati, Chicago and St. Louis Railway Company, the Pittsburg and Lake Erie Railroad Company and the Pittsburg, McKeesport and Youghiogheny Railroad Company, your company has reasonably fulfilled its obligations to the public. During the years 1914 to 1919 inclusive there were purchased by the five companies mentioned 925 new locomotives, 473 new passenger train cars and 54,408 new freight train cars at an aggregate cost of $128,717,930. To-day this equipment would cost approximately $243,468,650, or $114,750,720 more than was paid for it. There has also been closed by your company a contract known as the New York Central Railroad equipment trust of 1920, covering 196 locomotives, 265 passenger train cars and 9,244 freight train cars at a total cost of $48,318,035, delivery of which is expected in the fall of 1920. A portion of this equipment may be allocated to other system lines upon equitable terms as need develops.

"The matter of improved railroad facilities in Cleveland, Ohio, has been under consideration for some time. Together with other transportation interests, the New York Central Railroad Company is making this the subject of careful investigation. Plans have been outlined for the removal of all passenger traffic from the lake front, reserving the lake front facilities for freight industrial purposes. The propect includes a new union station.

"In 1912 the Lake Shore and Michigan Southern Railway Company advanced on behalf of the Cleveland, Cincinnati, Chicago and St. Louis Railway Company the necessary funds for the acquisition of certain coal lands in Christian, Montgomery, Fayette, Saline, Franklin and Williamson counties, Ill. The advances were transferred to the books of the New York Central Railroad Company at consolidation and carried until October 27, 1919, when the indebtedness, $2,266,524.93, was paid in full by the Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

U. S. TRADE BALANCE WITH EUROPE DROPS

Declines More Than $500,000,000 in Last Fiscal Year.

WASHINGTON, July 30.—America's trade balance with Europe for the fiscal year just ended fell off more than $500,000,000 compared with that of the last previous fiscal year, according to a report issued to-day by the Department of Commerce, and trade with South America for the former period produced an unfavorable balance of nearly $400,000,000.

Exports to Europe amounted to $4,864,155,166, against $4,465,453,898 in 1919, and imports totalled $1,179,460,699, as against $372,951,319 for the last previous year.

Imports from South America aggregated $869,944,300, against $568,274,904 in 1919, while exports totalled $490,944,179, against $400,896,901 in 1919.

Imports from Asia during 1920 amounted to $1,368,669,105 and exports to $798,136,458.

Exports to Great Britain for the fiscal year totalled $2,151,336,423 and imports $524,020,493; exports to France $716,811,629 and imports $172,022,935; exports to Italy $398,065,795 and imports $92,420,177; exports to Belgium $317,012,688 and imports $29,748,468; exports to Germany $202,176,979 and imports $45,085,975, and exports to Japan $453,147,063 and imports $527,228,867.

Exports to Argentina for the year amounted to $20,429,000, exceeding those to any other South American country, while imports from that republic totalled $19,700,000. Exports to Brazil were $8,966,000, and were exceeded by imports from that country by about $1,500,000.

GOVERNMENT SEEKS FUEL OIL.

Shipping Board Needs 3,000,000 Additional Barrels.

WASHINGTON, July 30.—Assured under contracts signed with oil companies of most of the fuel needed for the oil burning portion of the Government's merchant fleet for the year beginning on October 1, the Shipping Board set out to-day to obtain approximately 3,000,000 additional barrels of fuel oil. When they are obtained, officials said, the board will have an adequate supply, estimated as 29,280,000 barrels for the year.

The Standard Oil Company of New Jersey agreed last night to furnish 15,825,000 barrels. Under three contracts signed yesterday approximately 10,000,000 barrels were promised.

Negotiations are said to have been started by the Shipping Board to obtain its oil supply for the next five years under yearly contracts.

Paris Bourse Trading.

PARIS, July 30.—Prices were steady on the Bourse to-day: Three per cent. rentes, 58 francs 30 centimes; exchange on London, 48 francs 63 centimes; 5 per cent. loan, 88 francs 70 centimes; the dollar, 13 francs 7½ centimes.

GOSSIP OF WALL STREET.

Bears Again Raid the Market.

Bear cliques, which apparently hold the market in the hollow of their hands, took renewed courage yesterday afternoon and after a morning in which the market was allowed to simmer irregularly slammed away at stocks until they sent them sliding downward again. Losses extended from fractions to more than three points in some cases and the entire market structure gave every appearance of having a weak undertone. But slight resistance was offered to sellers by such stocks as Central Leather, Corn Products, Goodrich, Houston Oil, Studebaker and United States Rubber, and they melted away in a fashion most disheartening to tired stockholders. There was little news which could be used as a peg to hang the move on. Wall Street had the story that the freight rate decision, expected over Sunday, will not be announced before the middle of August. It had also the news that there would be comparatively large Government withdrawals next week. In addition, there was the usual absence of anything like public support.

Fourteen Million Withdrawals.

Announcement that withdrawals of $14,000,000 would be made on next Tuesday by the Government from the banks of the New York district was made at the Federal Reserve Bank yesterday afternoon. The withdrawals contrast with two aggregating $16,800,000 in the current week. Bankers do not foresee any lasting ease in the call money rate because of those withdrawals and because of withdrawals for August 1 settlements and distributions, most of which, of course, have been taken care of. Money opened and renewed at 8 per cent. yesterday and remained at that figure all day.

Public Confidence and the Market.

A large house discussed the situation as follows: "Short covering is not lasting support, althought very effective in getting up prices. Something more than necessitous buying would have to appear before public confidence is restored, for it has been badly shattered as a result of the disappearance of support which has been in the market since February. It is the loss of this underlying support and not the money situation which has led to a change of tactics on the part of big traders, because this week's money rates have not only been the lowest in a long time, but have been as low as can be expected until after the financing of fall trade. In other words, call money and stocks have made their lowest prices during the same week, whereas, if money were the real cause of weakness, it would be going up while stocks were going off."

Called Bonds.

Bonds called for payment in August in advance of their maturities are extremely light, aggregating but $4,976,500 in contrast to $28,780,250 in July and $25,224,100 in August, 1919. Of the total amount called, $4,191,000 represents issues called in entirely. The only large item of bonds called in August is the Hershey Chocolate Company's $3,000,000 of debenture 6 per cent. notes, due in 1924 and payable on August 1, at 101. Those bonds will be paid off. They were issued in 1919 and their proceeds were used for plant extensions. In June the Hershey Chocolate Company was succeeded by the Hershey Chocolate Corporation, which recently issued $10,000,000 of 7½ per cent. ten year first mortgage bonds. The proceeds of that loan will be used to pay off the debenture 6s and for further extensions.

Detectives Complimented.

August Mayer and Grover Cleveland Brown, detectives of the New York Police Department, who were assigned to the task of running down security thefts and who were instrumental in the return of several hundred thousand dollars' worth of securities to their owners were complimented yesterday by William H. Remick, president of the New York Stock Exchange, before that body's governors. The detectives attended a meeting of the governors, at which this embossed resolution was presented to them: "*Resolved*, That the board of governors of the New York Stock Exchange extend to the Police Department of the city of New York their congratulations and commendations for the very efficient and satisfactory work of Detectives August Mayer and Grover Cleveland Brown, resulting in bringing to justice the culprits and instigators of the recent thefts of securities."

Studebaker.

An explanation for the extreme softness of Studebaker in yesterday's market is probably to be found in the statement of its earnings for the second quarter of 1920, expected to be made public to-day, following a meeting of the company's directors. In some commission houses it is reported that the company's earnings for the second quarter of 1920 do not measure up to those for the first quarter, during which $7 a share was earned for the $60,000,000 of its common stock after taxes and preferred dividends.

Mitchell on Crop Situation.

John J. Mitchell, president of the Illinois Trust and Savings Bank of Chicago, expresses optimism on the financial situation and declares that little difficulty will be experienced in handling the crop moving. "The banks will be able to handle the financing of the new crop without trouble," he declares, "but there is a simple suggestion that would greatly relieve the situation. It is to tell the farmers to hold the grain crops in their granaries until the old corps can be moved to market. They have room in the granaries all over the country to care for the new crop until it can be moved expeditiously. So why crowd the elevators, where millions of old crop grains are still being held in various parts of the grain territory of the country? In the meantime food prices are coming down, and this is an encouraging feature so far as the public, the ultimate consumer, is concerned. Oats that sold a week ago for $1.50 a bushel have fallen to 75 cents a bushel. Corn is off 40 cents a bushel. Wheat has dropped 25 cents a bushel and flour in Minneapolis has declined 75 cents a barrel."

Loew's, Inc., New Issue.

Recent weakness in the stock of Loew's, Inc., is explained in confirmation of the report that that corporatioin would be obliged to issue new stock to carry out its schedule of expansion. Announcement was made yesterday by Montgomery & Co. and Van Emburgh & Atterbury that an issue of 288,670 of the company's additional shares would be offered to stockholders on the basis of 1 1-8 additional shares for three shares, at the price of $25 for every 1 1-8 shares.

General Chemical Surplus Rises.

The report of the General Chemical Company for the six months ending June 30 shows surplus, after charges and Federal taxes, of $3,146,472, equivalent, after preferred dividends, to $13.40 a share earned on $19,822,900 of its common stock, against $1,780,432, or $8.01 a share on $16,519,200 of its common stock in the last previous corresponding period.

Owens Bottle Net $4.96 a Share.

The Owens Bottle Company and subsidiaries report for the six months ended on June 30 net profits of $2,505,117 after charges and Federal taxes, which is equivalent, after preferred dividends, to $4.96 a share earned on $10,932,626 of its common stock of $25 par value.

DECEMBER WHEAT DROPS 12 1-4 CENTS

Falls in Chicago Market $2.21 a Bushel.

Another crash occurred in the wheat market during yesterday's session, and the December position in Chicago sold down 12¼ cents, to $2.21, or 5 cents a bushel less than the minimum Government guaranteed price of last season in the Chicago market, and 54 cents a bushel less than the price at which trading operations in the Chicago market started when the markets were reopened on July 15. That big break was due to a tremendous pressure of cash wheat from the farms. Some had thought that when the markets reopened prices would soar to unheard of levels, but actual developments have been just the reverse. The movement in wheat from the farms during this season has not been nearly as large as it was last year, but at that time the Government agency stood ready to absorb all offers at the Government fixed minimum price. This season sellers must find buyers in the open market, which makes a very different proposition.

Exporters have been buying heavily and sales to them during the last two days have totalled about 4,000,000 bushels. The demand for export, however, apparently is not large enough to absorb the pressure from the farms and financial conditions make it practically impossible to hold wheat back when transportation is available.

Cash prices have been declining almost as rapidly as have futures of late, although cash values are still 30 to 35 cents a bushel more than last season's Government minimum figures.

WHEAT—In the local cash market No. 2 red and No. 2 hard wheat were quoted at $2.62, c. i. f., track, while in Minneapolis No. 1 Northern spring wheat was $2.55@2.60.

CORN—The corn market experienced a firm opening owing to continued dry weather over the corn belt and increasing complaints of a lack of moisture. The break in wheat, however, caused heavy selling and subsequently the market developed pronounced weakness, closing with net losses of 2⅝c. to 4⅝c. There were a few private reports of showers in the far West and the trade at large was not particularly apprehensive of crop damage as temperatures have not been excessively high. Argentine offers were a feature at the seaboard, where corn from the Southern hemisphere was offered much below the domestic price. In the local cash market No. 2 yellow corn was quoted at $1.63½, cost and freight New York, ten days' shipment.

OATS—The oats market was influenced by the general weakness in other grains and, with the exception of the July position, which closed unchanged, prices showed net losses of ⅝c. to ¾c. Country offers were not excessive although the trade was anticipating an increased pressure from the new crop, which is turning out better than expected. In the local cash market Nos. 1, 2, 3 and 4 white were quoted at 98c. to $1; fancy clipped white, $1; ordinary clipped white, 98c., all elevator.

RYE—Market weaker; No. 2 Western, $2.05½, f. o. b. N. Y., and $1.93½, c. i. f., domestic.

BARLEY—Market easy; feeding, $1.20, and malting, $1.27, c. i. f. N. Y.

HAY—Market barely steady; No. 1, $2@2.10; No. 2, $1.90@2; No. 3, $1.75@1.85; shipping, $1.45@1.70.

STRAW—Market quiet; No. 1 rye, $22@24 a ton.

WHEAT (including flour)—Exports for the week, according to *Bradstreet's*, aggregate 9,967,034, against 11,188,060 the previous week and 8,109,339 last year; since July 1, 40,478,392, against 25,098,428 last season. Corn exports for the week, 160,359, against 31,065 last week and nil last year; since July 1, 312,584, against 147,397 last season.

CHICAGO PRICES.

	Open.	High.	Low.	Close.	Thursday.
WHEAT—					
December	229½	232	221	223	233¼
March	230	233	223½	225½	236½
CORN—					
July	143½	143¼	138	139¾	143¼
September	141⅝	141⅝	135⅞	138	140⅝
December	126	126⅛	122¼	123⅝	125⅞
OATS—					
July	78	80	75½	78¼	78¼
September	69½	70¼	68¼	68⅞	69¾
December	69	69⅝	68¼	68⅞	69¼
LARD—					
September	18.90	18.90	18.47	18.75	18.93
October	19.00	19.20	18.80	19.07	19.27
RIBS—					
September	16.45	16.45	16.05	16.15	16.45
October	16.60	16.60	16.30	16.40	16.67
PORK—					
September	27.25	27.25	26.35	26.85	27.50

INTERIOR RECEIPTS.

	Wheat.	Corn.	Oats.
Yesterday	1,672,000	486,000	614,000
Last week	1,010,000	762,000	475,000
Last year	3,387,000	332,000	1,122,000

SEABOARD CLEARANCES.

	Flour.	Wheat.	Corn.
Yesterday	26,000	360,000	10,000
Last week	8,000	516,000	....
Last year	24,000	181,000	....

WOOL MARKET.

BOSTON, July 30.—The *Commercial Bulletin* to-morrow will say: "Uncertainty still reigns in the wool market and values are hardly more than nominal. Every one is watching the course of the goods market, which is revealing little at the moment. Sales of wool have been few and small. The foreign primary markets are unchanged and little or nothing new is reported from the West, practically all business being on consignments. Mohair is dull and nominal."

The *Commercial Bulletin* to-morrow will quote wool prices as follows with the statement that they are more or less nominal: Ohio and Pennsylvania fleeces: Delaine unwashed, 70@72c.; fine unwashed, 60@62c.; ½ blood combing, 68@72c.; ⅜ blood combing, 50@53c. Michigan and New York fleeces: fine unwashed, 58@60c.; delaine unwashed, 68c.; ½ blood unwashed, 67@68c.; ⅜ blood unwashed, 50@52c. Wisconsin, Missouri and average New England: ½ blood, 60@68c.; ⅜ blood, 48@50c.; ⅜ blood, 40@43c. Kentucky, West Virginia and similar: ⅜ blood unwashed, 53@58c.; ¼ blood unwashed, 48@50c. Scoured basis: Texas, fine, 12 months, $1.50@1.60; fine, 8 months, $1.25@1.30. California: Northern, $1.55@1.60; Middle County, $1.50; Southern, $1.25@1.30. Oregon: Eastern No. 1 staple, $1.65; Eastern, clothing, $1.45@1.50; valley, No. 1, $1.50. Territory: Fine staple, $1.65@1.70; ½ blood combing, $1.50; ⅜ blood combing, 95c.@$1. Pulled: Delaine, $1.60@1.65; AA, $1.50@1.55; A supers, $1.35@1.40. Mohairs: Best combing, 52@54c.; best carding, 47@48c.

COFFEE MARKET.

After a little easier start, 5 to 8 points lower, yesterday's local coffee market did better on a show of buying for new long account and covering for over the holidays, the advance carrying September to 10.15, December to 10.48 and March to 10.65, or 17 to 20 points net more, the market closing close to the day's best, or net 13 to 20 points more.

Range of prices:

	Open.	High.	Low.	Close.	Thursday.
August	....	....	....	10.25-30	10.05
September	10.00	10.15	10.00	10.15-16	995
October	....	....	....	10.25-26	10.07
November	....	....	....	10.35-36	10.19
December	10.30	10.48	10.25	10.44-45	10.31
January	....	....	....	10.49-50	10.36
February	....	....	....	10.54-55	10.40
March	10.38	10.65	10.38	10.59-61	10.45
April	....	....	....	10.63-65	10.50
May	10.50	10.70	10.48	10.68-70	10.55
June	....	....	....	10.71-73	10.58

COFFEE CABLES.

Rio was 275 reis lower for 7s at 8$575. Dollar rate, 80 reis higher at 4$600. Exchange 1-16d. higher at 13 25-32d. Receipts 7,000 bags, and stock 330,000 bags.

Santos spots were not quoted. Futures 25 reis lower to 75 higher. Receipts 33,000 bags, and stock 1,504,000 bags.

Receipts at the ports were 40,000 bags, against 26,000 last year and 26,000 two years ago. Sao Paulo had 30,000 against 21,000 and 22,000, and Jundiahy 28,000, against 12,000 and 18,000 bags respectively.

Fine weather was reported in two districts of Sao Paulo, cloudy in two and showery in one, with temperatures ranging from 48 to 84 degrees.

Brazilian coffee statistics:

	Yesterday.	Last week.	Last month.
New York del.	10,410	8,800	12,581
New Orleans del.	12,476	.....	12,337
Total deliveries	22,886	8,800	24,924
New York stock	669,125	734,296	760,431
New Orleans stk.	338,198	303,448	349,198
Stk at all ports	1,007,323	1,037,744	1,109,629
Afloat	513,600	455,800	433,400
Visible supply	1,520,923	1,493,800	1,543,029
Last yr.'s visible	1,179,822	1,493,544	1,172,478

NEW YORK STOCK EXCHANGE QUOTATIONS.

FRIDAY, JULY 30, 1920.

	1920.	1919.	1918.
Day's sales	388,103	866,577	186,975
Year to date	134,519,370½	175,674,635	81,156,666

Closing Bid.	Closing Ask.	Div. in $.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
33	34½	..	500	Adams Express	33½	34¼	33½	34¼	+ 1¾
61	64	6	100	Advance Rumely pf	63¾	63¾	63¾	63¾	+ 2¼
47	48¼	6	160	Ajax Rubber	52	52	48	48	— 3½
1¼	1½	..	500	Alaska Gold M	1½	1½	1¼	1¼	..
1⅜	2	..	200	Alaska Juneau G M	1⅜	1⅜	1⅜	1⅜	..
32⅝	34	..	500	Allis Chalmers Mfg ex div	33⅞	33⅞	33	33	— ½
73	75	7	100	Allis Chalmers Mfg pf	75	75	75	75	— ¾
80¼	81¾	8	500	Am Agric Chem	81¾	81¾	80½	81¼	— ¾
90½	91	10	1200	Am Bosch Magneto	92⅝	93	89½	90¼	— ¾
37⅞	38	..	500	Am Can	38	38	38	38	— ½
133	134	12	600	Am Car & Foundry	135	135	133½	133½	— 1½
10¼	10⅞	80c	1000	Am Drug Syndicate ex div	10⅞	11	10⅞	10⅞	+ ½
14⅝	15	..	1100	Am Hide & Leather	15	15	14⅝	14⅝	— ⅜
77¼	78	7	2300	Am Hide & Leather pf	80	80	77¼	77¼	— 3¼
41¼	41½	4	200	Am Ice	41¼	41¼	41¼	41¼	+ 1¼
77⅞	78	6	1700	Am International Corp	79	79½	77⅞	77⅞	— 1¼
73⅝	74	3	200	Am Linseed Co	73⅝	73⅝	73	73	— ¼
92¼	93	6	2700	Am Locomotive	93¾	94½	92½	92½	— ¾
13⅞	14	..	1200	Am Safety Razor	14	14	13¾	13⅞	— ¼
21½	22	..	1200	Am Ship & Commerce	21¾	21¾	20⅞	20⅞	— ⅝
56¼	56¾	4	1500	Am Smelt & Ref	57	57	56	56¼	— ⅝
88	88½	7	100	Am Smelt & Ref pf	88¼	88¼	88¼	88¼	— ⅞
35⅝	36½	3	300	Am Steel Foundries	36¾	37⅜	35⅞	35⅞	..
119⅝	120⅜	7	600	Am Sugar Ref	119	119	119	119	— ½
106	109	7	200	Am Sugar Ref pf	106¼	106¼	106	106	— ½
84	84¼	10	1300	Am Sumatra Tob	84¼	85	82⅝	82⅝	— 1⅝
95½	95⅝	8	500	Am Tel & Tel	95¼	95½	95¼	95½	+ ¼
198	201	20	700	Am Tobacco	200½	201¾	199½	199½	+ 1
197	200	6	500	Am Tobacco B	200	200	197¼	199½	+ 1½
81⅜	83	7	1600	Am Woolen	82	82¼	81	81⅜	— 1⅝
47½	48½	..	500	Am Writing Paper pf	49½	49¾	48⅞	48⅞	+ ⅞
12¾	13½	..	300	Am Zinc, L & Smelt	13½	13½	13½	13½	+ ½
53¼	53¾	4	2000	Anaconda Copper	53⅝	53⅝	53¼	53¼	— ¼
2¼	2½	..	400	Assets Realization	2½	2½	2⅜	2⅜	— ⅜
30½	32	4	400	Associated Dry Goods	32	32	31	31	— 2¼
78⅝	79½	6	200	At, T & Santa Fe, ex div	79	79	79	79	— ⅛
6½	7½	..	100	Atlanta, Birm & Atl	6½	6½	6½	6½	+ ½
104	104⅜	7	100	Atlantic Refining pf	104½	104½	104½	104½	+ ½
150	151	10	600	At, Gulf & W I S S	153	153	150½	151	— 2
21½	22	..	200	Austin, Nichols	21¼	21¼	21¼	21¼	— ¼
110½	110⅝	7	20600	Baldwin Locom Wks	112	112¼	110⅜	110½	— 1½
31¼	32	..	1800	Baltimore & Ohio	31½	32½	31⅜	31⅞	— ¼
43	43½	4	500	Baltimore & Ohio pf	43½	43½	43	43	..
137⅝	138	8	500	Barrett Co	138	139	137½	137½	+ ½
19	19⅜	..	300	Bethlehem Motors	19	19¼	19	19	..
84¼	84½	5	8500	Bethlehem Steel B	85¼	85½	83⅞	84¼	— ¼
7¾	8½	..	100	Booth Fisheries	8	8	8	8	+ ½
10	10½	..	800	Brooklyn Rapid Tr	10½	10½	10¼	10¼	..
102½	107	10	200	Burns Bros	102	103	102	103	— ½
7⅞	8⅛	..	300	Butter Copper & Zinc	8	8	7½	7½	— ½
20	21	..	400	Butte & Superior Cop	20	20½	20	20	— ¼
14¼	14½	..	1300	Caddo Cent. O & R	15⅛	15⅛	14	14	— 1⅜
67½	68	6	1800	California Pack Co	68	68	66	67⅜	— ¼
28	29½	..	100	California Petrol	28	28	28	28	— ½
120	121	10	2500	Canadian Pacific	121½	122¼	119¼	120	— 2¼
10	12	..	100	Case, J I, Plow Works	10½	10½	10½	10½	— ½
53½	54	5	2900	Central Leather	57¼	57¼	53	54	— 3¼
41½	45	4	200	Cerro de Pasco Cop	42	42	42	42	— ¼
89½	91	10	900	Chandler Motors	89½	89½	87¼	87¼	— 2¾
54⅜	58	4	900	Chesapeake & Ohio	54¼	54½	54¼	54⅜	+ ⅜
8¼	8½	..	700	Chicago Gt Western	8⅛	8¼	8⅛	8¼	+ ¼
21½	22½	2	100	Chicago Gt Western pf	22	22	22	22	..
33⅞	34	..	1000	Chicago, Mil & St Paul	34	34	33⅜	33⅜	— ½
48¼	49	..	2400	Chicago, Mil & St P pf	50½	50½	47⅜	48½	— 1¼
68⅛	69	5	100	Chicago & Northwestern	68½	68½	68⅜	68⅜	+ ⅛
80	90	8	300	Chicago Pneumatic Tool	82¼	82⅛	81½	81½	— 1
34⅜	35	..	3400	Chicago, R I & Pacific	35⅜	35⅜	34⅜	34⅜	— ½
62	64	6	200	Chicago, R I & P 6 p c pf	62⅝	62⅞	62½	62½	+ ¼
72	74	7	400	Chicago, R I & P 7 p c pf	72	72⅛	72	72⅛	— 2⅞
..	..	7	300	Chic, St P, M & O pf a 6 f	80	80	80	80	..
14¼	14½	..	400	Chile Copper	14½	14½	14½	14½	— ⅛
53	55	..	200	Clev, C, C & St Louis	54	54	54	54	+ 1
35¾	36½	1	500	Coca-Cola	36	36	36	36	— ⅝
46	49	4	100	Colorado & South 1st pf	47	47	47	47	+ 1
25½	25¾	1	4300	Columbia Graphophone	26¼	26⅜	25½	25½	— ⅜
81	82	7	300	Col Graphophone pf	81¼	81¼	81¼	81¼	+ ¼
63¾	64	7	400	Consolidated Cigar	62	63¾	62	63¾	+ 2¼
75½	76½	7	800	Consolidated Gas	76	76⅛	75⅞	76	..
11¼	11½	2	200	Con Interstate Cal Min	11¼	11¼	11	11	— ⅜
30	30¼	3	800	Consolidated Textile	31	31	30¼	30¼	..
81	83	7	200	Continental Can	81	81	81	81	+ ⅝
11¼	11⅝	1	500	Continental Candy	11½	11½	11¼	11¼	— ¼
90	90¼	4	14900	Corn Products Ref	92¾	92¾	89½	90	— 2⅝
102½	104½	7	100	Corn Products Ref pf	102½	102½	102½	102½	+ 1½
35	35½	2½	500	Cosden & Co	35⅜	35⅜	35	35	— ⅝
148	149	12	6400	Crucible Steel Co	150½	152½	148	148⅝	— 1⅝
45½	46	7	1000	Cuban Am Sugar	46	46	45	45	..
44⅞	45¼	..	1500	Cuba Cane Sugar	45⅞	46	45	45	— ⅝
77½	78½	7	100	Cuba Cane Sugar pf	78¼	78¼	78¼	78¼	+ 1
89	90	9	300	Delaware & Hudson	89⅝	89⅝	89½	89½	..
202	209	10	100	Del, Lack & Western	204	204	204	204	+ 4
4⅞	5¼	..	1600	Denver & Rio Grande	5	5¼	4⅞	4⅞	..
9½	10¼	..	500	Denver & Rio Grande pf	10	10	9⅝	9⅝	+ ¼
..	85	8	200	Detroit United Ry	90	90	85	85	— 5
10	10⅞	1	600	Dome Mines	10¼	10¼	10	10	— ⅝
..	..	10	1100	Electric Stor Bat rts	3¼	3¼	3	3	..
..	72	7	100	Emerson Brant pf	73¼	73¼	73¼	73¼	— 1
75	78	5	700	Endicott Johnson	77⅞	78⅞	76¼	76⅞	+ ⅞
12	12¼	..	400	Erie	12	12	11⅝	12	— ⅛
19	20	..	200	Erie 1st pf	19½	19½	19	19	— ½
13	13½	..	100	Erie 2d pf	12½	12⅝	12½	12⅝	— ⅜
72⅝	73⅝	8	100	Famous Players-Lasky	73⅝	73⅝	73⅝	74⅝	+ ⅝
84	85	8	100	Famous Players-L pf	84	84	84	84	— ⅝
33½	34	3	100	Fed Mlng & Smelt pf	34½	34½	34½	34½	+ ⅝
28	29	3	4800	Fisk Rubber	29⅝	29⅞	28½	29	— ½
21½	22	..	500	Freeport Texas	21½	21½	21¼	21½	..
10⅝	11	..	300	Gaston, W & Wigmore	10⅝	10⅝	10⅝	10⅝	..
73¼	74⅝	2	1000	Gen Am Tank Corp	74	77	74	77	+ 3½
141	142	8	400	General Electric Co	143½	143½	141⅛	141⅛	+ 1⅛
22⅛	22¼	1	14800	General Motor Corp	23	23	22⅛	22¼	— ½
70	72	6	100	General Motor Corp deb	70½	70½	70½	70½	+ ½
80⅝	83	7	200	Gen M Corp deb pf 7 p c	81	81	81	81	..
58½	59	6	2300	Goodrich (B F)	56⅝	57⅝	55⅛	57⅛	— ⅝
70	79⅝	7	1400	Great Northern pf	70	70⅝	69⅝	69⅝	— ⅝
34¼	34⅝	4	400	Great Northern Ore ctfs	34½	34½	34¼	34¼	— ¼
28½	29	50c	100	Greene Cananea Cop	28½	28½	28½	28½	+ ½
11¼	15½	..	200	Gulf, Mobile & North	11⅝	11⅝	11½	11½	— ¼
54	59	..	300	Gulf States Steel	56	56	55	55	— ½
68½	70	4	900	Haskel & Barker Car	69⅝	70	69	69	— 1¼
100	101	..	500	Houston Oil Co	104¼	104¼	100¼	100¼	— 3¼
7	7¼	60c	100	Indiahoma Ref	7	7	7	7	— ⅛
48¼	48¾	4	500	Inspiration Con Copper	49	49	48⅛	48¼	+ ½
8¾	9	..	1400	Interboro Con Corp pf	9	9⅛	8⅞	8⅞	— ⅝
124¼	126	7	200	Int Harvester Co	126	126	125¼	125¼	— 1
104	105	7	100	Int Harvester Co pf	105	105	105	105	..
27¼	28	..	800	Int Mer Marine	29	29	27⅝	27⅝	— ⅝
78½	79½	6	600	Int Mer Marine pf	79	79	78½	78½	— ⅝
80½	81½	7	300	Inter Motor Truck 1st pf	80	81	80	81	+ 1
17¼	17⅞	..	1500	International Nickel	17⅞	17⅞	17½	17⅝	..
79½	80	..	2000	International Paper	81	81⅛	79⅝	79⅝	— ⅞
42⅞	43	..	3400	Invincible Oil	44⅛	44⅛	42½	43⅛	— ⅞
44½	45	..	200	Iron Products Corp	45	45	44⅝	44⅝	— ½
6¼	6⅝	..	3700	Island Oil & Trans Corp	6¼	6⅝	6¼	6⅝	+ ¼
10	13	..	100	Jewel Tea	11⅝	11⅝	11⅝	11⅝	+ ⅝
17	17½	..	700	Kansas City Southern	16¾	17⅜	16¾	17¼	..
82½	84	4	1100	Kelly Springfield Tire	86	86	82½	82½	— 4½
24½	24¾	2	1200	Kennecott Copper	25	25	24½	24½	— ½
22¼	22¾	1.20	3500	Keystone Tire & Rubber	24¼	24¼	22	22¼	— ⅞
68½	70	6	200	Lack Steel Co	70	70	68½	68½	— ⅝
10	11	..	100	Lake Erie & Western	10	10	10	10	..
42⅞	43½	3½	300	Lehigh Valley	42½	42½	42⅜	42⅜	+ ⅛
134	140	12	100	Liggett & Myers Tob	135	135	135	135	— 5
125	130	7	100	Liggett & Myers Tob B	129⅝	129⅝	129⅝	129⅝	— ⅜
21	21½	2	7000	Loews Inc	22	22	19	21⅞	— ⅝
14⅝	14¾	..	200	Loft Inc	14½	14½	14½	14½	..
94½	103	7	200	Loose Wiles Biscuit 1st pf	96¼	96¼	96¼	96¼	+ 1¾
134½	136	12	100	Lorillard (P) Tob	134¾	134¾	134¾	134¾	+ 1¾
15	17	..	200	Maxwell Motor	17	17	17	17	+ 1⅞
..	..	..	100	Maxwell M 1st pf ctfs	25	25	25	25	..
180	181	10	6900	Mexican Petroleum	183¼	183¼	179⅝	180⅝	— 2⅝
19⅞	20¼	2	800	Miami Copper	20¼	20¼	20	20	+ ¼
20⅝	20⅞	1.60	3200	Middle States Oil	20⅞	20⅞	20⅝	20¾	..
39⅜	40	4	900	Midvale Steel & Ord	39⅞	40	39⅜	39⅜	— ¾
13¾	14	..	2200	Minneapolis & St L new	13½	13⅞	13½	13⅞	+ ⅜
68½	70	7	200	Minn, St P & S S M	70	70	70	70	+ 3
6½	6¾	..	100	Missouri Kan & Tex	9¼	9¼	9¼	9¼	— 1¾
25¼	25⅝	..	1500	Missouri Pac	25⅞	25⅞	25	25⅝	..
41½	42	..	700	Missouri Pac pf	42¼	42¼	41⅜	41⅞	..
59½	61	3	100	Montana Power	60	60	60	60	+ ¾
110	112	7	100	Nash, Chat & St L	104	104	104	104	+ 1
77¼	77¾	..	1700	National Aniline & Chem	78½	79½	77½	77¾	— ¼
88½	89	7	200	Nat Aniline & Chem pf	88⅞	88⅞	88⅞	88⅞	+ 1⅞
50	51	5	100	National Cloak & Suit	52	52	52	52	+ ½
7½	7¾	..	100	Nat Conduit & Cable	7⅝	7⅝	7⅝	7⅝	+ ¼
58	60	6	1100	National Enam & Stamp	65	65	58	58	— 7
73¼	75	6	300	National Lead Co	73	74	73¼	73¼	+ ½
102	103	7	100	National Lead Co pf	102⅞	102⅞	102⅞	102⅞	+ ¾
11½	11⅝	1	300	Nevada Con Copper	11⅝	11⅝	11½	11½	..
37½	38	..	100	New Or, Tex & Mex	37⅞	37⅞	37⅞	37⅞	— ¼
95	97	10	100	New York Air Brake	96	96	96	96	+ 1½
68	68½	5	1300	New York Central	68¾	69	68	68¼	+ ¼
29½	30	..	300	New York, Chi & St L	29¾	30	29¾	30	+ 1
27	27½	2½	300	New York Dock	28¼	28¼	27¼	27¼	— ½
29	29¾	..	2800	New York, New H & H	29⅞	29⅞	29⅜	29⅜	— ⅝
16⅞	17	1	100	New York, Ontario & W	17	17	17	17	+ ¾
88	89	7	500	Norfolk & Western	88½	88⅝	88⅛	88⅛	..
70¼	71½	7	800	Northern Pacific	71⅝	71⅝	71	71	— ½
48¾	51	5	1000	Nova Scotia S & C	50⅜	50⅜	48½	49½	— 1⅜
3⅞	4	40c	3000	Oklahoma Prod & Ref	4	4	3⅞	3⅞	— ⅛
21⅞	22½	..	100	Otis Steel	21⅞	21⅞	21⅞	21⅞	— ¼
47	50	3	500	Owens Bottle Co	47⅞	47⅞	47⅞	47⅞	+ ⅛
95½	95⅞	6	7300	Pan Am Petrol & T	97½	97½	95	95½	— 1½
90⅞	91½	6	1500	Pan Am Petrol & T B	91½	91½	90	91	— ⅞
29½	30¼	4	200	Parrish & Bingham	29½	29½	29½	29½	— ¾
39½	39⅝	3	1400	Pennsylvania R R	39⅝	39⅝	39½	39⅝	— ½
21¼	22	..	1000	Penn Seaboard Steel	21⅞	21⅞	20⅞	21¼	— ¾
30⅝	30⅞	..	400	Peoples Gas, Chicago	31	31	30	30½	— ½
23½	24	..	1200	Pere Marquette	24⅜	24½	23½	23⅞	— ½
34½	34⅞	3	200	Philadelphia Co	34½	34½	34¼	34¼	— ¼
45⅛	45½	..	1800	Pierce Arrow Motor	46½	46⅞	44⅞	45⅛	— 1⅜
88	93	8	100	Pierce Arrow Motor pf	90	90	90	90	— ½
12⅜	13	..	1800	Pierce Oil Corp	13½	13½	12⅜	12⅜	— ⅝
58⅝	60½	5	400	Pittsburg Coal of Pa	59½	59½	59½	59½	— ⅛
85	85½	6	100	Pittsburg Coal of Pa pf	85	85	85	85	— ½
27½	28½	..	1000	Pittsburg & West Va	28⅜	28⅜	28	28	+ ¼
15⅛	16	1	200	Pond Creek Coal	15¼	15⅜	15¼	15⅜	..
97	98	8	300	Pressed Steel Car	99	99	97	97	— 2
98	100	7	100	Pressed Steel Car pf	99¾	99¾	99¾	99¾	+ 1¼
112⅝	113	8	100	Pullman Co ex div	113¼	113¼	113	113	+ 1
86	88½	5	500	Punta Allegre Sugar	87¼	87¼	86½	86½	— 1½
39½	39¾	..	700	Pure Oil Co	40	40	39¼	39½	— ½
94	96	8	100	Railway Steel Spring	94	94	94	94	..
15⅝	15¾	1	200	Ray Consol Cop	15⅝	15⅝	15⅝	15⅝	..
88⅝	88⅞	4	14400	Reading	89⅝	89⅝	88⅝	88⅝	— ½
77	78	..	2500	Replogle Steel	80	80	76⅝	77	— 1½
84¾	85¼	6	5300	Republic Iron & Steel	86¼	86¼	84½	84¾	— 1⅝
72¾	73¼	5.20	1400	Royal Dutch Co, N Y	74⅛	74½	72⅞	73	— 1⅜
24¼	24½	..	3600	St Louis & San Fran	24	24⅝	24	24⅝	+ ⅝
31	34	..	100	St Louis & San Fr pf	32	32	32	32	+ 1½
20¼	20¾	..	6200	St Louis Swn	20	20⅞	19⅞	20	+ ¼
30½	30¾	..	3000	St Louis Swn pf	31⅝	31⅞	30¼	30¼	— ¼
7½	7¾	..	500	Saxon Motor	7⅝	7⅝	7½	7½	..
7⅛	7⅜	..	100	Seaboard Air Line	7⅛	7⅛	7⅛	7⅛	..
125	137½	8	100	Sears Roebuck Co, ex div	137	137	137	137	+ 1
8⅞	10	..	100	Shattuck Ariz Cop	8⅞	8⅞	8⅞	8⅞	+ ¼
27½	27⅝	..	4600	Sinclair Consol Oil	27⅝	27⅝	27	27⅝	+ ⅛
91¼	91⅝	6	3000	Southern Pacific	92	92	91	91¼	— ¼
28½	28½	..	8800	Southern Railway	28½	28⅝	27¾	28⅝	+ ½
57⅝	60	5	200	Southern Railway pf	58⅝	58½	58⅜	58½	+ ½
639	641	20	3	Standard Oil of N J	643	643	643	643	..
639	641	20	255	Standard Oil of N J	640	640	639	640	— 1
105¼	105⅜	7	245	Standard Oil of N J pf	105½	105½	105⅜	105⅜	..
80½	81	4	6800	Stromberg Carburetor	83	83½	80	80½	..
65½	65⅝	7	14000	Studebaker Corp	67½	67½	65	65½	— 2
9⅜	9⅝	..	500	Tenn Cop & Chem	9⅛	9½	9¼	9½	..
44	44½	2½	4200	Texas Co	44⅝	44⅝	44	44	+ ¾
41⅝	42	..	500	Texas Pac Coal & Oil	42¼	42¼	41⅞	41⅞	— ⅝
37	37½	..	2500	Texas & Pac	38¼	38¼	37	37½	— 1
29⅜	30	..	400	Times Square Auto	30⅜	30⅜	30¼	30¼	+ ¼
63½	64	6	500	Tobacco Products	64½	64½	63⅝	63⅝	— ¼
13½	13⅝	..	500	Transcontinental Oil	13½	13½	13¼	13½	— ½
47	48	5	300	Transue & Wms Steel	47½	47½	47½	47½	— ¼
33	35	2.50	100	Twin City R T	34	34	34	34	— 1½
28⅝	29	..	1000	Union Oil	29¼	29¼	29	29	— ¼
115	115¼	10	900	Union Pacific	115⅝	115¼	115	115¼	— ¾
9⅛	9½	..	800	United Ry Investment	9	9½	9	9½	+ ½
19¼	19½	..	100	United Ry Investment pf	19¼	19¼	19¼	19¼	+ ¼
68½	69⅛	3	5300	United Retail Stores	70	70½	68	68⅞	— ⅝
61⅝	62	6	1100	U S Food Prod Corp	63¼	63¼	62	62	— 1
83¼	84	8	1800	U S Ind Alcohol	85	85	83	83⅝	— 1⅝
52	53	..	500	U S Realty & Imp	53	53	52	52	— 2¼
87	87⅛	8	13000	U S Rubber	90	90⅜	86¼	87	— 3⅛
104	106	8	100	U S Rubber 1st pf	104⅝	104⅝	104⅝	104⅝	+ ⅛
55	55½	6	300	U S Smelting, R & M	56½	56½	55½	55½	— ½
88	88¼	5	18700	U S Steel	89	89⅛	87⅝	88⅛	— ⅞
107¼	108½	7	500	U S Steel pf	107	108	107	108	+ 1
64½	64¾	6	900	Utah Copper	65	65	64⅝	65	— ¼
76	76½	6	10800	Vanadium Corp	77¼	77¼	75⅝	76¼	— 1⅝
67	67½	4	200	Va-Carolina Chem	68¼	68¼	68	68	— ½
7⅝	7⅞	..	1300	Wabash	8½	8½	7⅝	7⅝	— ⅝
22½	23	..	2200	Wabash pf A	23⅜	23⅜	23	23	— ½
61	64⅞	..	400	Wells Fargo Express	61½	64	61	61	— ½
9¼	9½	..	400	Western Maryland	9⅝	9⅝	9¼	9⅝	+ ¼
11	13	..	300	Western Maryland 2d pf	12	12	11	11½	— ¼
26⅛	28	..	1000	Western Pacific	27	27	26¼	26¼	— 1¼
82	83	7	100	Western Union Tel	82⅜	82⅜	82⅜	82⅜	+ ⅜
104	106	7	500	Westinghouse Air Brake	103	104	103	104	+ 1
47⅝	47¾	4	400	Westinghouse E & M	47⅞	47⅞	47⅝	47⅝	— ⅝
10¼	10½	..	700	Wheeling & Lake Erie	10	10⅝	10	10⅝	+ ½
48⅝	49½	4	300	White Motor	49	49	48⅞	48⅞	— 1⅝
17	17¼	1	2000	Willys Overland	17¼	17¼	17	17	..
53½	55	5	190*	Wilson & Co	55	56	53	53¼	..
63	64	6	600	Worthington Pump	63	63½	63	63½	+ ¼
63⅝	66	6	200	Worthington Pump pf B	63⅝	63⅝	63½	63⅝	— ⅛

*Odd lots.

NOTE—Odd lot transactions are not recorded in separate line unless sales were made at price outside of the regular full lot range.