## DECEMBER 1939 <br> SURVEY <br> OF <br> <br> CURRENT BUSINESS <br> <br> CURRENT BUSINESS <br> 

# UNITED STATES <br> DEPARTMENT OF COMMERCE bureau of foreign and domestic commerce WASHINGTON 

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## Monthly Business Indicators, 1929-39



# Business Situation Summarized 

INDUSTRIAL output for November was higher than the average for October when the trend was sharply upward. There was, however, not much actual expansion during November from the rate reached at the end of October, and a steadier pace of activity generally characterized the economy. This higher rate of production was maintained to some extent at the expense of unfilled orders, but current backlogs are seemingly sufficient to continue the November rate of production to the end of the year against the usual seasonal decline for December.
The slowing of the rise in business activity came after 2 months of swift and substantial readjustments which had raised industrial volumes by about one-fifth and had resulted in material improvement in employment and consumers' incomes. Factory employment, increasing slightly in November, contrary to the customary seasonal decline, was about 6 percent higher than in August on an adjusted basis. An expansion in inventories and some advancement in the placement of contemplated orders for capital goods were the primary factors responsible for the magnitude of the rise experienced since August.

## New Orders in Smaller Volume.

The position of orders relative to production is, of course, somewhat different from industry to industry, but the volume of incoming business has generally fallen off from the recent highs; in many lines orders have dropped to about or below the pre-September volumes. This is a clear indication that the brief period of anticipatory buying based upon expectations of war inflation has run its course for the present at least. At their present volume new orders would seem to be insufficient to support the November rate of production for any extended period.

The picture of the buying wave that was touched off by the war is indicated by the weekly new-order data charted in figure 2 and that pattern for the movement is confirmed by other data not available for plotting. The prompt jump in purchasing of zinc, copper, and wool yarn was apparently typical of the buying of many commodities and particularly for relatively standardized semimanufactures. Of significance is the suddenness of the move, the substantial extent of the rise, and the fact that in about a month the bulk of the commitments to readjust company positions had been made. For some finished goods the buying movement was somewhat slower in reaching a peak so that the results for the month of October do not reveal marked curtailments from aggregate volumes in September.

Purchasing of such nondurable commodities as textiles, paper, paperboard, sugar, and four which had
such as machinery and equipment for which purchase commitments cannot be made so quickly as those for goods being bought continuously. Foundry-equipment orders recorded a furtber large gain in October. The metal trades located in Massachusetts received larger orders than in September and aggregate new business of this type was above the peak months of 1937 and 1929. Orders for steel barrels were larger than in September and unfilled orders in this industry at the end of October were higher than at any time in 1937; purchasing of other fabricated-steel products also was large in October. On the whole, there is little doubt that the volume of orders received in the durable-goods


Figure 3.-Pay Rolls in Selected Durable Goods Industries, 1937-39.
Note.-Pay-roll indexes of the Bureau of Labor Statistics have been recomputed on a $1937-38$ base. The "other iron and steel manufactures" shown on this chart is the weighted average of pay rolls in the industries that manufacture (1) bolts, nuts, washers, and rivets; (2) cast-iron pipe; (3) cutlery and edged tools; (4) iron and steel forgings; (5) hardware; (6) plumbers' supplies; (7) stamped and enameled ware; (8) steam and hot-water heating apparatus and fittings; (9) stoves; (10) structural and ornamental metalwork; (11) tin cans and other tinware; (12) tools (not including edged tools, machine tools, files, and saws); and (13) wirework. This particular grouping is not published by the Bureau of Labor Statistics, though indexes for the individual industries are regularly made available.
industries would place the September-October volumes at the highest rate since the spring of 1937 and probably not far below the monthly average at that time. Railway purchasing, which advanced considerably for a time, fell in November to a rather low level and the quantity of rolling stock now on order is much below the 1937 peak. (The contribution of this purchasing to current activity is analyzed in the article on $p$. 14.) Orders for electrical equipment, according to limited data, have also been much smaller than in the first half of 1937.

There is no evidence as yet of the direct war stimulus which was to have provided the foundation for September's price and purchasing rise. Exports in October increased-partly as a result of seasonal influences-but the remainder of the rise cannot be traced to "war" orders. While the British and French

Governments have set up buying agencies in this country, their commitments thus far have largely been confined to aircraft and engines. It is possible that recent British action designed to impede the movement of German exports to overseas markets will afford an additional stimulus to American exports in such areas as Latin America but the outlook at this time for exports continues quite indefinite.

Commodity price movements during November, as for some weeks previously, reflected the let-up in forward purchasing and the general slowing of the business rise. Prices of some industrial raw materials-hides, steel scrap, and wool, for example-declined slightly and new increases in finished goods were less in evidence. It was announced that steel prices for delivery in the first quarter of next year would be substantially the same as the prices currently listed. The wholesale price index for "all commodities other than farm products and foods" did not change significantly from the position at the end of October. During November prices of farm products and foods on the average held around the readjusted levels established in the reaction from the initial September movement.

## Steady Pace in Industrial Activity.

With minor exceptions, activity of the primary producers held to a steady pace during November and expansion was mostly limited to production requiring a high degree of fabrication. While aggregate output of the basic industries was at a figure that has been equalled only in a few months of 1929 , the total volume of productive activity, as indicated by factory employment, has remained below that in the first half of 1937. Even after the contraseasonal rise in November, the adjusted volume of employment in manufacturing was more than 5 percent lower than in that period.

Production of steel exceeded the previous record tonnage of October. As limitations of productive capacity came into play even in that month, the expansion in November was necessarily small. Ingot production at about 93 percent of capacity was half again as large as in August. Production trends, as indicated by the employment and pay-roll data of the Bureau of Labor Statistics, reveal widespread advances in steel-consuming industries between August and the latest survey at mid-October, though these have not been so large as that recorded for steel ingots. The trend of operations to mid-October in the steel industries and in two major fields of steel consumption is indicated in figure 3. In a group of 13 iron and steel manufacturing industries, excluding the classification "blast furnaces, steel works, and rolling mills," which primarily represents basic production of steel and steel products, there was an increase of one-fifth in total pay rolls from August to October and preliminary data indicate some further rise in November. Over this period plants manufacturing wirework, steel forgings,
and bolts, nuts, etc., experienced heavy increases in production, according to the pay-roll data. Machinetool builders have also stepped up operations sharply.

Production in most of the nondurable goods industries has advanced only moderately above the August position after allowance for seasonal fluctuations. Nevertheless, the seasonally adjusted production index for these industries in October was at a figure that was but slightly below the average in the winter of 1936-37. Sugar refining and flour milling have declined after the brief rise in September resulting from unusual buying. Textile production in the aggregate has been increased little more than seasonally and production of shoes in October was lower on a seasonally corrected basis than in August. Production in the cotton-textile industry, though not rising much from the high August position, has been seldom exceeded.

Railway freight traffic in November experienced the usual seasonal decline from the October peak. Freight volumes were almost one-fifth above those a year ago, and on a seasonally corrected basis were as large as any time since 1930, except for the period November 1936-April 1937.

The volume of new construction contract awards continues to make a relatively favorable showing. Publicly financed awards which had slumped sharply in October were swelled by several large projects in the first 3 weeks of November, but the prospects continue to be for a fourth quarter volume much below the record awards in 1938. Privately financed awards were not much changed from the preceding month; residential awards, on a seasonally adjusted basis, continue at the high levels of recent months.

The flow of income to individuals in November was almost on a plane with the 1937 average and as living costs are lower, consumers' command over goods is correspondingly enlarged. Retail sales of general merchandise have risen to totals that are on a par with those in the peak months of the 1936-37 recovery. Business profits are expanding sharply during the current quarter, and dividend declarations are naturally increasing. With rising incomes, the volume of funds available for expansion has thus increased. The extent to which these are flowing back into actual expenditures is an essential element in appraising the prospects for business activity, once unfilled orders are reduced to a level commensurate with incoming business.

## MONTHLY BUSINESS INDEXES



[^0]1 From farm marketings.

## Finance

DOMESTIC financial markets were generally inactive during November. Stock prices eased and bond prices were firm, with trading in exceptionally small volume. The amount of publicly offered corporate security issues remained very low. Loans by reporting nember banks to commerce, industry, and agriculture continued to increase slowly.
In the foreign exchange market, quotations for the pound sterling moved erratically with changes in the outflow of short-term funds from London; transactions which are admitted to the Bank of England's official rate were not affected by the fluctuations. The inflow of gold in November was larger than in October, with British countries again the principal sources of gold imports. The stock of earmarked gold was again reduced by a substantial amount.
With the European war now 3 months old and the immediate shock over, it is possible to appraise domestic financial developments since the beginning of the conflict. After the initial sharp rise during the early part of September, stock prices fluctuated within narrow limits around a level roughly 10 percent above arerages for August. In view of the improvement in production and profit prospects, the gains in the market for equities are not of a magnitude which reflect expectations of an assured continued expansion in business.

High-grade bond prices quickly recovered most of the losses registered at the outbreak of the war and arer-
ages recently were at midyear levels. The abrupt fall in quotations for Government obligations in September was followed by gains which by November had restored prices in substantial part. The general structure of interest rates, after some brief rises in September, is now virtually identical with that at the end of August and continues to reflect the extreme ease in the money market.
The rise in commercial, industrial, and agricultural loans by reporting member banks was given impetus by the acceleration of business activity in September, but the rate of increase has slowed down since the first few weeks of the war. The excess reserves of member banks reached new highs in October, as a result primarily of continued gold receipts from abroad.

The inflow of gold during the 3 months ended in November, including net releases from earmark, exceeded $\$ 735,000,000$. The movement was not, however, so heavy as in the 12 months ended in August, when $\$ 3,360,000,000$ of gold was added to monetary gold stocks from foreign sources. The total amount of gold held under foreign ownership at the Federal Reserve Banks, which reached almost $\$ 1,300,000,000$ at the beginning of August, had been reduced to $\$ 962,000$,000 at the end of November.
Foreign exchange relationships established in September after the 15 -percent depreciation of the pound sterling were practically unchanged during October and November.

## FINANCIAL STATISTICS



## Foreign Trade

FOREIGN trade in October continued the upward trend that has been in evidence throughout most of the year. The commodity flow generally reflected expanding economic activity and the seasonal rise, although wartime influences were important, if somewhat counterbalancing, factors in the trade movements. Exports of $\$ 332,000,000$ represented an increase of 15 percent over the total value in September, an amount one-fifth above that in October of last year and only slightly below the value of exports in October 1937. General imports were up 19 percent from September and 21 percent in comparison with October 1938, to a figure of $\$ 215,000,000$, the highest monthly total since November 1937, although import trade has not yet attained the level reached in the first half of that year.
The October export trade in nonagricultural products was valued at $\$ 227,321,000$, a figure 21 percent in excess of the comparable total in October 1938 and 2 percent above that in October 1937. Agricultural exports totaled $\$ 95,847,000$, representing an increase of nearly $\$ 9,000,000$ over October 1938 but a decline of approximately $\$ 12,000,000$ from the total in October 1937.

In comparison with October 1937, exports of coal, steel scrap, aluminum, metal-working machinery, and
chemical products were much larger in value in October, and cotton exports were moderately larger. On the other hand, wheat and tobacco exports were substantially smaller and heavy steel exports, as well as those of automobiles and aircraft, were also lower than in that earlier period.
The import trade featured relatively large increases over a year ago in crude materials and semimanufactures, as in the preceding months of this year, and less substantial increases in crude and manufactured foodstuffs. Imports of finished manufactures have dropped below last year's value in each month since July, principally as a result of reductions in receipts of burlap, manufactures of silk, linens, works of art, and numerous miscellaneous articles. Newsprint imports have shown larger increases over the 1938 level in recent months than in the earlier months of the year.
Actual gains in value of principal commodities in October as compared with October 1938 were as follows: Crude rubber, approximately $\$ 4,900,000$; raw silk, $\$ 9,200,000$; newsprint, $\$ 2,300,000$; and lumber, cocoa, coffee, wood pulp, and cut diamonds, from $\$ 1,300,000$ to $\$ 1,800,000$ each. While higher prices for certain of these commodities were a factor in the rise in the total value of import trade, they were of less significance than the increase in the volume of goods imported.

## EXPORTS AND IMPORTS

| Year and month | Inderes |  | Exports, in-cluding $\underset{\text { perts }}{\text { reex }}$ | Exports of United States merchandise |  |  |  |  |  |  |  | Imports ${ }^{\text {1 }}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $\underset{\text { terials }}{\text { Crude ma- }}$ |  | Foodstufts, total | Semi-man-ufactures | Finished manufactures |  |  | Total | Crude materials | Foodstufis | Semi-man-ufactures | Finished man-ufactures |
|  |  |  | Total | Total | Un-man-ufactured cotton | Total |  |  | $\begin{gathered} \text { Ma- } \\ \text { chin- } \\ \text { ery } \end{gathered}$ | Auto-mobiles, parts, and acces sories |  |  |  |  |  |
|  | Monthly aver-age $1923-25=100$ |  |  | Millions of dollars |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1929: October | 114 | 119 | 528.5 | 522.1 | 174.3 | 128.9 | 71.8 | 64.6 | 211.7 | 52.8 | 32.8 | 391.1 | 126.5 | 82.3 | 82.3 | 100.0 |
| 1932: October | 33 | 32 | 153.1 | 151.0 | 60.5 | 40.0 | 25. 2 | 16.9 | 48.4 | 11. 6 | 5. 0 | 105.5 | 27.2 | 33.5 | 16. 7 | 28.1 |
| 1933: October | 42 57 | 46 65 |  | 190.8 | 81.8 100.8 | 54.2 57.4 4 | 23.5 24.9 | 24.4 | ${ }^{61.1}$ | 13.5 | 88.6 | 150.9 | 46.9 | 34.8 | 33.2 | 36.0 |
| 1936: October | 57 72 | 65 68 | 264. 9 332.7 | 262.2 329.4 | 100.4 88.3 | 57.4 45.0 | 24.9 38.9 | 36.7 58.7 | 100.1 | 31.8 44.6 | 15.8 25.4 | 213.4 226.5 | 63.0 71.7 | 61.4 53.0 | 40.5 51.9 | 48.6 49.9 |
| 1938: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| October | 60 | 54 | 277.9 | ${ }^{274.3}$ | 72.1 | 24.1 | 33.3 | 44.5 | 124.4 | 38.7 | 17.3 | 178.5 | 53.7 | 48.4 | 35.8 | 40.6 |
| November | 58 | 55 | ${ }^{252.2}$ | 249.7 | 59.9 | 25.0 | 29.5 | 40.0 | 120.4 | 34. 8 | 25.4 | 171.7 | 52.4 | 46.8 | 35. 2 | 37.3 |
| 1939: January . | 67 | 54 | 268.8 | 266.2 | 49.4 | 19.0 | 28.4 | 50.5 | 137.9 | 40.9 | 29.2 | 165.5 | 53.5 | 44.0 | 35.3 | 32.8 |
|  | 55 | 55 | 212.9 | 210.3 | 36.4 | 15.0 | 31.1 | 35.5 | 107.4 | 31.2 | 21.4 | 169.3 | 53.9 | 43.4 | 37.2 | 34. 9 |
| February. | 63 | 49 | 218.8 | 216.0 | 36. 5 | 13.7 | 26.6 | 34.9 | 118.1 | 34.6 | 25.3 | 152.5 | 48.1 | 41.6 | 34.0 | 28.8 |
| March | 70 | 53 | 268.4 | 264.8 | 40.1 | 17.0 | 28.0 | 45.7 | 150.9 | 49.4 | 28.5 | 191.2 | 59.5 | 54.5 | 38.8 | 38.4 |
| April. | 64 | 53 | 230.9 | 227.6 | 26.0 | 9.2 | 23.6 | 41.0 | 137.0 | 43.9 | 24.9 | 185.8 | 54.9 | 49.1 | 37.9 | 43.8 |
| May | 70 | ${ }_{58}^{61}$ | 249.3 | 245.9 | 30.2 | 7.5 | 26.9 | 48.2 | 140.5 | 44.4 | 23.8 | 194.2 | 62.3 | 51.9 | 39.8 | 40.4 |
| June. | 70 | 58 | 236.1 | 233.4 | 25.7 | 6.2 | 19.5 | 48.5 | 139.7 | 42.2 | 20.4 | 178.4 | 54.7 | 50.2 | 38.6 | 34.8 |
| July. | 69 | 57 | 229.6 | 226.7 | 29.7 | ${ }^{6.0}$ | 19.7 | 46.0 | 131.4 | 43.7 | 18.5 |  | 50.0 | 49.6 | 36.9 | 33.9 <br> 35 |
| August | 72 | 57 | 250.8 | 248.1 | 36.5 | 11.9 | 24.3 | 53.5 | 133.8 | 43.6 | 14.9 | 180.4 | 61.0 | 48.4 | 35.7 | 35.4 35.7 |
| September | 72 72 | 59 | 288.6 332.1 | 284.0 323.2 | 66.8 78.4 | 35.7 47.3 | 28.8 37.8 | 59.0 64.5 | 129.4 142.4 | 40.1 42.3 | 12.5 18.9 | 199.5 207.1 | 67.6 70.5 | 57.9 59.6 | 38.3 45.4 | 35.7 38.6 |
| Cumulative January through October: <br> 1929 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | ${ }^{3} 115$ | ${ }^{3} 116$ | 4,372.2 | 4,301. 0 | 871.6 | 573.4 | 628.9 | 622.7 | 2, 177.8 | 510.4 | 489.9 | 3,751. 1 | 1,321.5 | 827.3 | 761.1 | 841.2 |
| 1932 | ${ }^{3} 36$ | ${ }^{3} 35$ | 1,340.6 | 1,310. 8 | 406.1 | 267.7 | 205.7 | 166.4 | 532.6 | 111.7 | 66.8 | 1,121.2 | 301.8 | 346.8 | 183.6 | 289.1 |
| 1933 | ${ }^{3} 34$ | 337 | 1,298. 1 | 1,276. 1 | 446. 2 | 305.1 | 154.6 | 184.3 | 491.0 | 100.7 | 74.0 | 1,187.5 | 344.7 | 344.2 | 236.9 | 261.7 |
| 1936 | ${ }^{3} 53$ | ${ }^{3} 61$ | 1,999.8 | 1, 968. 4 | 518.6 | 268.1 | 175. 1 | 326.9 | 947.7 | 277.7 | 190.2 | 1, 983.4 | 596.5 | 603.3 | 400.5 | 383.1 |
| 1937. | 372 | 382 | 2, 711.1 | 2, 668.3 | 561.1 | 285.1 | 212.3 | 566.8 | 1, 328. 1 | 396.7 | 277.4 | 2, 593.8 | 835.9 |  | 544.3 | 462.0 |
| 1938 | 3 3 3 8 | 3 3 3 50 | $\xrightarrow{2,574.9} \begin{aligned} & \text { 517 }\end{aligned}$ | $2,542.8$ 2,4798 | 485.2 406.4 | 184.6 169.2 | 375.1 266.2 | 415.4 476.7 | $1,267.0$ $1,330.5$ | 411.2 415.4 | 216.7 209.1 | $1,613.7$ $1,828.9$ | 470.6 58.5 | 480.1 499.2 | 315.5 382.7 | 347.5 364.8 |
| 1939-----------7.---------1 | ${ }^{2} 66$ | ${ }^{3} 57$ | 2,517.2 | 2, 479.8 | 406. 4 | 169.2 | 266.2 | 476.7 | 1,330.5 | 415.4 | 209.1 | 1,828.9 | 582.5 | 499.2 | 382.7 | 364.8 |

${ }^{1}$ General imports through December 1933; imports for consumption therearter.
${ }^{2}$ Adjusted for seasonal variations.
${ }^{3}$ Monthly average of unadjusted indexes.

# The Position of United States Shipping 

By G. Griffith Johnson, Jr., Industrial Economics Division

THE provision of necessary shipping facilities proved one of the most critical problems faced during the World War by both belligerent and neutral countries. In the later stages of the war its acuteness arose primarily from the scarcity of ships resulting from the unrestricted submarine warfare. From the beginning, however, there were serious dislocations owing to the disruption of ordinary trading operations and routes, the paralysis of port facilities, the diversion of ships and ports to military uses, and the near-stagnation of shipbuilding and repair activity in the belligerent nations. Government action to relieve these difficulties was slow in getting under way.
As a result of this 1914-18 experience attention was naturally directed promptly toward the probable effect


Figure 4.-World Steam and Motor Tonnage of Ships Over 100 Gross Tons, June 30, 1914 and 1939 (Lloyd's Register).
of the present European war on the shipping situation. Would the movement of our foreign trade be hampered or restricted by a shortage of ships, either in general or on specific trade routes? How would our own ships and shipbuilding activities be affected, particularly in view of neutrality legislation? Some tentative observations are possible at this time on the basis of the situation before the outbreak of war, the experience during the last war, and certain trends in the first 3 months of the present war. Most of the possible developments which are discussed in this article depend, of course, on the continuance of the war. Should the war be terminated in the near future, the world shipping situation will be entirely altered.

## Tonnage Distribution.

In June 1939 the aggregate gross steam and motor tonnage of the world, according to Lloyd's Register, was $68,509,000$ tons. Figure 4 gives the tonnage of the principal countries in 1939, and a comparison with their 1914 tonnage. There was an increase of $23,105,-$ 000 tons, 51 percent, from 1914 to 1939. Notable has been the eightfold increase in tankers to $11,437,000$ tons. These vessels are owned chiefly by Great Britain, the United States, and Norway.

Throughout most of the post-war years there has been an excess of shipping facilities, arising in large part from State subsidization of national merchant fleets. The World War focused attention upon the defensive importance of carrying power, and total tonnage continued to increase after the war, although there was little economic need, except in the case of tankers, for it to do so. The trend was partly due to new construction, but it was also a result of the general reluctance to scrap old tonnage which had been built or bought at greatly inflated prices. More than off-setting this obsolescence, however, is the greater speed and general efficiency of carriers, as compared with 1914, plus improvements in port facilities and loading equipment. The world's merchant fleet in 1939 is not only 50 percent larger, but it is also more efficient per ton than in 1914.

The aggregate tonnage figures exaggerate the relative position of the United States as a maritime power. The merchant fleet of the United States is comprised of ships which would ordinarily be considered obsolete, and one-fifth was laid-up as of last June. The most modern part of the fleet is the tankers, with an average age of 16 to 17 years; the passenger ships average 21 to 22 years; and the freighters around 24 years. As can be seen in table 1, the United States fleet is much older than that of other leading maritime powers.

| TabIe 1.—Age Distribution of Tonnage as of June 1939 |
| :--- |
| Country |

Source: Llovd's Register of Shipping, 1989-40.
The United States merchant fleet is also considerably slower than that of other maritime powers. Approximately 70 percent of United States vessels are under 12 knots in speed, compared with less than 45 percent in the case of British ships. Ships having a speed of 15 knots and over comprise 13 percent of the United States fleet and 24 percent of the British.

## World Shipbuilding Capacity.

The net increase in world tonnage in the year ended June 1939 was $1,654,000$ tons, the largest net increase since 1921, except for 1928. Launchings in the calendar year 1938 approximated $3,000,000$ tons, more than in any year since 1921. Despite this high level of activity, rough estimates indicate that in June 1939 world shipyards were working at about 75 percent of
normal capacity, with $2,859,000$ tons of merchant vessels and over a million tons of naval vessels under construction. The bulk of the unused capacity was in Great Britain, where activity had dropped off rather sharply in early 1939. As a result of aggressive government programs, however, operations in both Great Britain and the United States have been stepped up considerably during the last 6 months.

The capacity for construction at any one time gives little indication of the capacity over a period of time. The size of a ship actually being built on a way may be considerably less than the maximum size which the way is equipped to handle. More important is the fact that the speed with which a ship is launched can be varied substantially, and this is a determining factor in estimating output capacity. An ordinary merchant vessel of, say, 8,000 tons customarily may require 9 months or a year for launching from the time the keel is laid. Recently, a 10,000 -ton British ship was launched in 3 months' time.

The elasticity of ship construction is therefore substantial, and figures on construction capacity at any one time only roughly indicate the output capacity during the course of the year. Assuming a similar relationship between output and ships under construction as existed in 1938, and using the estimate of total capacity presented above, the maximum possible world launchings would have been in the neighborhood of four million tons. How much of this could have been increased by speeding up launchings at earlier stages of completion or by the use of night shifts, or to what extent expansion would have been prevented by shortages of skilled labor or materials, it is impossible to estimate.
Relation of Tonnage to World Trade.
While no exact computation of the excess of shipping facilities is possible, evidence of its existence is provided by several factors. First, in June 1939 there were $3,000,000$ tons of laid-up vessels, and this total was substantially below that of previous years. Secondly, while total world tounage had increased over 1913 by 52 percent in 1937 and by 55 percent in 1938, aggregate entrances and clearances in world ports, as shown by the League of Nations figures, had risen only 46 percent and 41 percent in the same years; and the extensive subsidization of shipping makes it likely that loads per ship in 1937 and 1938 represented smaller proportions of capacity than in 1913.

Recent movements in freight rates, furthermore, may give some indication of the extent of this excess capacity. In July 1937 entrances and clearances rose to 56 percent over the 1913 level, and that year also represented the post-depression peak of the League of Na tions index of world trade volume. The movement of freight rates in 1937 seems to indicate that the sharp rise in world trade led to a mild squeeze in the provision of shipping facilities. An average of the indexes of Digitizedates.ans trade to and from four countries (Britain, Ger-
many, Sweden, and Denmark) was 117 for 1937, compared with 84 for 1936, 93 for 1938, and 89 for the first 5 months of 1939. Furthermore, the upward movement of freight rates was very sharp in the period May to September 1937, reaching a peak of 134 in the latter month.

Consequently, the level of shipping activity during the middle of 1937 can be considered, after adjustments for changes in total tonnage, as representing close to full utilization of shipping facilities for any short-run period. This level was about 15 percent in excess of the level during January-June 1939. Over a longer run there is some elasticity in the supply of shipping facilities, arising not only from new construction, but also from the reconditioning of laid-up tonnage, the more efficient rearrangement of existing routes and ships, and the extension of the life of ships which would ordinarily be broken up.

## Immediate Effects of the War.

The above brief outline of the shipping situation at the outbreak of the present war indicates a substantially more favorable position than in 1914. The outbreak of war in September had several immediate repercussions. The bulk of the $4,483,000$ tons of German vessels were swept off the seas and immobilized. While this reduces the supply of shipping facilities, the impediments to ocean trade with Germany, except in the Baltic, also curtail the need for facilities. Entrances and clearances in German ports (including Danzig and Gdynia) amounted to around 7 percent of the world total, whereas her tonnage constituted 6.5 percent of world tonnage.

Requisitions for military purposes by the belligerents are also important. During the $1914-18$ war, over 20 percent of British merchant tonnage on the average was in military or naval employment, the range being from 4 million tons shortly after the outbreak of war to nearly $7 \frac{1}{2}$ million tons in May 1916. The extent and nature of war is important in determining the military requirements. If the present war is confined to the western front the needs will be substantially less than if fighting should spread to the Mediterranean and Asia Minor. If the productive facilities of France are maintained unimpaired, its dependence on supplies from Britain will be less than in the last war. Finally, troop ships are ordinarily passenger liners, for which there is substantially reduced demand for commercial purposes during a war. It is unlikely that requisitions are as yet or will be in the near future as large as in the early stages of the last war.

War conditions, also, immediately involve important delays and inefficiencies in shipping operations. Neutral ships carrying goods to belligerent zones suffer delays from contraband control. Roundabout routes must frequently be substituted for ordinary routes. The needs of the military for port facilities and delays owing to contraband control are certain to cause some port congestion. The convoy system ordinarily in-
volves very substantial delays, as each vessel is forced to make intermediate voyages to the port of assembly and there must frequently wait some time for the convoy to be collected. On voyages, the speed of the convoy group is reduced to that of the slowest ship, and zig-zag tactics and round-about routes must frequently be used. In addition, port congestion is increased by the arrival of ships in large groups rather than a daily stream. The British convoy system in 1917-18 increased the average length of a round-trip voyage in the North Atlantic by 25 percent.

Offsetting these factors, however, is the tendency for ships to carry substantially larger loads per trip. During the last war the quantity of imports per ton of shipping entering British ports increased 44 percent between 1913 and 1917-each ship carried on the average almost half again as much cargo.

## Long-Run Determinants.

The influences just discussed are important in the period following the outbreak of war. They would not, however, determine the adequacy or inadequacy of shipping facilities in an extended war. This would be determined primarily by three factors: the extent of losses, the level of shipbuilding, and the trends in the tonnage of sea-borne trade.

During the 1914-18 war the Allied and neutral countries lost 12.8 million tons through enemy action and 2.2 million tons through marine risk or capturean aggregate of 15 million tons- 40 percent of their total fleets in 1914. The Central Powers lost 0.2 million tons through enemy action, 2.4 millions through capture, and 0.4 million by marine risk, making a total of 3 million tons-nearly 60 percent of their pre-war tonnage. The monthly average for the war period of Allied and neutral losses due to enemy action was 251,000 tons; including losses from marine risk, the average was 295,000 . Losses were 100,000 tons a month in 1914 and reached a peak in the second quarter of 1917, when they averaged 746,000 tons monthly. Thereafter they declined steadily to 178,000 in October 1918.

It would be logical to expect the present war to start out at a stage considerably in advance of the operations in 1914, insofar as shipping operations are concerned. According to official reports, in the period September 3 to November 23, a total of 331,000 tons of Allied merchant shipping and 142,000 tons of neutral shipping were sunk-a monthly average of 173,000 tons. In addition, 52,000 tons of German ships were sunk. The bulk of the Allied losses came in the period immediately following the outbreak of war, when ships were scattered and without convoy protection. Of total British losses to date, 46 percent or 131,000 tons occurred in the first 2 weeks of the war. Up to the present, therefore, the Allied and neutral losses of merchant ships have not been of a serious nature. They could probably increase to double the rate so far without Digitized for FRASE seriously impairing shipping facilities, if shipbuilding
under license. As a result, the quantity of total imports fell from 81 percent of the 1913 figure in 1916 to 64 percent in 1918.

A further tendency affecting unfavorably the quantity of trade is the shift toward the movement of finished goods requiring less cargo space than crude materials. Belligerent imports of machinery, airplanes, explosives, and similar manufactures tend to increase, whereas imports of such bulky commodities as lumber, cotton, and paper materials tend to decrease.

The tonnage of nonbelligerent trade may also be unfavorably affected. The trade of neutral countries in and around the war zone declined sharply in the last war. A comparison of entrances and clearances in 1915-18 with 1913 shows an 81-percent decline in the case of the Netherlands, a 35 -percent decline for Norway, and a 49-percent decline for Spain. While these declines do not represent necessarily a comparable drop in the quantity of trade, since ships tend to carry fuller loads, nevertheless they indicate the decrease in the demand for shipping facilities. In the course of this war the trade of the western European neutrals is likely to suffer again, to a degree depending upon war losses and the effectiveness of the blockades.

Two factors tend to increase the quantity of nonEuropean neutral trade, namely, the shifting of former trade with Europe, notably Germany, to non-European routes and the stimulus to incomes in neutral countries as a result of the war. However, although the value of non-European trade rose sharply in the last war, the requirements for shipping facilities actually declined. Japanese entrances and clearances declined 22 percent in 1915-18 under 1913; those of the United States, 9 percent. United States entrances from and clearances to Latin American and West Indian ports declined 10 percent, despite a value increase of 72 percent.

Combining the expected sharp decline in the tonnnage of belligerent trade with the prospects of neutrals around the war zone and elsewhere, the result indicates not only no likely increase in the aggregate tonnage of world trade, but a possible decrease of substantial proportions.

## Possible Shifts in Trade Routes.

In addition to the effects just discussed on the total supply of and demand for shipping facilities, war conditions also tend to induce shifts of tonnage among the various trade routes by both belligerents and neutrals. A dominant factor in the shipping situation, not only in belligerent trade but in trade throughout the world, is the policy which the British adopt with respect to their ships operating on non-British routes. Only slightly less important are the policies of neutral countries, such as Norway and the Netherlands, with respect to the withdrawal of their tonnage from danger zones and its reallocation to other routes.

Both of these factors depend in large part on the effectiveness of German ocean warfare. In the last war
when the tonnage situation became acute as a result of the losses and the withdrawal of neutral tonnage, the British adopted the policy of Atlantic concentration. Cross services or direct services to distant countries were stopped or drastically reduced in order that every available ship might be employed in bringing cargoes from the nearest available sources. As a result of this policy, British tonnage engaged in non-British trade declined from an estimated $7,675,000$ tons in 1913 to $3,703,000$ tons in 1918, despite the fact that the amount of British tonnage engaged in' French and Italian ocean trade rose sharply.

To the degree that German ocean warfare proves effective, the neutral countries will tend to withdraw their ships from belligerent trade routes and to attempt to place them on other trade routes. This in turn will force some diversion of belligerent tonnage from nonbelligerent trade and the concentration of that tonnage on the most essential routes. During the World War there occurred a sharp decline in the tonnage of foreign ships in the trade of the United Kingdom, especially in 1917 and 1918 when submarines were active. The following table shows an index of the tonnace entered with cargoes in British trade: ${ }^{2}$

| Year | British | Foreign | Total |
| :--- | :---: | :---: | :---: |
| $1913 \ldots \ldots$ | 68 | 32 | 100 |
| $1915 \ldots \ldots$ | 56 | 25 | 81 |
| $1916 \ldots \ldots$ | 50 | 24 | 74 |
| $1917 \ldots \ldots$ | 46 | 10 | 56 |
| $1918 \ldots \ldots$ | 49 | 8 | 57 |

The sharp drop in foreign ships operating on British routes was primarily a result of the unwillingness to risk ships in combat areas. In view of the Norwegian experience during the last war, when nearly half its merchant fleet was lost, the neutral countries in this war may be expected to take measures to prevent any large-scale destruction of their fleets. To some extent these tendencies have already appeared in the present war. Large amounts of tonnage have been withdrawn from United States trade routes, primarily routes to Europe. At the end of the first week of October, nearly 200,000 tons of foreign ships had been withdrawn in ports outside New York. Of these, around 75,000 tons were Norwegian ships taken from United States-British routes, and much of this was reallocated to United States-Latin American routes. Finally, the action of the United States in withdrawing its ships from north European routes is an extreme example of a shift in neutral tonnage, which in turn will induce some shifting on the part of other tonnage.

Summarizing the position of shipping, it appears that, unless war losses are unexpectedly large, facilities will be more than ample, at least for nonbelligerent trade. The rising level of shipbuilding and the probable decline in the total tonnage of sea-borne trade in an extended war makes it possible that the next few years will produce an even larger excess capacity than
${ }^{2}$ Source: C. E. Fayle, The War and the Shipping Industry (London, 1929), p. 276.
that existing in the first half of 1939. If, on the other hand, war losses should prove to be severe, shortages will appear on belligerent trade routes (as a result not only of the losses but also of the probable withdrawal of neutral tonnage), and attempts by belligerents to purchase old and new ships abroad can be anticipated.

## Restrictions of Neutrality Legislation.

In the case of the United States fleet, the chief direct effect of the war arises from the neutrality legislation recently passed by Congress. Figure 5 shows the areas forbidden to American ships as a result of the Presidential proclamation under the law: Zone 1 constitutes the combat area, into which ships are forbidden to enter; Zone 2 is the area in which ships are forbidden to visit belligerent ports unless not carrying cargo or passengers; and Zone 3 is the generally unrestricted area. The merchant fleet was employed on trade routes as shown in table 2. Only 19 percent was engaged in overseas trade, of which 9 percent was on European and Mediterranean routes.

As the combat area is now defined, approximately 600,000 tons of United States shipping will be affected. This amounts to about 38 percent of the tonnage engaged in overseas trade. Mediterranean, Black Sea, and Arctic routes remain open, and the possibility exists, of course, that United States vessels can carry cargoes to open ports from which they can be transshipped to final destinations. As long as ample
shipping facilities are available on the forbidden routes, however, the extensive use of United States ships in this manner is not likely.

What are the possibilities of shifting the withdrawn American tonnage to other routes? At the present time the total tonnage operating on United States trade routes is probably more than adequate to service the demand for shipping facilities. The possibility of placing American tonnage onto other routes depends, therefore, on the withdrawal of foreign tonnage from such routes, on the favorable competitive position of United States lines which is presumably possible only through subsidies, or on an increase in the quantity of trade.
It is not unlikely, as already mentioned, that some belligerent tonnage will be transferred from nonbelligerent to belligerent routes, the extent depending largely on such factors as war losses and the spread of war zones with the consequent need of tonnage for military purposes. Furthermore, it may be expectedproviding the volume of trade is maintained-that some belligerent or neutral ships will be transferred to Atlantic routes to replace the United States ships withdrawn. That these transfers will equal the United States withdrawal in the near future is unlikely, since there have been excess facilities on Atlantic routes up to the war period and the decline of passenger traffic will make available additional space for cargo purposes. In addition, the tonnage of belligerent trade is likely to decline.


Figure 5.-Zones Established Under the Neutrality Act, 1939 (Prepared by the Division of Commercial Laws, U. S. Bureau of Foreign and Domestic

Table 2.-Employment of United States Steam and Motor Vessels, over 1,000 Gross Tons, as of June 30,1939 (Excluding Lake and River Tonnage)
[In thousands of gross tons]

| Itenı | Passenger and freight | Freight | Tanker | Total | Percent of total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Laid-up. | 306 | 1,206 | 224 | 1,736 | 21.3 |
| Constwise trade | 300 | 1,871 | 2, 127 | 4, 298 | 52.9 |
| Nearby foreign ${ }^{\text {' }}$ | 209 | 142 | 182 | 533 | 6.6 |
| Orerseas foreign: |  |  |  |  |  |
| Europe and Mediterranean. | 190 | 452 | 42 | 704 | 8.7 |
| Africa-------------- | 8 | 74 |  | 82 | 1.0 |
| Orient and Far East. | 60 | 75 | 19 | 154 | 1.9 |
| Australasia and India | 36 | 88 |  | 124 | 1.5 |
| South Ameriea | 124 | 179 | 17 | 320 | 3.9 |
| Around the world, etc. | 76 | 28 | 74 | 178 | 2.2 |
| Total overseas. | 494 | 896 | 172 | 1, 56 I | 19.2 |
| Grand total | 1, 309 | 4,115 | 2, 705 | 8, 129 | 100.0 |

1 Includes Canada, Mexico, Central America, West Indies, and north coast of South America.

Source: United States Maritime Cormmission.
On the other hand, it has also been noted that neutral countries are likely to be hesitant to continue largescale operations between the United States and belligerent countries, particularly if war losses run high. While this may involve further shifts of Allied ships to Allied routes, it will also increase the competition of neutral shippers on nonbelligerent trade routes. It can be anticipated that this neutral competition will prevent American ships from capitalizing to the full on the diversion of belligerent shipping from United States trade routes outside the war zone.

Approximately 28 percent of United States entrances and clearances in 1938 were United States ships, 34 percent were ships of belligerents in the European war, and 38 percent neutral ships. Figure 6 shows the tonnage entered and cleared at United States ports in 1938 by geographic regions and the nationality of the carrying slips. On the basis of a rough estimate, approximately 155,000 tons of belligerent shipping were engaged in carrying trade between the United States and Latin America. An additional 575,000 tons was engaged in United States trade with Australasia, the Orient, and the Far East. An outside total of the expansion possible for United States shipping under the neutrality legislation-assuming 1938 trade activity-is 730,000 tons. That assumes complete withdrawal of belligerent ships from United States trade, other than with Europe and Africa, and no replacement by neutral shipping. This compares with 600,000 tons which have to be withdrawn from European routes. Since it is unlikely that all belligerent shipping will be with-drawn-at least immediately-from United States trade routes with countries outside the war zone, and furthermore, since it is certain that United States shipping will have to share such diversion as does occur with neutral tonnage, it seems probable that the neutrality legislation will cause the laying-up of some United States tonnage, for a time at any rate.

A further possibility is the sale of United States ships to foreign countries. During the World War 268,000 Digitized tonss ffeshipping were sold to aliens. The prices of http://fraser.stlouisfed.org/

# Capital Expenditures of the Railroads 

By Herman Lasken, Division of Economic Research

INDUSTRIAL production, as measured by the Federal Reserve index, has recently risen to a volume comparable with that of the early months of 1937. The staying power of this recovery is dependent, among other factors, upon the current and near-future increases in investment expenditures other than those made for inventory accumulation. One area in which capital outlays have expanded is the railroad industry; hence, the size of this increase in investment and the possibility of its continuing are of fundamental importance to an appraisal of the prospective economic situation.

Volume of traffic carried is the principal factor determining the requirements of the railroads for equipment. The direct connection between earnings and traffic, however, and the greater propensity on the part of the railroads to make purchases when their earnings position is favorable, leads to a fairly close relationship between net railway operating income and total expenditures for construction of ways and structures and for equipment (see fig. 7). Separately considered, expenditures for fixed plant show less variation than those for rolling stock, and this leads to wide fluctuation in equipment purchases with variations in income.

With the large decline in income after 1929, expenditures for new equipment fell to a small fraction of the annual average for the decade of the twenties. Following the increase in carloadings and operating income in 1933, equipment outlays rose in 1934, but it was not until the improvement in operations became markedin 1936 and 1937-that this item became significantly higher. In 1937 it compared favorably with the same figure for about half the years of the post-war clecade. A decline in net railway operating income in 1938 of more than 50 percent from 1937 to the lowest figure of any year since 1932 brought a reduction in new equipment expenditures of almost two-thirds. Of the amount spent for new equipment in 1938, estimated at 121 million dollars, ${ }^{1}$ a large part was the result of deliveries of orders placed in the previous year. A resumption of the upward movement in operating income during 1939 was followed by additional orders for new equipment, but the extent of this buying has not been sufficient as yet to bring equipment manufacturing activity up to the levels reached in 1937.

## Requirements for New Equipment.

Further placements of new orders by the railroads obviously depend upon their expectations with regard to the need for new equipment, in addition to that now on order, to meet shipping requirements during Digitized for FRASE the coming year. In this connection it may be noted Federal Reserve Bandinofrantamotiris 1939. o. 731
that the highest weekly loadings reported since 1930 , which came during the week of October 21 of this year when over 861,000 cars were loaded, allowed a freight-car surplus for the week of about 50,000 cars, and no important shortages were reported. Loadings of coal and ore increased substantially and the reported


Figure 7.-Net Railway Operating Income and Expenditures for Construction and Equipment, 1919-38. (Income Data are Reported by the Interstate Commerce Commission and Cover All Steam Railways Regarded as One System, Intercorporate Payments Eliminated; Expenditure Data are Estimated by the Board of Governors of the Federai Reserve System and Cover All Roads.)
car surpluses of the types used in carrying these commodities were reduced to unusually small figures. However, the number of gondola hopper cars suitable for coal, coke, or ore shipments awaiting repairs on October 1 amounted to more than 110,000 units.

Table 1.-Railway Equipment Installed and Retired, Class I Steam Railways (Excluding Switching and Terminal Companies)

| Year | Locomotives ${ }^{1}$ |  |  | Freight-train cars |  |  | Passenger-train cars |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Installed |  | Retired | Installed |  | Retired | Installed |  | $\xrightarrow{\mathrm{Re}-}$ |
|  | Total | New units | Total | Total | New units | Total | Total | New units | Total |
| 1932 | 477 | 00 | 2,316 | 8,54.5 | 2,815 | 60,394 | 579 | 58 | 1,928 |
| 1933 | 268 | 14 | 2, 681 | 6, 410 | 1,936 | 117, 268 | 607 | 7 | 3, 443 |
| 1934 | 312 | 90 | 2,912 | 31,366 | 23, 948 | 129, 026 | 703 | 270 | 3,368 |
| 1935 | 424 | 139 | 2, 150 | 18,496 | 6,987 | 122, 346 | 730 | 225 | 3,049 |
| 1934 | 1,054 | 98 | 1,798 | 75,979 | 37, 554 | 131, 754 | 1, 123 | 159 | 1,631 |
| 1937 | 877 | 441 | 1,321 | 91, 128 | 69,118 | 105,324 | 1, 074 | 576 | 1, 413 |
| 1938 | 395 | 252 | 1, 237 | 25,721 | 15, 213 | 70,235 | 642 | 275 | 1,502 |

1 Not including reclassifications.
Source: Interstate Commerce Commission.
The ability of the railroads to meet an important part of their needs by repairing old equipment is indicated by the data in tables 1 and 2 . The difference between the total number of installations and the part of that total consisting of new units is considerable. The availability of further cars and locomotives for
service after repairs is indicated by the difference between the total number of units on the lines and the number serviceable. This difference comprises those units which are awaiting classified repairs, of which a large proportion can be made serviceable. While the recorded total of locomotives continued the decline which is now of 15 years' duration, repair operations in 1936 and 1937 reduced the percentage of bad-order units to total and yielded net increases in the pieces of equipment available for enlarged traffic requirements in 1937. Similarly, the decline in the number of freight cars- 14,000 units from 1936 to 1937 -was offset by repairs so that there was a net increase in serviceable units over this same period of 6,000 cars. That the railroads have taken advantage of the supply of equipment awaiting repairs in order to meet current needs is evident from the statement of the Association of American Railroads to the effect that an unusually large number of cars and locomotives were repaired and placed in service just prior to the fall peak in traffic.

While there is a distinct impression that many of the locomotives and cars now in use or awaiting repairs are obsolete or superannuated, the age limits which were commonly accepted during the early twenties have been extended by the greater use of steel in freight and passenger cars and by more efficient building of locomotives. Over three-fourths of the passenger cars are now steel, and of the remaining quarter, two-thirds have steel underframes. The proportion of freight cars entirely steel has increased from less than one-third in 1925 to more than one-half at present, while the same figure for cars either all steel or steel underframe has increased from about three-fourths to over 95 percent (see table 3). The rapid rise in the
proportion of steel cars since 1931 results partly from the decrease in the total number of cars, brought about largely by the retirement of cars of nonsteel construction. However, there is no doubt that the betterconstructed equipment on the lines today is capable of longer service than that of earlier periods, and with the large supply of cars and locomotives now available for repair and reinstallation into active service, the requirements of the railroads for new equipment under present conditions of traffic need not be considerable. On the other hand, an increased volume of carloadings beyond the point reached this fall, if susta ned, would no doubt necessitate substantial purchases of new equipment.
Table 3.-Steel and Steel Underframe Freitht Cars. Class I Steam Railways
(Excluding Switching and Terminal Companies)

Source: Interstate Commerce Commission.

## Capacities and Utilization of Existing Equipment.

Another source of increased ability to carry traffic which is not revealed by either the number of serviceable units or the total number available, is the greater power and capacities of the newer locomotives and freight cars. In all the periods shown in table 2, from 1924 through June 1939, the average power of locomotives and the average capacity of freight cars has increased. In several cases these increases have been

Table 2.-Number, Power, Capacity, and Condition of Locomotives and Freight Cars; Class I Steam Railways (Excluding Switching and Terminal Companies)

| End of month | Steam locomotives |  |  |  | $\begin{gathered} \text { Electrice } \\ \text { locomotive } \\ \text { units } \end{gathered}$ | Freight cars |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total | Serviceable | 'Tractive effort ${ }^{1}$ |  |  | Total | Serriceable | Capacity |  |
|  |  |  | All locomotives | Average per locomotive |  |  |  | All cars | Avorage per car |
|  | Number |  | Millions of pounds | Pounds | Number ${ }^{\text {2 }}$ | Thousands |  | Millions of pounds | 1,000 pounds |
| Decomber: |  |  |  |  |  |  |  |  |  |
| 1925 | 63,608 | 58, 460 | 2, 584 | 40,629 | 362 | 2, 347 | 2,189 | 207, 137 | 88,643 89,542 |
| 1926 | 62, 452 | 58,016 | 2, 609 | 41,779 | 419 | 2,336 | 2,206 | 211, 407 | 90, 491 |
| 1927. | 60,784 | 56, 378 | 2, 595 | 42,699 | 449 | 2,313 | 2,183 | 210, 923 | 91, 175 |
| 1928 | 58,758 | 54, 378 | 2,562 | 43, 606 | 596 | 2,282 | 2,148 | 209, 539 | 91, 817 |
| 1929 | 56, 819 | 52.707 | 2, 531 | 44, 537 | 601 | 2, 263 | 2,144 | 209,516 | 92, 593 |
| 1930 |  |  | 2, 528 | 45,407 | 618 |  | 2,110 | 210,426 | 93, 211 |
| 19332 | 54,462 52 5, 490 | 47,472 42,932 | 2,496 2435 | 45,830 46,382 | 670 725 | ${ }^{2}, 193$ | ${ }^{2}, 006$ | 205, 913 | 93,879 |
| 1933 | 50,323 | 39, 428 | 2,435 2,370 | 46,382 47 47 | 725 | 2,127 2,027 | 1,861 1,737 | 200,547 192,826 | 94,287 <br> 95 <br> 95 <br> 108 |
| 1931 | 46, 869 | 36,535 | 2,251 | 48,028 | 748 | 1,907 | 1, 617 | 183, 363 | 96, 131 |
| 1935 | 45,375 | 35, 461 | 2,206 | 48,607 | 842 | 1,817 | 1, 550 | 175, 772 | 96, 754 |
| 1936 | 44, 035 | 36, 685 | 2,167 | 49, 211 | 817 | 1,745 | 1,540 | 170, 410 | 97, 643 |
| June: 1937--1 | 43,673 | 36, 997 | 2,160 | 49, 469 |  | 1,729 | 1,545 | 169, 883 | 98, 243 |
| December: 1937 | 43, 446 | 37, 130 | $\stackrel{2}{2} 163$ | 49, 781 | 818 | 1,731 | 1,546 | 170, 809 | 98,700 |
| June: 1938-19 | $43,12.4$ 42,442 | 35,249 34,561 | 2,155 <br> 2, 129 | 49,962 50,100 | 829 | 1,708 | 1,549 11,450 1,450 | 169,002 166,766 | 98,929 99,170 |
| June: 1939 | 41, 807 | 33, 425 | 2. 105 | 50, 344 |  | 1,654 | 1,431 | 164, 460 | 99, 424 |

more than sufficient to offset the decreases in the number of units available. While this consideration may not be important to a discussion of available facilities as related to freight-car loadings, each being expressed in number of units, it has a bearing on the ability of the railroads to meet the higher tonnage requirements of a general business expansion.

More efficient routing of available cars through the Car Service Division of the Association of American Railroads has acted to reduce the possibility of car shortages. Except for very brief periods, there have been no important shortages during recent years of low utilization of the railroad facilities, and the systematic shifting of cars to points needed through the activities of this central organization has tended to keep shortages of a local nature at a minimum. The possible invocation of the authority of the Bureau of Service of the Interstate Commerce Commission, should serious shortages be threatened, is also a potential factor, the efficacy of which has not yet been tested.

## Purchases of Rails.

Steel rail manufacturing represents a small but important segment of the steel industry, and the position of the railroads in regard to their demand for new rails is of interest in any consideration of the part played by the railroads in the stimulation of other industries. It is evident from table 4 that the major part of total rail production is made use of by the railroads for replace-
ment purposes. Despite large variations in this item for the railroads, the relatively greater stability in demand for rails than for rolling stock is in agreement with the relative stability of expenditures for ways and structures noted above. The more direct relationship between tonnage carried and the wear on rails is a factor in determining the future rail requirements of the railroads in the event of further increases in traffic. Reports indicate large increases in rails currently on order since the summer, but it is doubtful whether the greater part of these are intended for use immediately on delivery. Ordinarily, such orders are placed later in the winter for delivery in time for laying in the spring and summer. The placement of orders at this time appears, therefore, to have the characteristics of the anticipatory buying evident in many lines following the war declarations of September.

Table 4.-Steel Rail Production and New Rail Applied in Renewal by Class I Steam Railways (Excludlng Switching and Terminal Companies)

| Year | Steel-rail production | Newrail laid in renewal, class I roads | Year | Steel-rail production | New rail laid in renewal, class I roads |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1925 | 2,785 | 1. 950 | 1932. | 403 | 395 |
| 1926. | 3,218 | 2,210 | 1933. | 416 | 403 |
| 1027 | 2,806 | 2,125 | 1934. | 1,010 | 631 |
| 1928. | 2, 647 | 2, 080 | 1935. | 712 | 583 |
| 1929 | 2, 722 | 1,958 | 1936 | 1,220 | 921 |
| 1930 | 1,873 | 1., 517 | 1937 | 1,446 | 1,030 |
| 1931. | 1,158 | 985 | 1938. | 623 | 600 |

Sources: Production, American Irom and Steel Institute; rail laid, Interstato Com merce Commission.


Figure 8.-Unfilled Orders of Equipment Manufacturers, 1920-39. (Data on Locomotives are Reported by the Bureau of the Census and Cover All Purchasers; Data on Freight Cars are Reported by the Association of American Railroads and Cover Orders of Class I Roads, Exclusive of Orders in Railroad Shops.)

## Railway Equipment Manufacturing Industry.

The degree to which the equipment industry, as distinguished from railroad shops, has shared in expenditures for new equipment has varied considerably. In 1933, Class I railways reported only 1 freight car on order with equipment manufacturers during the entire year, while the number of cars on order in their own shops during the year averaged in excess of 1,000 units. The fluctuations in activity in the railroad shops, as measured by unfilled orders on hand, have been wide, but they have not been so violent as those of the equipment manufacturers. That the railroads are able to fulfill a large part of their requirements themselves is indicated by the fact that during the peak of 1937 activity, unfilled orders held by the railroad shops ran around one-fourth of the total and were higher than at any time since these data were first made available in 1923. More than a fifth of the unfilled railroad freight-car orders at the end of September 1939 were in their own shops, and increases in the number on hand during October were evenly divided between the railroad shops and equipment manufacturers.

Activity in the equipment manufacturing industry naturally reflects the irregular placement of orders by the railroads. The high production immediately after the war was followed by a steady downward movement to exceedingly low totals in 1932 and 1933, with the only important break in this trend occurring in 1929. Federal aid extended to the railroads in 1934 helped reverse the movement and rising freight traffic and earnings in 1936 and 1937 brought further advances in the equipment industry.

Important orders for new equipment were placed late in 1936 and early in 1937 in anticipation of an enlarged volume of traffic during the 1937 fall peak, and these brought unfilled orders held at that time by equipment manufacturers to totals which compared favorably with the volume on hand in 1929 (see fig. 8). With the normal seasonal decline in new equipment demand, shipments exceeded new orders, and unfilled orders on hand dropped after April. Employment was reduced in car manufacturing in July and in locomotive building in October (see fig. 9). Carloadings, which had been maintained at relatively high levels throughout the first three quarters of 1937-reaching a recovery high in September of that year-dropped precipitously during the last three months of the year. For the first quarter of 1938 they were the lowest since 1933. A lack of new orders, usually placed around the year-end for delivery in time for the following fall peak of carloadings, brought about a decline in activity in the railway equipment manufacturing industry. By the middle of 1938, the indexes of employment and pay rolls in the car industry were about one-third of the 1937 top. Employment in the locomotive industry fell in about the same proportion, while pay rolls declined to about a fifth of the earlier figure.

Some improvement toward the close of 1938 and through the first half of 1939 was indicated by the slightly higher volumes o unfilled orders, employment, and pay rolls in the industry; activity nevertheless remained relatively low until September. Then new orders placed for freight cars brought the volume of unfilled orders held by equipment manufacturers at the

month end to the highest total for that month since 1929. While a favorable showing was made in September, due principally to the unseasonal placement of the new orders, the absolute volume of car orders on hand was still only about half the number on hand at the high point of 1937. The comparative position of orders for locomotives was not so favorable as that for freight cars.

Reports for October reveal further increases in the quantity of unfilled orders on hand, though the wave of buying has receded with November placements much reduced. Unfilled freight-car orders at the end of October were about equal to those held in August 1937, and locomotive orders to those held in December 1937. Some gains in employment above that shown in table 3 are, therefore, to be expected. However, these gains may not be great unless further orders are placed in substantial amounts.

Because of the long period of production for the major products and because of shifts in type of output, neither new orders, unfilled orders on hand, nor shipment data for railway equipment afford complete measures of activity in this industry. The employment and payroll data compiled by the Bureau of Labor Statistics of the United States Department of Labor, corrected to the various Census reports, afford perhaps the best indication of the actual trend of operations, including those forms of activity which are related neither to the manufacture of new cars nor to the building of new locomotives. Repair work done by the car industry, as reported by the Bureau of the Census of the United States Department of Commerce, adds some stability to an otherwise widely fluctuating total value product.

While the total value of cars and parts produced fell from 225 million dollars in 1929 to almost 10 million dollars in 1933, the decline in receipts for repair work was from 97 million to 33 million dollars. During this period, employment fell about two-thirds and pay rolls three-fourths. In 1935, receipts for repair work of almost 48 million dollars again exceeded the value of cars and parts produced, and in 1937 a further increase was reported in repairs although the much greater increase in building operations reduced the relative position of this item in the total. Another source of activity which has become of considerable importance to the car industry is the production of other metal products not normally classified in this industry. While this type of production represented less than 6 million dollars of a total of 328 million dollars in 1929, its importance had increased by 1937 to the point that out of a total of 335 million dollars almost 35 million dollars worth of products not normally classified in this industry were reported.

Repair work has not been so substantial a buffer for the locomotive industry as for the car industry, but the manufacture of products not normally belonging to the industry represented more than half of the total product in 1933 and one-fourth in 1935. The per-centage-to-total decreased considerably in 1937 as a result of the relatively large orders for new locomotives, but a sizable increase in the "other products" item was nevertheless reported. Both the car and locomotive building industries have developed along lines which offer them limited basic stability even though their main source of operations fluctuates very widely.

## The Position of United States Shipping

(Continued from page 13)
but also for purposes of national defense. It has been estimated that, in the event of war with a major power, the military forces alone would require at least 1,000 ships, aggregating $6,000,000$ gross tons. In terms of tonnage the present merchant fleet could meet these requirements, but in terms of speed and efficiency it could not.

Most of the present tonnage of this country comprises ships hastily built under the Shipping Board program. In 1914, United States sea tonnage amounted to 2 million tons; in 1921 the total was 13.5 millions, with the bulk of the increase appearing in 1919-21. From 1922 until the present Maritime Commission program got under way, however, American shipbuilding was almost stagnant. Total sea-going tonnage declined steadily from 13.6 million tons in 1922 to 8.9 million tons in 1939. Not one ocean-going ship was lauuched between 1922 and 1928. The present program of the Maritime Commission calls for 500 ships to be built
during the 10 years ending 1948, roughly a goal of $4,000,000$ gross tons.

Within the next 3 years over 3 million tons of United States ocean-going vessels will pass the 20 -year mark, in addition to the $4 \frac{1}{2}$ million tons now over 20 years old. This total of $7 \frac{1}{2}$ million tons represents nearly 90 percent of our present merchant fleet. The Maritime Commission program, therefore, is consistent with replacement needs for national defense alone, regardless of the wartime effects on the shipping industry.

American shipyards are currently operating at a higher level than at any time since 1921, chiefly owing to the Maritime Commission and naval construction programs. In October 1939 over $1,000,000$ gross tons of sea-going vessels were under construction or on order, more than double the figure of a year previous. In addition, on October 1 naval vessels of 510,000 tons displacement were under construction, of which around 240,000 tons were in private yards.

## Monthly Business Statistics

The data here are a continuation of the statistical series published in the 1938 supplement to the Survey of Current Business. That volume contains monthly data for the years 1934 to 1937, inclusive, and monthly averages for earlier years back to 1913 insofar as available; it also provides a description of each series, and references to sources of monthly figures prior to 1934. The 1938 supplement may be secured from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 40 cents per copy.

A few series have been added or revised since the 1938 Supplement went to press. These are indicated by an asterisk (*) for the new series and by a dagger ( $\dagger$ ) for the revised series. A brief footnote accompanying each of these series provides a reference to the source where the descriptive note may be found.

The terms "unadjusted" and "adjusted" used to designate index numbers refer to the adjustment for seasonal variations. Data subsequent to October will be found in the Weekly Supplement to the Survey.

| Monthly statistics through December 1987, together with explanatory notes and references to the sources of the data may be found in the 1038 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | $\begin{gathered} \text { Decem- } \\ \text { ber } \end{gathered}$ | January | Febru ary | March | April | May | June | July | August | Sep- tember |

BUSINESS INDEXES


| 88.3 6,204 | 82.6 5,886 | 83.1 5,507 | 83.4 6,145 | 83.3 5,703 | 83.0 5,247 | 84.1 $\mathbf{5 , 7 2 7}$ | 83.0 5,654 | 83.4 5,432 | 84.1 5,918 | 83.7 5,695 | 85.4 5,400 | $\begin{array}{r} 86.7 \\ r 6,010 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 87.0 | 81.4 | 82.4 | 83.0 | 82.3 | 82.0 | 82.1 | 81.0 | 81.4 | 82.8 | 82.8 | 84.0 | r 94.2 |
| 3,862 | 3,639 | 3,634 | 3,672 | 3, 525 | 3, 522 | 3,575 | 3, 550 | 3,598 | 3,665 | 3, 516 | 3,560 | 3,693 |
| 1,437 | 1,259 | 1,248 | 1,244 | 1,191 | 1,215 | 1,235 | 1,212 | 1,235 | 1,281 | 1,271 | 1,318 | r 1,360 |
| 922 | 856 | 853 | 889 | 841 | 826 | 850 | 849 | 862 | 874 | 868 | 871 | - 892 |
| 835 | 790 | 799 | 814 | 800 | 796 | 797 | 799 | 806 | 815 | 810 | 813 | 821 |
| 538 | 532 | 531 | 527 | 505 | 503 | 506 | 510 | 520 | 530 | 422 | 423 | $r 506$ |
| 130 85 | 202 80 | 203 83 | 198 88 | 188 92 | ${ }^{182}$ | 187 95 | 180 90 | 175 87 | 165 85 | 145 85 | 135 87 | r 114 $\times 86$ |
| 128 | 133 | 126 | 124 | 128 | 133 | 148 | 133 | 139 | 145 | 136 | 145 | 135 |
| 791 | 775 | 484 | 1,115 | 827 | 433 | 772 | 760 | 471 | 920 | 849 | 451 | 805 |
| 1,338 | 1,259 | 1,180 | 1,146 | 1,131 | 1,066 | 1,137 | 1,121 | 1,137 | 1,103 | 1,109 | 1.157 | r 1, 291 |
| 5,519 | 5,254 | 4,967 | 5,657 | 5,244 | 4, 848 | 5,256 | 5,192 | 4,943 | '5,453 | 5,222 | 4. 887 | ${ }^{5} 5,364$ |
| 89.0 | 83.5 | 84.2 | 84.7 | 84.4 | 84.4 | 84.8 | 83.8 | 84.3 | 85.4 | 85.5 | 86.7 | r 86.9 |
| - 123 | 97 | 104 | 08 | -100 | 99 | 100 | 95 | 94 | 98 | 97 | 99 | r 112 |
| -122 | 95 | 103 | 98 | 98 | 98 | 100 | 96 | 94 | 97 | 95 | 99 | 110 |
| P122 | 79 | 92 | 85 | 84 | 83 | 86 | 84 | 78 | 85 | 83 | 85 | 99 |
| - 96 | 63 | 115 | 117 | 105 | 98 | 105 | 106 | 88 | 91 | 66 | 28 | - 59 |
| 99 | 91 | 83 | 64 | 42 | 48 | 65 | 79 | 88 | 98 | 100 | 98 | 98 |
| 222 | 155 | 155 | 153 | 147 | 133 | 138 | 91 | 93 | 112 | 78 | 121 | 165 |
| 152 | 88 | 100 | 89 | 90 | 92 | 93 | 87 | 79 | 89 | 93 | 103 | 120 |
| ${ }^{p} 122$ | 109 | 113 | 108 | 111 | 111 | 111 | 106 | 107 | 108 | 105 | 111 | 119 |
| ${ }^{p} 116$ | 111 | 102 | 104 | 115 | 126 | 125 | 112 | 105 | 104 | 112 | 129 | 120 |
|  | 209 | 208 | 202 | 205 | 202 | 201 | 208 | 211 | 215 | 211 | 217 | 221 |
| 126 | 99 | 100 | 112 | 110 | 109 | 114 | 104 | 102 | 112 | 111 | 122 | 123 |
| 97 | 94 | 104 | 101 | 101 | 83 | 84 | 81 | 92 | 86 | 84 | 80 | 91 |
| 129 | 103 | 116 | 111 | 114 | 115 | 112 | 100 | 104 | 105 | 103 | 112 | 121 |
| 179 | 161 | 167 | 145 | 157 | 147 | 156 | 151 | 172 | 186 | 171 | 180 | 181 |
| ${ }^{\circ} 133$ | 106 | 105 | 103 | 105 | 105 | 102 | 88 | 97 | 105 | 107 | 96 | +123 |
| D 75 | 63 | 60 | 68 | 74 | 66 | 50 | 83 | 73 | 51 | 44 | 53 | 72 |
| ${ }^{p} 102$ | 79 | 86 | 82 | 83 | 83 | 77 | 26 | 40 | 63 | 68 | 75 | - 90 |
| 218 | 86 | 35 | 0 | 0 | 0 | 0 | 0 | 82 | 132 | 150 | 159 | 187 |
| 72 | 52 | 69 | 58 | 71 | 75 | 70 | 70 | 80 | 71 | 65 | 68 | 67 |
| ${ }^{\text {p }} 187$ | 183 | 183 | 164 | 164 | 168 | 171 | 174 | 177 | 173 | 178 | 129 | r 179 |
|  | 101 | 55 | 86 | 88 | 108 | 94 | 102 | 69 | 105 | 59 | 78 | 98 |
| 106 | 78 | 88 | 96 | 94 | 93 | 96 | 94 | 90 | 87 | 84 | 87 | 93 |
| ${ }^{p} 120$ | 96 | 103 | 104 | 101 | 99 | 98 | 92 | 92 | 98 | 101 | 103 | 111 |
| ${ }^{\text {P }} 120$ | 95 | 103 | 104 | 100 | 97 | 96 | 92 | 91 | 97 | 100 | 104 | 111 |
| 123 | 83 | 94 | 92 | 88 | 83 | 80 | 76 | 71 | 82 | 88 | 92 | 103 |
| > 81 | 84 | 96 | 99 | 105 | 98 | 91 | 87 | 73 | 81 | 87 | 89 | r 85 |
| 87 | 80 | 84 | 82 | 69 | 80 | 90 | 81 | 75 | 79 | 82 | 76 | 78 |
| 222 | 155 | 155 | 153 | 147 | 133 | 131 | 83 | 89 | 124 | 87 | 121 | 165 |
| 157 | 90 | 108 | 101 | $1{ }^{93}$ | 88 | 83 | 79 | 73 | 89 | 100 | 105 | 121 |
| ${ }^{p} 118$ | 106 | 110 | 114 | 110 | 109 | 110 | -105 | 108 | 110 | 110 | 115 | 117 |
| P105 | 101 | 107 | 123 | 124 | 124 | 121 | 115 | 113 | 108 | 114 | 116 | r 104 |
|  | 208 | 208 | 201 | 205 | 201 | 202 | 209 | 211 | 215 | 212 | 218 | 221 |
| 126 | 99 | 100 | 112 | 110 | 109 | 114 | 104 | 102 | 112 | 111 | 122 | 123 |
| 99 | 95 | 94 | 86 | 87 | 83 | 89 | 90 | 94 | 87 | 89 | 92 | 100 |
| 125 | 100 | 112 | 117 | 109 | 109 | 110 | 97 | 104 | 111 | 111 | 120 | 121 |
| 166 | 150 | 164 | 179 | 165 | 162 | 164 | 164 | 170 | 170 | 158 | 168 | 164 |
| p 122 | 98 | 102 | 109 | 110 | 110 | 110 | 95 | 98 | 104 | 106 | 91 | - 114 |
| - 58 | 49 | 58 | 67 | 69 | 61 | 61 | 80 | 73 | 59 | 53 | 53 | 71 |
| $\bigcirc 93$ | 72 | 76 | 78 | 75 | 79 | 77 | 31 | 46 | 71 | 75 | 77 | 84 |
| 128 | 50 | 42 | 0 | 0 | ${ }^{0}$ | 0 | 0 | 55 | 67 | 74 | 78 | 97 |
| 70 | 50 | 66 | 67 | 70 | 73 | 69 | 71 | 82 | 70 | 68 | 71 | 71 |
| p 185 | 161 | 165 | 169 | 171 | 169 | 173 | 174 | 175 | 170 | 174 | 127 | 「174 |
|  | 102 | 51 | 85 | 86 | 100 | 86 | 101 | 71 | 107 | 70 | 79 | 104 |
| 110 | 80 | 88 | 94 | 89 | 87 | 90 | 91 | 89 | 90 | 91 | 93 | 98 |


$\dagger$ Revised series. Petroleum refining, revised beginning 1934, and rubber tires and tubes, beginning 1936; see table 36, p. 17 of tho August 1939 Survey. For revised income
payments beginning 1929, see table 41, pp. 15 and 16 of the October 1939 issue.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | $\underset{\text { ary }}{\text { Febru- }}$ | March | April | May | June | July | August | $\begin{gathered} \text { Sep. } \\ \text { tember } \end{gathered}$ |

BUSINESS INDEXES-Continued

| AGBICULTURAL MARKETINGS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Quantities marketed: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Combined index | 125 | 131 | 89 | 76 81 | 65 |  | 68 |  | 81 | 82 | 94 | 85 | 120 |
| Animal products........-...............do.-. | 87 | 89 | 89 | 81 | 77 | 64 | 78 | 81 | 99 | 93 | 88 | 84 | 82 |
| Dairy products..-..................-.- do...- | 90 | 114 | 87 | 91 | 97 | 94 | 104 | 103 | 135 | 145 | 133 | 122 | 100 |
| Livestock | 90 | 85 | 78 | 67 | 73 | 56 | 65 | 62 | 72 | 62 | 66 | 70 | 78 |
| Poultry and eggs ---...-.............. do | 75 | 76 | 116 | 116 | 80 | 70 | 104 | 123 | 145 | 114 | 91 | 79 | 75 |
|  | 90 | 139 | 160 | 68 | 41 | 50 | 45 | 77 | 193 | 387 | 386 | 266 | 144 |
|  | ${ }^{163}$ | 174 | 108 | 71 | 53 | 46 | 57 | 50 | $\stackrel{63}{ }$ | 71 | 101 | 87 | 159 |
|  | 278 | 267 | 154 | 78 | 37 | 34 | 35 | 22 | 23 | 26 | 46 | 75 | 251 |
| Fruits | 95 | 113 | 79 <br> 85 | 85 | ${ }_{51}^{82}$ | 78 38 | 93 50 50 | 95 50 50 | 88 | $\begin{array}{r}81 \\ 101 \\ \hline 1\end{array}$ | 78 184 | 80 116 | 79 |
|  | 94 82 | 128 86 | 85 67 | 62 61 | ${ }_{77}^{51}$ | 38 78 | 50 107 | 50 89 | 80 109 | 101 112 | 184 49 | 116 41 | 120 72 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Crops and livestock, combined index: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unadjusted...----------.... $1924-29=100$. | 96.0 | 91.5 | 78.0 | 72.5 | 68.5 | 51.0 | 57.5 | 65. 0 | 60.0 | 59.0 | 63.0 | 71.0 | 92.5 |
| Adjusted..........---.-...---- | 72.5 | 67.5 | 69.5 | 68.0 | 67.5 | 60.0 | 64.0 | ${ }^{64.5}$ | 65.0 | 60.0 | 62.5 | 71.0 | 79.0 |
|  | 61. 5 | 65. 5 | 55.5 | 55.0 | 55.5 | 44. 5 | 49.5 | 51.5 | 49.0 | 45.0 | ${ }^{51.0}$ | 66. 5 | 70.0 |
| Livestock and products............-do. | 83.5 | 80.0 86 | 84.0 85.5 | 82.0 | 80.0 | 76.5 | 79.5 | 78.0 | 82.0 | 75.5 | 74.5 | 75.5 | 88.0 |
| Dairy products | 89.0 | 88.0 | 85.5 | 88.5 | 88.5 | 85.5 | 80.0 | 76.0 | 76.5 | 77.0 | 77.0 | 81.5 | 87.0 |
| Meat animals.....-.-.-.-.......-dion-. | 83.5 | 77.5 | 83.5 | 78.0 | 79.0 | 77.5 | 84.0 | 75.0 | 83.5 | 76.0 | 73.5 | 74.0 | 89.5 |
| Chickens and eggs.......-........do.- | 66.5 | 77.5 | 83.5 | 81.0 | 67.0 | 56.5 | 71.5 | 70.0 | 80.0 | 73.0 | 75.0 | 70.0 | 73.0 |
| WORLD STOCKS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Combined index (quantity) $\dagger \ldots . .1923-25=100 .-$ | (1) | 201 | 192 | 189 | 186 | 183 | 181 | 182 | 182 | 190 | (1) ${ }_{25}$ | (1) | (1) |
|  |  | 217 | 202 | 201 | 202 | 204 | 201 | 205 | ${ }_{211}$ | 223 | 245 | 241 |  |
|  |  | 294 | 284 |  | 268 | 258 | 248 | 241 |  | 227 | 218 | 208 |  |
|  | 105 | 179 199 | 172 | 164 192 | 144 | 120 187 | 111 | 187 | 84 184 184 | 88 185 185 | 98 194 | 101 | 107 |
| Sugar, adjusted...............................do |  | 199 126 | 188 129 | 192 127 | 184 | 187 126 | 191 | 187 110 | 184 106 | 185 | 194 |  |  |
|  | 153 | 105 | 102 | 105 | 111 | 126 | 127 | 129 | 119 | 115 | 115 | 102 | 110 |
| Wheat, adjusted...--...-....................do |  | 169 | 169 | 167 | 162 | 151 | 151 | 162 | 166 | 186 |  |  |  |

COMMODITY PRICES


; Revised.
1 Temporarily discontinued; for several of the series, European stocks have not been available since tbe outbreak of war

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem. ber | December | January | Febraary | March | April | May | June | July | August | $\begin{gathered} \text { Sep- } \\ \text { tember } \end{gathered}$ |

## COMMODITY PRICES-Continued



CONSTRUCTION AND REAL ESTATE

| CONTRACT AWARDS, PERMITS, AND DWELLING UNITS PROVIDED |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Value of contracts awarded (F. R. Indexes) : |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total, unadjusted --.-.-......1923-25=100.. | P67 | 78 | 85 | 77 | 70 | 63 | 89 | 76 | 75 | 73 | 73 | 76 | 73 |
| Residential, unadjusted..............-do. | P65 | 56 | 54 | 48 | 45 | 51 | 58 | 68 | 65 | 64 | 63 | 66 | 68 |
| Total, anjusted .-......-...-----.---- ${ }^{\text {do }}$ | p 71 | 82 | 96 | 96 | 86 | 73 | ${ }^{69}$ | ${ }_{6}^{67}$ | 63 | 63 | 67 | 73 | -73 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total projects ...................-.-number | 22, 402 | 19,664 | 17,772 | 16, 027 | 13, 281 | 13,015 | 20,233 | 22,282 | 23, 244 | 21,701 | 21, 806 | 23, 270 | 25, 984 |
| Total valuation................--thous. of dol | 261,796 | 357, 698 | 301,679 | 389, 439 | 251,673 | 220, 197 | 300, 661 | 330,030 | 308, 487 | 288, 316 | 299, 883 | 312, 328 | 323, 227 |
| Public ownership........-.--......-do | 91, 604 | 203, 359 | 178,948 | 279, 403 | 147, 916 | 110,975 | 127,776 | 159,656 | 134,757 | 127, 595 | 136, 543 | 158,459 | 144, 216 |
| Private ownership .-..: | 170, 192 | 154, 339 | 122,731 | 110,036 | 103,767 | 109, 220 | 172,885 | 170, 374 | 173, 730 | 160, 721 | 163, 340 | 153, 869 | 179, 011 |
| Nonresidential buildings:Projects |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 15,494 | 23, 223 | 21,515 | 25,503 | 14,351 | 12,783 | 17,944 | 16,563 | 12,700 | 15,418 | 17,691 | 12,268 | 16,490 |
| Valuation...-.-...-.......thous. of dol.- | 72, 684 | 131, 020 | 116, 008 | 139, 513 | 84, 999 | 69,544 | 97, 786 | 94,656 | 76, 749 | 92, 845 | 88, 501 | 69,882 | 82,468 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Projects--------------------1.- | 17, 136 | 13, 907 | 12,515 | 10,413 | 9,750 19 | $\begin{array}{r}9,669 \\ \hline 196\end{array}$ | 15, 438 | 17, 387 | 18, 262 | 15,942 | 16, 287 | 18, 003 | 17, 589 |
|  | 118, 303 |  | 23, <br> 05 <br> 253 | 22,720 91,539 | 19,981 80.163 | 19,176 | 30,725 | 28, 382 | 32, 602 | 27.502 | 27, | 31, 165 | 32,977 |
| Public utilities:P- |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Projects .-.....---..............number.- | 294 | 335 | 330 | 500 | 258 | 73 | 259 | 323 | 251 | 234 | 254 | 328 | 556 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1,223 | 1,828 | 1,342 | 1,619 | 817 | 725 | 944 | 1,172 | 1,274 | 1,473 | 1,442 | 1,486 | 1,389 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total estimated cost ...........-thous. of dol-- | 173,649 | 164,244 | 148,480 | 147, 791 | 156, 704 | 149, 572 | 177, 903 | 165,978 | 204, 437 | 202, 429 | 185, 019 | 197, 937 | 179,605 |
| New residential: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 19,571 | 15,761 | 14, 121 | 11, 059 | 11, 652 | 11,476 | 18,635 | 17,697 | 20, 961 | 19, 224 | 17, 884 | 19,697 | 16, 818 |
| New nonresidential: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Buildings ....-...-......-.-----number-- | 14, 521 | 13,011 | 10,459 | 6,961 | 6,449 | 5,690 | 10,496 | 11, 520 | 13,711 | 12,085 | 11, 214 | 13,037 | 13,053 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Buildings ........-.-......---.- | 39,829 | 40, 843 | 29,035 | 20,227 | 20, 801 | 20,555 | 33,172 | 36,558 | 43,241 | 39,731 | 35,439 | 40,584 | 37,747 |
| Estimated cost...-........-.thous. of dol | 28,983 | 29,540 | 22,767 | 21,909 | 24, 537 | 26, 123 | 30,643 | 33, 706 | 33,674 | 31, 680 | 29,111 | 32, 580 | 28,505 |

r Revised.
Remporarily discontinued; for several of the series ${ }^{2}$ Preliminary

+ Remporarily dscontinued; for several of the series, data have net been available since the outbreak of war.
" $\dagger$ " on p. 21 of the July 1939 issue. The date revised beginning 1920 ; see table 4, p. 17 , of the January 1939 issue. For construction contract awards, see note marked with a
in the p. 21 of the July 1939 issue. The data on building permits are based on reports from 1,790 identical cities baving populations of 2,500 or more, and supersede those shown In the Survey through the issue of May 1939 which were for 1,728 cities in the same size group. The present series include data for 62 additional cities, but the total estimated (f)//fraser.stlouisfed.org/

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | $\begin{gathered} \text { Decem- } \\ \text { ber } \end{gathered}$ | $\begin{aligned} & \text { Janu- } \\ & \text { ary } \end{aligned}$ | February | March | April | May | June | July | August | $\begin{aligned} & \text { Sep- } \\ & \text { tember } \end{aligned}$ |

CONSTRUCTION AND REAL ESTATE-Continued

| CONTRACT AWARDS, PERMITS, AND DWELLING UNITS PROVIDED-Con. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Estimated number of new dwelling units provided in all urban areas: $\dagger$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 23,648 16,857 | 22,004 14,781 | 18,355 11,517 | 22,096 13,226 | 26,150 12,278 | 28,511 19 | 26,937 19,405 | 36,468 $\mathbf{2 5 , 7 6 0}$ | 30.224 <br> 21 <br> 21 <br> 188 | 28,337 | 33, 989 | 26,624 |
| 2-lamily dwellings.............................do |  | 1,290 | 1,042 | -796 | 1,207 | 1,212 | 1,385 | 1,418 | 1,905 | 1, 417 |  |  |  |
| Multifamily dwellings....-.-.-.-.-.-.......do |  | 5,501 | 6,241 | 6,042 | 7,650 | 12,657 | 7,516 | 6, 188 | 8,131 | 6,812 |  |  |  |
| Engineering construction: <br> Contract awards (E, N. R.)f---.thous. of dol. | 245, 062 | 235,898 | 217,023 | 339, 250 | 311,693 | 203,843 | 285,566 | 240, 735 | 252, 992 | 262,395 | 181, 469 | 311, 222 | 209, 337 |
| HIGHWAY CONSTRUCTION |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concrete pavement contract awards: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 2,655 | 4,671 | 4, 883 | 4, 270 | 3, 190 | 1,245 | 2, 143 | 3, 385 | 4,458 | 6,855 | 5, 713 | 6, 161 | 4, 465 |
|  | 1,067 | 2,871 1,800 | 2,001 | $\xrightarrow{2,765}$ | 2,085 | 686 660 | 860 1,283 | ${ }^{2}, 081$ | 2,179 2 | 4.232 | 3,820 1,893 | 3,907 2,254 | 3,058 1,407 |
| Btatus of highway and grade crossing projects administered by the U. S. Bureau of Public Roads: |  |  | 2, 58 | 1,505 | 1,15 |  |  | 1,304 |  | 2, 23 |  |  |  |
| Bighways: <br> A pproved for construction: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mileage -...............-.- ${ }^{\text {no. of milles.. }}$ | 2, 824 | 3, 337 | 3,122 | 3,390 | 3,306 | 3,177 | 3,081 | 3, 081 | 3, 615 | 3,867 | 3,701 | 3, 130 | 2,723 |
| Federal funds.-.-......-.-- - thous. of dol.- | 30,750 | 38,572 | 36, 231 | 37,677 | 36, 294 | 35, 968 | 34, 969 | 35,600 | 40,769 | 41,024 | 37,802 | -34, 254 | 30,821 |
| Under construction: ${ }_{\text {Mileage }}$ | 7,473 | 8,872 | 7,968 | 7,514 | 7,540 | 7,721 | 7,855 | 8,301 | 8,463 | 8,570 | 8, 522 | 8,554 | 8,386 |
| Federal funds..................thous. of dol.. | 110, 543 | 130, 841 | 120, 453 | 113, 828 | 113, 466 | 114, 185 | 115, 212 | 120, 505 | 122, 758 | 123, 554 | 124,975 | 123, 044 | 119,472 |
| Estlmated cost-.-.-.......-.-....... do.... | 222,062 | 252, 852 | 234, 256 | 221, 530 | 218, 965 | 221, 046 | 222, 630 | 233, 772 | 238, 637 | 240, 218 | 244, 860 | 242, 924 | 237, 214 |
| Grade crossings: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approved for construction: | 10.88 |  |  |  |  |  |  |  |  |  | 11,504 | 10.654 | 9.888 |
|  | 10,909 | 12, 1877 | 15, 159 | 12,794 13887 | 14, 587 | 14, ${ }_{185}^{13,}$ | 13, 1274 | 12, 529 | 10, 583 | 12, 191 | 12, 414 | 11, 437 | 10, 581 |
| Under construction: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Federal funds-.......------.......- do | 35, 435 | 35,451 | 35, 883 | 35, 023 | 36, 440 | 37,930 | 38, 817 | 40, 854 | 43,771 | 42, 299 | 40,336 | 38, 579 | 37,919 |
|  | 37, 190 | 36,387 | 36, 808 | 36,026 | 37, 932 | 39,777 | 40, 747 | 42,654 | 45, 723 | 44, 094 | 42, 052 | 40, 505 | 39,756 |
| CONSTRUCTION COST INDEXES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Aberthaw (Industrial building) .....-1914 $=100$. |  |  |  | 189 |  |  | 188 |  |  | 187 |  |  | 191 |
|  | 185 | 182 | 182 | 182 | 183 | 183 | 183 | 182 | 182 | 182 | 182 | 183 | 184 |
| Atlanta................................-do...- | 173 | 167 | 169 | 169 | 169 | 169 | 169 | 168 | 168 | 168 | 168 | 168 | 171 |
| New York............................-. ${ }^{\text {do }}$ | 196 | 192 | 192 | 192 | 192 | 192 | 192 | 193 | 193 | 193 | 193 | 195 | 195 |
|  | 173 | 166 | 166 | 166 | 167 | 167 | 167 | 169 | 169 | 169 | 169 | 169 | 171 |
| 8t. Louls .................----..-. do.... | 188 | 184 | 184 | 184 | 185 | 185 | 185 | 185 | 185 | 185 | 185 | 184 | 185 |
| Associated General Contractors (all types) $1913=100$ | 188 | 188 | 188 | 188 | 188 | 188 | 188 | 188 | 188 | 187 | 188 | 187 | 188 |
| E. H. Boeckh and Associates, Inc.: A partments, hotels, and office buildings: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Brick and concrete: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Atlanta | 94.8 | P6. 2 | 96. 5 | 96.1 | 95.3 | 95.2 | 95.3 | 95.3 | 95.3 | 95.4 | 94.8 | 94.8 | 94.6 |
| New York.....- .......-.-.-.-...-do | 130.8 | 129.7 | 130.1 | 130.1 | 130.0 | 130.1 | 130.0 | 130.0 | 130.6 | 130.6 | 130.9 | 130.8 | 130.8 |
| San Francisco...-...-.------------ - do-- | 117.8 | 115.9 | 115.9 | 116.0 | 117.6 | 117.6 | 117.6 | 117.6 | 117.0 | 116.9 | 116.8 | 116.8 | 116.8 |
| St. Louis --.-......-.-...........do.. | 118.6 | 118.7 | 119.1 | 119.1 | 119.1 | 119.1 | 119.1 | 119.1 | 118.6 | 118.5 | 118.3 | 118.4 | 118.4 |
| Commercial and factory buildings: Brick and concrete: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 97.2 | 98.2 | 98.4 | 98.0 | 97.4 | 97.5 | 97.4 | 97.4 | 97.6 | 97.6 | 97.2 | 97.2 | 97.0 |
| New York .....-......................d. ${ }^{\text {do. }}$ | 133.7 | 132.4 | 132.8 | 132.8 | 132.6 | 132.7 | 132.7 | 132.7 | 133.4 | 133.4 | 133.8 | 133.7 | 133.7 |
| San Francisco.................................do | 122.0 | 120.9 | 120.9 | 121.0 | 122.3 | 122.3 | 122.3 | 122.3 | 121.4 | 121.3 | 121.2 | 121.2 | 121.2 |
|  | 119.7 | 119.8 | 120.1 | 120.1 | 120.1 | 120.1 | 120.1 | 120.1 | 119.7 | 119.7 | 119.6 | 119.6 | 119.6 |
| Brick and steel: A tlanta |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 93.2 130.5 | 96.8 128.9 | 96.5 129.3 | 96.2 129.3 | 96.0 129.4 |  |  | 96.0 129.5 |  |  | 93.3 130.2 |  | 93.0 130.2 |
| New York | 130.5 117.5 | 128.9 115.6 | 129.3 115.6 | 129.3 118.2 | 129.4 | 129.2 117.7 | 129.4 117.7 | 129.5 | 129.8 115.3 | 129.9 114.7 | 130.2 114.4 | 130.2 114.4 | 130.2 114.4 |
|  | 118.5 | 120.1 | 120.5 | 120.5 | 120.4 | 120.4 | 120.6 | 120.6 | 118.5 | 118.5 | 118.2 | 118.3 | 118.3 |
| Residences: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 86.0 | 86.0 | 87.4 | 86.3 | 85.0 | 85.7 | 85.0 | 85.0 | 86.1 | 86.8 | 86.5 | 86.1 | 85. |
|  | 123.9 | 122.6 | 122.4 | 122.4 | 122.5 | 122.2 | 122.2 | 122.5 | 123.1 | 123.1 | 123.6 | 123.5 | 123.5 |
|  | 105.4 | 105. 4 | 105.4 | 105.4 | 106.6 | 106.6 | 106.6 | 106.6 | 104.7 | 104.7 | 104.7 | 104.7 | 104.7 |
| St. Louis. | 110.3 | 109.9 | 111.0 | 111.0 | 110.7 | 110.7 | 110.3 | 110.3 | 110.3 | 110.0 | 108.9 | 109.3 | 109.3 |
| Frame: $\begin{aligned} & \text { Atlanta } \\ & \text { a }\end{aligned}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{r}82.8 \\ 122.8 \\ \hline\end{array}$ | 82.8 120.4 | 84.6 121.2 | 83.1 121.2 | 81.6 121.3 | 82.5 121.1 | 81.6 121.0 | 81.6 121.4 | 82.8 121.9 | 83.7 121.9 | 83.3 122.1 | 82.8 122.0 | 881.9 |
| San Francisco-................................. do.. | 99.8 | 97.5 | 97.5 | 97.5 | 98.7 | 98.7 | 98.7 | 98.7 | 98.7 | 98.7 | 98.7 | 98.7 | 98.7 |
| St. Louis.................................... | 107.2 | 106.5 | 108.1 | 108.1 | 107.7 | 107.7 | 107.2 | 107.2 | 107.2 | 106.8 | 105.4 | 105.9 | 105.9 |
| Engineering News Record (all types) $\S$ $1913=100$ | 236. 9 | 234.3 | 234.4 | 234.9 | 234.7 | 234.3 | 234.4 | 234.9 | 234.7 | 235.0 | 234.9 | 234.9 | 235.0 |
| Federal Home Loan Bank Board:* Standard f-room frame house: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Standard 6-room frame house: $\quad 1936=100$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Combined index Materials |  | 106.2 | 106. 1 | 106.1 | 106.0 | 106.0 | 106.1 | 105.9 | 105. 6 | 105.4 | 105.3 | 105.2 | 105.7 |
|  |  | 103.3 112.1 | 103.2 112.1 | 1103.1 | 103.0 111.9 | 103.0 112.2 | 103.0 112.4 | 102.9 11.9 | 102.7 111.5 | 102.5 111.3 | 102.4 111.3 | 102.3 111.2 | 1102.9 |
| BEAL ESTATE |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Federal Housing Administration, home mortgage insurance: Gross mortgages accepted for insurance |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 隹 thous of dol.- | 74, 216 | 64,627 | 58, 250 | 61,058 | 42,218 | 41,224 | 63, 486 | 64, 895 | 73, 701 | 82, 322 | 52, 603 | 62, 269 | 62,008 |
| Premium-paying mortgages (cumulative) ${ }_{\text {thous of }}$ dol. | 1,837,923 | 1,189,823 | 1,244,141 | 1,300,446 | 1,355,829 | 1,400,212 | 1,450,575 | 1,496,794 | 1,546,237 | 1,607,147 | 1,658,306 | 1,723,357 | 1,776,784 |

Revised.
§Index as of November 1, 1939, is 238.2 .
"New series. For data boginning 1936, see tabie 30, p. 17 of the June 1939 Survey.
$\dagger$ Revised series. Data on number of dwelling units provided revised beginning January 1937; figures not shown in the footnote on p. 22 of the September 1939 Survey will appear in a subsequent issue.
${ }^{\circ}{ }^{\prime}$ Data for streets and alleys, formerly shown separately, are available in total only subsequent to December 1938.
IData for December 1938 and March, June, and August 1939 are for 5 weeks; other months, 4 weeks.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Surver | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem- ber | Decem- ber | $\begin{aligned} & \text { Janu-- } \\ & \text { ary } \end{aligned}$ | February | March | April | May | June | July | August | $\begin{aligned} & \text { Sep- } \\ & \text { tember } \end{aligned}$ |

## CONSTRUCTION AND REAL ESTATEE-Continued

| EEAL ESTATE-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Estimated new mortgage loans by all savings and loan associations: $\dagger$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total loans.-......................thous. of dol.- | 93, 297 | 72,931 | 64, 070 | 63, 834 | 85, 667 | 68, 309 | 73, 378 | 83, 425 | 89, 123 | 94, 154 | 85, 172 | 95,038 | 89,732 |
| Loans classified according to purpose: Mortgage loans on homes: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 29, 255 | 22,099 | 18, 627 | 12, 152 | 16,099 | 16, 027 | 21, 254 | 23, 727 | 26,646 | 29,919 | 26, 865 | 29,863 | 27, 854 |
| Home purchase. . .-. --...-........do. | 33, 383 | 24,677 | 21, 205 | 20, 826 | 17, 503 | 19,118 | 24,705 | 29, 903 | 31,289 | 32, 228 | 29,638 | 32, 282 | 31, 367 |
|  | 15,835 | 12,913 | 12, 182 | 12,805 | 11,749 | 12,551 | 14, 871 | 15, 384 | 15,687 | 17, 123 | 15, 353 | 17,005 | 16,021 |
| Reconditioning....................do- | 5,784 | 5,727 | 4,821 | 4,025 | 3, 389 | 3,593 | 4,211 | 4,974 | 6,069 | 5, 802 | 5, 133 | 5,909 | 5,544 |
| Loans for all other purposes...........do | 9,040 | 7,515 | 7,235 | 7,126 | 6, 827 | 7,020 | 8,337 | 9, 437 | 8, 432 | 9, 082 | 8,183 | 9,979 | 8,946 |
| Loans classified according to type of association: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 37, 854 | 26,534 | 24, 220 | 25, 019 | 20,894 | 22, 298 | 29,811 | 33,400 | 36,358 | 39,094 | 34, 055 | 40,645 | 37,090 |
| State members..-.-..................-do. | 37,847 | 30, 546 | 26, 115 | 26, 504 | 23,071 | 24, 191 | 30, 124 | 32,562 | 35,426 | 36, 465 | 34, 146 | 37,340 | 36,989 |
| Nonmembers........................do | 17,596 | 15,851 | 13,735 | 12,411 | 11, 602 | 11, 820 | 13, 443 | 17,463 | 17,339 | 18, 595 | 16,971 | 17,053 | 15,653 |
| Loans outstanding of agencies under the Federal Home Loan Bank Board: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Federal Savings and Loan Associations, estimated total mortgages outstanding |  |  |  |  |  |  |  |  |  |  |  |  |  |
| thous. of dol.- | 1,231,685 | 1,011,087 | 1,020,873 | 1,034,162 | 1,040,770 | 1,051,109 | 1,067,887 | 1,088,879 | 1,117,228 | 1,136,289 | 1,157,536 | 1,186,784 | 1,206,887 |
| Federal Home Loan Banks, outstanding advances to member institutions |  |  |  |  |  |  |  |  |  |  |  |  |  |
| thous. of dol- | 168, 654 | 189, 217 | 189, 685 | 188,840 | 178,852 | 170,614 | 161,614 | 157, 176 | 157, 011 | 168, 962 | 161, 537 | 159.470 | 163, 687 |
| Home Owners' Loan Corporation, balance of loans outstanding..............thous. of dol. | 2,049,421 | 2,203,896 | 2,186,170 | 2,168,920 | 2,149,038 | 2,134,261 | 2,117,598 | 2,105,824 | 2,091,324 | 2,080,512 | 2,067,844 | 2,059,792 | 2,054,867 |
| Foreclosures: ${ }^{\text {a }}$, $1928=100$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 130 120 | 142 | ${ }_{155}^{165}$ | 159 151 | ${ }_{145}^{154}$ | 138 | 173 | 164 | 186 | 168 161 | 159 152 | 153 146 | r 147 136 |
| Fire losses-.........--............thous. of dol.- | 24,301 | 24,798 | 28,659 | 32,758 | 27, 615 | 29,304 | 30,682 | 27,062 | 27,032 | 24, 191 | 22,468 | 22, 792 | 22,837 |

## DOMESTIC TRADE

| ADVERTISING |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Printers' Ink indexes (with adjustment for seasonal variations): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Combined index. ................. 1928-32=100.. | 82.8 | 78.4 | 83.6 | 88.0 | 76. 4 | 79.5 | 84.4 | 82.2 | 84.4 | 85.5 | 81.7 | 84.8 | 82.6 |
| Farm papers | 65.8 | 64.7 | 65.7 | 70.3 | 57.6 | 59.9 | 56.4 | ${ }^{66.2}$ | 89.0 | 65.0 | 61.8 | 70.1 | 66.1 |
| Magazines-......-.-.-..........-....- do | 78.1 | 73.6 | 82.0 | 78.8 | 72.6 | 78.4 | 80.4 | 80.6 | 80.3 | 82.0 | 80.0 | 78.5 | 72.8 |
| Newspapers.....................-.......do | 77.7 | 73.8 | 79.9 | 86.0 | 71.5 | 74.2 | 79.8 | 76.0 | 78.0 | 79.8 | 74.0 | 79.1 | 77.4 |
| Outdoor-................................do. | 75.8 | 77.7 | 65.9 | 71.0 | 72.2 | 73.8 | 82.0 | 89.0 | 90.5 | 76.6 | 89.8 | 76.6 | 83.5 |
| Radio. | 298.4 | 242.3 | 257.6 | 261.7 | 273.6 | 265.6 | 262.7 | 253.3 | 290.8 | 329.7 | 337.7 | 355.6 | ${ }^{\text {r }} 333.7$ |
| Radio advertising: <br> Cost of facilities, total $\qquad$ thous. of dol | 8. 014 | 6, 509 | 6,713 | 6,754 | 7,023 | 6,567 | 7,404 | 6,678 | 7,034 | 6,471 | 5,813 | r 5,859 | т6, 089 |
| Automobiles and accessories..........do. | 648 | 626 | 600 | 626 | 647 | 617 | 747 | 657 | 745 | 640 | 496 | 520 | r 558 |
| Clothing .....-.-.................. do | 72 0 | 18 | 18 | 10 0 | 25 | ${ }_{3}^{33}$ | 50 | 25 0 | ${ }_{6}^{66}$ | 37 | 32 | 58 | 75 |
| Electric household equipment........do...- | - 10 | 0 | $\stackrel{0}{28}$ | $\stackrel{0}{2}$ | ${ }_{41}$ | - 5 | ${ }_{6}^{0}$ | ${ }^{0}$ | $\begin{array}{r}0 \\ 74 \\ \hline\end{array}$ | 0 129 | 0 | - ${ }_{109}$ | 0 |
| Foods, food beverages, confertions...............- | 2,608 | 2, 103 | 2,157 | 2,301 | 2,318 | 2, 194 | 2, 501 | 2, 241 | 2, 274 | 129 2,101 | $\begin{array}{r}97 \\ \hline 1,669\end{array}$ | 1,657 | 1,860 |
| House furnishings, etc..................do | 62 | 48 | 39 | 239 | 2, 49 | ${ }^{2} 39$ | ${ }^{2} 38$ | - 39 | 2, 65 | 2, 18 | - 23 | ${ }^{1} 23$ | - 48 |
| Soap, cleansers, etc......................do | 923 | 626 | 674 | 653 | 714 | 691 | 818 | 746 | 857 | 792 | 771 | 818 | 813 |
| office furnishings, supplies............ do |  | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Smoking materials.-....-.-......... do | 1,170 | 853 | 861 | 853 | 836 | 796 | 885 | ${ }_{8}^{870}$ | 921 | 887 | 1,000 | 1,048 | 969 |
| Toilet goods, medical supplies ........do | 2,150 | 1,851 | 1,990 | 1,977 | 2,045 | 1,859 | 2, 020 | 1,781 | 1,844 | 1,718 | 1,583 | +1,498 | -1,538 |
| All other .-.-..... | 273 | 365 | 349 | 273 | 348 | 285 | 281 | 264 | 186 | 148 | 141 | 128 | 126 |
| Cost, total $\qquad$ .do | 14,924 | 13,668 | 13,412 | 11, 529 | 8,023 | 11, 536 | 14, 243 | 16,818 | 15,715 | 13, 279 | 10, 131 | 8,387 | 11,816 |
| Automobiles and accessories............do. | 2, 312 | 1,630 | 2,142 | 1,295 | 1, 186 | 1,475 | 2,153 | 2,997 | 2,854 | 2, 616 | 1,635 | 1,033 | I, 322 |
| Clothing ..-.-........................... ${ }^{\text {do. }}$ | 1,136 | 1,022 | 689 | 531 | 272 | 495 | 829 | 1,020 | 921 | 715 | 246 | 405 | 989 |
| Electric household equipment..........do. | 392 | 342 | 312 | 470 | 67 | 195 | 395 | 808 | 757 | 603 | 170 | 58 | 213 |
|  | 414 | 444 | 426 | 299 | 320 | 376 | 431 | 508 | 435 | 486 | 337 | 245 | 352 |
| Foods, food beverages, confections....do. | 2, 206 | 2,073 | 2,143 | 1,931 | 1,457 | 2,099 | 2,255 | 2, 180 | 2,013 | 1,893 | 2,072 | 1,695 | 1, 744 |
| House furnishings, etc.................. do | 1,086 | 862 | 679 | 509 | 194 | 377 | 636 | 1,025 | 1,035 | 759 | 266 | 215 | 628 |
| Soap, cleansers, etc.....................do. | 403 | 398 | 363 | 234 | 211 | 500 | 421 | 468 | 471 | 454 | 311 | 370 | 411 |
| Office furnishings, supplies .-.........- do. | ${ }_{665}^{204}$ | 223 | ${ }_{829} 22$ | 266 | 122 | 148 | 220 | ${ }_{6}^{203}$ | 233 | 100 | 64 | 123 | ${ }_{503}$ |
| Smoking materials | ${ }^{665}$ |  | 829 |  | ${ }^{654}$ | 591 | 748 |  |  | 636 | 622 | 431 | 593 |
| Toilet goods, medical supplies........do | 2, 428 | 2, 261 | 2,210 | 1,815 | 1,266 | 2,183 | 2,537 | 2, 508 | 2,249 | 2,187 | 1,901 | 1,558 | 2,029 |
|  | 3,683 | 3, 624 | 3, 394 | 3,424 | 2,274 | 3,096 | 3, 617 | 4,419 | 4,056 | 3,231 | 2,507 | 2, 253 | 3,209 |
| Lineage, total...-..............thous. of lines.- | 2,378 | 2,318 | 2, 251 | 1,658 | 1,929 | 2, 294 | 2,591 | 2,715 | 2,356 | 1,796 | 1,625 | 1,784 | 2,182 |
| Newspaper advertising: <br> Lineage, total ( 52 citics) | 119, 612 | 113, 558 | 113,457 | 118,096 | 87, 418 | 86,651 | 111, 815 | 111, 160 | 112,377 | 105,086 | 85, 407 | 90, 526 | 101,937 |
| Classified.....................................do. | 22,393 | 22,411 | 20, 233 | 20,372 | 19, 556 | 18, 318 | 22, 147 | 22, 824 | 22,692 | 21, 785 | 20,570 | 21, 115 | 20, 884 |
| Display, total ..............................do.. | 97, 220 | 91, 147 | 93, 314 | 97,723 | 67,861 | 68, 333 | 89,669 | 88,335 | 89, 685 | 83, 301 | 64, 838 | 69,410 | 81, 053 |
| Automotive......-......-..............do | 6,436 | 4,932 | 6, 608 | 3,581 | 2,446 | 3,458 | 4, 763 | 6, 055 | 6, 075 | 5,345 | 3,496 | 3,512 | 3,067 |
|  | 1,767 | 1,732 | 1,449 | 1,574 | 2,301 | 1,403 | 1,695 | 2,105 | 1,615 | 1,663 | 2,120 | 1.349 | 1,278 |
|  | 19,824 | 18, 411 | 18,749 | 14.028 | 12,771 | 14, 024 | 17,414 | 17,655 | 18, 538 | 17,408 | 13,999 | 12.527 | 15,045 |
|  | 69,192 | 66, 073 | 66, 509 | 78,540 | 50,343 | 49,448 | 65,792 | 62, 520 | 63, 456 | 58, 886 | 45, 222 | 52, 022 | 61, 663 |
| GOODS IN WAREHOUSES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Space occupied, merchandise In public warehouses. percent of total |  | 69.9 | 70.9 | 69.5 | 70.8 | 70.4 | 70.4 | 70.2 | 70.4 | 70.7 | 70.2 | - 69.9 | 69.4 |
| NEW INCORPORATIONS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Business Incorporations (4 States) .-.-number.. | 1,787 | 1,723 | 1,793 | 1,943 | 2,210 | 1,821 | 2, 226 | 1,874 | 2,180 | 1,712 | 1,724 | 1,718 | 1,471 |
| POSTAL BUSINESS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Pound miles performed.............-millons.- |  | 1,299 | 1,252 | 1,431 | 1,244 | 1,221 | 1,447 | 1,350 | 1,435 | 1,427 | 1,386 |  |  |
| Money orders: <br> Domestic, issued ( 50 cities): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Number-....-..-............-- thousands. - | 4,288 | 4,170 |  | 4,654 | 4,234 | 4,140 | 4, 6f2 | 4,171 | 4, 248 | 4,170 | 3,907 | 3,906 | 3,907 |
| Value..........................-thous. of dol.. | 39,723 | 39, 485 | 37,996 | 42, 202 | 39, 227 | 36, 900 | 41, 891 | 38, 119 | 39, 229 | 38, 165 | 36,858 | 37,098 | 37, 262 |

$\dagger$ Reviscd series. For revised data on estimated new mortgage loans by all savings and loan associations, 1936-37, see table 12, p. 18, of the Marcb 1939 Survey.

| Monthly statistics through December 1987, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem. ber | January | February | March | April | May | June | July | August | $\begin{gathered} \text { Sep- } \\ \text { tember } \end{gathered}$ |

DOMESTIC TRADE-Continued

| POSTAL BUSINESS-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Money orders-Continued. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Domestic, pald ( 50 cities): |  | 13, 089 | 14,028 | 15,703 | 12,939 | 12,371 | 15,307 | 13, 164 | 13,724 | 13,918 | 12.142 | 13,130 | 12624 |
| Value | 109, 016 | 107,933 | 106, 097 | 113,841 | 94, 176 | 88, 734 | 109, 980 | 95, 899 | 99, 757 | 101, 345 | 91, 709 | ${ }_{99} 9$ | 97, 776 |
| Foreign, issued--value............................- |  | 1,985 | 2,280 | 7,717 | 2, 142 | 2,027 | 3, 170 | 2,079 | 2,066 | 2,210 | 2,069 | 2,205 | 1,895 |
| Receipts, postal: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 selected cities............................ 50 industrial cities | 31.960 | 30,850 3,728 | 31,426 3,568 | 42,470 5,154 | $\begin{array}{r} 28,537 \\ 3,667 \end{array}$ | 27,710 3,493 | 33,478 3,979 | 29,830 3,618 | 30,922 3,687 | 20,791 3,587 | 25,464 <br> 3,271 | 28,233 3,540 | 30,038 3,413 |
| RETAIL TRADE* |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Automobiles: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Value of new passenger automobile sales: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 94.8 92.0 | 55.1 85.0 | 99.1 100.0 | ${ }_{9}^{92.5}$ | 70.8 91.0 | 71.2 96.0 | 106.7 88.0 | 106.3 79.5 | 107.1 79.0 | 101.2 79.0 | 87.5 80.5 | 63.7 76.5 | +56.5 +83.5 |
| Chain-store sales: ${ }^{\text {a }}$ - |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Chain-Store $A$ ge Index: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Combined index (20 chains) | $1: 0.8$ | 108.0 |  | 112.9 | 107.5 | 108.8 | 109.8 | 110.0 | 110.0 | 111.0 | 113.0 | 113.0 | 114.5 |
| Apparel chains...................-do..-- | 125.0 | 120.0 | 121.2 | 127.0 | 118.0 | 112.7 | 130.0 | 117.6 | 119.0 | 118.0 | 126.0 | 124.0 | 127.0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 106.9 106.3 | 94.9 | 96.7 96.7 | 101.1 98.1 | 93.5 96.4 | 98.7 08.2 | 100.5 99.5 | 102.0 99.0 | 102.9 101.4 | 100.8 99.3 | 97.6 99.6 | 99.0 103.1 | 107.2 103.4 |
| Variety-store sales: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Combined sales of 7 chains: Unadjusted. | 112.5 | 98.2 | 102.2 | 193.6 | 73.6 | 79.7 | 85.0 | 97.6 | 96.3 | 95.8 | 91.3 | 89.5 | -95. 7 |
| Adjusted | 111.0 | 96.7 | 100.2 | 104.9 | 98.7 | 95.5 | 98.8 | 97.1 | 96.3 | 100.8 | 102.6 | -101. 1 | -100.2 |
| H. L. Green Co., Inc.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sales .-.-.-.-..........- thous. of dol-. | 2, ${ }_{133}$ | 2, 833 | 2,819 133 | 5,952 133 | 1,998 133 | 1,059 132 | 2, 433 | 2,869 133 | $\begin{array}{r}2,733 \\ \hline 133\end{array}$ | 2,712 | 2, 5132 | 2,446 | 2,785 133 |
| S. S. Kresge Co.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sales.-..-.-.-.-..........thous. of dol-- Stores operated. | 11,938 682 | $\begin{array}{r}12,353 \\ \hline 685\end{array}$ | 11,972 686 | 24, 114 | 8,801 680 | 9,058 681 | 10,606 683 | 11,940 683 | $\begin{array}{r}11,401 \\ 682 \\ \hline\end{array}$ | 11, 293 | 10,369 | 10,578 683 | 11, 513 |
| 8. H. Kress \& Co.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sales --....-------.......-thous. of dol-- | 7,286 | 6, 8238 | $\begin{array}{r}6,613 \\ \hline 238\end{array}$ | 14,429 238 | 5,055 238 | 5, ${ }_{238}$ | $\begin{array}{r}5,969 \\ \hline 238\end{array}$ | $\begin{array}{r}6,315 \\ \hline 239\end{array}$ | $\begin{array}{r}6,818 \\ \hline 239\end{array}$ | $\begin{array}{r}6,406 \\ \hline 239\end{array}$ | 6,225 240 | 6,490 240 | 6, ${ }^{2406}$ |
| Stores operated ..................number-- | 240 |  |  |  |  |  |  |  |  |  |  |  |  |
| Sales .-.....-.-............-thous. of dol.- | 3,431 | 3,294 | 3, 186 | 7,003 | 2, 535 | 2,738 | 3,196 | 3,648 | 3,300 | 3,420 | 3,158 | 3, 136 | 3, 354 |
|  | 200 | 200 | 200 | 200 | 202 | 202 | 202 | 202 | 202 | 202 | 201 | 200 | 200 |
| O. C. Murphy Co.: | 4,090 | 3,811 | 3,594 | 7,223 | 2,686 | 2,752 | 3,205 | 3,848 | 3,741 | 3,758 | 3,564 | 3,470 | 3, 789 |
| Stores operated....................number.- | ${ }^{4} 202$ | ${ }^{2} 81$ | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 | 201 |
| F. W. Woolworth Co.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sales ---------.-........thous. of dol.-- | 26,530 | 26,774 | 25, 295 | 50, 379 | 19,653 | 20,686 | 23,104 | 25,919 2 | 24,725 | 24, ${ }^{262}$ | 24,340 , | 24, 123 | 25,810 2,015 |
| Stores operated ---.--------number- | 2, 018 | 2,017 | 2,018 | 2,017 | 2,014 | 2,011 | 2,012 | 2, 008 | 2,005 | 2,013 | 2,015 | 2,014 | 2,015 |
| Restaurant chains (3 chalns): <br> Sales. | (1) | -3,461 | 3,275 | (1) | ${ }^{(1)}$ | ${ }^{(1)}$ | ${ }^{(1)}$ | (1) | ${ }^{(1)}$ | (1) | (1) | (1) | (t) |
| Stores operated......................................... | () | ${ }^{3} 337$ | -336 | (1) | (1) | (1) | (1) | (1) | (1) | (1) | (1) | () | (1) |
| Other chains: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sssles | 8,733 | -8,974 | 8,635 | 17,996 | 5,531 | 5,748 | 7, 164 | 8,376 | 8,496 | 8,386 | 7, 298 | 7,210 | 8,235 |
|  | 495 | 487 | 489 | 491 | 489 | 489 | 489 | 489 | 491 | 493 | 493 | 494 | 495 |
| J. C. Penney Co.: <br> Sales thous. of dol |  | -26,822 | 27, 196 |  |  | 14, 613 |  | 21, 281 |  | 22, 235 | 19,502 | 20,693 | 26, 138 |
|  | 1,553 | 1,538 | 1,539 | 1, 539 | 1, 539 | 1, 540 | 1,542 | 1,544 | 1,545 | 1,543 | 1,544 | 1,548 | 1,552 |
| Department stores: <br> Collections: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Installment accounts percent of accounts receivable |  | 17.0 | 17.0 | 17.2 | 16.4 | 16.2 | 18.6 | 17.2 | 17.3 | 16.7 | 16.0 | 16.8 | 17.2 |
| Open accounts....................do. |  | 46.6 | 47.1 | 46.4 | 47.1 | 43.9 | 46.6 | 45.3 | 46.9 | 46.8 | 45.3 | 43.6 | 44.0 |
| Saler, tots1 U. S., unadjusted... $1923-25=100$. | 99 | 92 | 99 | 156 | 69 | 69 | 82 | 88 | 87 | 83 | 60 | 69 | 97 |
| Atlanta...............................-do...- | 138 | 126 | 126 | 203 | 91 | 101 | 116 | 119 | 118 | 108 | 88 | 114 | 133 |
|  | 86 | 86 | 86 | 138 | 64 | 54 | 68 | 75 | 75 | 76 | 49 | 55 | 83 |
|  | 98 | 91 | 96 | 157 | 69 | ${ }_{71}^{67}$ | 82 | 89 | 89 | 89 | 61 | 77 | 192 |
|  | 98 116 | 87 113 | 93 118 | 152 | 67 87 | 71 89 | 82 99 | $\begin{array}{r}92 \\ 104 \\ \hline\end{array}$ | 89 105 | 82 90 | 63 72 | 73 83 | 96 115 |
|  | 116 | $\begin{array}{r}113 \\ 92 \\ \hline\end{array}$ | 118 89 | 182 | 87 | 89 | 99 87 | $\begin{array}{r}104 \\ 82 \\ \hline\end{array}$ | $\begin{array}{r}105 \\ 86 \\ \hline\end{array}$ | 90 <br> 74 <br> 8 | 61 | 79 79 | ${ }^{90}$ |
| Minneapolis.......................-1929-31=100.- | 116 | 109 | 96 | 147 | 75 | 63 | 97 | 97 | 94 | 95 | 69 | 89 | 116 |
| New York-...-...................-1923-25-100.- | 104 | 98 | 106 | 164 | 68 | 71 | 80 | 86 | 85 | 87 | 63 | 67 50 | 97 |
| Pbiladelphia $\dagger . .$. ......................-do. | 80 | 75 | 82 | 127 | 49 | 52 | 65 | 67 | 70 | 65 | 46 | 50 | 74 |
|  | 132 | 127 | 118 | 209 | 77 | 75 | 105 | $\begin{array}{r}102 \\ 89 \\ \hline\end{array}$ | 115 | $\begin{array}{r}105 \\ 75 \\ \hline\end{array}$ | ${ }_{6} 73$ | 86 70 | 118 |
| St. Louis ${ }_{\text {San Franciscot }}$ | 96 102 | $\stackrel{92}{97}$ | $\begin{array}{r}95 \\ 108 \\ \hline\end{array}$ | 143 170 | 69 81 | 68 83 | 82 89 | 89 96 | 86 93 | 75 88 | 62 81 | 70 94 | 98 |
| San Franciscot-.---.-..........-do | 102 | 97 84 | $\begin{array}{r}108 \\ 89 \\ \hline\end{array}$ | $\begin{array}{r}170 \\ 89 \\ \hline\end{array}$ | 81 88 | 8 | 88 | 88 | 85 | 88 | 88 | 89 | -91 |
| Atlanta | 116 | 106 | 111 | 119 | 115 | 115 | 125 | 115 | 116 | 119 | 126 | 146 | 142 |
| Chicaro...-.............................. do | 89 | 82 | 88 | 94 | 86 | 84 | 98 | 86 | 88 | 91 | 85 | 95 | 98 |
|  | 94 | r83 | -87 | -89 | -89 | +90 | '90 | r87 | -83 | 84 | r 86 | r 88 | -92 |
|  | 103 | 100 | 105 | 105 | 114 | 105 | 105 | 104 | 105 | 101 | 103 | 107 | 104 |
|  | 97 | r91 | -93 | -96 | -94 | $\cdot 87$ | 96 | 95 | 94 | 95 | 97 | 102 | 104 |
| Now York .-. --...............-1923-25=100.- | 90 | 85 | 89 | 92 | 86 | 86 | 91 | 89 | 88 | 90 | 89 | 90 | 93 |
| Philadelphia $\dagger$-...........................-di. ${ }_{\text {do }}^{\text {St. }}$ | 69 85 |  <br> 64 <br> 81 <br> 81 | 68 82 | 70 87 | 68 87 | 68 79 | 70 88 | 68 86 8 | $\begin{array}{r}71 \\ 86 \\ \hline\end{array}$ | 66 82 | 67 90 | 67 94 | $\stackrel{74}{92}$ |
|  | 99 | 93 | 103 | 100 | 99 | 99 | 99 | 98 | 97 | 97 | 99 | 100 | 95 |
| Installment sales, New England dept. Stores percent of total sales.- | 12.4 | 11.1 | 10.3 | 7.1 | 11.6 | 11.8 | 10.2 | 8.5 | 9.0 | 7.7 | 9.5 | 15.5 | 11.1 |
| Stocks, total U. S., end of month: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unadjusted ...............-.-...-.............................. | $\begin{array}{r}\text { \% } 77 \\ \sim \\ \hline 69\end{array}$ | 74 67 | 78 67 | ${ }_{66}^{62}$ | 60 67 | 65 68 | 69 68 | 69 67 | ${ }_{86}^{68}$ | 64 67 | 60 67 | 65 67 | 68 |
| Mail-order and store sales: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total sales, 2 companies - ..... thous. of dol.- | 122,191 54,945 | 100,012 46,667 | 93, 510 | 125,706 57,085 | 58,320 24,769 | 59,865 24,964 | 85,497 35,730 | 92,831 41,595 | 101,936 42,323 | 98,070 41,302 | 77,393 33,452 | 87,257 38,998 | 107, 493 |
| Sears. Roebuck \& Co $\qquad$ do $\qquad$ | 67, 246 | 53, 345 | 51, 215 | 68, 622 | 33, 551 | 34, 901 | 49, 768 | 51, 236 | 59, 613 | 56,768 | 43,941 | 48, 259 | 62, 751 |
| Revised. |  | ${ }^{1} \mathrm{Pr}$ | elimina |  |  |  |  |  |  |  |  |  |  |
| 1 Discontinued pending recelpt of revised d | ta from 0 | cooper | \%. |  |  |  |  |  |  |  |  |  |  |
| - Reports showing percentage changes in sal | es of chai | drug sto | es and c | ain men' | wear sto | es are ava | ailable fro | the W | ington | C. ${ }^{\text {a }}$ | ce of the | Bureau | Foreign |
| and Domestic Commerce. The Bureau of the C | Census ha | available | percent | ge chang | for (1) | depend | nt stores | 27 Sta | and 4 | es, by | nds of | siness, | Whole- |
| salers' sales, hy kinds of business, (3) Manufaet $\dagger$ Revised series. Inderes of department | arers' sa | by kind | b | ss. |  |  |  |  |  |  |  |  | ear in a |
| subsequent issue. Seasonally adjusted indexe | 8a | $\begin{aligned} & \text { San } \mathbf{~ F} \\ & \text { ent sto } \end{aligned}$ | les re |  |  |  | 部 | dist | d be | ng | or the | velan | strict; |
| data not shown above will adpear in a subseque | nt isslue. |  | depart | ant stor | - | nladelp | revis | 1923-37 | ision | app | - | ¢qeat |  |


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | February | March | A pril | May | June | July | August | $\begin{aligned} & \text { Sep- } \\ & \text { tember } \end{aligned}$ |
| DOMESTIC TRADE--Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Retall thade-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total U. S., unadjusted | 160.3 | 140.9 | 147.2 | 183.6 | 91.3 | 100. 1 | 115.0 | 120.2 | 120.5 | 120.0 | 91.1 | 107.2 | 132.6 |
|  | 143.9 155.4 | 123.3 139.8 | 135.7 144.1 | 168.4 105.9 | 84.1 87.8 | 89.1 | 105.2 | 1116.2 | 113.3 118.8 | 109.9 122.8 | 81.8 88.3 | 99.1 105.8 | 116.3 126.4 |
| South --........................................................ | ${ }_{215.4}$ | 189.3 | 177.8 | 202.8 | 111.3 | 134.8 | 141.5 | 144.8 | 137.6 | 133.3 | 103.8 | 111.7 | 165.6 |
|  | 166. 5 | 153.4 | 181.5 | 211.0 | 100.2 | 105.7 | 113.5 | 1258 | 131.8 | 137.3 | 115.2 | 134.6 | 162.3 |
|  | 123.4 | 108.5 | 113.1 | 114.8 | 120.0 | 123.7 | 131.0 | 130.8 | 131.2 | 131.7 | 124.8 | 131. 1 | 125.4 |
|  | 113.3 | 97.1 | 103.5 | 106.7 | 109.9 | 112.1 | 118.7 | 111.0 | 119.6 | 116.4 | 110.9 | 120.1 | 113.5 |
|  | 120.7 | 108.6 | 111.8 | 117.6 | 115.6 | 119.6 | 132.0 | 122.4 | 129.1 | 133.8 | 124. 1 | 132.7 | 128.6 |
|  | 145.4 138.7 | 127.7 127.7 | 129.5 133.1 | 135.0 129.3 | 140.7 136.4 | 147.8 142.9 | 156.6 <br> 144.0 | 164.3 1409 | 162.2 146 | 165.8 144.1 | 152.8 140.5 | 155.0 146.1 | 150.0 138.7 |

EMPLOYMENT CONDITIONS AND WAGES

| EMPLOYMENT | 103.3 | 92.4 | 93.3 | 94.0 | 92.2 | 93.6 | 94. 3 | 94.1 | 93.0 | 93.4 | $\begin{array}{r} 93.5 \\ +83.0 \end{array}$ | 196.3+88.9 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Factory, unadjusted (U. S. Department of Labor) $\dagger . . . . . . . . . . . . . . . . . . . . . . . . . . .-1823-25=100 .$. |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Iron and steel and their products, not including machinery $. . .1923-25=100$ | 95.5 | 79.7 | 82.9 | 83.8 | 82.3 | 83.3 | 84.1 | 84.8 | 84.0 | 84.6 |  | +83.9 |  |
|  | 106.0 | 86.7 | 89.5 | 90.2 | 88.8 | 90.0 | 91.3 | 91.3 | 60.2 | 90.4 | 89.7 | 02.3 | -96.4 |
| Blast firnaces, steel works, and rollingmills |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 115.1 | 89.2 | 93.1 | 94.4 | 94.2 | 94.8 | 9 | 95.7 | 94.6 | 95.7 | 95.3 | 97.0 | r 101.1 |
| Hardwaro $\qquad$ do.... Structural and ornamental metal work | 88.0 | 83.7 | 88.8 | 90.8 | 89.2 | 87.6 | 87.4 | 85.0 | 80.1 | 72.1 | 69.0 | 75.6 | 83.1 |
| $\begin{aligned} & \text { metal work } \\ & 1923-25=190 . . \end{aligned}$ <br> Tin eans and other tinware............do. | 76.4 | 60.5 | 60.1 | 61.3 | 61.1 | 63.4 | 05.6 | 60.3 | fif. 5 | 67.1 | 68.8 | 71.5 | 73.8 |
|  | 106.3 | 90.6 | 88.9 | 88.4 | 87.0 | 87.9 | 89.8 | 92.7 | 93.6 | 97.7 | 100.2 | 107.4 | - 107.0 |
| Lumber and allied products..........do..... | 72.5 | 65.2 | 64.7 | 63.7 | 61.4 | 62.0 | 62.1 | 63.9 | 65.0 | 66.3 | -66. 7 | 68.7 | r 70.1 |
| Lumber, sawmilis.................................. | 94.3 | 84.3 | 84.1 | 84.4 | 80.7 | 83.3 | 83.4 | 82.4 | 81.4 | 83.2 | $+84.3$ | 87.5 | 90.7 |
|  | 65.7 | 59.5 | 58.6 | 57.0 | 55.0 | 55.0 | 55.0 | 88.0 | 60.2 | 60.9 | 63.1 | 62.7 | 63.5 |
| Machinery, not including transportation | 106. 5 | 87.3 | 89.6 | 91.9 | 91.5 | 98.5 | 94.6 | 95.0 | 94.9 | 95.0 | 95.7 | 96.8 | 100.3 |
| Agricultural implements (includirg trac- tors) | 117.8 | 97.9 | 101.0 | 110.3 | ilö. 4 | 127.0 | 130. 5 | [29, 4 | 122.8 | 118.7 | 113.0 | 114.4 | +116.1 |
| Electrical machinery, apparatus, and sup- |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 97.3 | 81.4 | 83.9 | 84.6 | 82.8 | 84.3 | 55.9 | 80, 8 | 86.6 | 86.5 | 86.8 | 87.8 | r 92.2 |
| Engines, turbines, water wherls, and windmills.................. 1923-25=100 | 105.3 | 82.9 | 83.0 | 84.8 | 80.6 | 90.0 | 93. | 45.7 | 47.4 | 94.0 | 96.2 | 96.8 | r99.2 |
| Foundry and machine-sbop products $\begin{array}{r}\text { l } \\ 1923-25=100 .\end{array}$ |  |  |  |  |  |  |  | \% |  |  |  |  |  |
|  | 91. | 75.2 | 76.5 | 79.3 | 79.4 | 80.9 | 81.6 | 82.0 | 82.1 | 82.6 | 82.6 | 84.1 | 85.7 |
| Radios and phonographs.-.--.....do...- | 177.2 | 119.3 | 131.3 | 130.4 | 119.8 | 113.2 | 1093 | 114.5 | 100.5 | 119.9 | 129.6 | 135.9 | ${ }^{\sim} 150.1$ |
| Metals, nonierrous, and products . ... do | 110.6 | 91.5 | 94.9 | 94.5 | 91.7 | 83.1 | 33.8 | 92.3 | 92.0 | 91.3 | '91.3 | -94.7 | ${ }^{+100.4}$ |
| Brass, hronze, and copper products do. | 131.1 | 101.8 | 108.1 | 105. 8 | 103.8 | 104.4 | 1048 | 10.9 | 104.7 | 104.2 | 104.0 | 107.7 | r 115.2 |
| Stome, clay, and ulass products.......do. | 83.6 | 75.7 | 77.3 | 76.2 | 71.9 | 721 | 75.1 | 78.5 | 78.5 | 80.5 | 79.7 | 80.8 | $\ulcorner 81.8$ |
| Brick, tile, and terra cotta..........do | 63.3 | 55.9 | 56.3 | 55.1 | 52.5 | 51.7 | 53.4 | 57.6 | 57.6 | f1.3 | 61.5 | 61.8 | r 63.2 |
| Glass. .-..............-.-.-......... do | 106.2 | 93.1 | 98.0 | 99.0 | 95.3 | 95.2 | 96.4 | 97.8 | 37.4 | 09.0 | 96.3 | 98.5 | - 100.9 |
| Transportation equipment..-.-.-.... do | 103.1 | 80.2 | 92.3 | 96.9 | 96.6 | 90.8 | 84.5 | Qi. 1 | 91.2 | 01.2 | ${ }^{-} 79.9$ | r 75.2 | r95.7 |
|  | 104.8 | 86.3 | 101.9 | 106.8 | 106.1 | 104.4 | 103.8 | 1018 | 93.3 | 91.6 | ${ }^{5} 76.4$ | ${ }^{7} 70.4$ | -96. 9 |
|  | 110.6 | 104.6 | 103. 1 | 103.8 | 101.7 | 103.5 | 16.0 | 103.0 | 101.6 | 101.8 | -103.5 | 108.0 | - 110.2 |
|  | 122.0 | 114.9 | 114.6 | 114.3 | 113.2 | 113.4 | 116.0 | 116.6 | 112.9 | 100.8 | 110.4 | 109.2 | - 117.7 |
| Chemicals .......................-... do. | 133.7 | 116.8 | 119.3 | 119.0 | 117.5 | 118. | 118.9 | 117.0 | 116.5 | 116. 5 | 117.1 | 119.1 | +123.6 |
| Paints and varnishes ................. do. | 125.1 | 117.6 | 117.1 | 117.1 | 119.5 | 117.2 | 119.7 | 122.5 | 123.4 | 124.3 | 122.2 | 122.1 | r 122.1 |
| Petroleum refining - .-.-.-.-........ do | 122.6 | 120.7 | 120.1 | 119.2 | 1:32 | 117.s | 117.4 | $1: 7.2$ | 118.1 | 120.5 | 121.8 | 122.7 | - 123.1 |
| Rayon and allied products..........do | 310.1 | 301.4 | 299.9 | 298.4 | 300.3 | 305.9 | 303.8 | 362.4 | 245.7 | 2552 | 297.0 | 255.1 | - 300.2 |
| Food and kindred products........... do. | 137.1 | 133.9 | 127.6 | 123.8 | 116.9 | 114.2 | 115.4 | 117.6 | 120.5 | 127.2 | 135.0 | 147.0 | -150.7 |
| Baking .............................d. ${ }^{\text {do }}$ | 148.2 | 145.0 | 145.3 | 144.2 | 141.0 | 142.2 | 142.8 | 1427 | 144.1 | 117.4 | 147.8 | 146.9 | +148.11 |
| Slarghtering and meat packing ..... do | 102.7 | 99.0 | 102.3 | 104.0 | 101.4 | 96.1 | 94.9 | 93.3 | 96.9 | 99.4 | 100.7 | 100.2 | - 101.3 |
| Leather and its manufactures........ do | 96.1 | 95.4 | 90.4 | 94.3 | 99.0 | 103.0 | 103.9 | 100.2 | 92.8 | 94.1 | 99.7 | 100.7 | +97.8 |
| Boots and shoes............-.........do | 94.0 | 94.7 | 87.8 | 92.3 | 97.7 | 112.4 | 113.8 | 90.6 | 91.0 | 29.5 | 09.1 | 100.3 | r 96. 5 |
| Paper and printing.....................do | 116.4 | 110.6 | 112.3 | 113.2 | 110.6 | 111.0 | 11 i .1 | 111.1 | 111.2 | 1018 | 110.1 | 110.9 | - 113.2 |
| Paper and pulp...................... do | 113.7 | 104.8 | 105.9 | 106.3 | 105. | 106.3 | 10.9 | 106.3 | 108.7 | 10f. 1 | 105.8 | 107.0 | - 108.4 |
| Rubber products .-.-.................do | 92.5 | 77.6 | 82.3 | 83.5 | 81.3 | 81.5 | 82.8 | 82.1 | 81.2 | 80.1 | 78.7 | 82.6 | 86.1 |
| Rubber tires and imer tubes -...... do | 73.7 | 63.0 | 65.6 | 66.7 | C6. 6 | 65.6 | ¢.6. 7 | 96.7 | 60. 7 | 63.2 | 66.6 | $6{ }_{6} 3$ | 70.0 |
| Textiles and their products...........do. | 108.4 | 100.9 | 100.2 | 101.9 | 100.9 | 104.6 | 104.9 | 101.9 | M. 4 | 98.0 | r 98.1 | 103.5 | + 104.5 |
|  | 98.9 | 89.0 | 91.5 | 93.8 | 92.8 | ${ }^{14 .} 1$ | 93.1 | 90.7 | Tul 3 | 89.6 | - 91.1 | 93.1 | -93.5 |
| Wearing appract....................do | 124.8 | 123.3 | 115.3 | 115.5 | 114.4 | 123.9 | 127.0 | 122.8 | 115.6 | 112.6 | 109.5 | 122.1 | - 124.8 |
| Tobacco manuftures .-.-.-.-.-....do | 66.7 | 67.7 | 68.3 | f6. 6 | 60.5 | 63.7 | 60.9 | 13.1 | 6.2 | 65.2 | 65.4 | 66. 6 | 66.4 |
| Wactory, adjusted (Federal Reserve) $\dagger$..... do...- | 101.0 | 90.2 | 92.8 | 94.4 | ${ }^{94 .}{ }^{5}$ | 94.3 | 94. 0 | 98.8 | 93.3 | 94.3 | 95.3 | 46.0 | -97. 3 |
| Dur:ble goods. <br> Iron and steel and their products, not incluting machincry .....1923-25=100 | . 1 | 78.3 | 82.1 | 83.7 | 84.4 | 84.2 | 83.7 | 83.9 | 82.9 | $\times 3.9$ | 84.7 | 85.5 | -88.5 |
|  | 105.0 | 85.8 | 89.1 | 90.9 | 00.7 | 90. 4 | 90.7 | 90.5 | 89.6 | 90.3 | 9. 6 | 02.5 | \% 95.7 |
| Blast farnaces, steel works, and rolling mills $1923-25=100$ | 11.5 | 89 | 93 | 95 | 95 | 94 | 94 | 95 | 94 | 96 | 96 |  | 101 |
| Structural and ornamental metal work | 5 | 83 | 89 | 01 | 89 | 87 | 87 | 84 | 80 | 72 | 70 | 78 | 84 |
|  | 7.5 | 59 | 60 | 62 | 63 | 66 | 67 | 67 | 67 | 6 | 7 | 69 | 71 |
| Tin eans and other tinware.........do...- | 104 | 88 | 91 | 43 | 94 | 95 | 95 | 96 | 95 | 95 | 95 | 98 | ${ }_{97}$ |
|  | 69.4 | 62.4 | 64.0 | 65.0 | 65.7 | 65.1 | 63.2 | 64.2 | 81.8 | 65.3 | -6f. 6 | 66.4 | -67.4 |
|  | 89 | 79 | 80 | 83 | 84 | 85 | 85 | 85 | 84 | 85 |  |  |  |
| Lumber. sawmills -................................ | 63 | 57 | 59 | 59 | 60 | 59 | 55 | 57 | 59 | 59 | 60 | ${ }_{6} 0$ | 61 |
| Machinery, not including transportstion equipment | 105.6 | 86.8 | 89.2 | 91.7 | 92.3 | 94.0 | 94.8 | 94.9 | 94.4 | 95.4 | 96.1 | 97.3 | r99.7 |
| Agricultural implements (including tric. tors) $1923-2.5=100$ | 125 | 104 | 104 | 110 | 114 | 123 | 124 | 122 | 119 | 118 | 15 | 121 | 123 |
| Flectrical machinery, apparatus, and supplics ...-. - ................ 1923-25=100 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 97 | 81 | 83 | 85 | 84 | 85 | 86 | 87 | 86 | 87 | 87 | 88 | 92 |
| Fngines, turbines, water wherle, and windmills . . . . . . . . . .... . $1923-25=100$ | 108 | 85 | 87 | 88 | 92 | 91 | 91 | 91 | 93 | 95 | 95 | 97 |  |
| Foundry and machine-shop products $1923-25=100$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 91 | 75 | 77 | 79 | 80 | 81 | 32 | 2 | 81 | 63 | 83 | 8.5 | 86 |
| Radios and phonographs Metals, monferrous and products $\qquad$ do $\qquad$ do | 145 | 98 | 117 | 123 | 126 | 129 |  | 124 | 121 | 122 | 131 | 126 | ${ }^{+129}$ |
|  | 107.1 | 88.4 | 91.9 | 93.1 | 93.3 | 93.4 | 93.4 | 93.2 | 928 | 22.8 | -94. 6 | 46.2 | -90.3 |
| Brass, bronze, and copper products. do.... | 130 | 101 | 106 | 106 | 105 | 104 | 104 | 103 | 104 | 105 | 106 | 194 | 115 |
| Stone, clay, and glass products. Brick, tile, and terra cotta- | 81.0 | 73.2 | 76.8 | 77.8 | 79.6 | 77.4 | 77.4 | 7.9 | 75. | 77.5 | 78.4 | 78.1 | -79.61 |
|  | 60 | 53 | 56 | 57 | ${ }_{6} 1$ | 59 | 58 | 5 | 55 | \% | 5 | 57 | 59 |
| Trassportation equipment | 105 | 92 | 98 | 99 | 110 | 95 | 95 | 97 | 96 | 98 | 9 R | 99 | 100 |
|  | 104.2 | 80.3 | 90.6 | 93.2 | 94.1 | 92.9 | 91.9 | 91.1 | 87.9 | 88.9 | 90.0 | 89.6 | 98.2 |
| Antomobiles. do | 105 | 8 C | 99 | 102 | 102 | 3 | 47 | 46 | 89 | 89 | 9 |  | -100 |


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem. ber | December | Janu• ary | February | March | April | May | June | July | August | $\begin{gathered} \text { Seri- } \\ \text { tenber } \end{gathered}$ |

EMPLOYMENT CONDITIONS AND WAGES-Continued

| EMPLOYMENT-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Factory, adj. (Fedrral Reserve) + - Continued Nondurable goods. | 107.5 | 101.5 | 103.1 | 104.7 | 104.4 | 103.9 | 103.8 | 103.3 | 103.3 | 104.2 | 105.4 | 105.9 | -105.7 |
| Chemical, petroleum, and coal products ${ }^{1823-25=100 . .}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{r}119.8 \\ 132 \\ \hline 18\end{array}$ | 112.6 115 | 113.3 119 | 113.7 120 | 113.6 119 | 112.9 120 | 113.4 120 | 114.2 118 | 114.4 117 | 113.1 117 | 113.6 115 | 111.7 119 | 116.2 122 |
|  | 125 | 115 | 118 | 119 | 119 | 118 | 120 | 121 | 119 | 120 | 122 | 125 | -123 |
| Petroleum refining...-...-.-.-......do. | 122 | 120 | 120 | 119 | 119 | 119 | 110 | 118 | 119 | 120 | 121 | 122 | 122 |
| Rayon and allied products......... do. | 309 | ${ }_{103}^{300}$ | 297 | 297 | 297 | 301 | 299 | 309 | 302 | 295 | 298 | 254 | 297 |
| Fond and kindred products...........do. | 126.4 | 123.4 | 127.4 | 1288 | 128.8 | 125.7 | 127.3 | 127.0 | 128.4 | 129.4 | 127.9 | 129.7 | ${ }^{\text {r }} 12 \mathrm{se} 11$ |
|  | 144 | 143 | 144 | 144 | 144 | 144 | 144 | 144 | 146 | 147 | 147 | 146 | 46 |
| Slaughtering and meat parking.... do | 103 | 99 | 100 | 100 | 98 | 96 | 96 | 96 | 98 | 100 | 101 | 101 | 102 |
| Leather and its manufactures.....-- do | ${ }^{97}{ }^{9} 2$ | 96.5 | 97.5 | 9.1 | 98.9 | 99.0 | 90.2 | 97.7 | 93.7 | 97.1 | 98.7 | 97.4 | 96. ${ }^{3}$ |
|  | 95 14.9 | 109.2 | 1106 106 | 111. ${ }^{97}$ | 98 111.0 | 111.9 | 98 111.4 | 111.5 111 | 111.5 | 1111 106 | 111.8 | 112.0 | - 112.8 |
| Paper and pulp. | 114 | 105 | 100 | 109 | 106 | 106 | 106 | 100 | 104 | 106 | 106 | 107 | 100 |
| Ruhber products. | 91.2 | 76.5 | 81.4 | 82.9 | 81.4 | 81.4 | 82.2 | 81.3 | 81.1 | 80.8 | 79.7 | 83.6 | 8 C .1 |
| Rubher tires and inner tubes....-. do | 71 | ${ }_{6}^{63}$ | 66 | 67 | 67 | 66 | 67 | 67 | 67 | 66 | 67 | 68 | 70 |
| Textiles and their products...........-do | 106. 4 | 98.9 | 100.9 | 102.2 | 101.9 | 101.8 | 101.0 | 99.6 | 99.8 | 101.2 | ${ }^{\text {r } 14.4 .1}$ | 104.9 | r 10\%.6 |
| Fabrics. | 18.0 | 88.1 | 90.5 | 92.31 | 919 | 91.7 | 91.0 | 902 | 91.0 | 92.0 | '94.5 | 95.4 | - 94.2 |
| Wraring apparel .-.--------1...... do | 120.4 | 119.0 | 116.9 | 120.0 | 119.5 | 120.2 | $\underline{19.2}$ | 116.4 | 115.2 | 117.5 | 121.1 | 121. 4 | ${ }^{r} 129,4$ |
| Factory, unadjusted, by cities and States: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 101.1 | 86.8 | 86.5 | 8.2 | 84.8 | 86.7 | 89.2 | 90.3 | 91.7 | 91.7 | 92.6 | 93.8 | 98.7 |
| Chicago......................---1925-27=100... | 78.5 | 68.7 | 69.5 | 70.6 | 69.7 | 70.4 | 70.6 | 69.8 | 70.0 | 70.5 | 70.9 | 72.2 | 74.3 |
|  | 93.3 | 79.4 | 80.6 | 82.3 | 81.8 | \$1. 8 | 823 | 82.2 | 81.8 | 81.4 | 803 | 82.8 | 90.0 |
|  | 102.4 | 88.0 | 97.6 | 102.9 | 100.8 | 99.3 | 97.7 | 97.0 | 62.4 | 86.7 | 59.5 | 83.4 | 107.1 |
| Milwaukee.-...-.-.-.-........-1925-27= $100 .$. | 96.2 | 85.4 | 89. | 22. 4 | 90.9 | 93.6 | 94.8 | 94. 5 | 92.9 | 94.3 | 92.2 | 94.3 | 98.0 |
| New York .-...................-. | 97.8 | 83.3 | xti. 1 | 86.9 | 85.4 | 89.1 | 90.5 | 88.0 | 85.5 | 83.6 | 83.1 | 91.1 | 85.3 |
| Philadelphiat.......-......... 1923-25=100. | 85 | r 7.7 | * | -81.0 | \% 79.x | 84. ${ }^{\text {a }}$ | - 31 | - $\times 1.10$ | - 8.1 | -81. 1 | $\times 81.3$ 8 | +83. 1 | -8.3. |
|  | 87.6 | 970.1 | \%1.4 | -23 | '71.! | 71.9 | - 28 | +73.1 | -71.7 | 73.6 +8.6 | 5.78 .4 | +76.4 | + 9.9 |
| Wilmington $\dagger$-....-..................--- ${ }^{\text {d }}$ do | $8 \times$ | 74.2 | \%2 | 78.6 | - 8 : 3.3 | + 81.8 | \% \% 0 | r4.4 | + $\times 3.9$ | '81.0 | ${ }^{+} 78.1$ | ${ }^{\times} 75.6$ | $\bigcirc 3.8$ |
|  | 418.6 | 4. 2 | <13 | $\times 2$ | \%11 | rom | 91.4 | 93.1 | -92. | r 80.1 | ram 0 | 93.7 | $\underline{99.9}$ |
|  | 86.0 | 74.4 | 75.3 | 76.1 | 75.2 | 76.8 | 77.8 | 77.6 | 77.6 | 78.1 | 78.3 | 80.7 | 82.3 |
| Inwat .-........................ $1923-25=100$ |  | 130.5 | 127.8 | 131.0 | 127.6 | 128.0 | 129.0 | 131.1 | 131.3 | 133.2 | 129.2 | 120.2 | 129.2 |
|  | 104.9 | 91.3 | 90.8 | 96.6 | 89.4 | 92.4 | 34. 5 | 93.5 | 95.8 | 95.8 | 96.7 | 90.5 | 101. |
| Massachusetts...-.---.---.--1925-27=100.. | 76.1 | 72.4 | 72.8 | 73.8 | 73.0 | 74.6 | 74.8 | 73.1 | 71.6 | 71.2 | 73.3 | 75. 5 | 76.0 |
|  | 105.0 | reny | \% 9 \% | 4.4 | \% | \% 3 | 4. 2 | $8{ }^{7}$ | 9.3 | + 45.4 | 94.4 | \%97.7 | $\bigcirc 100.1$ |
|  | 90.6 | 80.8 | 80.3 | $\times 13$ | 80.0 | 81.9 | 82.7 | 82.0 | 80.4 | 80.9 | 8 m .6 | 84.0 | 87.5 |
|  | 85.9 | 82.3 | 84.9 | 8.4 | 84.9 | 86.0 | 87.1 | 88.6 | 85.2 | 85.5 | 84.7 | 87.2 | F91.1 |
|  | 80.7 | -74.3 | r74.2 | 3 | -s. | - 6.4 | - 810.4 | rxal 1 | 78.5 | F3, 7 | -80.9 | 82.5 | - 3.4 |
|  | 89.4 | 81.4 | 81.5 | 82.4 | 80.6 | 82.7 | 83.6 | 83.7 | 84.5 | $8 \mathrm{ff}_{5} 9$ | 89.2 | 00.0 | 00.9 |
| Nonmanufacturing, unadjusted (U.S. Department of Labor): Mining: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 51.9 | 52.4 | 81.0 | 31.3 | 50.0 | 52.2 | 51.7 | 53.0 | 52.6 | -17.2 | 44.7 | 48.6 | 49.4 |
| Bituminous coal.-.-...................-do. | 93.5 | 87.2 | 88.6 | 89.3 | 88.7 | 88.6 | 87.4 | 25.9 | 47.9 619 | 78.3 | 79.4 | 88.5 |  |
| Metalliferous - -..................-.-.- do. | 65.4 | 57.9 | 81.9 | 6.3 | 6.6 | 60.9 | 61.0 | ${ }_{65}^{61.5}$ | 61.9 | ${ }_{6}^{61.6}$ | 61.4 | 686.2 | $\stackrel{+6.1}{+6.0}$ |
| Petrolpum, crude, producing-.-......do. | 64.3 | 69.5 | 68.3 | 97.8 | 67.0 | 66.4 | 66.2 | 65.8 | 66.1 | 67.0 | กit. | 66.6 | 665.0 48.0 |
| Public nitilites: | 47.9 | 44.4 | 44.4 | 41.4 | 38.3 | 37.9 | 40.1 | 43.0 | 45.6 | 47.3 | 47.5 | 18.2 | 48.0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Electric light and power, and manufactured <br>  | 93.6 | 92.5 | 91.9 | 91.4 | 90.0 | 39.6 | 89.6 | 90.3 | 91.0 | 92.3 | 93.2 | 43.8 | 93.8 |
|  | 70. 1 | 6.9 .9 | 69.5 | 09.4 | 67.2 | 69.3 | 69.5 | 69.1 | 69.6 | 09.9 | 69.7 | 19.8 | +69.9 |
| Telenhone and telegraph.............. ${ }^{\text {do }}$ | 75.0 | 74.7 | 74.4 | 74.3 | 74.1 | 73.3 | 73.4 | 74.1 | 74.7 | 75.3 | 75.4 | 75.6 | r 70.3 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 105.1 | 106.8 | $30 \% 5$ | 97.9 | 94.2 | 92.1 | 95. 9 | 102.2 | 107.0 | 110.1 | 106.5 | 102.6 | '105.2 |
|  | 96.2 | 94.4 | 93.7 | 83.4 | 98.3 | 92.8 | 93.8 | 93.5 | 9.5 | 98.7 | 100.9 | 99.2 | -97.7 |
| Year-round hotels....-................-do. | 92.6 | 92.9 | 92.5 | 93.0 | 91.8 | 92. 6 | 9.7 | 93.2 | 93.9 | 92.8 | 90.3 | 89.9 | 31.2 |
| Trade: | 88.6 | 50, 9 | St. 9 | 95. 1 | 83.2 | 81.5 | 83.8 | 85.5 | 85.7 | 86.4 | 83.6 | -82. 5 | -87.3 |
| General merchandising -..............do | 103.8 | 99.4 | 104. | 144. | 90.7 | 8.8 | 93.2 | 96.9 | 96.8 | 97.4 | 91.7 | - 89.8 | -100. 1 |
| Other than general merchandising do | 84.6 | 92.3 | 6. 3 | An 0 | 80.0 | 79.3 | 81.3 | 82.5 | 82.8 | 83.5 | 81.5 | [80.6 | '83.9 |
| Wholesale ....................... do | 92.4 | 89.1 | . 8 | 44.0 | 88.3 | 87.9 | 87.4 | 87.3 | 87.2 | 98.1 | 87.9 | 99.0 | -90. 4 |
| Miscellaneous employment data: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Constriction emplowment, Ohio $1986=100$ | 49. | 34. | 35. | 32.0 | $\pm$. | 28.6 | 32. | 35. | 43.0 | 43. | 50.0 | 48.0 | . 0 |
| Federal and State highoray employment: | 262, 760 | 250,090 | 341, 832 | ¢emeg | :01,307 | 176,079 | 169, 155 | 187. 5?3 | 220.923 | 262, 316 | 264, 302 | 274,949 |  |
| Construction (Federal and state).-do. | 133, 904 | 104. 919 | 13S, 512 | 103,491 | 73,116 | 58.815 | 58, 622 | 78,394 | 104. 804 | 130, 743 | 138. 345 | 142, 788 | 142. 868 |
| Maintenance (State) ..............-do...- | 128, 856 | 185, 394 | 203,307 | 163.138 | 1:8, 191 | 117,264 | 110, 533 | 109, 1:9 | 116, 119 | 121, 273 | 125.157 | 132, 161 | 134, 83.5 |
| Federal civilian employees:-7......-- ${ }_{\text {do }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 937.357 126.471 | 873.853 | 869,389 110,107 | 419, 161 | $8(19.342$ 1.0 .259 | ${ }_{8}^{875.541}$ | 879,504 $1.0,873$ | 885,766 122,003 | 122, 902 | 123, 12.941 | 928.195 | 1933, 388 | -124, |
| Railway employees (class I steam railuays): Total | 126.471 | 118.455 | 119, 107 | 1:0, 85? | 1:0. 259 | 1:0, 445 | 1:0, 873 | 122,003 | 122, 792 | 123, 541 |  |  |  |
| Total..........................- thousands.. |  | 99, | 77 | 961 | 948 | 958 | 96 | 967 | 974 | 1.010 | 1,019 | 1,022 | 1.039 |
| Index: | 59.1 | 54.7 |  | 59.8 | 52.2 |  | [3.1 | 53.2 | 53.6 | 55.6 | 56. 1 | 5 56.3 | 57.1 |
| I'rades-union members employed: | 57.5 | 83.2 | 53. 4 | 54.2 | 54.4 | 54.8 | 54.6 | 53.6 | 53.0 | 54.4 | 54.7 | 54.9 | 85. 9 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 89 | \$5 | 54 | 85 | 54 | 85 | 86 | 87 | 88 | 89 | 88 | 88 | 89 |
|  | 74 | 48 | 68 | 67 | 65 | 66 | 68 | 71 | 75 | 78 | 76 | 75 | 7 |
|  | 88 | 74 | 76 | 78 | 78 | 79 | 82 | 83 | 83 | 84 | 84 | 85 | 86 |
| Printing | 90 | 88 | 88 | 88 | 88 | 87 | 88 | 90 | 90 | 90 | 90 | 89 | , |
| All other | 93 | s9 | 89 | $\times 9$ | 59 | 90 | 91 | 91 | 91 | 92 | 91 | 92 | 93 |
|  | 72 | 66 | $6 ; 4$ | 63 | 85 | 66 | 67 | 69 | 70 | 70 | 70 | 71 | 71 |
| LABOR CONDITIONS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A verage weekly hours ner worker in factories: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| National Industrial Conference Board (25 in-dustries) ....................hours |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 29.0 | . 7 | 35.9 | 36.6 | 36.6 | 36.8 | 36.9 | 36.8 | 36.5 | 37.2 | 37.5 | 37.9 | 38. |
| U. S. Department of Labor ( 87 industries) $\dagger$ hours. |  | 37.4 | 36.5 | 37.1 | 35.3 | 36.9 | 37.1 | 36.4 | 36.7 | 37.2 | 36.6 | 38.0 | 37.8 |

$r$ Revised.
$\dagger$ Revised series. Jowa employment revised beginning July 1937 ; revisions are shown on 1 . Wh of the March 1939 Survey. Wisconsin employment and pay rolls bave heen adjusted, beginning 1920, to trends indicated by Census data. Indexa not shown on b. 2 of the November 1938 Survey will appear in a subsequent issue. Other Stat and city employment indexes revised beginning with the year specifed; Philalchphis. Mas: Pittsburgh, 1932; Wimingron, ig3i; Delaware, 1931; New Jersey, i931; and Pann


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | Novem. ber | Decem- ber | January | February | Marcb | April | May | June | July | August | $\text { Sember } \begin{gathered} \text { Sep. } \end{gathered}$ |

EMPLOYMENT CONDITIONS AND WAGES-Continued

| LABOR CONDITIONS-Continued |  |  |  |  |  |  | $\pm 190$ | 「227 | - 222 | $\checkmark 205$ | r 189 | $\ulcorner 221$ | $\begin{aligned} & p 165 \\ & p 310 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Industrial dispotes (strikes and lockout |  | 256 |  |  |  |  |  |  |  |  |  |  |  |
| Beginning in month................ number.. |  |  | 207 | 177310 |  |  |  |  |  |  |  |  |  |
| In prozress during month..............do...- |  | 406 |  |  | - 298 | $\cdot 3 n 6$ | - 317 | 364 | 369 | 341 | - 302 | r 349 |  |
| Workers involved in strikes: Beginning in month...thousands......t. | $\begin{array}{r}\text { \% } \\ \hline 1.90 \\ \hline 1.000\end{array}$ |  |  |  | - 50 |  |  |  |  |  |  |  |  |
|  |  | ${ }_{113}^{8}$ | 75 | ${ }_{69}$ | $\because 6$ | 88 | '42 | 419 | ${ }^{-19}$ | $\bigcirc 5$ | 170 | -74 | $>35$ 800 |
| Man-tars idle during month---------- do |  | 842 | 558 | 513 | -513 | - 536 | -600 | - 4,869 | '3,515 | 123 <br> 938 | - 1,134 | - 11050 | p 800 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Apulications: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Aclive fle....--..--...........-.thousan | 5, 462 | 7,743 | 7,529 | 7.216 | 7,434 | 7,080 | 6,749 | 6, 545 | 6,382 | 6,283 | 6, 101 | 5, 790 | 5,680 |
| Now. |  | 56.5 | 503 | 477 | 644 | 483 | 500 | 478 | 516 | 570 | 494 | 558 |  |
| Placements | 366 | 292 | 2.51 | $23 n$ | 199 | 181 | 254 | 270 | 333 | 344 | 286 | 336 | 353 |
| Private --...-...............do | 303 | 203 | 178 | 161 | 130 | 126 | 185 | 195 | 242 | 251 | 213 | 254 | 287 |
| Ratio of private placements to active fle percent | 6.7 | 2.7 | 2.4 | 2.2 |  |  | 2.7 | 3.0 | 3.8 | 4.0 | 3.5 | 4.4 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Acerssion rate...mo. rate per 100 employees.Separation rate: | 5.89 | 5.19 | 4.24 | 3.22 | 4.09 | 3.00 | 3.34 | 2.95 | 3.29 | 3.92 | 4. 16 | 5.06 | 6.17 |
|  | 2.91 | 3.30 | 3.14 | 3.88 | 3. 19 | 2.61 | 3.18 | 3.46 | 3. 48 | 3.31 | 3. 36 | 3.01 | 2.79 |
| Discharge | . 17 | . 2 | - 10 | . 09 | . 10 | . 10 | . 13 | . 10 | . 13 | . 12 | . 12 | 14 | . 14 |
| $\begin{aligned} & \text { Lay-off... } \\ & \text { Quit-.... } \end{aligned}$ | 1.81 .03 | 2.40 .78 | 2.44 .60 | 3.91 .58 | $\begin{array}{r}2.24 \\ \hline .85\end{array}$ | 1.87 .64 | 2.23 .82 | 2. ${ }^{\text {. } 76}$ | 2.67 .68 | 2.46 .73 | 2.54 .70 | 2.05 .82 | 1. 1.08 |
| PAY HOLLS |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Iron nnd steel and their produts, not ini- |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tin cans and other tinware | 111.2 | On. 5 | 88.8 | 89.2 | 87.9 | 87.1 | 94.1 | 95.4 | 98.2 | 103.2 | 102.8 | 114.9 | 563.3 +117.4 |
| Lumber and allied products............do | 68.2 | 59.7 | 55.9 | 55.7 | 51.7 | 52.7 | 53.6 | 5.5 .4 | 88.0 | 60.1 | 56.4 | 62.9 | 63.4 |
| Furniture..........--......-........ do | *H. 5 | 72.2 | 68.5 | 71.5 | 63.6 | 69.6 | 69.8 | 67.0 | 66.6 | 68.5 | r 68.0 | 75.5 | r 78.1 |
| Lamber, sawmils .-................do ... | 61.0 | 54.3 | 50.0 | 48.3 | 45.7 | 44.3 | 45.7 | 49.9 | 54.2 | 55.9 | '50.5 | 56.8 | $r 56.4$ |
| Machinery, not including transportation equipment - . . . .......... $1923-25=100$ | 11.1 | 81.1 | 83.2 | 88.5 | 86.5 | 90.8 | 93.4 | 92.8 | 94.0 | 95. | 94.0 | 96.9 | - 100.9 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 106. 3 | 81.2 | 83.7 | 86. 1 | 83.5 | 86.9 | 90.1 | 89.2 | 90.6 | 91.6 | 91.0 | 93.4 | r98.4 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Radios and phonographs .-.......do...- | 170.0 | 107. 5 | 117.3 | 118.1 | 106. 3 | 96.3 | 93.4 | 88.7 | 92.3 | 104.5 | 113.6 | 122.8 | -139.0 |
| Metals, nonferrous, and products...- do | 113.5 | 85.4 | 87.0 | 87.1 | 81.7 | 85.3 | 86.2 | 83.2 | 84.0 | 84.0 | r 82.4 | -88.8 | r96.6 |
| Brass, bromze, and copper products do | 153.8 | 100.2 | 103.9 | 103.0 | 96.9 | 100.4 | 102.7 | 99.9 | 103.5 | 103.1 | r 103.9 | -110. 5 | - 122.8 |
| Stone, elay, and glass products - ......do. | 78.5 | 66.3 | 67.3 | 67.0 | 60.4 | 61.6 | 65.5 | 60.4 | 67.7 | 70.6 | 65.9 | 71.7 | r 71.8 |
| Brick, tile, and terra cotta......... do | 54.5 | 44. | 42. 3 | 42.8 | 39.8 | 38.6 | 40.4 | 43.0 | 43.8 | 50.1 | 46.4 | 50.1 | r 50.4 |
| Glass ..--......................... do | 120.6 | 97.5 | 103.5 | 104.3 | 96.6 | 97.9 | 100.0 | 93.8 | 96.3 | 100.8 | r 91.5 | - 102.5 | - 165.0 |
| Transportation equipment............. do | 109.0 | 83.5 | 95.6 | 97.7 | 93.2 | 91.6 | 91.7 | 91.2 | 87.3 | 88.9 | r 76 | r 78.8 | r 99.5 |
|  | 112.4 | 91.3 | 107.6 | 107.4 | 101.3 | 97.3 | 97.0 | 99.5 | 88.0 | 88.6 | -729 | r 75.0 | ${ }_{5} 102.8$ |
| Nondurable goors .-.----.-.-........do.... | 103.9 | 94.9 | 92.1 | 954 | 92.4 | 95.3 | 96.7 | 92.2 | 91.9 | 93.0 | -93.7 | 99.0 | ${ }^{-100.5}$ |
| Chemical, petroleum, and coal products $1923-25=100$ | 133.6 | 119.3 | 118.3 | 119.3 | 118.8 | 118.9 | 120.6 | 119.5 | 119.6 | 1187 | ${ }^{+117.9}$ | +119.1 | r 124.6 |
|  | 155. 2 | 130.4 | 130.4 | 132.2 | 130.2 | 132.0 | 133.3 | 130.2 | 131.3 | 131.5 | 130.8 | -136.3 | 139.7 |
| Paints and varnishes......-.-.......do | 134.7 | 118.6 | 119.0 | 117.6 | 115.3 | 117.9 | 122.7 | 125.6 | 129.8 | 128.9 | 124.0 | 125.6 | -127.5 |
| Petroleun refining | 140.9 | 132.9 | 133.7 | 134.2 | 134. 6 | 132.5 | 131.6 | 128.6 | 132.2 | 134.4 | 131.5 | 135.9 | - 134.8 |
| Rayon and allied products........-do | 302.8 | 277.0 | 277.1 | 276.8 | 283.3 | 287.8 | 286.9 | 278.6 | 273.0 | 271.8 | 283.2 | 246.6 | ${ }^{+} 286.4$ |
| Food and kindred products...........do | 120.7 | 125. 4 | 120.6 | 148.9 | 113.1 | 110.0 | 111.8 | 112.1 | 118.8 | 123.8 | - 128.6 | 135. 1 | ${ }^{1} 139.6$ |
| Raking. | 136.8 | 132.8 | 132.9 | 131.5 | 129.5 | 130.0 | 131.3 | 129. 1 | 134. 5 | 138. I | 139.1 | 135. 3 | 138.8 |
| Sl ughtering and meat packing....do | 107.7 | 108.9 | 106.9 | 109.1 | 108.0 | 98.5 | 97.8 | 90.7 | 104.7 | 106.7 | 109.2 | 105.8 | -107.9 |
| Lenther and its mnnufactures........ do | 76.5 | 74.5 | 66.4 | 74.8 | 83.0 | 89.5 | 89.4 | 79.8 | 68.6 | 74.6 | 83.6 | - 84.6 | - 76.6 |
| Boots and shons.................-.-. do | 71.1 | 71.1 | 60.0 | 69.8 | 800 | 87.8 | 88.3 | 77.3 | 63.8 | 70.4 | 81.9 | $\begin{array}{r}82.9 \\ \hline 8\end{array}$ | - 72.4 |
| Parcr and printing..................-- do | 113.7 | 10.1 | 104.5 | 1085 | 103. 2 | 103. 6 | 105.4 | 104.5 | 105.1 | 103.5 | 102.0 | 103.7 | - 109.3 |
|  | 125.8 | 1096 | 103.0 | 11035 | 102.7 | 105.2 | 105.6 | 104.7 | 105.6 | 104.5 | 101.2 | 1017.7 | r 113.4 |
| Rubber products Rubber tires and inmer | 102.2 | 77.7 | 83.0 | 85.8 | $\times 2.2$ | 81.0 | 83.2 | 81.0 | 80.0 | 82.1 | + 81.5 | -86. 3 | r91. |
| Rubber tires and inner tul | 90.9 | 67.3 | 73.3 | 76.9 | 74.2 | 71.0 | 74.1 | 71.7 | 71.6 | 74.8 | 77.1 | -78.9 | r 83.1 |
| Textits and their products Fabrics............... | 93.9 | 85.1 | 80.5 | 85.5 | 83.2 | 90.3 | 91. | 82.0 | 79.9 | 79.6 | '79.3 | 88.3 | $r 86.0$ |
| Fabrics. ${ }^{\text {Wearing aparel }}$ | 88.2 | 77.4 | 78.4 | 82.4 | 80.1 | \$2.5 | 80.6 | 71.8 | 75.3 | 75.6 | 76.6 | ${ }^{\text {r } 80.3}$ | +81.0 |
|  | 99.00 |  | 79.3 61.8 | 80.0 61.7 | 83.9 51.3 | 89.6 | 106.8 53.3 | ${ }^{95.5}$ | 83.5 | 82.3 | -79.7 | -98.3 | 92.1 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 6ib. ${ }^{\text {a }}$ | 55. | 55.9 | 58.5 | 57.1 | 57.3 | 59.0 | 57.3 | 57.8 | 88.7 | 59.1 | 61.3 | 62.8 |
|  | 1133.4 | 84.7 | 89.9 | 92.8 | 88.8 | 95.4 | - 97.0 | 91.7 | 92.8 | 96.5 | 92.4 | 98.1 | 96.4 |
| New York....................- | 90.1 | 80.6 | 76.0 | 79.0 | 74.6 | 82.0 | 86.9 | 79.5 | 77.7 | 76.9 | 76.3 | 85.5 | 86.4 |
| Philadrtwhia $\dagger$-....-.-.........1923-25 $=100 .$. | 85.3 | $\bigcirc 69.8$ | $\bigcirc 70.4$ | -74.6 | -73.1 | - 3.1 | $\begin{array}{r}75.9 \\ \hline\end{array}$ | ri2. 6 | $\bigcirc 73.6$ | $\bigcirc 76.5$ | -77.0 | r 79.1 | -79.7 |
| Pittshurght ---...........-.-........- do | 82.2 | 5 -57.8 -6.0 | $\stackrel{\Gamma}{+61.4}$ | $\bigcirc 6.5$ | ${ }^{\text {r }} \mathrm{r} 9.8$ | r 4.6 .7 | + +75.8 | +68.4 | 562.4 | -66. 5 | - 62.4 | ${ }_{-}^{72.0}$ | -72.6 |
| State: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 92.1 | r 74.3 | -75.2 | - 81.4 | -81.9 | - 82.5 | - 8.8 | -85. 5 | -85. 3 | -85.0 | ¢ 81.1 | 79.7 |  |
|  | 77.9 | 62.2 | 62.6 | 64.9 | 63.2 | 65.1 | 67.3 | 68.2 | 66.4 | 67.3 | 66.6 | 70.3 | 71.7 |
|  | 126.9 | 93.7 | 98.7 | 1019 | 979 | 1029 | $10 \% .3$ | 104. 5 | 107.0 | 110.4 | 110.4 | 110.2 | 117.5 |
|  |  | $\begin{array}{r}07.6 \\ +8.2 \\ \hline 8.2\end{array}$ | 66.3 $\times 8.6$ | 69.5 ,-8.8 | 68.3 $\times 8.7$ | 709 +9.9 | 71.2 $\times 8.1$ | 68.2 $\times 85$ | 67.0 -87 | 67.5 +84.8 | 70.1 | 72.1 |  |
|  | 104.3 87.4 | $\begin{array}{r}5 \\ \hline 8.1 \\ \hline 8.0\end{array}$ | +83.6 72.9 | ${ }^{7} 8.8$ |  | $\begin{array}{r}+56.1 \\ \\ \hline 76.9\end{array}$ | 788.1 79.4 |  | $\begin{array}{r}+87.3 \\ \hline 74.4\end{array}$ | $\begin{array}{r}88.2 \\ \hline 7.9\end{array}$ | +87.7 +75.8 | r 91.8 80.2 | -94.2 |
|  | 88.4 | -66. 6 | - 67.0 | r 6.8 | rem. 1 | -61.9 | +71). 8 | 8\% 8 | 74.4 +68.5 | +78.9 | 75.8 -69.2 | 80.2 -74.2 | 88.4 |
| Wisconsint.-....-.-.-.-.....-. $1925-27=100 .$. | 11. 2 | 80.9 | 81.6 | 83.8 | 79.5 | 85.7 | 85.7 | 85.3 | 86.3 | 89.2 | 86.6 | 91.8 | 9 g .1 |

- Revised.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | $19: 39$ | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Octrber | Octaber | Novem- <br> ber | December | $\underset{\text { ary }}{ }{ }_{\text {Janu- }}$ | Febraary | Marcb | A pril | May | June | July | August | Sentember |

## EMPLOYMENT CONDITIONS AND WAGES-Continued



[^1]| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1998 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | February | March | April | May | June | Jaly | Angust | $\begin{gathered} \text { Sep- } \\ \text { tember } \end{gathered}$ |

## EMPLOYMENT CONDITIONS AND WAGES-Continued

| WAGES-Continued <br> Factory average hourly parnings--Continued. <br> U.S. Dept. of Labori-Continued. <br> Durable eoods-Continued |  | 0.717 | 0.720 | 0.721 | 0.724 | 0.725 | 0.728 | 0.727 | 0.725 | 0.725 | 0.724 | 6. 721 | 0.722 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Machinery not including transportation equipment dollars |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Agricultural implements (including |  |  |  |  |  |  |  |  |  |  |  |  |  |
| tractors) .....................d.dillars |  | . 777 | . 794 | . 803 | . 794 | . 804 | . 803 | . 795 | . 787 | . 780 | . 88 | . 81 | 778 |
| Electrical machinery, apparatus. and supplies ........................ dollars |  | . 732 | . 730 | . 736 | . 744 | . 743 | . 745 | . 742 | .744 | . 744 | . 743 | . 737 | . 710 |
| Engines, turbines, water wheels, and |  |  |  |  |  |  |  |  |  |  |  |  |  |
| windmills ........-...-...-. dollars |  | . 785 | . 786 | . 793 | . 788 | . 787 | . 788 | . 702 | . 787 | . 782 | 779 | .788 | . 787 |
| Foundry and machine-shop products |  | . 709 | . 711 | . 712 | . 713 | . 711 | . 715 | . 714 | . 710 | . 716 | . 715 | r. 714 | . 714 |
| Radios and phonographs .........do... |  | . 573 | . 582 | . 582 | . 591 | . 577 | . 578 | . 586 | . 589 | . 513 | . 509 | . 568 | . 577 |
| Metals, nonferrous, and products . do |  | . 659 | . 662 | . 667 | . 668 | . 685 | . 669 | . 669 | . 672 | . 670 | . 671 | . 668 | . 674 |
| Brass, bronze, and copper produrts |  | . 709 | . 710 | . 707 | . 701 | . 704 | . 705 | . 704 | . 703 | . 707 | r. 715 | $\bigcirc .710$ | . 714 |
| Stone, clay, and glass products .......do... |  | . 640 | . 645 | . 651 | . 651 | . 648 | . 651 | . 648 | . 636 | . 614 | . 616 | . 647 | . 646 |
| Brick, tile, and terra cotta........ do... |  | . 526 | . 531 | - 537 | . 540 | . 542 | . 24.4 | . 535 | . 534 | . 538 | . 53 i | . 339 | . 544 |
| Olass .-.---.-.-.-.--...-- do |  | . 716 | . 720 | . 723 | . 828 | .820 | . 716 | . 707 | .706 .895 . | . 711 | . 78.9 | $\begin{array}{r}\text { r. } 714 \\ \hline 888 \\ \hline\end{array}$ | . 718 |
| 'Transportation equipment...........do.... Automotiles |  | . 878 | . 0932 | .898 | $\begin{array}{r}.899 \\ .921 \\ \hline\end{array}$ | . 8824 | .89* | .892 | .895 | . 893 | .884 | . 888 | . 8194 |
| Automobiles $\qquad$ do $\qquad$ |  | . .979 | . .938 | . 984 | . 9281 | . 824 | . 8286 | . 8288 | .931 .584 | .933 .582 . | . 828 | .935 .579 | - 930 |
| Chemical, petroleum, and coal prodrete |  | . 736 | . 744 | . 743 | . 744 | . 342 | . 734 | . 732 | . 749 | . 7 ¢ 2 | 770 | .70 | .745 |
| Chemicals .--.......................do.... |  | . 775 | . 76 | . 781 | . 780 | . 780 | . 780 | . 777 | . 786 | . 777 | 783 | r. 78.5 | . 781 |
| P'aints and varuishes.....-..........-do...- |  | . 694 | . 695 | . 699 | . 699 | . 695 | . 698 | . 697 | . 701 | . 697 | . 701 | . 707 | -04 |
| Petrolcum refining --................do |  | . 976 | . 979 | . 974 | . 988 | .970 | . 973 | . 973 | . 970 | . 972 | . 98.5 | . 975 | . 389 |
| Rayon and allied products-....-. do... |  | . 639 | - 641 | - 641 | -633 | . 614 | -643 | -64i | . 678 | . 613 | -139 | - 643 | . 646 |
| Food and kindred products ........do... |  | -5988 | - 612 | . 619 | .68\% | . 613 | . 6215 | -627 | , 6,32 | . 612 | . 615 | .5415 | . 385 |
| Baking |  | . 609 | . 611 | . 615 | . 688 | . 615 | . 615 | . 6173 | .017 | -618 | ${ }^{64} 4$ | 924 | ${ }_{6}^{620}$ |
| Leather and its manufactures......do. |  | . 530 | . 533 | . 526 | - 523 | - 520 | . $311^{\circ}$ | . $5 \cdot 5$ | .520 | . 227 | - 22 | . 5226 | . 5182 |
| Boots and shoes.............-.....d. do. |  | . 506 | . 505 | . 499 | . 498 | . 488 | . 492 | . 50.1 | . 502 | . 512 | . 499 | r.362 | -508 |
|  |  | . 764 | . 762 | . 711 | . 265 | . 268 | . 771 | . 70 | . 722 | . 70 | . 770 | . 264 | - 7 |
| P’aper and pulp....-.-.---.......-do... |  | -613 | - 612 | . 613 | - 196 | -611 | -614 | . 612 | . 616 | . 618 | -616 | . 615 | - 0 |
| Rubber products............-....-. do... |  | . 756 | . 766 | . 764 | . 688 | -600 | . 765 | . 761 | . 742 | . 763 | . 773 | . 711 | 76 |
| Rubber tires and inner tubes..... do... Textiles and their products |  | . 944 | -952 | . 961 | . 957 | - 953 | . 957 | . 947 | . 944 | . 947 | . 957 | - 9.96 | 968 |
| Textiles and their products..........do...-. Fabries . . . |  | . 486 | . 478 | .482 | . 484 | . 489 | . 491 | . 479 | . 47 | .472 | . $47!$ | . 479 | 4 tic |
|  |  | . 459 | . 4600 | . 461 | . 462 | .461 .539 | $\begin{array}{r}.462 \\ .541 \\ \hline\end{array}$ | . 4.577 | .489 .510 | $\begin{array}{r}.458 \\ .498 \\ \hline\end{array}$ | .4788 .485 | . 418 | - 4.50 |
| Tohacco manifactures.-.-----.-.-.-.-. do...- |  | . 456 | . 462 | .464 | . 481 | . 474 | .474 | . 474 | . 472 | . 474 | . 476 | . 472 | 475 |
| Factory arerage weekly earnings, by States: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delavare.....---------1.---1923-25-100 | 903 | 85.5 | 85.2 | 89.2 | 89 9 91 | 88.3 | 89.6 | 89.8 | 8S. 9 | 91.4 | 88.2 | 82.4 | $\bigcirc 8.9$ |
| Llinois ${ }_{\text {M } 2 \text { asachusetts }}$ | 98.2 | 90.7 | 90.1 | 92.6. | 91.3 98 88 | 92.9 | 93.9 95.4 | 92.5 93.4 | 93.8 <br> 93 | 93.4 9.1 | 92.3 | 94.6 | 94.5 |
|  |  | 93.5 | 91.5 | 94.3 | ${ }^{93} .8$ | 95.3 | 95.4 | 93.4 | 93.5 |  | 958 | 45.6 |  |
|  | 119.7 | 110.5 | 108.6 | 111.5 | 110.2 | 110.8 | 112.8 | 110.7 | 1118 | 113.0 | 112.1 | 113.3 | 113.5 |
|  | 96.4 | 92.8 | 90.7 | 93.3 | 93.0 | 93.7 | 95.9 | 93.1 | 92.6 | 93.8 | 91.0 | 95.4 | 94.1 |
| Pennsylvania.-.----.......--- $1993-25=100$ | 111.0 | 96.0 | 96.7 | 98.8 | 98.1 | ${ }^{100.3}$ | 101.2 | ¢6. 9 | 97.5 | 111.0 | 973 | 103. 0 | 101. 5 |
| $W$ isconsin t . |  | -99.4 | +100. 1 | r161.8 | -98.6 | r 103.6 | ${ }^{\text {r } 103.7}$ | ${ }^{\text {r }} 101.9$ | r 102.2 | -102. 7 | '97.2 | $\cdot 101.7$ | r99.1 |
| Miscellaneous wage data: Construction |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Common labor...............-dol. per hour. | 685 | . 688 | ; 688 | ${ }^{688}$ | -682 | ${ }^{688}$ | -680 | ${ }^{6} 683$ | 4682 | ${ }^{1} 184$ | .684 | -685 | . 685 |
| $\xrightarrow[\text { Skilled labor }]{\text { Farm wages without board (quarterly) }} \dagger$ | 1.44 | 1.43 | 1.43 | 1. 43 | 1.43 | 1.43 | 1.44 | 1. 44 | 1. 44 | 1.44 | 1. 44 | 1. 44 | 1. 44 |
| Farm wages without board (quarterly) $\dagger$ tol per month. |  | 36. 09 |  |  | 34.92 |  |  | 35.42 |  |  | 36.26 |  |  |
| Railway wages (average, class I) dol. per hour.. |  | . 725 | . 735 | 735 | 740 | 750 | . 726 | . 732 | . 720 | 719 | . 724 | 714 | 731 |
| Road-building wages, common lator: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| United States, arerage........dol. per hour East North Central............do |  | . 41 | .40 .59 .5 | . 38 | .37 .59 . | . 35 | - 35 | . 39 | .40 .60 | 41 <br> .63 | 43 6011 | 4.3 .61 61 | 43 ii9 |
|  |  | .28 | . 29 | -27 | . 28 | .88 | .27 | . 30 | .28 | . 20 | 29 | . 30 | 3: |
|  |  | . 50 | . 50 | . 51 | . 52 | . 56 | . 57 | . 54 | .f1 | . 51 | 82 | 51 | . 53 |
| Mountain ....................-.-.-.- do... |  | . 54 | . 5.5 | . 53 | . 53 | . 51 | . 54 | . 55 | . 55 | . 56 | . 56 | 87 | 5 |
| New England..-......................-do..... |  | . 46 | . 47 | . 50 | . 51 | . 48 | . 50 | . 57 | . 52 | . 49 | . 49 | 4 | 5 |
|  |  | . 68 | . 70 | -60\% | -66 | . 67 | . 65 | . 67 | -638 | . 6 | . 65 | 64 | 64 |
| South Atlantic.-.-.-..........---- do..- |  | . 28 | . 27 | . 6 | . 27 | . 27 | . 27 | . 28 | . 28 | . 28 | . 29 | . 30 | 34 |
|  |  | . 47 | . 40 | . 43 | . 42 | . 41 | . 47 | $\cdot 42$ |  | 45 .37 | . ${ }^{47}$ | . ${ }^{4 \prime}$ | $\stackrel{+6}{47}$ |
| West South Central ------.-......-do... |  | . 36 | . 30 | . 36 | . 35 | . 38 | . 37 | . 37 | . 37 | . 37 | . 35 | 37 | . 37 |
| All PUBLIC RELIEF |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total, exclusive of transient care and adminfstratice exnense $\dagger$. mil. of dot |  | 320 | 326 | 325 | 316 | 310 | 314 | 309 | 308 | 304 | - 279 | 276 | 259 |
| Obligations incurred for: Sjecial types of public assistance_....do... |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Spectial trpes of public assistance-.....to..- |  | 44 3.5 | 34 | 41 | 46 44 | 4.4 | 46 | 41 | 39 | 37 | 47 37 | 38 | ${ }_{3}^{18}$ |
| Subsistence payments certified by the Farm Securit y Administration .......mil. of dol |  | 1 | 2 | 2 | : | 2 | 2 | $?$ | 2 | 1 | 1 | 1 | 1 |
| Earnings of persons employed on Federal work nrograms |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civilian ronsersation Corps...mil. of dol. |  | 20 | 21 | 19 | 1 | 21 | 18 | 20 | 20 | 19 | 20 | 19 | 17 |
| Works Progress Administration: <br> Operated by W. P. A.t......... do |  | 171 | 172 | 168 | 15\% | 150 | 1.58 | 146 | 141 | $1: 3$ | 120 |  | 90 |
| Operated hy other Federalagenciest-do |  | 17 | 17 | 5 | 5 | 4 | 5 | 6 | 7 | 7 | \% | 3 | 3 |
| National Yonth Administration: |  | . | , | . | , |  | , | , | 2 | 2 | 0 |  | (a) |
| Whork nrojectst |  | $\stackrel{2}{4}$ | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | ${ }^{(9)} 4$ | (a) |
| Other Federal work and construction projects $\dagger$.-...........................-. |  | 38 | 39 | 37 | 30 | 34 | 35 | 40 | 48 | 54 | r 5 | 54 | 56 |

r Revised.
I.ess than $\$ 500.000$.
$\$$ Construction wage rates as of Nov. I, 1939. common labor \$0.685. skilled labor $\$ 1.46$.
( Farm wages revised heginning 1913; see tahle 53 . $p$. 18 of the November 1939 issue. Data on all public relief revised beginning with January 1933 ; figures not shown p. 23 of difier from those nreviously published in that they include, in addition to earnings of persons certiffed as in need of relief, the earnings of all other persons ernployed on work or construction projects financed in whole or in part from Federal funds. Wisconsin weekly earnings revised beginning January 1929 ; data not shown above will appear in a subsequent issue.

| Monthly statistics through December 1997, together with exp'anatory notes and references to the sonrces of the data may be found in the 1938 Supplement to the Survey | 1939 | 1935 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | Oetrober | Novem. ber | Decem. ber | Jinus. ary | Fehru. ary | March | A pril | May | June | July | August | Sep- |

FINANCE

-Less than $\$ 500,000$.

 TSee note marked with a "q" on p. 30 of the July 1839 issue.


FINANCE-Continued


## LIFE INSURANCE

## (Association of Life Insurance Presidents)

Assets, admitted, total: $\ddagger$.-.............mil. of dol
 Farm. Other-...- holdings
Real estate holdings-................
Policy loans and premium notes. do-do-
do. Bonds and stocks held (book value) total Government (domestic and foreign) of dol Government (domestic and foreign). . do... Public utility Other Cash.
Cather admitted -..................................... do-
Insurance written: $\boldsymbol{\epsilon}_{\boldsymbol{A}}$
Policies and certificates, total number

(Life Insurance Sales Research Bureau)
Insurance mritten,ordinary, $\dagger$ total thous of dol.New England
Middle Atlantic--
East North Centra
West North Central
South Atlantic.
East South Central.
West South Central.
Mountain
Lapse rate
.-...
$r$ Revised.
Revised series. Data on commercial failures revised hecinniog June tasks; see table 3, pp. 17-18 of the December 1938 issue. Data for insurance written, ordinary (Life Insurance Sales Research Purest) revised for the period $1936-38$ io include a small
not shown on $b$. 31 of the November 1989 Survey will appear in a subsequent issue
$\$ 37$ companies having 82 percent of total assets of all United States legal reserve companies.
$\oplus 40$ companies having 82 percent of total life insurance outstanding in all United States legal reserve companies.

| Monthly statistics through December 1937，to－ gether with expianatory notes and references f to the sources of the data may be found in the 1988 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem． ber | Decem－ ber | Janu－ ary | Febru－ ary | March | April | May | June | July | August | Sep－ |

FINANCE－Continued


PUBLIC FINANCE（FEDERAL）
Debt，gross，rad of mo
Public issues：
interest hearing＊

Special issies to gov＇t agencies nind trust
Obligations fully guaranteed by the U．S．Gov ernment：$\sigma^{\circ}$
A mount ontstanding by agencies，total． mil of dol
Federal Farm Mortgage Corporation do Tome Ouners＇Loan Corporation．．．．do． Reconstruction Finance Corporation do．
Expenditures，total，including recovery and teliefí
General（including recovery and relief）${ }^{*}+$ do
Revolving funds，net＊
Transfers to trust accounts＊
Dent retirement
Custons．
Intermil revenue

$r$ Rerised．$\quad \Delta$ Deficit．
Quotations not fvallat de Januar $25{ }^{D}$ Preliminary．
Quotation not available beginning Selitombers

|  <br>  |  | － | $\stackrel{\stackrel{8}{\circ}}{\stackrel{y y}{8}}$ | $\xrightarrow{\sim}$ |  |  |  |  |  | $\begin{gathered} 2_{2}^{2} \\ y_{3}^{2}=2 \end{gathered}$ |  | $\begin{aligned} & 8 \\ & \frac{8}{5}-\frac{1}{3} \\ & \frac{9}{3} \end{aligned}$ | 号 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 号 |  | 心 苓 |  |  |  |  | － |  | $\begin{aligned} & 05 \\ & 0-5 \\ & 80 \\ & 80 \end{aligned}$ |  | 获 |  |
|  －© <br>  |  | 号 |  | $\begin{aligned} & \infty \\ & \stackrel{C}{\infty} \\ & \underset{y}{8} \end{aligned}$ |  |  |  |  | 蕆灾灾 | NNNG N <br>  |  |  | 号 |  |
|  <br>  <br>  |  | 范 |  | $\begin{aligned} & \text { 怘 } \\ & \text { 䓌 } \end{aligned}$ |  ににもにくくいい |  |  <br>  |  | $\stackrel{N}{20}$ |  |  |  | $\begin{aligned} & \stackrel{\rightharpoonup}{*} \\ & \stackrel{\rightharpoonup}{5} \end{aligned}$ |  |
|  |  | 0 0 0 0 | 戟 | 皆 |  |  |  | ！： |  |  |  |  | $\begin{aligned} & \stackrel{\rightharpoonup}{F} \\ & \stackrel{0}{8} \\ & \text { en } \end{aligned}$ |  |
|  |  | \％ | 䓣 | 恐 |  |  |  |  | 录哭 |  |  |  | $\begin{aligned} & \text { む } \\ & \stackrel{y}{3} \\ & \vdots \end{aligned}$ |  |
|  |  | $\begin{aligned} & \text { ت } \\ & \text { ت } \end{aligned}$ |  | $\begin{aligned} & \mathscr{\circ} \\ & 0 \\ & 8 \end{aligned}$ | にas? |  |  <br> $\rightarrow$ CONTO |  | 突 | nn-N N |  |  | $\begin{aligned} & \text { er } \\ & 0 \\ & 0 \end{aligned}$ |  |
|  <br>  <br>  |  | \％ |  | 令 8 8 8 |  |  |  |  | 悤宽 |  |  |  | $\begin{aligned} & \text { en } \\ & \text { co } \\ & \hline 0 \end{aligned}$ |  |
|  <br>  | N－9 | － | $\begin{array}{r} \dot{8} \\ \text { eig } \\ \underset{\sim}{2} \end{array}$ | 㗄 | ！：：！！ |  | $1 \cdot 1.1$ | 1： | － | 为－ | $\begin{aligned} & n=5 \\ & 098 \\ & 0.50 \\ & 0=0 \end{aligned}$ |  | $\begin{aligned} & \stackrel{\rightharpoonup}{c} \\ & \substack{0 \\ \infty \\ \hline \\ \hline} \end{aligned}$ |  |
|  <br>  <br>  |  | \％ |  | $\begin{aligned} & \text { 合 } \\ & \stackrel{\rightharpoonup}{e f} \end{aligned}$ |  $-\infty-\sin \cos$ |  | isincos |  |  |  |  |  | $\begin{aligned} & 5 \\ & 8 \\ & 8 \\ & 0 \end{aligned}$ |  |
|  <br>  <br>  |  | $\stackrel{\sim}{\infty}$ | － | 宫 |  |  |  |  |  | worn er <br>  |  | $\begin{array}{lc} 10 & \frac{1}{8} \\ \infty & 8 \\ \text { 范也会 } \end{array}$ | $\begin{aligned} & \text { os } \\ & \substack { 0 \\ \begin{subarray}{c}{0{ 0 \\ \begin{subarray} { c } { 0 } } \end{aligned}$ |  |
|  |  |  | 客 | $\begin{aligned} & \stackrel{1}{\leftrightarrows} \\ & \underset{\sigma}{\infty} \end{aligned}$ |  | ！ |  |  | 安安 |  |  |  | $\begin{aligned} & \text { 苞 } \\ & 0.8 \\ & 0.8 \end{aligned}$ |  |
|  |  | 产 | 号 | 古 |  |  | i i i i i | $\bigcirc$ | 皆宗 |  |  |  | － |  |

gor increase in enrmarted goid（ - ）．
Wumber of companies included varies slightly．
8， $1939 . \quad{ }_{3}$ Quotations not available Augusi 28 －October 10 2 Quotations not reported A prii 10 ， 1930 turough June 8， 1939

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1038 Supplement to the Surves | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | February | March | Apri] | May | June | July | August | $\begin{gathered} \text { Sep. } \\ \text { tember } \end{gathered}$ |

FINANCE-Continued

PUBLIC FINANCE (FEDERAL)-COn.
Receipts, total-Continued.
Internal revenue-Continued. Taxes from:
Admissions to theaters, etc._thous. of dol Capital stock transfers, etc..................-
Sales of radio sets, etc.
 Government corporations and credit agencies: $\dagger$
Assets, other than interagency, total
mil. of dol Loans and preferred stock, total....-do....
Loans to financial institutions (incl. pre forred stock) Loans to railroads
Home and housing mortgage loans. do ................................ Farm mortgage and other agricultural loans.................................. of dol
 teed Business property Property held for sale All other assets.
 Bonds, notes, and debentures: Guaranteed by the U. S................ do.
 Privately owned intercsts.
Proprietary Intercsts of the U. S. Government Reconstruction Finance Corporation, loans outstanding, end of month: $\dagger$
Section 5 as amended, total............................... Banks and trust companies, including reccifers..................thous of dol Buecivers.....................thous. of dol Insurance companies. Mortgage loan companies
$\qquad$ All other under Seetion 5 -...........-do.-. Emergency Reliel and Construction Act, total, as amended.........thous. of dol. Self-liquidating projects (including financ ing repairs)
Financing of exports of agricultural sur. Financing of exports of agricultural surFinancing of agricultural commodities and livestock .................... Direct loans to business (incl. participa-
 Total Bank Conservation Act, as amended Drainage, levee, irrlgation, etc. ${ }^{*}$......do......

## CAPITAL FLOTATIONS

## New Security Registrations $\{$

(Securlties and Erchange Commission)
New securities effectively registered under the Securities Act of 1933, total ....thous. of dol. Estimated gross proceeds (total registration, less securities reserved for conversion), total.
Type of security:
Common stock.
Preferred stock-.................................................
 Secured bonds.
Debentures and short-term notes
Type of registrant:
Manufacturing industri
Financial and lnvestment
$\qquad$ - do
 Eransportation and communications do Electric light and power, gas, and water
thous. of dol
Securities not presently Intended to be offered for cash sale for account of registrants:
Registered for account of others
Registered for options and for other subse quent issuance...................thous. of dol Other securities not intended for cash Selling and distributing expenses:
Selling and distributing expenses:
Conmissions and discounts
Commissions and discounts.-thous. of dol.
Other selling and distributing expenses
thous. of dol.


- The total includes $\$ 12,576,000$ of face amount installment certificates.

ISeries differ from current presentation of the Securities and Exchange Commission, due to a reclassification of certain items, but data as shown here are comparable throughout. When carlier data are available on the new basis, they will be presented in the Survey.
*New series. Data for drainage, levee, irrigation, and similar districts, beginning December 1933 not shown on p. 33 of the August 1930 Survey, will appear in a subseent issue of the Survay; this series was formelly included with "Other loans."
$\dagger$ Revised series. Details for assets of Government corporations and credit agencies have been revised beginning June 1037 due to changes in the underlying U. S. Treasury
Department compilations and are not comparable with the series shown in the 1938 Supplement. Several new series on loans and other assets have been brought out. No changes have been made in the series on liabilities. Data not shown on p. 33 of the November 1938 Survey will appear in a subsequent issue. For Reconstruction Finance Corporation loans outstanding, minor revisions beginning August 1934 will appear in a subsequent issue.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | February | March | April | May | June | July | August | September |

FINANCE-Continued

| CAPITAL FLOTATIONS-Con. <br> New Security Registratlons-Con. I <br> (Securities and Exchange Commission) | 12,060 | 347, 770 | 211,052858 | $\begin{array}{r} 125,424 \\ 1,920 \end{array}$ | $\begin{array}{r} 132,009 \\ 416 \end{array}$ | 14,956201 | $\begin{array}{r} 58,886 \\ 1,690 \end{array}$ | $\begin{array}{\|r} 229,546 \\ 190 \end{array}$ | 28,86525 | $\begin{array}{r} 244,611 \\ 857 \end{array}$ | 182, 134 | $\begin{array}{r} 270,203 \\ 124 \end{array}$ | $\begin{array}{r} 22,635 \\ 130 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Estimated gross proceeds (total registrations less securities reserved for conversion)-Con. Estimated cash proceeds to be used for: Total thous. of dol. |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Organization development.........do. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Purchase of: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Plant and equipmente...........do.-.-- | ${ }_{235}^{936}$ | 10,139 | 38,017 | 10,142 180 | 2,040 | $\begin{array}{r}3,453 \\ 13 \\ \hline 18\end{array}$ | 4, 634 | 1,936 24 | 213 <br> 92 | 7,469 32 | 10,423 | 9,441 110 | 1,088 |
| Securities for investment--.-.-.-.-. do...-- | 2,632 | 21,745 | 38,375 | 27,669 | 20,399 | 2,416 | 1,965 | 3,629 | 15, 278 | 11, 756 | 19,058 | 2, 495 | 11,914 |
| Securities for affliation- | ${ }^{0} 10$ |  | , 798 |  | , 0 |  | 500 | , 0 | + 46 | 194 | , 898 | 123 | 148 |
| Increase of working capital. | 5, 101 | 8,716 | 2,997 | 8,400 | 2,139 | 4,239 | 13, 201 | 70,634 | 3,770 | 22,824 | 11, 101 | 6, 496 | 2, 357 |
| Retirement of preferred stock | 43 | 447 | 18, 168 | 10,494 | 35, 523 | 0 | 191 | 1,034 | 239 | 100 | 4, 562 | 2,417 | 0 |
| Repayment of bonds and notes....-do....- | 1,428 | 270, 494 | 88,743 | 64,567 2 2036 | $\begin{array}{r}69,058 \\ \hline 2407\end{array}$ | 3,303 | 36, 531 | 147, 471 | 8, 5641 | 187, 648 | 122,061 | 217, 1818 | 4,788 |
| Repayment of other indebtedness__do.... Miscellaneous. | 1,223 | 36, 139 | 36 23,060 | 2,036 16 | 2,407 0 | 1,331 0 | 267 4 | 4, 629 | 561 0 | 5,047 8,684 | 13, 697 | 1,807 29,372 | 609 680 |
|  |  |  |  |  |  |  |  |  |  |  |  | 29,372 | , 680 |
| Securities Issued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (Commercial and Finaneial Chronicle) $\dagger$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Securities issued, by type of security, total (new capital and refunding) $\qquad$ thous. of dol. | 739, 540 | 766, 188 | 395, 808 | -514, 182 | -277, 438 | 540,723 | 239, 229 | -357,041 | r1,312,757 | 604, 380 | -590, 322 | '461,265 | 174,372 |
| New capital, total.........................do.... | 335, 860 | 166, 908 | 220, 893 | 241,001 | -220,630 | 377, 550 | 162, 272 | r 143,721 | r117, 373 | 292, 576 | -318, 201 | r112,629 | 41, 221 |
| Domestic, total ------.-................d. ${ }^{\text {do }}$ | 335, 860 | 166, 908 | 195, 893 | 241,001 | r 200. 630 | 377, 550 | 162, 272 | r 143, 271 | r117, 373 | 283.326 | -318, 201 | +82,629 | 41,221 |
|  | 18, 200 | 63, 922 | 43, 521 | 59, 544 | ${ }^{\text {r 5, }} 926$ | 23, 671 | 52, 979 | r 78.160 | г 21, 740 | 30, 241 | ${ }^{+50,139}$ | - 25,895 | 16,019 |
| Bonds and notes: | 13,786 | 61, 484 | 37,385 | 43,995 | 2,300 | 16, 722 | 42,809 | r47,533 | -18, 428 | 21, 128 | -40,340 | + 21,403 | 14,320 |
| Short term-...............................d. |  | , 300 |  |  | 2,600 |  |  | - 0 | 18, 28 | -450 | 0 | 1,460 | 11.3 |
| Preferred stocks ...-.-.-.-..........-do | 3, 107 | 1,950 | 1,344 | 11,752 | 0 | 1,278 | 936 | 1,020 | 2,220 | 5, 579 | 4, ¢08 | 2,010 | ${ }^{3} 00$ |
|  | 1,307 | 188 | 4,753 | 3,798 | ${ }^{\cdot} 1,026$ | 5,571 | 9,234 | - 29,607 | 1,092 | 3, 084 | 4,891 | 1,021 | 1,199 |
| Farm loan and other government agencles thous. of dol. | 275, 866 | 0 | 0 | 55,000 | 118, 146 | 310,090 | 4,325 | 1,950 | 1,550 | 0 | 202, 553 | 0 | 9,950 |
| Municipal, States, etc...............do. | 41, 794 | 102, 986 | 152,373 | 126, 457 | 76,557 | 43, 890 | 104, 968 | 63, 161 | 94,083 | 253, 085 | 65, 508 | 56, 734 | 15, 252 |
|  | , | 102, | 25,000 | - 0 | 20,000 | - 0 | -2, 0 | ${ }^{6} 450$ | - 0 | 9,250 | - 0 | 30,000 | 1 , 2 |
| Corporate .-...............-.-.-......- ${ }^{\text {do }}$ | 0 | 0 |  |  |  | 0 | 0 | 0 | 0 |  | 0 |  | 0 |
|  | 0 | 0 | 25,000 | 0 | 20,000 | 0 | 0 | 0 | 0 | 9,250 | 0 | 30,000 | 0 |
| Refunding, total | 403,680 | 599, 280 | 174,914 | т273, 181 | 56, 809 | 163, 173 | 77,658 | 213, ${ }^{420}$ | 1,195,383 | 311, 804 | -272, 122 | >348,636 | 133, 151 |
| Domestic, total............................ do | 402, 180 | 599, 280 | 134,914 | r270, 556 | 56,809 | 163, 173 | 74, 658 | 160,820 | 1,179,633 | 311,804 | -272, 122 | -332, 136 | 133, 151 |
| Corporate, total | 157, 314 | 274, 237 | 107, 702 | r235, 493 | 10,386 | 136, 115 | 46,689 | 129, 249 | 151, 002 | 251, 798 | r180, 438 | r 300, 963 | 74,175 |
| Bonds and notes: | 157, 271 | 273,706 | 85, 266 | r224, 520 | 5,200 | 101, 286 | 46,366 | 105, 913 | 126, 102 | 249, 463 |  | r291, 677 | 20,875 |
| Short term--...........-.-..............do | - 0 | - 0 | 8,000 18,48 | 224, 0 | 5,000 | -1, 0 | 4,368 | - 0 | 4,500 | 24, 0 | 13,58 9,000 | - 500 | 53, 300 |
| Prelerred stocks.......-...-.-............ do...- | 43 0 | 531 | 18,436 | 10,974 | ${ }_{188}^{0}$ | 34, 829 | 200 | 23,336 | 20,400 | 2, 336 | +37, 852 | 8,730 56 | 0 0 |
| Common stocks................-do-..- | 0 | 631 |  |  | 186 |  | 123 | 0 |  | 0 | 0 | 56 | 0 |
| thous. of dol. | 235, 093 | 322,862 | 21, 700 | 20, 250 | 19,250 | 17,050 | 15,023 | 20,750 | 1,021,414 | 20,950 | 74,050 | 18, 250 | 50, 850 |
| Municipal, States, etc...............do.... | 9,773 | 2,181 | 5,513 | 14, 813 | 27, 172 | 10,008 | 12,946 | 10, 820 | 7,217 | 39,055 | 17, 634 | 12,923 | 8,126 |
|  | 1,500 |  | 40,000 | 2,625 |  |  | 3, 000 | 52, 500 | 15, 750 | 0 |  | 16,500 | 0 |
| Corporate--...-------.......------- do | 0 | 0 |  |  | 0 |  |  | 52,500 | 10,500 5,250 | 0 | 0 | 16, 500 | 0 |
|  | 1,500 | 0 | 40,00 | 2, 625 | 0 | 0 | 3,000 | ${ }_{0}^{0}$ | 5,250 | 0 | 0 | ${ }^{4}$ | 0 0 |
| Securities issued by type of corporate borrower, |  |  |  |  |  |  |  |  |  |  |  |  |  |
| total. thous. of dol | 175,514 18,200 | 338, 159 | 151,223 | $\begin{array}{r}\text { r } \\ \times 295,038 \\ 59,544 \\ \hline\end{array}$ | r $\begin{array}{r}16,312 \\ \text { r } 5926\end{array}$ | 159,686 23,571 | 99,668 52 52 | $r$ 259,909 $r 78,160$ |  | 282,039 30,241 | $+230,577$ $r 50,139$ $r$ | +343.357 -25.895 | 90,194 16,019 |
|  | 18,200 5,957 | 63,922 40,561 | 43, 521 | 59,544 48,801 |  | 23,571 20,171 | 52, 979 18,572 | $\begin{array}{r}\text { r78,160 } \\ \hline 75\end{array}$ | r 21,740 3,987 | 30,241 12,198 | ( $\begin{array}{r}\text { r } 50,139 \\ +10,339\end{array}$ | 17,045 | 16,019 1,099 |
| Investment trusts, trading, and holding companior etc | 0 |  | 0 | 0 | 500 |  |  | 500 | 500 | 0 |  | +500 | 0 |
| Land, buildings, etc-.-.-................do.--- | 81 | 1,420 | 240 | 394 | ${ }_{630}$ | 375 | 0 | ${ }^{\text {r }} 11100$ | 100 | 0 | 1,186 | 250 | 130 |
| Public utilities..............................do | 1,505 | 20,441 | 21, 235 | 6,461 | 1, 170 | 2, 475 | 4,202 | 579 | 403 | 12,666 | 25,892 | 1,930 | 125 |
|  | 9, 200 |  |  |  |  |  | 30, 135 | 0 | 1,500 | 2, 700 | 12,435 | 400 | 13,065 |
| Shipping and miscellaneous...........d | 157,457 | 1,500 | 3,712 | 3,888 | 2, 2000 | ${ }^{550}$ | 71 | , | 15, 250 | 2, 677 | ${ }^{5}{ }^{\text {r }} 888$ | 5,780 | 1,600 |
| Refunding, total..........................- do | 157, 314 | 274, 237 | 107, 702 | -235, 493 | 10,386 | 136,115 | 46,689 | 181, 749 | 161, 502 | 251, 798 | -180, 438 | - 317,463 | 74, 175 |
| Industrial | 3,443 | 14, 458 | 44, 656 | 56, 404 | 3,986 | 11,500 | 15, 301 | 60, 175 | 2, 000 | 79,810 | -96, 124 | 20, 123 | 600 |
| Investment trusts, trading, and holding companies, etc thous. of dol. | 6,250 | 0 | 0 | 0 | 0 | 0 | 0 | 12,755 | 0 | 0 | 0 | 0 | 0 |
|  |  | 120 | , | 416 | 850 | 88 | 0 | 720 | 202 | 830 | 51 | 2,505 | 230 |
| Public utilities...................-.-.-....- do | 147, 052 | 259, 659 | 63, 046 | r124, 795 | 300 | 111,029 | 31,388 | 106, 500 | 154,400 | 160, 185 | r80,788 | - 250,835 | 22,645 |
| Railroads .--- --.-.-.-....-........ do | ${ }^{0}$ | ${ }^{\mathbf{0}}$ | 0 | - $\begin{array}{r}46,378 \\ 7,500\end{array}$ | 5, 2500 | 12,000 1,500 | 0 | 1. 600 | 4,900 | 9, 438 |  | 7.000 | 700 |
| Shipping and miscellaneous...........do | 0 | 0 | 0 | 7,500 | 250 | 1,500 | 0 |  | 0 | 1,536 | 3,475 | 37,000 | 50, 000 |
| (Bond Buyer) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| State and municipal issues: Permanent (long term) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Permanent (long term) Temporsry (--...-thous. of dol..-- | - ${ }_{21,782}$ | $\begin{aligned} & 132,234 \\ & 154,875 \end{aligned}$ | $\begin{array}{r} 169,736 \\ 47,031 \end{array}$ | 128, 654 | $\begin{array}{r} 104,966 \\ 88,656 \end{array}$ | $\begin{array}{r} 60,422 \\ 170,769 \end{array}$ | $\begin{array}{r} r \\ 49,297 \\ 92,355 \end{array}$ | $\begin{array}{r} \text { '77,482 } \\ 105,332 \end{array}$ | 107, 299 110,110 | $\begin{array}{r} 206,463 \\ 65,820 \end{array}$ | $\begin{array}{r} \mathbf{1 3 2 , 8 1 0} \\ 62,150 \end{array}$ | $\begin{array}{r} \text { r 80, } 669 \\ 154,809 \end{array}$ | $\begin{aligned} & +30,584 \\ & +64,931 \end{aligned}$ |
| COMMODITY MARKETS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume of trading in grain futures: <br> Wheat. mil. of bu_... | 504 | 380 | 336 | 325 | 300 | 168 | 202 | 326 | ${ }_{721}$ | 556 | 669 | 637 | 716 |
| Corn...-.-....................-.-.-.-...-do.- | 104 | 133 | 147 | 138 | 104 | 71 | 81 | 106 | 137 | 133 | 183 | 151 | 187 |
| SECURITY MARKETS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Brokers' Balances (N. Y. S. E. members carrying margin accounta) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Customers' debit balances (net)....-mil. of dol.. | 894 | 905 | 939 | 991 | 971 | 967 | 953 | 831 | 828 | 834 | 839 | 792 | 856 |
| Cash on hand and in banks...............do...- | 200 | 196 | 189 | 190 | 192 | 168 | 174 | 190 | 183 | 178 | 183 | 202 | 217 |
| Money borrowed.-.-.-.-.............. do | 577 289 | 617 270 | 662 252 | 754 847 | 713 235 | 722 | 699 225 | 579 236 | 561 230 | 570 230 | 589 238 | - 235 | 520 305 |

- Revised.

I See footnote marked "y" on p. 33.
I See footnote marked ich on p. 33 .
$\dagger$ Revised series. Data revised beginning January 1937; see table 26 on pp. 15 and 16 of the May 1939 Survey.

| Monthly statistics through December 1987, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem. ber | $\begin{gathered} \text { Decem- } \\ \text { ber } \end{gathered}$ | January | February | March | A pril | May | June | July | August | Sep. |

FINANCE-Continued

| SECURITY MARKETS-Continued Bonds <br> Prices: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Prices: <br> A verage prlce of all listed bonds (N. Y. S. E.) |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | ${ }^{94.59}$ | 90.67 83.70 | ${ }_{93.33}^{90.34}$ | 91.27 94.35 | 91.03 94.25 | 91.85 95.01 | 91.80 94.99 | ${ }_{94.83}^{91.56}$ | 92.92 96.09 | 92.08 95.34 | 93.15 96.46 | 90.59 94.05 | 88.50 92.41 |
| Foreign | 50.55 | 61.20 | 61.02 | 60.11 | 58.55 | 59.68 | 58.43 | 57.40 | 59.73 | 57.79 | 58.46 | 54. 50 | 47. 29 |
| Standard Statlstics Co., Inc. ( 60 bonds) <br> dol. per $\$ 100$ bond | 82.9 | 81.8 | 82.1 | 81.1 | 81.9 | 82.1 | 83.1 | 79.4 | 80.2 | 81.4 | 81.6 | 81.0 | 80.9 |
| Industrial (20 bonds) .-....-.-......do. | 86.4 | 86.8 | 86.9 | 86.0 | 86.2 | 86.4 | 87.1 | 83.8 | 84.8 | 86.2 | 86.3 | 85.8 | 85.0 |
| Public utilities (20 bonds)...............do | 100.5 | 98.6 | 99.3 | 88.7 | 99.7 | 100.7 | 101.3 | 99.7 | 101.0 | 101.6 | 102.1 | 101.7 | 98.6 |
| Rails (20 bonds) | 61.6 | 59.9 | 60.2 | 58.6 | 59.7 | 59.0 | ${ }^{60.9}$ | 54.5 | 54.8 | 56.2 | 56.4 | 55. 5 | 59.0 |
| Domestic municipals ( 15 bonds).....-do | 110.7 | 115.2 | 116.6 | 116.5 | 117.3 | 117.3 | 117.9 | 116.4 | 118.1 | 118.6 | 118.3 | 116.5 | 107.1 |
| U. S. Treasury bondst .-.............do | 102.6 | 104.3 | 104.0 | 104.1 | 104.4 | 104.8 | 106.0 | 106.6 | 108.3 | 109.1 | 108.9 | 108.2 | 101.9 |
| Sales (Securities and Exchange Commission): Total on all repistered exchanges: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Market vaiue...............thous. of dol.. | 162, 275 | 166, 812 | 139,760 | 146, 188 | 157, 278 | 126,687 | 179, 440 | 119, 057 | 125,737 | 127, 703 | 121, 420 | 122, 908 | 417, 429 |
| Face value-................-........-do...- | 229, 653 | 237,245 | 207, 719 | 259, 364 | 224, 622 | 166, 855 | 245, 123 | 165, 925 | 167, 691 | 169,641 | 162,425 | 159, 770 | 498, 100 |
| On New York Stock Exchange: Market value | 131,901 | 133,469 | 107,389 | 116, 550 | 119, 160 | 86,903 | 137,021 | 92,210 | 93,060 | 91,785 | 87,837 | 89, 189 | 384, 237 |
|  | 194, 212 | 195, 775 | 169,415 | 221, 469 | 178, 731 | 121, 222 | 195, 394 | 133, 554 | 130, 243 | 129, 260 | 123,949 | 121, 165 | 459, 821 |
| Sales on N. Y.S.E., exclusive of stopped sales (N. Y. S. E.) par value: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total ...............thous. of dol.. | 170,089 | 185, 179 | 155, 868 | 217,609 | 159,611 | 118, 993 | 185, 513 | 122,804 | 123, 104 | 126, 570 | 119, 431 | 111, 304 | 480, 789 |
| U. S. Government --.......-do | 14, 203 | 7,673 | 4,419 | 6, 535 | 7, 581 | 4, 871 | 11,889 | 7,459 | 7,390 | 6,821 | 5,137 | 8,730 | 227, 101 |
| Other than U. S. Government: | 155,8 | 177, 506 | 151, 449 | 211,0 | 152,0 | 114, 122 | 173, 624 | 115, 345 | 115, 714 | 119,749 | 114, 294 | 102,664 | 253, 688 |
| Domestic | 134, 816 | 155, 698 | 130, 133 | 185, 528 | 131, 490 | 96,722 | 139, 909 | 93,396 | 98, 423 | 102, 189 | 100, 622 | 85, 001 | 227, 997 |
| Foreign | 21,070 | 21,808 | 21,316 | 25, 546 | 20, 540 | 17,400 | 33,715 | 21.949 | 17, 291 | 17,560 | 13, 672 | 17, 663 | 25, 691 |
| Value, issues listed on N. Y. S. E.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Domestic issues...-...-.......-..........d. ${ }^{\text {do }}$ | 47, 922 | 45,546 | 45, 640 | 46, 920 | 46, 933 | 46, 862 | 48,071 | 47,975 | 48, 056 | 48, 166 | 48,032 | 47, 642 | 47, 917 |
| Foreign Issues | 4,531 | 4,679 | 4, 661 | 4,634 | 4, 654 | 4,604 | 4, 599 | 4, 589 | 4, 591 | 4, 585 | 4, 578 | 4, 567 | 4,549 |
| Market value, all | 47, 621 | 45, 539 | 45, 442 | 47,053 | 46,958 | 47, 271 | 48,352 | 48, 128 | 48,921 | 48,571 | 49.007 | 47, 297 | 46, 431 |
| Domestic issues | 45, 331 | 42,675 | 42,587 | 44,268 | 44, 233 | 44,524 | 45,665 | 45, 493 | 46, 179 | 45,921 | 46,331 | 44, 808 | 44, 279 |
| Foreign issues. | 2, 290 | 2,864 | 2,844 | 2,785 | 2,725 | 2,748 | 2,687 | 2,634 | 2,742 | 2,649 | 2,676 | 2, 489 | 2,151 |
| Yields: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bond Buyer: Domestic m | 2.93 | 2.90 | 2.83 | 2.78 | 2.76 | 2.80 | 2.72 | 2.78 | 2.6 | 2.66 | 2.67 | 3.21 | . 30 |
| Moody's: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Domestic (120 By ratings: | 83 | 4.03 | 3.9 | 3.9 | 3.80 | 3.81 | . 74 | 3.84 | 3.78 | 71 | 3.66 | 3.67 | . 95 |
| Aaa (30 bonds) | 3. 15 | 3.15 | 3.10 | 3.08 | 3.01 | 3.00 | 2.99 | 3.02 | 2.97 | 2.92 | 2.89 | 2.93 | 25 |
| Aa (30 bonds) | 3. 35 | 3.53 | 3.46 | 3.42 | 3.32 | 3.26 | 3.22 | 3.22 | 3.16 | 3. 13 | 3.07 | 3.11 | 3. 49 |
| A (30 bonds) | 3.94 | 4.08 | 4.02 | 4.02 | 3.97 | 3.94 | 3.87 | 3.97 | 3. 92 | 3.86 | 3.83 | 3.80 | 4. 05 |
| Baa (30 bonds) | 4.88 | 5.36 | 5.23 | 5.27 | 5.12 | 5.05 | 4.89 | 5.15 | 5.07 | 4.91 | 4.84 | 4.85 | 5. 00 |
| By groups: ${ }^{\text {Industriais ( } 40 \text { bonds) }}$ | 3.43 | 3.43 | 3.39 | 3.40 | 3.31 | 3.29 | 3. 29 | 3.35 | 3.30 | 3. 23 | 3.17 | 3.21 | . 58 |
| Public utilities (40 bonds) | 3. 57 | 3.73 | 3. 65 | 3. 63 | 3.57 | 3. 52 | 3. 48 | 3.51 | 3.45 | 3. 42 | 3.39 | 3. 40 | 3.70 |
| Rails (40 bonds).- | 4.51 | 4.94 | 4.83 | 4.82 | 4.70 | 4.63 | 4.46 | 4.66 | 4. 60 | 4. 47 | 4. 42 | 4.41 | 3. 57 |
| Standard Statistics Co., Inc.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| U. Domestic municipals (15 bonds) | 3. 2 | $\begin{aligned} & 2.82 \\ & 2.48 \end{aligned}$ | $\begin{aligned} & 2.74 \\ & 2.50 \end{aligned}$ | 2.75 2.49 | 2.70 2.47 | $\begin{aligned} & \text { 2. } 70 \\ & 2.44 \end{aligned}$ | $\begin{aligned} & 2.67 \\ & 2.34 \end{aligned}$ | $\begin{aligned} & 2.75 \\ & 2.30 \end{aligned}$ | 2.66 2.17 | $\begin{aligned} & 2.63 \\ & 2.13 \end{aligned}$ | 2. 2.65 | $\begin{aligned} & \text { 2. } 75 \\ & 2.21 \end{aligned}$ | 3.29 2.65 |
| Stocks |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cash dividend payments and rates (Moody's): Annual payments at current rates ( 600 companies) <br> Number of shares, adjusted..........-millions | 1, 442.45 | 1,293. 59 | 1, 328. 16 | 1,315. 04 | 1,316. 25 | 1,329.91 | 1,334.15 | 1,337. 76 | 1,339. 27 | 1,382. 43 | 1,391. 46 | 1,422.99 | , 423. 82 |
|  | 935.03 | 929.10 | 929. 10 | 935. 03 | 935.03 | 935.03 | 935.03 | 935.03 | 935.03 | 935.03 | 935.03 | 935.03 | 935.03 |
| Dividend rate per share (weighted average) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (600 cos.) ---......................-dollars | 1. 3.01 | 1.39 3.00 | 1.43 <br> 3.00 | 1.41 3.01 | 1.41 <br> 3.01 | 1.42 <br> 3.01 | 1.43 <br> 3.01 | 1.43 <br> 3.01 | 1.43 3.01 | 1.48 3.01 | 1.49 <br> 3.01 | 1. 32 | 1.52 3.01 |
| Industrials (492 cos.)......................do | 1. 45 | 1.24 | 1. 29 | 1. 28 | 1. 28 | 1.30 | 1.30 | 1.31 | 1.31 | 1. 37 | 1.38 | 1.42 | 1. 42 |
| Insurance ( 21 cos.) | 2. 39 | 2.24 | 2.24 | 2.31 | 231 | 2.31 | 2.31 | 2.33 | 2.33 | 2.39 | 2.39 | 2.39 | 2. 39 |
| Public utilities ( 30 cos.)..----.......- do | 1. 95 | 1.93 | 1.94 | 1.92 | 1.91 | 1.91 | 1.92 | 1. 92 | 1.92 | 1.94 | 1.94 | 1.94 | 1. 95 |
| Rails (36 cos.) | 90 | 1.09 | 1.05 | 85 | 90 | 0 | 90 | 90 | 90 | 0 | 87 | 90 | 0 |
| Dividend declarations (N. Y. Times): Tota) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total <br> Industriais and misc. $\qquad$ thous. of dol $\qquad$ do | 1092969 192.915 | 180,506 169,901 | 509,160 486,396 | ${ }_{229,916}^{247,59}$ | 194,118 181,480 | 303,839 289,412 | 186,095 182,522 | 154,076 147,635 | 357, 394 | 220,175 200,698 | 181,033 167,167 | 310, 284 | 193,698 191,364 |
|  | 7, 053 | 10,605 | 22,765 | 17,653 | 12, 638 | 14, 427 | 3, 573 | 6,440 | 18,976 | 19, 477 | 13,866 | 14, 116 | 2, 334 |
| Prices: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Average price of all listed stocks (N. Y. S. E.) Dec. 31, 1924=100 | 65.8 | 65.4 | 1 | 66.2 |  | 64. | 27.0 | 6.6 | 60.2 | 57.0 | 62.2 | 7.9 | 5. 9 |
| Dow-Jones \& Co., Inc.: (65 stocks) |  |  |  |  |  |  |  |  |  |  |  |  | 5.9 |
| dol. per shar | 51.80 | 49.64 | 50.32 | 49.32 | 49.13 | 48.68 | 48. 99 | 4268 | 44.43 | 45. 66 | 46.82 | 46. 47 | 50.47 |
| Industrials (30 stocks) .-.-.-.-.-...... do | 15.15 | 150.36 | 151.96 | 150.12 | 146. 87 | 144.60 | 145. 06 | 127.73 | 132.56 | 136. 52 | 139. 26 | 137. 88 | 150.72 |
| Public utilities (15 stocks) ..............do | 25. 64 | 22.92 | 23.35 | 21.94 | 23.30 | 24.94 | 24.84 | 22.05 | 23.05 | 23. 66 | 24.96 | 25. 68 | 24.36 |
| Rails (20 stocks) | 34. 27 | 30.62 | 31.29 | 30.52 | 31.20 | 30.31 | 31.07 | 25. 75 | 27.02 | 27.59 | 28.29 | 27.67 | 31.97 |
| New Yorit Times ( 50 stock | 110. 33 | 106.81 | 105. 29 | 105. 36 | 102. 73 | 102.22 | 100. 59 | 90.46 | 94. 19 | 96.95 | 99.74 | 99.44 | 110. 38 |
| Industrials ( 25 stocks) | 194.82 | 189.69 | 186.99 | 186.98 | 181. 82 | 181.21 | 178. 01 | 161.51 | 167. 73 | 173.12 | 178.03 | 178.21 | 195. 86 |
| Railroods (25 stocks). | 25.84 | 23.95 | 23.69 | 23.74 | 23.64 | 23.24 | 23.18 | 19.41 | 20.67 | 20.79 | 21.45 | 20.68 | 24.91 |
| Standard Statistics Co., Inc.:- |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Industrials (350 stocks) | 112.7 | 109.6 | 113.6 | 110.6 | 109.3 | 106.3 | 108.0 | 95.9 | 97.0 | 100.5 | 100.6 | 100.5 | 109.4 |
| Capital goods (107 stocks)* | 141.9 | 136.7 | 142.6 | 139.4 | 136.4 | 130.9 | 133.3 | 115.4 | 115.5 | 120.0 | 120.9 | 121.5 | 138.1 |
| Consumer's goods (194stoc | 101.6 | 98.7 | 102.1 | 98.5 | 97.8 | 96.5 | 98.7 | 88.7 | 91.5 | 95.4 | 96.2 | 96.9 | 98.3 |
| Public utilities (40 stocks) | 86.0 | 77.4 | 80.9 | 77.9 | 81.2 | 83.8 | 85.8 | 80.0 | 82.4 | 84.7 | 84.9 | 87.0 | 84.3 |
| Ralls (30 stocks) | 32.9 | 28.1 | 30 | 28.8 | 29.8 | 28.0 | 29.7 | 24.8 | 25.0 | 25.9 | 25.7 | 25.4 | 29.7 |
| Fire and marine insurance ( 18 stocks) | 59.9 | 81.0 | 49.6 | 47.7 | 50.0 | 81.1 | 53.5 | 50.4 | 53.7 | 55.2 | 55.0 | 54.0 | 58.7 |
|  | 90.7 | 87.0 | 87.4 | 85.3 | 86.1 | 85.7 | 87.0 | 81.0 | 84.3 | 89.3 | 89.8 | 88.2 | 87.6 |
| Sales (Securities and Exchange Commission): |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{array}{r} 1,184 \\ 43,293 \end{array}$ | $\begin{array}{r} 1,573 \\ 67,924 \end{array}$ | 1,306 | 1,225 | 1,129 | 655 | 1,058 | 882 | ${ }^{603}$ | 556 | 774 | 769 | 2,205 |
|  |  |  | 53,496 | 52,913 | 47, 393 | 26,057 | 40,384 | 42,614 | 23, 131 | 21,916 | 30,892 | 31,762 | 93,435 |


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | December | $\begin{aligned} & \text { Janu• } \\ & \text { ary } \end{aligned}$ | February | March | April- | May | June | July | August | $\begin{array}{\|l} \text { Sep- } \\ \text { tember } \end{array}$ |

## FINANCE-Continued

| SECURITY MARKETS-Continued <br> Stocks-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sales (S. E. C.)-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total, on all registered exchanges-Con. On New York Stock Exehange: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Market value.......-.....-- mil. of dol | 1,045 | 1,397 | 1,157 | 1,065 | 986 | 561 | 916 | 779 | 523 | 474 | 677 | 669 | 1,970 |
| Shares sold.------..-.-.-.-------thousands | 34, 998 | 54, 625 | 41, 923 | 39, 954 | 37,051 | 19,538 | 31, 150 | 33, 775 | 17,897 | 16,050 | 24, 519 | 24, 554 | r 75,192 |
| Exclusive of odd lot and stopped sales (N. Y. Times) -..........-thousands.- | 23,734 | 41,561 | 27,923 | 27,490 | 25, 186 | 13,877 | 24,565 | 20, 247 | 12,933 | 11,967 | 19,066 | 17,372 | 57, 081 |
| Shares listed, N. Y. S. E.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Market value, allisted shares_..-mil. of dol Number of slares listed.....-. millions | 47,374 1,431 | 47,002 1,423 | 46,081 1,427 | 47,491 1,424 | 44,884 1,425 | 46,271 1,426 | 40,921 1,427 | 40,673 1,427 | 43, 230 1,427 | 41,005 1,429 | 44,762 1,430 | 41,653 1,430 | 47, $\mathbf{1}, 441$ |
| Yields: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Moody's, common stocks (200)......-percent._ | 4.0 | 3.6 | 3.8 | 3.6 | 3.8 | 3.7 | 4.2 | 4.2 | 4.0 | 4.4 | 4.1 | 4.5 | 3. 9 |
| Banks (15 stocks) --..-.-...-..........do...- | 4.0 | 4.8 | 5.0 | 4.8 | 4.8 | 4. 6 | 4.8 | 4.8 | 4.4 | 4. 5 | 4.4 | 4.6 | 3.9 |
| Industrials (125 stocks) .....-........- do | 3.7 | 3. 0 | 3. 3 | 3. 1 | 3.4 | 3.3 | 3.8 | 3.9 | 3.7 | 4. 1 | 3.8 | 4.2 | 3.6 |
| Insurance (10 stocks) --.-.-.-.-...-- - do | 4.0 | 3. 9 | 3.9 | 4. 1 | 4. 1 | 4.0 | 4.3 | 4. 4 | 4.1 | 4. 2 | 4.0 | 4.3 | 4.1 |
| Public utilities (25 stocks)..........-- do-.--- | 5.3 3.0 | 5.7 3.9 | 5.9 ${ }_{3}$ | 5.7 2.9 | 5.6 | 5.3 | 5.8 3.9 | 5. 7 | 5. 3.7 | 5.7 | 5.2 3.5 | 5. 5 | 5. 8 |
| Standard Statistics Co., Inc., preferred stocks: | 3.0 |  |  |  |  |  |  |  |  |  |  |  |  |
| Industrißs, high-grade ( 20 stocks)..-.percent | 5. 09 | 4.99 | 4. 82 | 4. 94 | 4. 94 | 4.94 | 4. 82 | 4.99 | 4.94 | 4.87 | 4.88 | 4.92 | 5.14 |
| Stockholders (Common Stock) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| American Tel. \& Tel. Co., total......number. |  |  |  | 646,671 |  |  | 645,033 |  |  | 642,293 |  |  |  |
| Foreign-a ${ }^{\text {Penusylvania Railroad Co., total }}$ |  |  |  | 7,173 214,532 |  |  | 7,153 213,143 |  |  | 712, 104 |  |  | $\begin{array}{r} 7,003 \\ 211,014 \end{array}$ |
|  |  |  |  | 2, 874 |  |  | 2,853 |  |  | 2,832 |  |  | 2, 807 |
| D. S. Steel Corporation, total............do |  |  |  | 168,399 |  |  | 167, 650 |  |  | 169,079 |  |  | 163, 176 |
|  |  |  |  | 3,084 |  |  | 2,998 |  |  | 3,288 |  |  | 3, 286 |
| Shares held by brokers.......percent of total.- |  |  |  | 24.89 |  |  | 24.78 |  |  | 25.54 |  |  | 26.00 |

FOREIGN TRADE

| INDEXES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Exports: | 87 | 73 | 66 | 71 | 56 | 58 | 71 | 61 | 66 | 62 | 60 | 66 | 76 |
|  | 72 | 60 | 58 | 67 | 55 | 63 | 70 | 64 | 70 | 70 | 69 | 72 | 72 |
| U. S. merchandise, unadjusted: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Quantity.....-.....---.......-.-...-. - do...- | 131 | 116 | 106 | 111 | 91 | 92 | 113 | 98 | 107 | 101 | 99 | 108 | 117 |
|  | 87 | 74 | 67 | 72 | 56 | 58 | 71 | 61 | 66 | 63 | 61 | 67 | 76 |
|  | 66 | 64 | 63 | 64 | 62 | 63 | 63 | 62 | 62 | 62 | 62 | 62 | 65 |
| Imports: <br> Total value, unadjusted |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 67 65 | 65 54 | 55 55 | 53 54 | 55 55 | 49 | 59 53 | 58 | 63 61 | 58 | 57 | 54 57 | 56 59 |
| Imports for consumption, unadjusted: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Quantity .-------............ $1923-25=100$ | 116 | 104 | 99 | 99 | 100 | 89 | 112 | 107 | 111 | 102 | 98 | 102 | 112 |
|  | 65 | 56 | 54 | 52 | 53 | 48 | 60 | 58 | 61 | 56 | 53 | 56 | 63 |
|  | 56 | 54 | 54 | 53 | 53 | 54 | 54 | 54 | 55 | 55 | 55 | 55 | 56 |
| Exports of agricultural products, quantity: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total: <br> Unadjusted 1910-1 | 111 | 83 | 81 | 68 | 68 | 61 | 68 | 47 | 52 | 35 | 36 | 51 | 88 |
|  | 82 | 62 | 62 | 54 | 61 | 66 | 69 | 55 | 62 | 46 | 51 | 63 | 81 |
| Total, excluding |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Unadjusted.. | 83 | 101 | 90 | 84 | 99 | 87 | 92 | 72 | 91 | 56 | 60 | 69 | 71 |
|  | 72 | 87 | 83 | 78 | 98 | 95 | 92 | 78 | 95 | 63 | 66 | 70 | 66 |
| VALUE\& |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports, incl. reexports.....-..-. thous. of dol. | 332, 079 | 277, 928 | 252, 231 | 268, 756 | 212,908 | 218, 559 | 268, 364 | 230, 947 | 249, 259 | 236, 058 | 220,628 | 250, 839 | 288, 573 |
| By grand divisions and countries: do |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A frica .-.-.-.-.-.-.-.-.-...-------- do ---- | 10,385 62,780 | 10,308 50 | 9,767 48,494 | 13, 185 | 8,075 42,445 | 8,523 46,406 | 11,560 60,565 | 10,101 49,243 | 8,530 54,165 | 9,996 49,971 | 10,270 43,866 | 8,376 43,360 | 8,959 50,632 |
| Asia and Oceania.-.-....-.-.-------.-. do. | 62,780 23 367 | 50,990 19 | 48,494 19 | 61, 591 28,528 | 42,445 17692 | 46,406 17 | 60, 565 | 40, 243 16,147 | 54,165 21,394 | 49,971 14,769 | 43,866 12,551 | 43,360 12,126 | 50,632 19,347 |
|  | 23,367 127,690 | 19,502 127,710 | 19,104 | 28,528 112,672 | 17,692 95,830 | 17,484 95,445 | 23,573 108,143 | 16,147 88,809 | 21, 97 97 | 14,769 85,711 | 12,551 87,787 | 12,126 113,954 | 19,347 121,301 |
|  | 127,690 12,555 | 127,710 12,322 | 110,192 13,788 | 112,672 11,134 | 95, 1083 10818 | 95, 10,653 | 108,143 12,614 | 88,809 12,468 | 97,955 | 85,711 10,807 | 87,787 14,894 | 113, 954 | 121,301 12,132 |
|  | 34, 090 | 10, 166 | 8,620 | 8,317 | 6,395 | 5,176 | 6,446 | 4,806 | 6,294 | 5,299 | 5, 400 | 6, 868 | 607 |
|  | 6,301 | 5, 385 | 5, 091 | 5,141 | 4,381 | 3, 889 | 5,056 | 4,130 | 4,460 | 4,263 | 3,721 | 3,027 | 4,8.34 |
| United Kingdom | 52,924 | 56, 140 | 43, 238 | 46, 825 | 42,462 | 38,678 | 41, 874 | 34,311 | 37,410 | 36,604 | 33,452 | 47, 434 | 60, 339 |
| North America, northern.............. do | 62, 847 | 42,971 | 38,992 | 29, 067 | 27,061 | 26, 258 | 33, 092 | 35, 055 | 43, 583 | 40,452 | 41, 008 | 43, 162 | 53, 165 |
|  | 61, 715 | 41, 895 | 38, 513 | 28,458 | 26,684 | 25, 764 | 32, 298 | 34, 535 | 42, 637 | 39, 874 | 40, 074 | 42, 332 | 52, 156 |
| North America, southern..............do | 33, 102 | 23, 285 | 21, 473 | 23, 705 | 20, 801 | 20,453 | 27, 598 | 23, 462 | 22,356 | 23,358 | 21,850 | 20, 120 | 29, 116 |
|  | 8,579 | 4,501 | 5,239 | 5, 829 | 5,581 | 5,928 | 7,991 | 6,320 | 6,296 | 7,922 | 5, 505 | 4,606 | 5,781 |
|  | 32,960 | 22, 664 | 23, 314 | 28,538 | 18,695 | 21, 472 | 27,407 | 24, 277 | 22,669 | 26, 571 | 24, 847 | 21,867 | 25, 401 |
|  | 6,989 | 6, 034 | 6, 796 | 7, 736 | 3,114 | 4,067 | 5, 281 | 4,068 | 4,918 | 6,113 | 6,268 | 4,675 | 4,942 |
|  | 8, 609 | 5,382 | 5,143 | 6, 749 | 4,968 | 5, 120 | 6, 664 | 6,007 | 5,417 | 5,193 | 6,242 | 5,135 | 5,997 |
|  | 2,667 | 2,123 | 1,741 | 2,139 | 1,736 | 1, 480 | 2,188 | 1,479 | 1,621 | 2,651 | I, 596 | 1,818 | 2,020 |
| By economic classes (U. S. mdse. only): |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 323, 168 | 274, 319 | 249, 694 | 266, 171 | 210. 258 | 216,036 | 264, 578 | 227, 597 | 245, 913 | 233, 359 | '226, 737 | 248, 148 | 284, 041 |
| Crude materials .-.-...........-.-...- do | 78, 449 | 72,132 | 59, 867 | 49,376 | 36,391 | 36,485 | 40,072 | 26,016 | 30,243 | 25, 713 | 29,667 | 36, 499 | 66, 847 |
| Cotton, unmanufactured........... do. | 47, 254 | 24, 056 | 25, 016 | 19,048 | 14,975 | 13, 732 | 16,958 | 9,185 | 7,458 | 6, 157 | 5,970 | 11,869 | 35, 661 |
|  | 57,760 | 33, 290 | 29,474 | 28, 422 | 31, 051 | 26, 553 | 27,966 | 23, 621 | 26,927 | 19,521 | 19, 719 | 24,329 | 28, 786 |
| Foodstuffs, crude | 10,213 | 12,509 | 12,045 | 11,170 | 16,443 | 11, 402 | 12,287 | 9,810 | 10,808 | 6, 026 | 4,671 | 8,384 | 7,477 |
| Foodstufis and beverages, mfrs._do | 27,547 | 20,781 | 17,429 | 17, 252 | 14,608 | 15,151 | 15,679 | 13,811 | 16, 119 | 13, 495 | 15,048 | 15,945 | 21, 309 |
| Fruits and preparations.-.........do | 13, 777 | 13, 253 | 10,116 | 10,000 | 7, 227 | 6,404 | 7,017 | 6,650 | 5,844 | 3. 523 | 4, 423 | 7, 199 | 9,014 |
|  | 4,876 | 4,110 | 4,113 | 4, 204 | 4,596 | 4,145 | 4,724 | 3,698 | 4,851 | 4,997 | 5, 221 | 4, 036 | 4,434 |
|  | 3,604 | 4,030 | 4,473 | 4,588 | 8,201 | 7,403 | 6,406 | 5,459 | 7,601 | 4,079 | 3,837 | 5,465 | 4,270 |
| Manufactures, semi*..............-. do | 64, 537 | 44,454 | 39,955 | 50,499 | 35,452 | 34, 868 | 45,658 | 41,008 | 48,247 | 48,462 | 45, 994 | 53, 504 | 58,993 |
| Manufactures, flnished...-------------- do | 142,422 | 124, 443 | 120,399 | 137, 874 | 107, 365 | 118, 128 | 150, 882 | 136,951 | 140,495 | 139, 664 | 131,357 | 133,817 | 129, 415 |
|  | 18,900 | 17,303 | 25,417 | 29,161 | 21, 396 | 25, 335 | 28, 504 | 24, 921 | 23, 753 | 20, 387 | 18, 520 | 14, 893 | 12, 457 |
|  | 9,256 | 9,085 | 8,516 | 12,292 | 7,449 | 6,367 | 8,378 | 6, 813 | 10, 119 | 9, 453 | 7,628 | 8,746 | 9,728 |
| Maehinery | 42,316 | 38,653 | 34, 550 | 40,908 | 31, 217 | 34,605 | 49,390 | 43, 882 | 44, 401 | 42, 191 | 43,654 | 43, 611 | 40.143 |
|  | 215,281 | 177,979 | 176, 181 | 171,474 | 178, 201 | 158,035 | 190,437 | 186, 195 | 202, 502 | 178,953 | 168, 925 | 175, 756 | 181, 461 |
| By grand divisions and countries: do |  |  |  | 4.145 | 3,741 | 6,479 | 6,964 | 8,571 | 8,640 | 4,469 | 4,497 | 5,702 | 3,341 |
|  | 5,229 64,197 | 5,081 49,131 | 4,069 56,033 | 52,130 | 51,818 | 6, 42,780 | 59,952 | 81,162 | 8,640 59,454 | 57,080 | 53,040 | 54,339 | 60, 51 |
| Japan | 20,438 | 11,678 | 14,053 | 12, 020 | 11, 285 | 7,896 | 9,707 | 10,607 | 10,747 | 11,237 | 8,716 | 13, 171 | 19,520 |

§Revised series. Data revised for 1937; see tables 19 and 20, pp. 14 and 15 of the A pril 1939 Survey.

| Monthly statistics through December 1987, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem. ber | Decem- ber | $\underset{\text { ary }}{\substack{\text { Janu- }}}$ | $\underset{\text { ary }}{\substack{\text { Febru- }}}$ | March | April | May | June | July | August | $\begin{gathered} \text { Sep. } \\ \text { tember } \end{gathered}$ |

## FOREIGN TRADE-Continued

|  <br> General imports-Continued. By grand dirisions and countries-Continued. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 2,994 | 5,992 | 5, 191 | 5, 586 | 4, 703 | 5, 234 | 5,692 | 6,411 | 7,122 | 4, 903 | 5,146 | 5,708 | 3,851 |
|  | 1,557 | 7, 289 | 6, 923 | 6,256 | 5,231 | 4, 930 | 5, 171 | 13, 829 | 2,885 | 3,349 | 3,975 | 3,797 | 1,815 |
|  | 5,123 | 4,520 | 3,656 | 3,397 | 3,266 | 2,669 | 3, 976 | 3,289 | 3,289 | 2,711 | 2,264 | 2,080 | 2, 401 |
| United Kingdom---.................d. do | 14. 605 | 13,801 | 12,898 | 12, 251 | 11, 331 | 10, 995 | 11,971 | 11, 572 | 15, 192 | 11,664 | 11,081 | 10,990 | 10,967 |
| North America, northern.............do | 40, 426 | 27, 049 | 25,839 | 24, 300 | 26, 136 | 20, 302 | 23, 559 | 26, 163 | 28,850 | 26,964 | 26,993 | 26,681 | 34, 233 |
| Canada -----.-..............- do | 39, 827 | 26, 249 | 25, 232 | 23, 554 | 25, 222 | 20, 129 | 23, 128 | 25,671 | 28, 32 | 26, 533 | 25,557 | 25, 970 | 33, 125 |
| North America, southern.....-.-.-.-. do | 22, 029 | 16, 183 | 12,566 | 12,753 | 17,924 | 18,650 | 22,732 | 19,406 | 22, 178 | 19,299 | 18,530 | 18, 490 | 19,655 |
| Mexico...--...-.-.................- do | 4,379 | 3, 134 | 3,084 | 4,748 | 5,429 | 5,270 | 6, 326 | 4,442 | 3,995 | 4,365 | 3,627 | 3, 534 | 3,460 |
|  | 29,548 | 21,821 | 23, 051 | 24, 538 | 27,309 | 22, 102 | 24, 932 | 23, 319 | 24,434 | 25, 132 | 21,370 | 22,394 | 22, 206 |
|  | 5, 1105 | 3,631 | 3,566 | ${ }^{4,252}$ | ${ }^{6,633}$ | 6, 089 | 5,460 | 4,357 | 4,355 | 3,952 | 3,207 | 4, 787 | 3,803 |
| Brazil.-....-----................--- do. | 11,390 | 8,536 | 9,150 | 9, 191 | 8, 420 | 7,667 | 9,421 | 7,867 | 7,420 | 9,160 | 6,657 | 8,281 | 8,351 |
| Chile.............-.............--.....do | 3,728 | 1,648 | 1,567 | 2,457 | 3,277 | 2, 272 | 2,583 | 3,813 | 2,750 | 2,468 | 1,822 | 1,691 | 1,813 |
| By economic classes (imports for consumption): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total.....-.-.--.............thous. of dol.- | 207, 140 | 178, 460 | 171,652 | 165, 522 | 169,323 | 152, 528 | 191, 226 | 185, 800 | 194, 193 | 178, 405 | 170, 451 | 180, 379 | 199,483 |
| Crude materials.-.-------------- do. | 70, 500 | 53, 708 | $\begin{array}{r}52,355 \\ 23 \\ \hline 788\end{array}$ | 53, 465 | 53,890 | 48, 073 | 59, 507 | 54, 940 | ${ }_{6}^{62,277}$ | 54, 725 | 50,041 | ${ }^{60}, 962$ | 67, 606 |
| Foodstuffs, crude .-....--.--.-.-- do | 24, 898 | 21, 120 | 23,788 | 23, 093 | 26,774 | 22,947 | 28, 205 | 24, 053 | 25, 886 | 22, 518 | 21,759 | 20,778 | 19,465 |
| Foodstuffs and beverages, mfrs.... do | 27,722 |  | 22, 995 | 20,887 | 16,638 | 18,635 | 26, 298 | 25,036 | 26,062 | 27,725 | 27,799 | 27,605 | 38,412 |
| Manufactures, semi-----.-.......- do | 45,416 38,604 | 35,753 40,639 | 35,172 37,342 | 35,265 32,812 | $\begin{array}{r}\text { 37, } \\ \hline 3488 \\ \hline\end{array}$ | 34,047 28,827 | 38,822 38,396 | 37,936 43,836 | 39,857 40,411 | 38,683 34,804 | 36,912 33,939 | 35,651 35,383 | 38,275 35,725 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## TRANSPORTATION AND COMMUNICATIONS

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline TRANSPORTATION Express Operations \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline  \& \& $$
\begin{array}{r}
9,404 \\
127
\end{array}
$$ \& 9,240 \& 11,338
920 \& 8,586

71 \& 8,499
72 \& 9,107 \& 9, 165 \& y, 454
59 \& 9, $\begin{array}{r} \\ \hline 69\end{array}$ \& 8,899
68 \& \& <br>
\hline Electric Slreet Rallways \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Fares, average, cash rate....-.-.-.-.-.-.cents. \& 7.864 \& 7.889 \& 7.889 \& 7.888 \& 7.888 \& 7.873 \& 7.873 \& 7. 864 \& 7.864 \& 7.864 \& 7.864 \& 7.864 \& 7.864 <br>
\hline Passengers carried $\ddagger$.-.-.-.-.-.-.-.-thousands.. \& 814,965 \& 789,695 \& 775,461 \& 838,707 \& 790, 320 \& 737, 164 \& 835, 136 \& 788,941 \& 811, 584 \& 763,038 \& 710, 186 \& 722,987 \& 747, 175 <br>
\hline Operating revenues....-.-...........thous. of dol.- \& \& 56, 582 \& 55,274 \& 60, 028 \& 56,869 \& 53,361 \& 59, 702 \& 56, 628 \& 58, 222 \& 55,383 \& 51,907 \& 52,699 \& 54, 561 <br>
\hline Class I Steam Railways \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Freight-carloadings (Federal Reserve): \& 89 \& 75 \& 70 \& \& 63 \& \& \& \& \& \& \& \& <br>
\hline Coal.................................-.-. - ${ }^{\text {do. }}$ \& 96 \& 76 \& 76 \& 78 \& 76 \& 76 \& 66 \& 36 \& 44 \& 58 \& 64 \& 69 \& 85
89 <br>
\hline Coke........................................ do. \& 95 \& 50 \& 58 \& 58 \& 64 \& 62 \& 57 \& 47 \& 40 \& 47 \& 52 \& 57 \& 78 <br>
\hline Forest products......-.-...............do. \& 52 \& 43 \& 39 \& 37 \& 37 \& 35 \& 36 \& 39 \& 41 \& 42 \& 43 \& 44 \& 49 <br>
\hline Grains and grain products.-............do. \& 87 \& 95 \& 76 \& 72 \& 71 \& 64 \& 67 \& 68 \& 73 \& 89 \& 111 \& 90 \& 99 <br>
\hline Livestock---..........-..............do \& 62 \& 62 \& 53 \& 40 \& 40 \& 31 \& 32 \& 37 \& 36 \& 30 \& 34 \& 37 \& 57 <br>
\hline Merchandise, 1. c. l.-..........-......-do \& 65 \& 65 \& 62 \& 59 \& 59 \& 60 \& 62 \& 62 \& 61 \& 61 \& 61 \& 62 \& 65 <br>
\hline  \& 160 \& 71 \& 41 \& 23 \& 22 \& 22 \& 21 \& 31 \& 81 \& 108 \& 112 \& 125 \& 149 <br>
\hline  \& 97 \& 82 \& 76 \& 67 \& 65 \& 64 \& 70 \& 72 \& 73 \& 74 \& 74 \& 75 \& 92 <br>
\hline Combined index, adjusted.............. do \& 80 \& 68 \& 69 \& 69 \& 69 \& 87 \& 66 \& 60 \& 62 \& 67 \& 69 \& 70 \& 7 <br>
\hline  \& 87 \& 69 \& 70 \& 69 \& 67 \& 65 \& 62 \& 43 \& 51 \& 68 \& 76 \& 78 \& 85 <br>
\hline Coke.....-..............................do. \& 95 \& 50 \& 58 \& 53 \& 55 \& 46 \& 65 \& 56 \& 42 \& 51 \& 62 \& 69 \& 82 <br>
\hline  \& 50 \& 42 \& 40 \& 43 \& 42 \& 36 \& 36 \& 38 \& 40 \& 40 \& 43 \& 42 \& 45 <br>
\hline Grains and grain products-..........do- \& 87
44 \& 95
44 \& 81 \& 83 \& 79 \& 70 \& 73 \& 76 \& 81 \& 90 \& 80 \& 75 \& 5 <br>
\hline Livestock ------.-----------1.....-do \& 44 \& 44 \& 44 \& ${ }_{61}^{41}$ \& ${ }_{4}^{41}$ \& 38 \& 40 \& 40 \& 40 \& 36 \& 39 \& 37 \& 5 <br>
\hline  \& r 62 \& 62
48 \& 61
74 \& 61
92 \& 62
102 \& 62
93 \& 62
86 \& 61
75 \& 61

58 \& ${ }_{64}^{61}$ \& | 62 |
| :--- |
| 59 |
| 8 | \& 62 \& 63

85 <br>
\hline  \& 86 \& 72 \& 74 \& 74 \& 76 \& 75 \& 73 \& 70 \& 70 \& 71 \& 72 \& 74 \& 82 <br>
\hline Freight-carloadings (A. A. R.):1 \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline  \& 3,375 \& ${ }^{\text {r 2, }} 843$ \& 2,530 \& 2,949 \& 2, 302 \& 2, 297 \& 2,390 \& 2,832 \& 2, 372 \& 3, 149 \& 2,549 \& 2,689 \& 3, 844 <br>
\hline  \& 676
46 \& $\begin{array}{r}\text { '535 } \\ \\ \mathrm{r} 24 \\ \hline 18\end{array}$ \& ${ }^{511}$ \& $\begin{array}{r}664 \\ 35 \\ \hline\end{array}$ \& 615
30 \& 529
30 \& ${ }^{478}$ \& 350
29 \& 297 \& 503 \& 429 \& 476 \& 740 <br>
\hline Forest products................................do \& 152 \& -127 \& 109 \& 131 \& 103 \& 99 \& 105 \& 140 \& 121 \& 151 \& 118
18 \& 126 \& 171 <br>
\hline Grains and grain products..............do. \& 165 \& -179 \& 137 \& 183 \& 129 \& 116 \& 125 \& 159 \& 137 \& 202 \& 200 \& 170 \& 219 <br>
\hline Livestock .-...........................do. \& 84 \& $\cdot 85$ \& 69 \& 67 \& 53 \& 42 \& 42 \& 61 \& 49 \& 50 \& 44 \& 48 \& 90 <br>
\hline Merchandise, 1. c. $1 . .$. \& ${ }_{240}^{640}$ \& ${ }^{6} 640$ \& 694 \& 708 \& 561 \& 577 \& 612 \& 775 \& ${ }_{6}^{612}$ \& 744 \& 583 \& 615 \& 780 <br>
\hline Ore \& 253 \& '112 \& 65 \& 44 \& 33 \& 34 \& 33 \& 58 \& 121 \& 209 \& 167 \& 192 \& 277 <br>
\hline  \& 1,358 \& F 1, 141 \& 1,018 \& 1,138 \& 878 \& 870 \& 967 \& 1, 261 \& 1, 016 \& 1,281 \& 983 \& 1,034 \& 1,523 <br>
\hline Freight-car surplus, \& 68
34 \& \& 175
85 \& 106 \& ${ }_{106}^{218}$ \& 209
102 \& 202
95 \& 265
86 \& 211
90 \& 175
79 \& $\begin{array}{r}166 \\ 79 \\ \hline\end{array}$ \& 131
70 \& 70
33 <br>
\hline  \& 15 \& 42 \& 51 \& 71 \& 67 \& 63 \& ${ }_{67}$ \& 146 \& 87 \& 65 \& 53 \& 34 \& 16 <br>
\hline Financial operations: \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Operating revenues, total......thous. of dol... \& 419,717 \& -353,384 \& 319, 682 \& 318, 336 \& 305, 769 \& 276, 004 \& 315, 091 \& 282, 118 \& 302, 618 \& 321,617 \& 332,436 \& 344, 400 \& 381, 118 <br>
\hline  \& 355, 104 \& - 293,744 \& 264, 135 \& 251, 320 \& 246, 803 \& 224, 819 \& 257, 460 \& 224, 588 \& 243, 641 \& 255, 763 \& 265, 086 \& 276, 707 \& 314, 400 <br>
\hline  \& 371,367 \& r 31,424 \& 30, 211 \& 37,913 \& 34,785 \& -30,237 \& 31, 201 \& 31,791 \& 31,758 \& 28, 436 \& 41, 269 \& 34,821 \& 37, 146 <br>
\hline Net railway operating fincome.............. do \& 101, 616 \& - \& - 49,665 \& 232,704
49 \& $\xrightarrow{322,891}$ \& - 220,591 \& 24, 317 \& 227, ${ }^{\text {15,258 }}$ \& 237,411
25,101 \& 241,786
39,095 \& 241,962
49,012 \& $\begin{array}{r}247,622 \\ 54 \\ \hline 1086\end{array}$ \& 251,167
86,435 <br>
\hline  \& \& 24,068 \& 7, 422 \& 22, 225 \& d8,721 \& d 24,364 \& d 10, 005 \& d 27, 896 \& ${ }^{\text {d }} 18,594$ \& ${ }^{1} 1,685$ \& 6,578 \& 10,053 \& 86, 435 <br>
\hline Operating results: \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Freight carried 1 mile....-...-.mil. of tons.- \& \& 32,757 \& 28, 471 \& 28,133 \& 28, 152 \& 25, 653 \& 28,831 \& 23, 883 \& 25,737 \& 28,465 \& 29, 824 \& 31, 389 \& 36, 115 <br>
\hline  \& \& . 977 \& 1.004 \& . 981 \& . 964 \& - 972 \& . 988 \& 1. 035 \& 1.045 \& . 987 \& . 971 \& . 962 \& <br>
\hline Passengers carried 1 mile.........-millions.. \& \& 1, 662 \& 1, 664 \& 1,928 \& 1,790 \& 1,555 \& 1,618 \& 1,681 \& 1,725 \& 2,075 \& 2,355 \& 2, 283 \& <br>
\hline Waterway Traffle \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Cape Cod...............thous. of short tons.. \& 513 \& 328 \& 327 \& 348 \& 342 \& \& 317 \& 362 \& 363 \& 396 \& 3691 \& 414 \& 434 <br>
\hline New York State...........-.....-......do...- \& 717 \& 684 \& 845 \& 0 \& \& 0 \& 0 \& 101 \& 735 \& 586 \& 538 \& 687 \& 615 <br>
\hline Panama, total -..........thous. of long tons.- \& 2,386 \& 2, 368 \& 2, 224 \& 2, 374 \& 2, 393 \& 2, 207 \& 2, 664 \& 2, 473 \& 2, 539 \& 2, 437 \& 2,318 \& 2,385 \& 2,446 <br>
\hline  \& 1,037 \& 888 \& 789 \& 807 \& 763 \& 689 \& 873 \& 892 \& 921 \& 905 \& 806 \& 971 \& 1,034 <br>
\hline
\end{tabular}

$t$ Revised
$\checkmark$ Deficit.
IData for December 1938, April, June and September 1939 are for 5 weeks; other months, 4 weeks
 §Revised series. Data revised for 1937; see tables 19 and 20, pp. 14 and 15 of the April 1939 Survej.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Surves | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | December | $\begin{aligned} & \text { Janu- } \\ & \text { ary } \end{aligned}$ | February | March | April | May | June | July | August | September |

TRANSPORTATION AND COMMUNICATIONS—Continued

| TRANSPORTATION-Continued <br> Waterway Traffic-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Canals-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| St. Lawrence.-...........thous. of short tons.. |  | 1,429 | 1,065 | 23 | 0 | 0 | 0 | 50 | 1,189 | 1,161 | 1,119 | 1,284 | 1,216 |
| Sault St. Marie.........................-do.. | 12,353 | 7, 141 | 4, 466 | 323 | 0 | 0 | 0 | 43 | 5,799 | 8,622 | 9,598 | 10, 552 | 11,493 |
| Suez-------------.--thous. of metric tons.- |  | 2, 460 | 2,270 | 2, 422 | 2,166 | 2, 277 | 2,561 | 2,569 | 2,476 | $\stackrel{2}{2} 220$ |  |  |  |
| Welland.-.-.............-thous. of short tons.- |  | 2,030 | 1,652 | 181 |  |  |  | 200 | 1,324 | 1, 580 | 1,659 | 1,713 | 1,564 |
| Rivers: <br> Allegheny $\qquad$ do | 320 | 249 | 244 | 180 | 175 | 135 | 199 | 101 | 136 | 230 | 242 | 234 | 279 |
| Mississippi (Government barges only).-do...- | 177 | 190 | 215 | 171 | 183 | 124 | 136 | 169 | 67 | 145 | 191 | 228 | 150 |
| Monongahela...........................do...- | 2,457 | 1,595 | 1,710 | 1,798 | 1,568 | 1, 557 | 1,742 | 348 | 661 | 1,688 | 1,704 | 1,949 | 2,077 |
| Ohio (Pittsburgh district)-......-......do...- | 1,443 | 1.055 | 991 | 1,074 | 1,003 | 880 | 1,114 | 469 | 655 | 1,265 | 1,400 | 1,411 | 1,355 |
| Clearances, vessels in foreign trade: Total, U. S. ports |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 6,769 <br> 4,103 <br> 1,68 | 6,678 $\mathbf{4 , 0 3 7}$ | 6,062 $\mathbf{3 , 8 1 3}$ | 4,670 $\mathbf{3 , 5 3 9}$ | 4,734 <br> 3,607 | 5,424 4,160 | 5,280 4,038 | 6,241 4,766 | 6,667 4,971 | 7,082 5,280 | 7,280 $\mathbf{5 , 5 5 1}$ |  |
|  |  | 1,666 | 1,641 | 1,249 | 1,132 | 1,127 | 1,263 | 1,242 | 1,475 | 1,696 | 1,802 | 1,729 |  |
| Travel |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Operations on scheduled airlines: <br> Passenger-miles flown thous of miles |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Passenger-miles flown........thous. of miles.. Passengers carried number. | 77,468 194,216 | 56,828 143,993 | 46,090 113,621 | 41,594 99 | 38,403 89,002 | 35,002 81 8131 | 49,445 | 53,483 133,469 | 63, 361 162,682 | 70,199 | 72,918 185,643 | 75,145 194,418 | 75,800 192,544 |
| Express.......-.-.-..........................pounds.- | 948, 501 | 855, 151 | 685, 389 | 761,090 | 577, 982 | 564,928 | 685, 274 | 663, 884 | 725, 061 | 824, 630 | 725,922 | 933, 965 | 981, 462 |
| Miles flown-....-.-.........-.thous. of miles.. | 7,626 | 6, 302 | 5,776 | 5,665 | 5,453 | 5,032 | 6, 125 | 6,268 | 7, 122 | 7, 183 | 7, 541 | 7,639 | 7,442 |
| Hotels: A verage sale per occupled room.......dollars.- | 3.39 | 3.32 | 3.47 | 3.26 | 3.21 | 3.28 |  | 3.37 |  |  |  |  |  |
| A verage sale per occupled room-.-.-.- dollars.- | 3.37 | 65 | ${ }^{3} 60$ | 54 | ${ }^{3.24}$ | ${ }^{3} 63$ | ${ }_{64}$ | ${ }^{63}$ | 3. 63 | 3.34 62 | 3. 29 | 3.39 61 | 3.35 64 |
| Restaurant sales index................ $1929=100 .$. | 93 | 89 | 94 | 88 | 88 | 86 | 84 | 99 | 90 | 95 | 85 | 93 | 89 |
| Foreign travel: <br> Arrivals, U. S. citizens $\qquad$ number |  | 31,710 | 15, 649 | 16,614 | 19,556 | 25,590 | 31,909 | 25, 374 | 19,800 | 20,889 | 29,872 |  |  |
| Departures, U. S. citizens.................do |  | 19,931 | 16, 103 | 18,765 | 24, 307 | 28, 224 | 21, 673 | 21, 575 | 19,011 | 24, 788 | 42,246 |  |  |
|  |  | 2,081 | 2,157 | 2,663 | 2,344 | 1,479 | 1,702 | 1,851 | 2,077 | 3, 168 | 3,163 |  |  |
|  |  | 8,825 | 6, 844 | 8,042 | 5,661 | 5,959 | 8,076 | 7,063 | 6,049 | 4,512 | 4,694 |  |  |
| Passports issued | 1,759 | 6,122 | 5,589 | 5, 184 | 5,927 | 4,865 | 8,383 | 8,839 | 16,080 | 21, 013 | 10,393 | 7,444 | 1,843 |
| National Parks: <br> Visitors $\qquad$ do | 24T, 149 | r 236,791 | 77,750 | 57, 677 | 74,834 | 62,848 | 72, 280 | 164,736 | 248, 075 | 471,624 | 916, 175 | 875, 682 |  |
| Automobiles...................................- ${ }^{\text {do. }}$ | 74,366 | г 70, 398 | 23, 783 | 16,798 | 20, 587 | 17,618 | 21, 779 | 48, 892 | 73, 402 | 136, 576 | 249, 905 | 238, 296 | 131, 631 |
| Pullman Co.:* |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Revenue passenger-miles.........thousands.- |  | 651, 851 | $\underset{3,912}{585,289}$ | 687,369 4,488 | 793,229 | 654,896 | 715,420 | 684, 444 | 631, 529 | 769, 819 | 801, 514 | 764, 706 | 736, 325 |
| Passenger revenues................thous. of dol.COMMUNICATIONS |  |  |  |  |  |  |  |  | 4, 147 | 4,842 | 4,990 | 4, 855 | 4,679 |
| Telephone: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Operating revenues. ............thous. of dol.- |  | 99,608 | 98, 531 | 101, 552 | 99, 234 | 96, 064 | 101, 610 | 100.083 | 102,646 | 102, 119 | 99, 824 | 101,793 | 103,843 |
| Station revenues...........--.-.-.-...-do. |  | 65, 105 | 64, 897 | 66, 188 | 65, 815 | 64, 504 | 66, 491 | 66, 162 | 66,875 | 66, 521 | 64, 690 | 65, 080 | 65,696 |
|  |  | 25, 929 | 24,959 | 26, 591 | 24,731 | 22,954 | 26, 498 | 25, 275 | 27, 101 | 26, 923 | 26, 383 | 27,942 | 29,361 |
| Operating expenses..........-.-........- do |  | 67, 634 | 67, 434 | 69.444 | ${ }^{67,281}$ | 64, 155 | 68, 456 | ${ }^{65,683}$ | ${ }^{68,983}$ | 68, 184 | 67, 738 | 68,650 | 67, 210 |
| Net operating income -......: --....-do |  | 18,637 | 18,946 | 18,835 | 18, 527 | 18, 438 | 19,479 | 20,576 | 19,832 | 20,027 | 18, 398 | 19,268 | 22,386 |
| Phones in service end of month ...- thousands.- |  | 17, 528 | 17,593 | 17, 704 | 17,735 | 17, 808 | 17,897 | 17,974 | 18,055 | 18,072 | 18, 102 | 18, 160 | 18, 263 |
| Telegraph, cable, and radiotelegraph carriers: Operating revenue, total .......thous. of dol. |  | 11, 156 | 10,751 | 12, 408 | 10,549 | 9,987 | 11, 577 | 11,012 | 11, 735 | 11,721 | 10,676 | 11,583 | 14, 117 |
| Telegraph carriers, total--.---.....-do...- |  | r9, 490 | 9,114 | 10, 553 | 8,829 | 8,436 | 9,717 | 9,383 | 10,065 | 10, 113 | 9, 189 | 9,887 | 11,079 |
| Western Union Telegraph Co., revenues from cable operations.... thous. of dol.. |  | 569 | 522 | 570 | 527 | 463 | 588 | 502 | 514 | 501 | 451 | 542 | 900 |
| Cable carriers ........................do..-- |  | 861 | 830 | 976 | 856 | 756 | 901 | 768 | 790 | 774 | 707 | 802 | 1,417 |
| Radiotelegraph carriers.---............do. |  | 804 | 807 | 879 | 864 | 795 | 960 | 861 | 880 | 834 | 780 | 893 | 1,622 |
| Operating expenses.......-.-.-............ do |  | 9,903 | 9,991 | 10,756 | 9, 816 | 9, 319 | 10.031 | 9, 809 | 10, 289 | 10, 142 | 10, 028 | 10, 146 | 10, 548 |
|  |  | 558 +356 | 69 +774 | 1,041 291 | 15 4884 | d 17 +934 | ${ }_{(0)}^{814}$ | 512 +387 | 699 +229 | 886 43 | d ${ }^{\text {d }} 77$ d 951 | $\begin{array}{r}695 \\ \times 822 \\ \hline\end{array}$ | 2,683 1,877 |

CHEMICALS AND ALLIED PRODUCTS


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1838 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem. ber | January | February | March | April | May | June | July | August | September |

CHEMICALS AND ALLIED PRODUCTS-Continued

| FERTILIZERS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Consumption, Southern states | 190 | 121 | 146 | 217 | 430 | 627 | 1,47e | 1,271 | 312 | 86 | 48 | 43 | 148 |
| Exports, totals ........................long tons.- | 112,699 | 134,929 | 147,587 | 133, 295 | 85, 542 | 85, 095 | 123,687 | 136,328 | 148,095 | 136,016 | 154, 800 | 141, 171 | 123,792 |
|  | 18,974 | 20, 271 | 20, 207 | 25, 119 | 11,317 | 15,645 | 6,723 | 5,365 | 12,142 | 12,655 | 8,067 | 26, 618 | 127,157 |
| Phosphate materials 8 -.................-do | 78, 418 | 93, 058 | 123, 339 | 101, 186 | 71,045 | 66,552 | 97, 983 | 123, 270 | 112,773 | 105, 934 | 137, 446 | 106, 607 | 76, 904 |
| Prepared fertlizers8.-..-..........-....-.do | 1,921 | 261 | 413 |  |  | 340 |  |  | 302 | 268 | 447 | 349 | 697 |
| Imports, totals..............................-do. | 110, 046 | 158, 140 | 116, 298 | 149, 798 | 141,898 | 109, 932 | 138,782 | 191, 057 | 145, 432 | 109, 737 | 90, 102 | 76,002 | 88, 276 |
| Nitrogenous, total8.......................d. ${ }^{\text {do }}$ | 91, 431 | 82, 576 | 50, 231 | 78, 124 | 118, 159 | 101, 396 | 116, 806 | 167, 558 | 99, 074 | 90, 541 | 45,632 | 45, 795 | 71, 447 |
|  | 42, 204 | 32, 971 | 4,851 | 32, 336 | 63, 854 | 54, 552 | 42, 920 | 115, 188 | 62, 010 | 59,332 | 18,479 | 9,481 | 10, 145 |
| Phosphates§.-....................---.-- do | 2,549 | 9,337 | 6,046 | 3,421 | 903 | 969 | 3, 599 | 1,462 | 7,033 | 594 | 2, 321 | 408 | . 392 |
|  | 14, 571 | 64, 124 | 68, 730 | 66,897 | 20, 186 | 6,795 | 17, 235 | 16, 580 | 10,415 | 16,425 | 41,234 | 29,087 | 15,877 |
| (N. Y.) | 1.450 | 1.450 | 1. 450 | 1. 450 | 1.450 | 1.450 | 1.450 | 1.450 | 1.450 | 1. 450 | 1.450 | 1. 450 | 1. 450 |
| Potash deliveries*-..................-short tons.. | 57, 201 | 72,299 | 69,798 | 101, 438 | 2,489 | 2,632 | 5,250 | 8,379 | 8, 674 | 17,337 | 26,632 | 38,956 | 54, 762 |
| Superphosphate (bulk): short tons |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production |  | 314, 359 | 326,794 | 343,204 17 | 322, 214 | 512,284 | 301,694 | 216, 671 | $\begin{aligned} & 277,437 \\ & 139,648 \end{aligned}$ | 243,402 34,263 | 243, ${ }^{13} 496$ | $\begin{array}{r} 279,107 \\ 28,277 \end{array}$ | 305,538 109,223 |
|  |  | 1,249,272 | 1,322,306 | 1,361,127 | 1,298,883 | 1,288,536 | 1,106,679 | 815, 911 | 778, 758 | 871, 109 | 924, 045 | 963, 431 | 1,012,067 |
| Rosin, gum: <br> NAVAL STORES <br> Price wholesale "H" (Savannah) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Receipts, net, 3 ports dol. per bi. bbl. ( 2800 lbs .).-. | 5.44 54,574 | $\begin{array}{r} 5.12 \\ 87,935 \end{array}$ | $\begin{array}{r} 4.89 \\ 97,664 \end{array}$ | $\begin{array}{r} 4.34 \\ 48,095 \end{array}$ | $\begin{array}{r} 4.90 \\ 20,473 \end{array}$ | $\begin{array}{r} 5.21 \\ \mathbf{5 3}, 757 \end{array}$ | $\begin{array}{r} 5.65 \\ 19,367 \end{array}$ | $\begin{array}{r} 4.86 \\ 43,810 \end{array}$ | 4.94 57,079 | $\begin{array}{r} 4.96 \\ 61,74 \end{array}$ | $\begin{array}{r} 5.19 \\ 61,099 \end{array}$ | 5.05 57,640 | 5.48 60,289 |
| Stocks, 3 ports, end of month..........do...-. | 630, 926 | 588, 870 | 660, 252 | 678, 731 | 657, 839 | 642, 825 | 609, 502 | 615, 381 | 625, 138 | 639, 914 | 659, 878 | 672, 880 | 679, 127 |
| Turpentine, gum, spirits of: <br> Price, wholesale (Savannah) dol. per gal <br> Receipts, net, 3 ports. bbl. (50 gal.). | $\begin{array}{r} 14,2_{625}^{27} \end{array}$ | $17, \dot{67}$ | $18,264$ | 10, 289 | $\begin{array}{r} \mathbf{2 5}, 390 \end{array}$ | $\begin{array}{r} , 26 \\ 1,908 \end{array}$ | $\begin{array}{r} .29 \\ 3,256 \end{array}$ | $9,799$ | $\begin{array}{r} .24 \\ 14,638 \end{array}$ | $\begin{array}{r} .24 \\ 15,884 \end{array}$ | $14, \dot{69}$ | $13.754$ | $\begin{array}{r} .26 \\ 16,369 \end{array}$ |
| Stocks, 3 ports, end of month...........do.... | 93, 317 | 128,334 | 134, 460 | 133, 921 | 123, 584 | 118,954 | 109, 626 | 107, 339 | 104, 759 | 102,941 | 102, 126 | 102, 285 | 101, 111 |
| OILS, FATS, AND BYPRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Animal Fats and Byproducts and Flsh Olls (Quarterly) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Animal fats: <br> Consumption, factory $\qquad$ thous. of lb |  |  |  | 222, 460 |  |  | 233,456 |  |  | 217, 899 |  |  | 254, 196 |
| Production.................................do |  |  |  | 505, 816 |  |  | 501, 165 |  |  | 503, 947 |  |  | 480, 443 |
| Stocks, end of quarter-..................do |  |  |  | 312, 725 |  |  | 346, 321 |  |  | 403, 809 |  |  | 318, 481 |
| Greases: <br> Consumption, factory $\qquad$ do |  |  |  | 44, 480 |  |  | 48, 182 |  |  |  |  |  |  |
| Production. |  |  |  | 87, 253 |  |  | 86, 419 |  |  | 92, 964 |  |  | 53, 578 |
| Stocks, end of quarter |  |  |  | 61, 276 |  |  | 54, 170 |  |  | 54, 943 |  |  | 52,799 |
| Shortenings and compoun |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production - .-......-......---------- - |  |  |  | 370, 759 |  |  | 354,692 |  |  | 300,076 |  |  | 31 |
| Fish oils: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption, factory.-.-.-.-.-.-.-.-.-. do. |  |  |  | 71, 664 |  |  | 66, 512 |  |  | 66, 138 |  |  | 68, 022 |
|  |  |  |  | 102, 193 |  |  | 47, 713 |  |  | 8, 983 |  |  | 68,402 |
| Stocks, end of quarte |  |  |  | 256, 352 |  |  | 242, 725 |  |  | 180, 364 |  |  | 221, 405 |
| Vegetable Olls and Products |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vegetable oils, total: <br> Consumption, crude, factory (quarterly) mil. of 1 l - |  |  |  | 997 |  |  | 952 |  |  |  |  |  |  |
| Exports .......................thous. of lb-. | 24,745 | 3,798 | 2,204 | 2,656 | 2,815 | 4,136 | 3, 994 | 4, 202 | 4,314 | 3,673 | 2,559 | 3,865 | 712 7,908 |
| Imports, tntal8, ........................-.-.do. | 64, 593 | ${ }^{90}, 189$ | 94, 982 | 92, 613 | 91, 692 | 85, 466 | 98, 010 | 60, 455 | 97, 275 | 91, 633 | 79,467 | 86, 413 | 51, 620 |
|  | 12, 402 | 9,372 | 15, 414 | 10, 525 | 11, 414 | 8,169 | 10,708 | 12, 136 | 97,382 | 10,755 | 9,841 | 10,292 | 11, 277 |
| All other vegetable oils 8.............-do do | 52, 191 | 80,817 | 79, 568 | 82,089 | 80, 278 | 77, 298 | 87, 302 | 48,319 | 87, 894 | 80, 878 | 69,625 | 76, 121 | 40, 343 |
| Production (quarterly).-.--...----mil. of lb.- |  |  |  | 977 |  |  | 832 |  |  | 593 |  |  | 583 |
| Stocks, end of quarter: <br> Crude. $\qquad$ do |  |  |  | 870 |  |  | 860 |  |  | 732 |  |  |  |
|  |  |  |  | 668 |  |  | 760 |  |  | 759 |  |  | 523 |
| Coprs: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption, factory (quarterly) |  |  |  |  |  |  |  |  |  | 52,114 |  |  | 49,469 |
|  | 17,222 | 23, 105 | 15, 437 | 26,745 | 20,967 | 17,491 | 22,630 | 11, 643 | 20,880 | 12, 141 | 19,928 | 3,773 | 7, 533 |
| Stocks, end of quarter |  |  |  | 30, 525 |  |  | 35, 816 |  |  | 36, 081 |  |  | 13,881 |
| Coconut er copra oil: Consumption, factory: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Crude (quarterly) .............thous. of lb. |  |  |  | 150,922 |  |  | 154, 408 |  |  | 137,891 |  |  | 143, 265 |
| Reflaed (quarterly) ..................-d. do |  |  |  | 78,573 |  |  | 64, 957 |  |  | 53, 074 |  |  | 52, 359 |
| In oleomargarine...........--....--- |  | 8,420 | 7,023 39 | 7,204 34,725 | 7,244 | 5,295 | 4,729 | 3,428 | 2,964 | 2, 129 | 1,559 | 1,763 | 3,113 |
| Imports\%.-....... | 17,774 | 26,824 | 39, 792 | 34, 725 | 23, 101 | 29, 122 | 41,370 | 22,889 | 38,450 | 37, 556 | 21, 215 | 32,898 | 10,988 |
| Crude |  |  |  | 73, 685 |  |  | 75,457 |  |  | 66,388 |  |  | 61,949 |
| Refined |  |  |  | 82, 743 |  |  | 75,064 |  |  | 68, 213 |  |  | 70,338 |
| Stocks, end of quarter: <br> Grude |  |  |  | 202,301 |  |  | 202, 322 |  |  |  |  |  |  |
| Reflned. |  |  |  | 13, 332 |  |  | 13,735 |  |  | 220,315 |  |  | 12,100 |
| Cottonseed: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumptlon (erush)... thous. of short tons.- | 712 | ${ }^{\text {r }} 667$ | 630 | 534 | 451 | 367 | 399 | 256 | 199 | 98 | 72 | 151 | 524 |
| Receipts at mills.........- .............do ... | 1,165 | -1.167 | 631 | 327 | 152 | 95 | 136 | 73 | 58 | 45 | 52 | 227 | 1,141 |
| Stocks at mills, end of month...-. --...do | 1,266 | - 1, 574 | 1,560 | 1,353 | 1,054 | 782 | 518 | 336 | 194 | 140 | 120 | 196 | 813 |
| Cottonseed cake and meal: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports .-..................---.--short tons.- | 2,335 | 2, 200 | 1,235 | 4,468 | 407 | 189 | 399 | 506 | 81 | 124 | 46 | 675 | 1,318 |
| Production--.-.-.-.-.................. do..- | 320, 927 | 297, 777 | 284, 458 | 237.933 | 205, 494 | 109, 766 | 188, 051 | 115,729 | 93,845 | 43, 272 | 34, 293 | 68,229 | 232, 352 |
| Stocks at mills, end of month.............-do | 197, 618 | -291, 898 | 313, 538 | 313, 318 | 289, 286 | 245, 221 | 196, 544 | 177, 134 | 173, 019 | 151, 259 | 120, 794 | 97, 085 | 124, 374 |
| Cottonseed cil, crude: ${ }_{\text {Production }}$ thous of lb |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 220, 362 | -205,507 | 195, 809 | 163, 035 | 145, 077 | 116, 438 | 129, 265 | 84, 753 | 68,322 | 32, 817 | 23,691 | 45, 355 | 162,480 |
| Stocks, end of month | 156, 874 | +153,136 | 168, 457 | 175, 377 | 178, 203 | 180,666 | 177,466 | 164,945 | 137, 785 | 88, 828 | 73, 353 | 62, 000 | 110, 701 |
| Consumption, factory (quarterly) .....- do |  |  |  | 301, 398 |  |  | 285, 230 |  |  | 272.970 |  |  | 354, 226 |
|  |  | 10,381 | 10,807 | 10,577 | 9, 884 | 9,412 | 9,678 | 7,584 | 6,781 | 6,708 | 5,522 | 6,986 | 9, 034 |
| Price, summer, yellow, prime (N. Y.) <br> dol. per lb.- |  | . 076 |  | 074 | . 071 | . 067 | . 069 | . 066 | . 066 | . 065 | 061 | 055 | 071 |
|  | 163, 315 | 159,860 | 16,2,361 | 143, 823 | 138, 022 | 110,492 | 131, 956 | 98, 803 | 82,011 | 78, 683 | 41, 519 | 54, 666 | 93, 924 |
| Stocks, end of month......................-d | 433, 637 | , 40746r 4 | 503, 890 | 563, 794 | 609, 950 | 633, 329 | 642, 463 | 658, 332 | 639, 328 | 614, 470 | 558, 855 | 494, 718 | 411, 791 |

* New series. Data are on basis of potassium oxide content; figures beginning 1928 not shown on p. 39 of the August 1939 Survey wlll appear in a subsequent issue $\$$ Revised series. Data for 1937 revised; see tables 19 and $20 ;$ pp. 14 and 15 of the A pril 1938 Survey.

| Mouthly statistics through December 1887, together with explanatory notes and references to the sources of the data may be found in the 1038 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | December | January | February | March | April | May | June | July | August | Sep- tember |

## CHEMICALS AND ALLIED PRODUCTS-Continued

| OILS, FATS, AND BYPRODUCTS-Con. Vegetable Oils and Products-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Flaxseed: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Imports§ .........................-thous. of bu.- | 875 | 1,381 | 1,565 | 1,474 | 2,111 | 2,248 | 2,031 | 1,416 | 1,155 | 1,802 | 1,123 | 1,511 | 452 |
| Minneapolis: <br> Receipts. | 679 | 450 | 205 | 136 | 107 | 38 | 62 | 35 | 61 | 73 | 67 | 8,100 | 2,709 |
|  | 367 | 87 | 152 | + 80 | 47 | 30 | 64 | 58 | 38 | 20 | 28 | 8, 389 | 2, 648 |
|  | 5, 154 | 1,416 | 732 | 637 | 524 | 452 | 319 | 283 | 280 | 225 | 231 | 2,659 | 5,456 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 948 | 241 | 152 | 1 | (1) | 1 | 1 | 1 | (1) | 99 | (1) | 801 | 2,032 |
|  | 1,360 | 324 | 620 | 8 | $110^{2}$ | ${ }^{0}$ | 82 | 29 | ( 0 | 41 | 58 | 144 | 1,170 |
| Stocks | 1,109 | 586 | 152 | 112 | 110 | 111 | 29 | 2 | 2 | 59 | 2 | 659 | 1,521 |
| Oil miils (quarterly): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption $\qquad$ do. $\qquad$ Stocks, end of quarter $\qquad$ do $\qquad$ |  |  |  | 7,206 2,389 |  |  | 7,112 |  |  | 6, 207 |  |  | 6,814 6,383 |
| Stocks, end of quarter Price, wholesale, No. 1 (Mpls) |  |  |  | 2,389 1.90 |  |  | 2,521 |  |  | 1,958 |  |  | 6,383 1.75 |
| Price, wholesale, No. 1 (Mpls)..-dol. per bu-- Production (crop est.) | - 17.439 | 1.84 | 1.84 | f8,171 | 1.98 | 1.92 | 1.97 | 1.89 | 1.83 | 1.81 | 1. 57 | 1.54 | 1.75 |
| Linseed cake and meal: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 14, 529 | 44, 746 | 47, 302 | 51,820 | 50, 734 | 50, 180 | 17,219 | 50, 396 | 40, 849 | 48,733 | 44, 589 | 50, 163 | 40,600 |
| Shipments from Minneapolis.-..........do.... | 19,720 | 11,670 | 7,913 | 9,760 | 8,320 | 5,720 | 7,920 | 8,280 | 7,280 | 7,000 | 6,360 | 16, 400 | 23, 280 |
| Linseed oil: <br> Consumption, factory (quarterly) $\qquad$ do $\qquad$ |  |  |  | 72,419 |  |  | 76,674 |  |  | 91, 360 |  |  | 88, 397 |
| Price, wholesale (N. Y.)..........dol. per lb-- | . 102 | . 087 | . 083 | 72, 086 .080 | . 085 | . 085 | . 088 | . 089 | . $089{ }^{-1}$ | - 0.093 | . 090 | . 086 | . 099 |
| Production (quarterly) .-........-thous. of lb |  |  |  | 139, 106 |  |  | 139, 209 |  |  | 124, 823 |  |  | 134, 326 |
| Shipments from Minneapolis............ do...- | 15,000 | 6,867 | 4,771 | 3,209 | 3,960 | 3,900 | 7,200 | 8,780 | 6,480 | 6,360 | 5,880 | 8,100 | 14, 700 |
| Stocks at factory, end of quarter ......... do |  |  |  | 141,785 |  |  | 161, 251 |  |  | 130, 310 |  |  | 112, 475 |
| Oleomargarine: <br> Consumption (tax-paid withdrawals) __do |  | 31,824 | 29,812 | 29,991 | 30,350 | 27, 774 | 29, 032 | 23, 622 | 22,827 | 20, 745 | 20, 114 | 2I, 206 | 27, 918 |
| Price, wholesale, standard, uncolored (Chicago) dol. per lb.. | . 123 | 31,824 .153 | 29 .150 | 20,01 .143 | 3 .140 | 2.774 .140 | 29 .140 | 28,622 .140 | 22,827 .135 | 20,75 .135 | 20,114 .135 | 21,200 .135 |  |
| Production |  | 31,092 | 30,221 | 30,373 | 30,319 | 27,701 | 29,417 | 23, 325 | 22,699 | 21, 111 | 19, 262 | 21, 608 | 28, 105 |
| Vegetable shortenings: <br> Price, wholesaie, tierces (ChI.)..-_dol. per lb_- | . 104 | . 100 | . 098 | . 096 | . 093 | . 091 | . 095 | . 093 | . 093 | . 090 | . 090 | . 089 | . 104 |
| PAINT SALES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Plastic paints, cold water paints, and calcimines: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Plastic paints...-...-.-.-....-....-thous. of dol.- |  | 47 | 34 | 30 | 32 | 33 | 44 | 46 | 45 | 43 | 44 | 46 | 49 |
| Cold water paints: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 156 | 115 | 113 | 126 | 144 | 187 | 210 | 230 | 206 | 156 | 154 | 171 |
|  |  | 253 | 190 | 169 | 211 | 219 | 316 | 317 | 338 | 309 | 227 | 287 | 299 |
| Calcimines..--..........---..........-do |  | 245 | 226 | 222 | 235 | 251 | 280 | 282 | 305 | 281 | 206 | 255 | 279 |
| Paints, varnish, lacquer, and fllers: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total.-.------....................... do |  | 28,773 | 26, 280 | 20,515 | 24, 229 | 24,415 | 31,555 | 32, 666 | 40,138 | 36,886 | 29,472 | 33, 087 | 37, 049 |
|  |  | 29,486 | 18,367 | 15,036 | 17, 828 | 17,395 | 23,003 | 23,830 | 28, 546 | 26, 197 | 20,769 | 23, 413 | 25,597 |
|  |  | 8,481 | 8,397 | 7,417 | 8,180 | 7,982 | 9,626 | -9,469 | 9,611 | 9,781 | 8,199 | 9, 309 | 10, 430 |
| Trade |  | 12,006 | 9,970 | 7,619 | 9,648 | 9,413 | 13,377 | 14,360 | 18,935 | 16,416 | 12,569 | 14, 104 | 15, 168 |
|  |  | 8,287 | 6,914 | 6,478 | 6, 401 | 7,021 | 8,551 | 8,836 | 11, 592 | 10,690 | 8,703 | 9,674 | 11,452 |
| CELLULOSE PLASTIC PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Nitro-cellulose, sheets, rods, and tubes: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption* .-...-....-.-.-.-. thous. of lb-- | ${ }_{3}^{311}$ | 316 | 228 | 246 | 242 | 257 | 342 | 287 | 249 | 297 | 221 | 32.5 | 328 |
| Production $\qquad$ do | 1,315 | 1,051 | 1,018 | 789 | 923 | 1,049 | 1,315 | 1,116 | 1,036 | 957 | 979 | 1,069 | 1,164 |
|  | 1,232 | 1,124 | 1,008 | 937 | 956 | 977 | 1,171 | 950 | 940 | 1,000 | 847 | 1,065 | 1,156 |
| Cellulose-acetate sheets, rods, and tubes: <br> Consumption* <br> thous. of lb | 14 | 10 | 14 | 7 | 6 | 9 | 14 | 12 | 10 | 9 | 6 | 7 | 7 |
|  | 713 | 945 | 1,332 | 1,112 | 896 | 989 | 1,078 | 508 | 491 | 446 | 561 | 1,041 | 706 |
|  | 684 | 1,048 | 1,251 | 1, 032 | 856 | 1,014 | 1,029 | 522 | 509 | 378 | 537 | 815 | 677 |
| Moulding composition:* |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Produrtion. $\qquad$ do <br> Shipments $\qquad$ do. $\qquad$ | 1,410 1,333 | 1,044 089 | 1,031 956 | 758 671 | 725 682 | 871 770 | 963 810 | 736 600 | 782 704 | 795 703 | 645 604 | 1,034 | 1,312 1,153 |
| ROOFING |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Asphalt prepared roofing, shipments: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total |  | 4, 095 | 2, 583 | 2,076 | 1,439 | 1,410 | 2,910 | 3,289 | 2,714 | 2,887 | 2,633 | 3, 923 | 3.867 |
| Grit roli . |  | 1,062 1,401 | 630 836 | 515 527 | 359 358 | 374 391 | 692 891 | 785 1,150 | 720 1,057 | 831 1,058 | 737 926 | 1,115 1,176 | 1, 1289 |
|  |  | 1, 1,632 | 1,117 | 1,035 | 358 721 | 391 645 | 1,397 | 1,150 | 1,057 $\mathbf{9 3 8}$ | 1,058 998 | 970 | 1,632 | 1, 1,458 |

ELECTRIC POWER AND GAS


| Monthly etatistics through December 1937, together with explanatory notes and reeferences 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | Octaber | $\begin{array}{\|c} \begin{array}{c} \text { Novem- } \\ \text { ber } \end{array} \end{array}$ | $\begin{gathered} \text { Decom- } \\ \text { ber } \end{gathered}$ | $\begin{aligned} & \text { Janu- } \\ & \text { ary } \end{aligned}$ | $\begin{aligned} & \text { Febru- } \end{aligned}$ | March | April | May | June | July | August | ${ }_{\text {ctep- }}^{\text {Sember }}$ |

ELECTRIC POWER AND GAS-Continued


FOODSTUFFS AND TOBACCO

| ALCOHOLIC BEVERAGES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fermented malt llquors: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production......................- ${ }^{\text {thous of }}$ obl | 4,237 | 3, 592 | 3,735 | 3,541 | 3,645 | 3,482 | 4,497 | 4,641 | 5,651 | 6,271 | 5,637 | 5, 450 | 4,392 |
| Tax-paid withdrawals.........-..........do.. | 4, 169 | 4, 117 | 3,774 | 3,669 | 3. 104 | 3,031 | 3,822 | 3,985 | 5,079 | 5,656 | 5, 538 | 5, 715 | 4,921 |
|  | 7,994 | 7,508 | 7,367 | 7,083 | 7,470 | 7,774 | 8,265 | 8,746 | 9,086 | 9, 447 | 9,330 | 8,836 | 8,112 |
| Distilled spirits; Production |  |  | 22,188 | 17,230 | 11,874 | 10,700 | 13,022 | 10,940 | 10,756 | 8,304 |  | 6,390 |  |
| Tax-paid withdrawals...................do. do...- | 17, 11,066 | 10, 200 | 12, 738 | 17,230 9,714 | 11,874 6,248 | 10,70 6,112 | 13,022 8,566 | 10,940 7,593 | 10,766 6,868 | 8,354 6,456 | 5,381 5,605 | 6,390 $6, f 63$ | 10,244 8,772 |
| Imports*.........-....... thous. of proof gal.- | 1, 113 | 1,200 | 1,381 | 1,691 | 667 | 676 | 831 | 776 | 845 | 772 | 632 | 710 | 1,843 |
| Stoeks...---.-.-.---------thous. of tax gal | 510,600 | 495,013 | 501,045 | 505,414 | 810, 194 | 513,462 | 616,755 | 519,162 | 521,251 | 522,058 | 520, 429 | 518,487 | 514, 433 |
| Whisky: <br> Production $\qquad$ do | 7,074 | 8,119 | 10,572 | 11, 003 | 9,204 | 8,724 | 9,993 | 8,513 | 7,972 | 5,774 | 3,711 | 4,392 | 4,985 |
|  | 8,550 | 8,153 | 9, 559 | 7,665 | 5,007 | 4,996 | 6,791 | 5, 728 | 4, 866 | 4,885 | 4,343 | 5,098 | 6,793 |
| Imports*.....---.-.-.- thous. of proof gal -- | 8,959 | 1,046 | 1, 215 | 1,459 | - 571 | - 582 | \% 706 | 6788 | -730 | -666 | , 534 | . 612 | 1,599 |
| Stocks .-.....-.-.-......thous. of tax gal.- | 469, 173 | 466,355 | 466,175 | 466,785 | 470,251 | 472,934 | 475,150 | 477,136 | 478,741 | 478,900 | 477, 149 | 475, 371 | 472, 499 |
| Rectified spirits and wines, production, total thous. of proof gal. |  | 4,480 | 5, 362 | 4,774 | 2,973 | 2,683 | 3,817 | 3, 670 | 3,425 | 2,960 | 2,930 | 3,189 | 4,005 |
|  |  | 3, 689 | 4,445 | 3,898 | 2,375 | 2, 192 | 3,078 | 2,800 | 2,496 | 1,977 | 2,014 | 2,332 | 3,258 |
| Indicated consumption for beverage purposes: <br> All spirits* $\dagger$ thous. of proof gal. |  | 12,950 | 15, 038 | 13, 118 | 8,192 | 7,743 | 10,771 | 9,775 | 9,137 | 8,699 | 6, 774 | 7,861 | 10,699 |
|  |  | 11,328 | 13, 351 | 11,425 | 6,988 | 6,816 | 9,357 | 8,122 | 7,142 | 6,767 | 6,131 | 7, 104 | 10, 309 |
| 8till wines: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production*-...-.-...... thous. of wine gal |  | 02, 432 | 73, 578 | 24, 154 | 5,008 | 1,678 | 1,02f, | 1,003 | 1,103 | 677 | 914 | 5, 211 | 44, 293 |
| Tax-paid withdrawals*-....-............-do |  | - 6, 871 | -7,395 | + 8,730 | - 5, 066 | r 5, 022 | 5,883 | r 5, 171 | 4,994 | - 4,684 | 4,247 | 5, 053 | 6, 195 |
|  | 370 | , 322 | 406 | 476 | 247 | 194 | 292 | 310 | , 229 | 207 | 154 | 5, 152 | 420 |
|  |  | 127, 066 | 137, 224 | * 128, 047 | 122, 601 | 117, 094 | 111,357 | 105, 776 | 100,933 | 94,861 | 91, 048 | 87, 127 | 99, 817 |
| Sparkling wines: Production |  | 18 | 26 | 37 | 5 | 9 | - 25 | 43 | 70 | 37 | $\begin{array}{r}19 \\ \hline 18\end{array}$ | 87 16 | 21 |
| Tax-paid withdr |  | 40 | 54 | 78 | 16 | 11 | 13 | 13 | 17 | 23 | 20 | 21 | 34 |
| Imports* | 59 | 60 | 83 | 138 | 23 | 19 | 22 | 26 | 37 | 36 | 20 | 26 | 84 |
| Stocks*- |  | 636 | 608 | 554 | 548 | 546 | 558 | 587 | 639 | 647 | 646 | 639 | 625 |
| DAIRY PRODUCTS <br> Butter: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption, apparent $\dagger$ thous. of 1 h . Price, wholesale 92-score (N. Y.) | 147,919 | 153,266 | 150,912 | 153, 152 | F 145,796 | -139,555 | 153, 186 | r 152, 961 | r 180, 150 | -152,862 | ' 145, 612 | -157, 235 | r 152, 571 |
| ( dol. per lb.- | . 29 |  | . 27 | . 28 | . 26 | . 26 | . 24 | . 23 | 24 | 24 | 24 | 24 | 28 |
| Production, creamery (factory) $\dagger$ thous. of lh. | 121, 595 | r 136, 989 | - 116, 835 | r 122, 855 | 128, 303 | 121, 065 | 139,331 | 145, 123 | 193, 701 | 200, 135 | 179, 275 | 164,960 |  |
| Receipts, 5 markets $\ddagger$....................d do.-- | 49,357 | 64, 457 | 50,495 | 53, 269 | 55,705 | 53, 955 | 60,091 | 59,385 | 77,965 | 84, 566 | 77,460 | 69, 674 | 55, 208 |
| Stocks, cold storage, creamery, end of month thous. of 1 h . | 128, 147 | r 195,263 | -160,632 | -128, 770 | 111,354 | 92, 780 | 78,909 | 70,909 | 84,437 | 131, 609 | 165, 183 | 172,825 | + 154,594 |
| Consumption, apparent $\dagger$----.-.-.-....-do. | 67, 734 | 2,027 | 52, 088 | 50, 428 | +56,741 | - 57, 241 | 62,356 | , 64, 704 | 77, 595 | 70.249 | , 671 | 61,789 |  |
|  | 11,637 | 7,018 | 5,925 | 4,083 | 4,001 | 4,425 | 4,881 | 3,927 | 4,353 | 3, 781 | 3,134 | 3,435 | 5, 762 |
| Price, wholesale, No. 1 Amer. (N. Y.) dol. per lb |  |  | 14 |  | . 14 |  |  |  | 1,353 .14 |  | 3,134 15 |  |  |
| Production, total (factory) $\dagger$.....thous. of lh ${ }^{-1}$ | 54,000 | , 56,701 | - 42.729 | - 40,376 | 39, 168 | 37,992 | 47,775 | 54, 600 | 77, 300 | 86, 170 | 73, ${ }^{15} 40$ | 65,920 | $\begin{array}{r}\text { 57, } \\ \hline 170\end{array}$ |
|  | 41,310 | r 43,070 | $\cdot 30,017$ | - 28,258 | 28, 171 | 27, 175 | 34, 281 | 41, 145 | 60,640 | 68, 320 | 58, 400 | 52, 420 | 45, 075 |
|  | 15, 145 | 15, 764 | 10,537 | 10,998 | 10,753 | 11, 492 | 11,960 | 11,157 | 14, 402 | 14,322 | 13,786 | 14,579 | 16,527 |
| Stocks, cold storage, end of month......do. | 114, 746 | 132, 326 | 127,440 | 120, 174 | 106, 411 | 91, 485 | 81, 653 | 75, 345 | 79, 272 | 98, 850 | 117, 598 | 125, 019 | -116,561 |
| American whole milk $\qquad$ do $\qquad$ | 94, 007 | 115, 351 | 109, 738 | 102, 563 | 90, 401 | 77, 270 | 68,812 | 62,866 | 64, 750 | 81, 262 | 97, 448 | 103, 594 | - 97,530 |
| Condensed and evaporated milk: <br> Exports: |  |  |  |  |  |  |  |  |  |  | 97, 48 | 103, | - 530 |
| Condensed (sweetened) $\qquad$ thous. of lb.. | 364 | 356 | 259 | 355 | 104 | 91 | 306 | 142 | 148 | 195 | 215 | 194 | 276 |
| Evaporated (unsweetened)............do....- | 3,715 | 2,335 | 2,034 | 2,198 | 1,522 | 2,007 | 1,785 | 1,710 | 2,508 | 1,709 | 2, 338 | 1,976 | 3,414 |
| Prices, wholesale (N. Y.): <br> Condensed (sweetened) dol. per case | 5.00 | 5.00 | 5.00 | 5. 00 | 5.00 | 5.00 | 5.00 | 5.00 | 5. 00 | 5. 00 | 2,380 | 5.00 |  |
| Evaporated (unsweetened).-..........do. do.-. | 3. 10 | 2.90 | 2.90 | 2.60 | 2. 90 | 2. 90 | 2.90 | 2.90 | 5.00 2.90 | 2. 90 | 2. 2.90 | 5.00 2.90 | 2. 200 |

## ${ }^{-}$Revised.

\$See note marked with a " T " on p. 41 of the June 1939 Survey.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | December | January | February | March | April | May | June | July | August | $\begin{gathered} \text { Sep- } \\ \text { tember } \end{gathered}$ |

FOODSTUFFS AND TOBACCO-Continued

| DAIRY PRODUCTS-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Condensed and evaporated milk-Continued. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production: $\dagger$ <br> Condensed (sweetened): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bulk goods.-.-...-...........thous. of lb- |  | r 13,759 | - 11, 592 | -13,157 | 12,847 | 11,505 | 15,408 | 15,420 | 22,007 | 21, 059 | 16, 615 | 16,817 | 15, 170 |
| Case goods...........................-. do. | 2, 479 | r 3,023 | +3,163 | - 3,138 | 3,421 | 3,036 | 3,075 | 3,283 | 2.899 | 2, 755 | 2, 894 | 2,461 | 4,398 |
| E vaporated (unsweetened) --.....-.--do | 143,988 | ${ }^{r}$ 125,000 | + 102,056 | r 144,739 | 129, 452 | 137, 882 | 181,094 | 202, 090 | 262,957 | 265, 586 | 223, 953 | 194, 162 | 159,880 |
| Stocks, manufacturers' end of month: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Candensed (sweetened): $\qquad$ thous. of |  | 15,248 | 11,701 | 9,235 | 8,536 | 7,202 | 5,809 | 6,135 | 7,910 | 11, 416 | 12,504 | 10,986 | 7,741 |
| Case goods.......-----..................-d | 6,319 | 8,521 | 7,854 | 7, 139 | 6, 101 | 4,935 | 4,959 | 4,608 | 6,437 | 7,764 | 8,570 | 8,001 | 6,039 |
| Evaporated (unsweetened), case goods thous. of lb. | 175, 530 | 344, 316 | 284, 375 | 205, 073 | 150,311 | 120, 397 | 109, 882 | 134, 625 | 209,044 | 292, 393 | 341, 686 | 355, 071 | 135, 135 |
| Fluid milk: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption in oleormargarine --.....- |  | 6,247 | 5,838 | 5,830 | 5.856 | 5,422 | 5,861 | 4,561 | 4,498 | 4,112 | 3,870 | 4.315 | 5. 297 |
| Price, dealers', standard grade*-dol. per 100 lb | 2. 19 | 2.23 | 2.23 | 2.23 | 2.23 | 2.21 | 2. 20 | 2.15 | 2.11 | 2.10 | 2. 10 | 2.12 | 2. 15 |
| Production (Minneapolis and St. Paul) thous. of lb | 26,043 | 28,377 | 26,700 | 32,002 | 36,421 | 34,829 | 40,237 | 39,031 | 44, 144 | 41,873 | 34, 051 | 28, 599 | 25, 226 |
| Receipts: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Boston (incl. cream) .........thous. of |  | 14,936 120,748 | 115,327 | 114, 14.278 | $\xrightarrow{13,988}$ | 12,681 | 13,906 125,570 | 13, 322 | 14, 648 | 13,897 134,712 | 14,947 129,851 | 115, 375 | 13, 258 |
| Greater New York (milk only) |  |  | 118,582 | 118, 277 | 123,868 | 112,501 | 125,570 | 121,682 | 132, 670 | 134, 712 |  | 118, 956 | 122, 715 |
| Exports $\qquad$ thous. of | 796 | 751 | 673 | 549 | 473 | 519 | 689 | 696 | 1,069 | 739 | 637 | 708 | 823 |
| Productiont...........-.-................-do | 20,618 | r 31, 450 | r 24, 624 | - 28,038 | 25,006 | 22,890 | 28, 233 | 31, 190 | 38.877 | 38, 572 | 29, 079 | 23, 566 | - 22,432 |
| Stocks, mfrs., end of mo.t..............-do | 8.443 | r 42,082 | 37, 194 | 33, 259 | 32,860 | 32,318 | 30, 972 | 32, 102 | 31, 982 | 25, 861 | 27, 613 | 18, 298 | r 11,963 |
| FREITS AND VEGETABLES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Apples: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (crop estimate) $\qquad$ no. of carloads | 10,218 | 13, 150 | 7,362 | 6,742 | 5,625 | 4,785 | 4,848 | 3,055 | 2,053 | 976 | 1,007 | 971 | '4,833 |
| Stocks, cold storage, end of month | , 5 | 10.09 | 10.27 | 8.73 | ¢. 2 | 79 | 3. | 1569 | $5 \cdot 5$ | 0 | 0 | $1)$ | 3,36i |
| Citrus fruits, carlot shipments_no. of carloads | 11, 852 | 12,830 | 14,410 | 18.938 | 18.747 | 18,444 | 22,939 | 20,387 | 17,683 | 16, 426 | 10,853 | 9,154 | 7,203 |
| Onions, carlot shipments.................-do... | 3,242 | 3,006 | 2,359 | 2, 105 | 2,485 | 2,184 | 2.380 | 3,094 | 3,383 | 2,147 | 1,111 | 1,668 | 3,343 |
| Potatoes, white: | 1,7 | 1. 100 | 1.095 | 1.45 h | 1.595 | 1.5 | 1.375 | 1.800 | 1.680 | 1.575 | 1.813 | 1,295 | 1,588 |
|  | -361,65 |  |  | s 371,617 |  |  |  |  |  |  |  |  |  |
| Shipments, carlot.-.......---io. of carloads-- | 15, 118 | $\cdots 15.059$ | -12,569 | r 12,402 | $\stackrel{\square}{\square} \mathrm{T}, 551$ | $r 17,34$ | r 25,317 | $\bigcirc 18,983$ | $\because 22,833$ | - 23,930 | $\cdots$ |  | -12, |
| GRAINS AND GRAIN PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports, principal grains, incl. flour and meals thous. of bu | 11, 291 | 12,545 | 15, 111 | 11,495 | 20,385 | 15,521 | 15,435 | 11,368 | 16,372 | 6, 600 | 8,389 | 10,830 | 8,372 |
| Barley: $\quad$ Exports, including malt... | 909 | 1. | 736 | 649 | 368 | 724 | 436 | 124 | 614 | 206 | 265 | 713 | 709 |
| Prices wolesale No 2 (Mpis.) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Prtraight.--..---...........-- dol. per | 53 | . 50 | . 50 | . 52 | . 54 | 55 | . 54 | . 51 | 55 | . 53 | . 45 | 46 | 55 |
|  |  | 54 | 56 |  | 60 | 55 | 56 | . 57 |  | . 60 | . 47 | 48 |  |
| Production (crop estimate) ..... thous. of bu | 269,54 8,74 |  |  | 252,139 5,846 |  |  |  |  |  | 3,791 | 4,823 | 20,062 | 13,546 |
| Receipts, principal markets ......-.-...- ${ }^{\text {d }}$ do Stocks, commercial, end of mo.......do | 8,748 20,398 | 10, 18.924 | 5,764 16,187 | 5,846 15,015 | 6,670 13,752 | + $\begin{array}{r}3,846 \\ 11,726\end{array}$ | 5,967 10,182 | 4, 81874 | $\begin{aligned} & 4,474 \\ & 5,745 \end{aligned}$ | 6, 210 | 8,253 | 16,904 | 19, 421 |
| Corn: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports, including meal................-do | 5,580 | 4,119 | 6, 032 | 3,729 | 7,050 | 2, 721 | 3,798 | 1,663 | 1,207 | 267 | -608 | 1,121 | 1,855 |
|  | 8,113 | 6,915 | 6,547 | 6,724 | 6,340 | 5, 256 | 5,780 | 5,798 | 6, 510 | 5. 945 | - 4, 929 | r 6, 693 | -8,094 |
| Prices, wholesale: | 50 | .44 | 46 | 48 | (c) | 46 | 46 | (c) | (c) | (e) | (c) |  | 52 |
| No. 3, yenle (Chicaso) | . 59 | .45 | . 47 | . 54 | $\because .53$ | 51 | 51 | . 53 | 55 | (9) | r. 50 | (c) | . 57 |
| Weighted average, 5 narkets, all grades** | . 0 | .45 | .46 | 50 | . 51 | . 47 | 47 | 49 | . 52 | . 51 | . | .47 | . 56 |
| Production (crop estimate) .... thous. of bu | -2,591,063 |  |  | [2,542,238 |  |  |  |  |  |  |  |  |  |
| Receints, principal markets.----..-..- d | 31,609 | 45, 157 | 32,698 | 20, 262 | 14, 373 | 10, 216 | 13, 085 | 12,562 | 23, 333 | 17, 381 | 11,864 | 9, 880 | 22, 655 |
| Shipments, principal markets...----... do | 13, 135 | 18, 994 | 16, 356 | 10,969 | 8,827 | 5. 398 | 8, 473 | 8,656 | 20, 170 | 17,042 | 12,759 | 12, 077 | , 584 |
| Stoeks, commercial, end of mo.........-do | 27,541 | 23, 081 | 46,645 | 52,644 | 50, 889 | ${ }^{\text {r 47, } 459}$ | 43, 741 | 39, 262 | 34, 568 | 30, 880 | 23, 145 | 14, 192 | r 14,947 |
| Oats: | 172 | 650 | 1,405 | 147 | 353 | 130 | 114 | 112 | 61 | 93 | 101 | 61 | 133 |
| Price, wholesale, No. 3, white (Chicago) dol. per bu |  | 25 | 26 | . 29 | . 31 | . 30 | . 31 | . 32 | 34 | . 34 | . 29 | . 30 | 36 |
| Production (crop estimate) .-.-.thous. of bu | c941,230 |  |  | 1,053,839 |  |  |  |  |  |  |  |  |  |
| Receipts, principal markets.....-......do | 6, 261 | 7,707 | 4,199 | 5,658 | 6, 221 | 4,304 | 5,769 | 4,461 | 6,303 | 4,540 | 6,673 | 18,625 | 32,528 |
| Stocks, commercial, end of mo.........d | 14, 5.52 | 22, 609 | 17,676 | 16,919 | 15,545 | r 14,649 | -12, 6 ¢ 1 | 10,312 | 6,784 | 5,695 | 5,551 | 14, 681 | r 16, 104 |
| Rice: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports8.-.............-...-. pockets (100 do. -- | 8, 568 | $\begin{array}{r} 351,826 \\ 39,355 \end{array}$ | $\begin{array}{r} 34,816 \\ \hline \end{array}$ | 39,991 | $\begin{array}{r} 306,891 \\ 46,344 \end{array}$ | $\begin{array}{r} 302,302 \\ 41,296 \end{array}$ | $\begin{array}{r} 302,102 \\ 67,608 \end{array}$ | $90,116$ | $84,857$ | 241, ${ }^{245} \times 6$ | $\begin{array}{r} 220,315 \\ 83,257 \end{array}$ | $\begin{array}{r} 216,072 \\ 70,651 \end{array}$ | $37,528$ |
| Imports olesale, head, clean (Now Orleans) dol. per Ib | -0, 0 | 39,355 .033 | 34,816 .033 | $\begin{array}{r}39,991 \\ \hline .033\end{array}$ | 46, 344 .033 | 41, 296 .033 | 67,608 .033 | 97116 .033 | 84,837 .033 | 75, 648 .033 | 83,237 .033 | \%, .0313 | 37,528 .040 |
| Production (crop estimate) - thons. of bry | - 52, 204 |  |  | f 52, 303 |  |  |  |  |  |  |  |  |  |
| Southern States (La., Tex., Ark., and Tenn.): Receipts, rough, at mills |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Receipts, roush, thons. of bbl. (162 lb.).. | 2,360 | 3,191 | 1,458 | 912 | 891 | 898 | 545 | 428 | 681 | 368 | 180 | 390 | 1.805 |
| Shipments from mills, milled rice ( 100 ib) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| thous. of pockets ( 100 lb .) <br> Stocks, domestic, rough and cleaned (in | 1,122 | 1,437 | 1,158 | 977 | 1,250 | 1, 064 | 938 | 802 | 1,024 | 912 | 758 | 972 | 1,146 |
| terms of cleaned rice) end of month thous. of pockets ( 100 lb .). | 3,0:9 | 3,568 | 3,983 | 3,983 | 3,695 | 3,586 | 3,244 | 2, 894 | 2, 595 | 2,092 | 1,552 | 99 | 1,706 |
| California: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Receipts, domestic rough ... bags ( 100 lb .) | 354.766 | 477. 536 | 444. 297 | 212. 534 | 262, 200 | 169, 184 | 229, 760 | 160.345 | 203, 447 | 197. 332 | 270, 965 | 486, 207 | 497, 338 |
| Shipments from mills, milled rice .-. do | 123, 6103 | 161, 154 | 182, 438 | 136, 365 | 129, 003 | 118,478 | 143,617 | 136, 287 | 144,414 | 97, 707 | 130, 025 | 174, 422 | 224, 311 |
| Stocks, rough and cleaned.... (in terms of cleaned rice), end of mo...bags ( 100 lb .). | 544, 057 | 301, 531 | 382, 460 | 366, 012 | 383, 811 | 375,056 | 350, 435 | 301, 497 | 264, 633 | 258, 494 | 208, 269 | 389, 027 | 466,045 |
| Rye: <br> Exports, including flour $\qquad$ thous. of bu . |  | 307 | 21 | (a) |  | (a) |  | (a) | (a) |  | (a) | 0 |  |
| Price, wholesale, No. 2 (Mpls.) dol. per bu-- | 52 | . 41 | . 40 |  | .46 | . 45 | . 43 | 43 | 51 | 50 | . 43 | 12 | 53 |
| Production (crop estimate) .....thous. of bu_. | - 40,834 |  |  | '55.039 |  |  |  |  |  |  |  |  |  |
| Receipts, principal markets | ${ }^{2}$ 2, 059 | 2. 199 | \% 9 | 1, 248 | 8, ${ }^{942}$ | ${ }^{511}$ | 1,241 7.630 | 795 7.153 | 1,045 | $\begin{array}{r}1.955 \\ +3.384 \\ \hline\end{array}$ | 1,470 7,708 | 3. 4.45 | 3, 160 |

$r$ Revised. $\quad$ L.ess than 500 bushels.
$\ddagger$ For comparable monthly figures beginning 1918, see table 13, p. 17 of the Nutarch 1939 issue


in a subsequent issue.
in a subsequent issue.
§Revised series. Data revised for 1937 ; see tables 19 and 20, pp. 14 and 15 of the A pril 1939 issue.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | Octoher | November | December | $\underset{\text { ary }}{\substack{\text { Janu- }}}$ | February | March | April | May | June | July | August | Sep- tember |

## FOODSTUFFS AND TOBACCO-Continued

| GRAINS AND GRAIN PRODUCTSContinued <br> Wheat: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Exports: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Wheat, including flour \$ . . . . . thous. of bu-- | 4,629 | 5,720 | 6,917 | 6, 870 | 12,613 | 11.946 | 11,087 | 9,468 | 14,489 | 6,033 | 7,414 | 8,935 | 5,675 |
|  | 1,701 | 3, 104 | 4,893 | 4,430 | 10,217 | 8,782 | 8,487 | 5,874 | 10,672 | 3,929 | 2,977 | 5,903 | 2,530 |
| Prices, wholesale: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| No. 1, Dark Northern Spring, <br> (Minneapolis) dol. per bu- | . 88 | . 73 | . 73 | . 77 | . 80 | . 78 | . 77 | . 78 | . 86 | 84 | 78 | 76 | 93 |
| No. 2, Red Winter (St. Louis).......do...- | . 88 | . 69 | . 66 | . 70 | . 73 | . 73 | . 73 | . 76 | . 83 | . 73 | . 69 | . 69 | 88 |
| No. 2, Hard Winter (K. C.).-.-.-...do | . 83 | . 85 | . 63 | . 67 | . 71 | . 69 | . 69 | . 70 | . 76 | . 71 | . 67 | . 65 | . 86 |
| Weighted av., 6 markets, all grades. do | 86 | . 65 | . 65 | . 68 | . 73 | . 71 | . 71 | . 72 | . 80 | . 75 | . 68 | 72 | 90 |
| Production (crop est.), total .-.thous. of bu.. | $\cdot 739,445$ |  |  | 1930,801 |  |  |  |  |  |  |  |  |  |
|  | -188, 735 |  |  | [244, 164 |  |  |  |  |  |  |  |  |  |
|  | -550, 710 |  |  | 1686,637 |  |  |  |  |  |  |  |  |  |
| Receipts, principal markets | 19,799 | 27, 345 | 19, 110 | 14, 892 | 11, 000 | 9,512 | 13,748 | 16, 000 | 25, 525 | 44,016 | 99,006 | 43, 924 | 38,995 |
| Shipments, principal market | 16,856 | 23, 797 | 21, 696 | 18, 252 | 12,758 | 9,251 | 11, 113 | 11, 174 | 16,851 | 14, 423 | 30, 840 | 22,791 | 24, 495 |
| Stocks, end of mo. world est.---.------- do | (1) | 437, 340 | 439, 820 | 484, 150 | 467, 360 | 412,390 | 379, 820 | 359, 730 | 319,890 | 318, 340 | (1) | (1) | (1) |
| Canada (Canadian wheat) | 335,445 | 173, 542 | 162,375 | 161, 161 | -150, 376 | 144, 817 | 139, 071 | 134, 085 | 112,987 | 98,123 295 | 89, 281 | 135, 793 | 274, 841 |
| United States, total*...... |  |  |  | 656, 242 |  |  | 446, 104 |  |  | 295, 492 |  |  | 794, 074 |
| Commercial Country mills and ele | 151, 015 | 141,914 | 136, 204 | 128,748 138,598 | r 108,936 | r 95,474 | r $\mathrm{r} 82,687$ | 74, 851 | 64, 178 | 81, 334 | 149, 372 | 166, 289 | 161, 987 |
| Country mills and el |  |  |  | 138, 598 |  |  | r 91.846 |  |  | 38,291 <br> 85 |  |  | 162, 542 |
| On farms* - .-. |  |  |  | 107, 706 |  |  | '82,481 |  |  | 80, 838 |  |  | 137, 332 |
| Wheat flour: |  |  |  | 281, |  |  |  |  |  |  |  |  | 332, 213 |
| Consumption (Russell) ........-thous. of bbl. - |  | 9,737 | 9, 445 | 9, 226 | 8,351 | 8, 110 |  |  |  |  |  |  |  |
| Exports§..---........-.-.-.------.-.-- do.--- | 623 | 557 | 431 | 540 | 8, 510 | 673 | 553 | 765 | 812 | 448 | 944 | 645 | 669 |
| Crindings of wheat .-............ thous. of bu- |  | 43,896 | 40,324 | 38,357 | 38,755 | 35,447 | 41,068 | 37, 698 | 39,066 | 38,927 | 38,833 | 43, 746 | 51, 101 |
| Prices, wholesale: <br> Standard patents (Mpls.) .... dol. per bbl.- | 5.58 | 4.81 | 4.91 | 5.06 | 5.10 | 4.95 | 4. 79 | 4.87 | 5. 23 | 5. 16 | 4. 74 | 4.90 | 5.76 |
| Winter, straight (Kansas City) .-....do | 4.20 | 3. 79 | 3. 80 | 3.84 | 3. 82 | 3. 66 | 3. 54 | 3.47 | 3. 60 | 3. 58 | 3. 41 | 3. 36 | 5. 4.36 |
| Production: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Flour, actual (Census) --....thous of bbl.. |  | 9.634 | 8, 838 | 8, 416 | 8,476 | 7,757 | 8,951 | 8, 244 | 8,516 | 8,440 | 8,432 | 9,522 | 11,191 |
| Operations, percent of capacity |  | 60.5 | 59.2 | 54.0 | 57.2 | 57.0 | 56.0 | 55.7 | 55.4 | 55.0 | 57.4 | 60.3 | 75.9 |
| Flour (Russell) --------.....thous. of bbl | a 10, 462 | 10,484 | 9,286 | 9,266 | 8.711 | 8,512 | 9,142 | 8. 916 | ${ }^{\text {a } 9,424}$ | a 8, 943 | a 9, 193 | a 9, 984 | a 12,011 |
| Offal (Census) -............tbous. of lb. |  | 765, 608 | 704,995 | 672, 015 | 681,624 | 625, 888 | 730,612 | 665. 468 | 693,372 | 699,737 | 689,557 | 772, 787 | 890, 697 |
| Stocks, total, end of month (computed by Russell) $\qquad$ thous. of bbl |  | 6,750 | 6, 200 | 5,700 | 5,550 | 5,300 | 73, 612 | -5. |  |  |  | 72, | 80, |
| Held by mills (Census) .--.-.-.....-- do.-.- |  |  |  | 4,317 |  | 5,300 | 3,865 |  |  | 3,641 |  |  | 4,058 |
| LVESTOCK |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cattle and calves: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Receipts, principal markets thous of animals. | 2,438 | 2,306 | 1,900 | 1, 485 | 1,635 | 1,294 | 1,542 | 1, 467 | 1,737 | 1,476 | 1,667 | 1,764 | 2,117 |
| Disposition: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Local slaughter | 1,124 | 1,122 | 989 | 843 | 975 | 807 | 952 | 869 | 1, 068 | 934 | 971 | 972 | 1, 019 |
| Shipments. total | 1,270 | 1, 120 | 927 | 632 | 608 | 496 | 579 | 581 | 647 | 546 | 664 | 795 | 1, 074 |
| Stocker and feeder--...-: | 743 | 594 | 473 | 309 | 259 | 213 | 253 | 233 | 240 | 187 | 242 | 375 | 546 |
| Prices, wholesale (Chicago): Beef steers*..............dol. per 100 lb . | 9.87 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 9.87 10.07 | 10.33 10.88 | 10.03 10.75 | 10.13 11.60 | 10.35 <br> 11.59 | 10.17 11.38 | 10.29 | 10.02 | 9.68 10.59 | 9.22 9.66 | 9.30 9.53 | 9. 9.09 | 10.23 10.68 |
| Calves, vealers .-.-.-.....................-. ${ }^{\text {do }}$ do | 10.78 | 10.70 | 10.29 | 9.63 | 10.38 | 11.19 | 10.34 | 9.56 | 9.68 | 9.13 | 9.68 | 10.03 | 11. 09 |
| Hogs: |  |  |  |  |  |  |  | . 5 |  |  |  |  |  |
| Receipts, principal markets thous.of animals. Disposition: | 2,458 | 2, 255 | 2,607 | 2, 570 | 2,699 | 1,971 | 2, 205 | 1,906 | 2, 410 | 2,105 | 1,948 | 2,007 | 1,995 |
| Local slaughter_.......................... do. | 1,825 | 1,660 | 1,903 | 1,848 | 1,928 | 1,398 | 1,654 | 1,509 | 1, 822 | 1,535 | 1,394 | 1,451 | 1,458 |
| Shipments, total-.-...................-- - | 617 | 1, 587 | -691 | 1,726 | 754 | - 566 | - 547 | 1. 485 | 575 | 560 | 546 | 550 | 534 |
| Stocker and feeder...................-. - d | 37 | 28 | 33 | 43 | 41 | 38 | 45 | 44 | 48 | 43 | 35 | 36 | 39 |
| Prices: <br> Wholesale, heavy (Chi.) .... dol. per 100 lb |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Wholesale, heavy (Chi.) ....dol. per 100 lb Hog-corn ratio* | 6.97 | 8.08 | 7.65 | 7.17 | 7. 18 | 7.66 | 7.30 | 6. 91 | 6.68 | 6.39 | 6.03 | 5.75 | 7.54 |
| bu. of corn per cwt. of live hogs.. | 13.7 | 17.4 | 18.1 | 16.0 | 15.4 | 16.4 | 16.0 | 14.5 | 13.2 | 11.9 | 13.1 | 12.0 | 12.6 |
| Receipts, principal markets thous of animals.. | 2, 60 | 2 | 1, | 1, |  |  |  | 1 | 1,951 | 1,711 | 2,042 | 2, 392 | 2.625 |
| Disposition: |  |  |  |  |  |  |  |  |  |  |  |  | 2,625 |
| Local slaughter | 1. 075 | 1,124 | 996 | 890 | 1,043 | 953 | 1,046 | 000 | 1,070 | 913 | 983 | 968 | 1,064 |
| Shipments, total | 1,620 | 1,673 | 968 | 673 | 677 | 595 | 720 | 1,082 | 884 | 804 | 1,040 | 1, 419 | 1,564 |
| Stocker and feeder .-.....-............do...-- | 693 | 856 | 415 | 155 | 113 | 82 | 110 | 251 | 235 | 167 | 261 | 504 | 613 |
| Prices, wholesale (Chicago): <br> Emes. $\qquad$ dol. per 100 lb . | 3.85 |  | 3. 73 |  |  |  |  |  |  |  |  |  |  |
|  | 9.00 | 7.68 | 8. 38 | 8. 59 | 8.63 | 8. 54 | 8.66 | $\stackrel{\text { 5. }}{96}$ | 9.38 | 9.25 | 8.85 | ${ }_{7}^{3.93}$ | 3.59 9.07 |
| MEATS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total meats: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption, apparent.--.-----mil. of lb | 1,170 | 1,097 | 1,092 | 1,040 | 1,057 | 899 | 1,064 | 943 | 1,105 | 1,073 | 1,053 | 1, 138 | 1,132 |
| Exports* | 1, 31 | , 34 | , 33 | 1, 34 | , 42 | 37 | , 39 | 30 | , 42 | 1,43 | 1,48 | , 39 | 1,40 |
| Production (inspected slaughter) .-....- do | 1, 162 | 1, 073 | 1, 177 | 1,227 | 1,202 | 927 | 1, 067 | 955 | 1,127 | 1, 083 | 1,033 | 1,037 | 1,065 |
| Stocks, cold storage, end of month...-. do...-- Miscellaneous meats............. do..- | 451 58 | 1 413 50 | - 484 | 671 | 791 | 784 | 758 | 758 | 761 | 749 | 699 | 573 | 478 |
| Miscellaneous meats. <br> Beef and veal: | 58 | 50 | 54 | 72 | 76 | 68 | 63 | 63 | 65 | 68 | 69 | 66 | 59 |
| Consumption, apparent..........thous. of lb .- | 494, 204 | 479, 588 | 461, 485 | 415, 788 | 434, 239 | 377, 363 | 450, 183 | 402, 876 | 479,125 | 452,721 | 452,940 | 476. 716 | 503, 357 |
|  | 1,546 | 1.248 | 1,192 | 1,795 | 1,105 | 841 | 1,047 | - 710 | 1,036 | 1,114 | 1,525 | 1,401 | 2, 042 |
| Price, wholesale, beef, fresh, native steers <br> (Chicago) <br> dol. per lb | 1,50 .152 | 1.248 .174 | 1,192 .172 | 1,795 .170 | 1,105 .172 | 841 .177 | 1,047 .173 | 70 .168 | 1,036 .166 | 1,114 .159 | 1,525 .150 | 1,401 .151 | 2,042 .166 |
| Production (inspected slaughter) thous of lb.. | 499, 306 | 477, 452 | 467,980 | 416,041 | 425. 605 | 368, 125 | 439, 576 | 390, 623 | 466, 306 | -444, 337 | 445, 800 | 469, 534 | 495, ${ }^{.1667}$ |
| Stocks, beef, eoid storage, end of mo.... do . | 49,246 | 41.218 | 52, 637 | 58, 187 | 53,126 | 46, 404 | 40, 970 | 36, 866 | 34, 650 | 33, 591 | 33, 456 | 33, 027 | +36,917 |
| Lamb and mutton: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption, apparent ................ . do | 61,609 | 63, 276 | 56, 375 | 54.281 | 61,709 | 58, 558 | 63,777 | 51, 198 | 55, 539 | 53, 193 | 53,010 | 56, 028 | - 62, 517 |
| Production (inspect, ed slaughter) -- do | 62, 147 | 63, 588 | 56, 997 | 54,684 | 61, 123 | 58,452 | 63, 451 | 50, 790 | 55, 398 | 53,238 | 53,073 | 56, 599 | 63, 030 |
| Stocks, cold storage, ork (including lard): | 3,498 | 2, 606 | 3,171 | 3, 541 | 2,925 | 2.773 | 2, 412 | 1,956 | 1,791 | 1,837 | 1,893 | 2,459 | - 2, 965 |
| Cork (including lard): Consumption, apparent.-.-.------..... ${ }^{\text {do }}$ do | 613, 827 | 554, 066 | 574, 142 | 570. 273 | 561,329 | 463, 239 | 550, 289 | 488. 48 f | 570, 476 | r 56G, 926 | 547,518 | 605, 525 | 「560, 582 |
| Exports, total...-.....--................-. - do | 25, 700 | 28, 332 | 27.075 | 27, 258 | 36.966 | 32, 727 | 33, 022 | 25. 591 | 36, 990 | 37,403 | 42, 223 | 33,028 | 33, 848 |
| Lard $\dagger$.-....... | 19, 091 | 21,071 | 16,009 | 19,198 | 28, 520 | 24, 483 | 22, 157 | 17, 531 | 25, 303 | 22, 682 | 25, 339 | 22, 848 | 24, 693 |
| Prices, wholesgle: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Hams, smoked (Chicago) ..... dol. per lb Lard, in tierces: | . 209 | 248 | . 200 | . 200 | . 200 | . 200 | . 200 | . 203 | . 207 | . 206 | . 203 | . 203 | 206 |
| Prime, contract (N. Y.).....-...... do. | . 071 | . 080 | . 077 | . 074 | 073 | . 073 | . 079 | . 067 | . 069 | . 065 | . 061 | 060 | 083 |
|  | . 083 | . 092 | . 090 | . 086 | . 084 | . 081 | . 081 | . 077 | . 079 | . 075 | . 071 | .075 | 104 |


| Monthly atatistics through December 1997, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | December | January | February | March | April | May | June | July | August | $\begin{aligned} & \text { Sep- } \\ & \text { tember } \end{aligned}$ |

## FOODSTUFFS AND TOBACCO-Continued

| MEATS-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pork (including lard)-Continued. Production (inspected slaughter) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| thous. of lb.. | 600, 505 | 531,753 | 651, 636 | 758, 532 | 715, 179 | 500,769 | 563, 699 | 513, 160 | 605,478 | 585, 804 | 534, 284 | 510,693 | 506, 347 |
|  | 102,914 | 89, 716 | 105, 533 | 134,776 | 132, 633 | 90, 038 | 99,442 | 91.858 | 106,945 | 106, 218 | 94, 453 | 91, 676 | 88, 611 |
| Stocks, cold storage, end of month.....do | 340, 814 | 319,312 | 373, 641 | 537, 525 | 658, 489 | 667. 419 | 652, 456 | 656, 746 | 659, 687 | 645, 173 | 594, 581 | 471, 310 | ${ }^{5} 379,026$ |
| Fresh and cured........................do | 272, 678 | 251,645 | 299, 142 | 430, 104 | 526, 411 | 542, 138 | 523, 204 | 527, 213 | 520, 251 | 496, 796 | 454, 766 | 360, 932 | -300, 226 |
| Lard..................-....................- do. | 68, 136 | 67,667 | 74, 499 | 107, 421 | 132, 078 | 125, 281 | 129, 252 | 128, 533 | 139, 336 | 148, 377 | 139, 815 | 110, 378 | -78, 794 |
| POULTEY AND EGGS <br> Poultry: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Receipts, 5 markets....-........ thous. of Ib.. | 37, 224 | 36,763 | 74, 302 | 65, 855 | 23, 286 | 16,744 | 17,825 | 18, 217 | 24,427 | 28, 494 | 27, 712 | 25, 429 | 985: |
| Stocks, cold storage, end of month.....d | 79, 282 | 77,692 | 118, 088 | 139, 108 | 133, 531 | 116,229 | 90, 987 | 70,568 | 66,796 | 67,470 | 64, 918 | 62,870 | - 83,184 |
| Eggs: ${ }_{\text {Receipts, }} 5$ markets..........thons | 619 | 646 | 574 | 760 | 1,04 | 989 | 49 | 2,06 | 2,311 | 1,589 | 1,161 | 967 | 788 |
| Stocks, cold storage, end of month: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Case...-------------.....-- thous. | 3,528 | -3,244 | 1,439 | ${ }_{62}{ }^{302}$ | 136 50,345 | - 44.476 | 1,105 | $\begin{array}{r}3,357 \\ 88 \\ 88 \\ \hline\end{array}$ | ${ }_{117,800}$ | 141, 6 , 975 | r 74.024 | $\begin{array}{r} 6,598 \\ 125 \end{array}$ | $\begin{gathered} \text { 25,430 } \\ 121.471 \end{gathered}$ |
| Frozen TROPICAL PRODUCTS | 104, 291 |  |  |  |  |  |  |  |  |  |  |  |  |
| Imports .-....................-long tons | 27, 215 | 12, 117 | 8.930 | 15,887 | 18, 143 | 33. 297 | 43, 792 | 32,052 | 28,889 | 14, 130 | 16,093 | 23,311 | 3, 707 |
| Price, spot, Accta (N. Y.)........dol. per lb | . 0537 | . 0499 | 480 | . 0462 | . 0437 | . 0460 | 0468 | . 044 | 0446 | . 0436 | 0433 | . 0438 | . 0610 |
| oflee: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Clearances from Brazil, total__thous. of bags.. To United States. | $\xrightarrow{2,088} 1,317$ | 1,598 | 1,218 | 1,451 | 1,191 | 1, 222 | 1, 305 | 1, 232 | 1,638 | 1, 774 | 1, 217 | 1,357 | 1,632 |
| Imports into United States .-..........do | 1,469 | 1,147 | 1,386 | 1,325 | 1,423 | 1,086 | 1,497 | 1,017 | 1,187 | 1,302 | 1,055 | 1,056 | 1,095 |
| Price, wholesale, Rio No. 7 (N. Y.) $\qquad$ | 053 | 055 | 055 | 053 | 053 | . 052 | 051 | . 051 | . 052 | 053 | 051 | 051 | 05\% |
| Receipts at ports, Brazil ......thous. of bag | 2,058 | 1,615 | 1,421 | 1,700 | 1,295 | 1,033 | 1,279 | 1,341 | 1,498 | 1,290 | 1,616 | 1,267 | 1,523 |
| Visible supply, total. excl. interior of Braztl thous. of bags.- | (1) | 7,468 | 7,409 | 36 | 816 | 7,740 | 757 | 7,916 | 8,249 | 7,980 | 8, 079 | 017 | ,918. |
| United States ...........................do...- | 846 | 721 | 858 | 014 | 855 | 860 | 867 | 805 | 860 | 857 | 781 | 846 | $64 \times$ |
| gar: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Raw sugar: Cuba: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cuba: Stocks, |  |  |  |  |  |  |  |  |  |  |  |  |  |
| thous. of Spanish tons. | 1,082 | 1,014 | 784 | 750 | 725 | 1,407 | 2,580 | 2,621 | 2,263 | 2,038 | 1,846 | 1,570 | 1,294. |
| United States: <br> Meltings 8 ports $\qquad$ | 337, 292 | 375, 835 | 292,036 | 247, 226 | 261, 257 | 247, 112 | 371,979 | 401, | 328,213 | 304, 631 | 362, 129 | 349, 987 | 376, $81 \%$ |
| Price, wholesale, $96^{\circ}$ centrifugal (N | 38,202 .034 | . 031 | . 030 | 247, 29 .029 | . 029 | . 028 | 31.078 .028 | . 029 | . 029 | . 029 | . 029 | . 029 | 037' |
| Receipts: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| From Hawail and Puerto Rico long tons |  |  |  |  | 82, 3 | 122,969 | 183, 860 | 184, 440 | 13 | 127,764 | 115, 750 | 84, 140 | 163, 80i |
| Imports $\dagger$............................do..- | 171,338 | 203.920 | 104, 365 | 43, 318 | 60, 868 | 107,931 | 205, 908 | 180, 469 | 152, 564 | 217, 426 | 281, 731 | 250, 265 | 306, 638 |
| Stocks at rofneries, end of month | 305, 164 | 269, 978 | 215, 388 | 194, 732 | 199, 056 | 241,039 | 236, 666 | 271, 306 | 357, 250 | 382, 443 | 351, 005 | 293, 908 | 280, 086 |
| Refined sugar (United Statos): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports, including maple.....-.-...do | 18,995 | 5,625 | 5,003 | 4, 472 | 4,018 | 5,344 | 5,532 | 3,641 | 14,529 | 6, 557 | 8,723 | 3,788 | 8,997 |
| Price. retail, gran. (N. Y. - dol. per lb | . 060 | . 049 | . 050 | . 050 | . 050 | . 049 | . 049 | . 049 | . 044 | . 054 |  | . 043 | . 0.64 |
| Price, wholesale, gran. (N. Y.).-.-.-do.- | 052 | 40 | . 045 | . 044 | . 042 | . 042 | . 044 | . 044 | . 044 | . 044 | . 043 | . 043 | 056 |
| Receipts: <br> From Hawaii \& Puerto Rico. long | 3,55 | 1. | 1,339 | 9,4:9 | 4. 183 | 17,734 | 16 | 18, 076 | 23,352 | 9. | 3,846 | 2, 527 | 10, 72 C . |
| Importst.-.......-...-.-............do | 16,045 | 9,920 | 6,805 | 2,748 | 2,613 | 8,083 | 22, 782 | 19,615 | 31, 799 | 38,839 | 34, 511 | 41,251 | 63,974 |
| From Cubas | 12,696 | 2,368 | 802 | 328 | 1,643 | 5,223 | 18, 922 | 10,706 | 19,384 | 25, 303 | 32,855 | 36, 430 | 59, 120 |
| From Philippine | 3,288 | 4,287 | 2, 532 | 1,014 | 551 | 2,786 | 3,690 | 8,829 | 11,015 | 11,192 | 1,557 | 4,482 | 4,710. |
|  | 7,6 | 7,95 | 8,40 | 7, | 7,G | 7,9 | 8,5 |  | 8,785 | 6, 724 | 6,798 | 7,4 | 7,30: |
| Price, wholesale, Formosa, fine ( N . Y.) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Price, wholesae, Form, per | (c) | 280 | 280 | . 280 | . 280 | 280 | 280 | . 280 | . 280 |  | (1) 280 | (c) | (c) |
| Stocks in the United Kingdom . thous. of | (1) | 214,017 | 231,628 | 243,223 | 252,634 | 234, 468 | 205,084 | 182, 681 | 168, 308 | 161,255 | ${ }^{(1)}$ | (1) | ${ }^{(1)}$ |
| MISCELLANEOUS FOOD PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Candy, sales by manufacturers $\ddagger$ thous. of dol | 23,442 | 21, 401 | 23,656 | 21, 24 | 17,717 | 18, 195 | 18,886 | 16,223 | 15, 169 | 12,696 | 11, 185 | 15,256 | 24, 278 |
| isb: <br> Landings, fresh flsh, prin. ports thous. of lb | 38, 106 | r 40,5 | 34,701 | 27, 112 | 23,070 | 25,652 | 30,983 |  | 43,546 | 38, 323 | 41,665 | 45,789 | 39,208. |
| Salmon, canned, shipments...........cases.- |  | 899, 579 | 539,699 | 716,458 | 524, 250 | 487, 357 | 525, 662 | 524, 393 | 257, 564 | 221,785 | 211, 672 | 809, 103 |  |
| stocks, cold storage, total, 15 th of month thous. of lb | 82,981 | 85, 6 | 93,024 | 90, 7 | 77,088 | 62, 253 | 40,423 | 29,7 | 35, 295 | 46, 965 | 59,940 | 72,765 | ${ }^{\text {r }} 79,388$ |
| Gelatin, edible: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Monthly report for 7 companies: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 1,400 1,509 | 1,082 | 1,364 | 1, 1,248 | 1,554 1,301 | 1,437 1,335 | 1,538 1,557 | 1,546 1,178 | 1,641 1,418 | 1,444 1,468 | - 1,353 | - $\begin{array}{r}832 \\ 1,41\end{array}$ | 978 |
| Stocks. | 4,970 | S, 179 | 5,317 | 5, 593 | 5,845 | 5,948 | 5,929 | 6,296 | 6,520 | 6,496 | 6,096 | 5,488 | 5,080 |
| Quarterly report for 11 compa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production |  |  |  | 5,234 |  |  | 6,340 |  |  | 6, 323 |  |  | 4, 114 |
| Stocks. |  |  |  | 8,004 |  |  | 8,909 |  |  | 9, 478 |  |  | 7,974 |
| Lear: TOBACCO |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports§........................thous. of lb. | 28, 532 | 82,034 | 65, 167 | 54, 217 |  |  | 44,333 |  | 24, 602 | 17, 146 | 15,940 | 33,773 | 45,5te |
| Imports, incl, scraps................---do-.-- | 6,724 | 6,289 | 5,641 | 4,797 | 5,820 | 5,492 | 6, 592 | 4,783 | 7,765 | 6,865 | 6, 463 | 7, 541 | 6,491 |
| Production (crop estimate)........-mil. of 1 b | - 1,659 |  |  | 11,379 |  |  |  |  |  |  |  |  |  |
| Stocks, total, incl. imported types, end of quarter mil. of lb |  |  |  | 2,343 |  |  | 2,367 |  |  | 2,137 |  |  | $2.21 E$ |
| Flue-cured, fire-cured, and air-cured._do... |  |  |  | 1,946 |  |  | 1,912 |  |  | 1,705 |  |  | 1,814, |
|  |  |  |  | 298 |  |  | 334 |  |  | 318 |  |  | 285 |
| Manulactured products: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption (tax paid withdrawals): |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Small cigarettes-.------------ millions -- |  | 13,264 | 13, 506 |  |  |  |  |  |  | 16, 595 |  | 16,571 |  |
| Large cigars. $\qquad$ thousands. Manufactured tobacco and snuff | $551,230$ | $\mathbf{5 2 5}, 662$ | 515,859 | 333, 982 | 349, 497 | 361, 233 | $437,584$ | 403, 042 | $470,580$ | 486, 721 | 427, 533 | 500, 807 | 486, $86{ }^{E}$ |
| Manufactured tobacco and sthous. of lb.- | 30, 239 | 27, 869 | 30, 940 | 27, 126 | 26, 914 | 25, 425 | 29,594 | 25,628 | 30, 499 | 30, 107 | 26, 246 | 33, 291 | 30, 361 |
| Exports, cigarettes§.............-thousands.- | 433,967 | 631,023 | 518,943 | 576, 210 | 451, 194 | 623,889 | 562, 225 | 424, 857 | 592,851 | 593, 218 | 691, 696 | 641,931 | 714, 57 t |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 24,909 | 28, 111 | $\begin{array}{r}24,825 \\ \hline 82\end{array}$ | 23, 372 | ${ }^{22,519}$ | 26,092 | 22,895 | ${ }^{27,1195}$ | 27,443 461 | 23,400 4 | 29, 408 |  |
| Plug. |  | 4,344 | 4, 266 | 4, 290 | 3,419 | 4, 145 | 4, 322 | 4,076 | 4, 974 | 4, 652 | 4, 294 | 5, 153 |  |
| Scrap chewing |  | 2, 151 | 4,563 | 4, 133 | 3,419 | 2, 924 | 3,365 | 3,023 | 3,501 | 3,917 | 3,089 | 4,346 |  |
| Smoki |  | 17,671 | 18,503 | 15,580 | 15,650 | 14, 711 | 17,451 | 15,045 | 17, 747 | 17,979 | 15, 261 | 19,357 |  |
| Twist. |  | 444 | 415 | 440 | 400 | 471 | 491 | ${ }_{4} 426$ | 634 | 484 | 405 | 560 |  |

- Revised. - November 1 estimate. +Revised series. Data on imports of raw and refinecember 1 estimate. No quotation. $\quad$ Temporarily discontinued; European figures not available. $\dagger$ Revised series. Data on imports of raw and refined sugar revised beginning 1913; data not shown on p. 44 of the November 1939 Survey will appear in a subsequent ssue. Total imports of refined sugar were shown in the November 1939 Survev for the first time.
$\ddagger$ For monthly data beginning 1928, corresponding with monthly averages for $1928-33$ shown in the 1938 Supplement, see table 7, p 17, of the January 1939 issue Digitized for FRASER \$Revised series. Data revised for 1937; see tables 19 and 20, pp. 14 and 15 of the A pril 1939 issue.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | $\begin{gathered} \text { Novem- } \\ \text { ber } \end{gathered}$ | December | $\begin{aligned} & \text { Janu- } \\ & \text { ary } \end{aligned}$ | February | March | April | May | June | July | August | Sep- tember |

## FOODSTUFFS AND TOBACCO-Continued

| TOBACCO-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Manufactured products-Contlnued. Prices, wholesale: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cigarettes........................ dol. per 1,000 <br> Cigars. | 5.813 46.056 | 5.513 46.056 | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ | 5.513 46.056 | 5.513 46.056 | 5.513 46.056 | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ | $\begin{array}{r} 5.513 \\ \mathbf{4 6 . 0 5 6} \end{array}$ | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ | $\begin{array}{r} 5.513 \\ 46.056 \end{array}$ |

## FUELS AND BYPRODUCTS

| COAL |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Exports | 261 | 149 | 127 | 143 | 165 | 154 | 143 | 137 | 336 | 194 | 160 | 130 | 400 |
| Prices, composite, chestnut: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Retail....................dol. per short ton.. |  |  |  | 11.49 |  |  | 11.35 |  |  | 10.55 |  |  | 10.64 |
|  | 9.031 | 9. 605 | 9.713 | 9.706 | 9.731 | 9. 698 | 9. 642 | 9.078 | 9. 154 | 9. 148 | 8. 667 | 8. 601 | 8. 649 |
| Production...-.-.-.-.....thous. of short tons.- | 4,955 | 4,180 | 3,803 | 4,533 | 4,953 | 4,114 | 3, 604 | 5, 296 | 5,073 | 3, 630 | 2,912 | 3, 832 | 4,776 |
|  | 4,333 | 3,519 | 3,167 | 3,849 | 4,047 | 3,382 | 3,232 | 4, 842 | 4, 200 | 2,959 | 2,611 | 3,147 | 4, 287 |
| Stocks, end of month: In producers' storage yard |  | 1,917 | 1,901 | 58 | 46 | 761 | 408 | 86 | 238 | 559 | 716 | 1,129 | 1,172 |
| In selected retail dealers' yards number of days' supply | 57 | 63 | 51 | 37 | 29 | 25 | 22 | 35 | 61 | 71 | 61 | 48 | 47 |
| Bituminous: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exportss ....-.-....-.....thous. of long tons.- | 1,746 | 1,107 | 1,092 | 489 | 277 | 282 | 348 | 207 | 250 | 984 | 1,192 | 1,209 | 1,525 |
| Industrial consumptlon, total thous. of short tons. | 29,491 | 23,734 | r 24, 928 | 26, 533 | 26, 185 | 24, 183 | 25,786 | 22, 390 | 20, 518 | 21, 521 | 21, 772 | 23, 437 | r 24,980 |
| Beehive coke ovens .-...............-do... | 20, 399 | 2, 100 | -24, 110 | -123 | ${ }^{2} 121$ | ${ }^{24,111}$ | 25, 107 | 2, 31 | 20, 39 | - 81 | 21,72 | 23, 69 | 24, 117 |
|  | 6,400 | 4,360 | 4,622 | 4,742 | 4,751 | 4,346 | 4,855 | 4, 114 | 3, 383 | 4,361 | 4, 748 | 5,177 | 5,517 |
| Cement mills.---.-...........-......-. do | 526 | 486 | 441 | 342 | 212 | 244 | 368 | 402 | 416 | 530 | 559 | 547 | 503 |
| Coal-gas retorts.----.................do | 138 | 134 | 138 | 144 | 149 | 137 | 143 | 131 | 125 | 123 | 124 | 128 | 130 |
| Electric power utilities.................do | 4,470 | 3,575 | 3,530 | 3,684 | 3,595 | 3, 051 | 3,168 | 2,827 | 3,032 | 3,317 | 3, 541 | 3, 842 | r 4, 025 |
| Railways (class I) --.-.-.-.-...........d. ${ }^{\text {do }}$ | 7,459 | 6,663 | ${ }^{-6,604}$ | 7,161 | 7,149 | 6, 545 | 6,970 | 6,042 | 5,915 | 5,748 | 5,903 | 6,075 | 6,492 |
| Steel and rolling mill | ${ }^{979}$ | 736 | 803 | 837 | 858 | 759 | 805 | 823 | ${ }^{678}$ | ${ }^{671}$ | 665 | 719 | 766 |
| Other industrial | 9,120 | 7,680 | 8,680 | 9,500 | 9,350 | 8,990 | 9,370 | 8,020 | 6,930 | 6,690 | 6, 160 | 6, 880 | 7, 430 |
| other consumption: <br> Vessels (bunker)........thous. of long tons. | 158 | 112 | 129 | 81 | 68 | 92 | 105 | 88 | 79 | 99 | 97 | 92 | 140 |
| Coal mine fuel. .-......thous. of short tons..- | 310 | 258 | 265 | 266 | 261 | 249 | 259 | 74 | 122 | 191 | 200 | ${ }^{\text {r }} 238$ | 261 |
| Prices: <br> Retail, composite, 38 cities <br> dol. per short ton |  |  |  | 8.68 |  |  | 8.68 |  |  | 8.29 |  |  | 8.45 |
| Wholesale: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mine run, composite.-.............ddo.... | 4.332 | . 299 | 299 | 298 | . 290 | . 286 | 4. 283 | 4.421 | 4.464 | 4. 246 | 4.243 | 4. 246 | 4.271 |
| Prepared sizes, composite --.-......do | 4. 436 | 4. 578 | 4. 565 | 4. 557 | 4. 544 | 4. 520 | 4. 491 | 4. 345 | 4. 300 | 4. 238 | 4. 275 | 4. 306 | 4.362 |
| Production.-.-...-thous. of short tons.- | 45, 255 | 34,989 | 35,925 | 36,541 | 35, 530 | 33,910 | 35, 290 | 10,747 | 17,880 | 27, 900 | 29,135 | 34, 688 | - 38,150 |
| Stocks, industrial and retail dealers, end of month, total $\qquad$ thous. of short tons | 41, 919 | 39,024 | r 40, 817 | 40,720 | 39,720 | 39,887 | 40,505 | 31,746 | 25,413 | 26,991 | 29, 725 | 33, 624 | 「 36, 943 |
| Industrial, total........................do | 34, 169 | 31, 324 | - 33,317 | 33, 670 | 33, 270 | 34, 087 | 35, 225 | 28, 226 | 22, 613 | 22, 761 | 24, 665 | 27, 424 | r 30, 243 |
| Byproduct coke ovens .-............do | 7, 250 | 6,459 | 7,173 | 7,462 | 7,374 | 7,373 | 7,222 | 4, 434 | 2, 598 | 3,548 | 4,535 | 5,632 | 6, 220 |
|  | 351 | 330 | 346 | 349 | 350 | 403 | 414 | 321 | 275 | 286 | 342 | 357 | 399 |
| Coal-gas retorts | 274 | 258 | 264 | 252 | 236 | 220 | 217 | 179 | 129 | 170 | 192 | 229 | 250 |
| Electric power utllities.------------ ${ }^{\text {d }}$ | 8,380 | 8,195 | 8,413 | 8,491 | 8,379 | 8,456 | 8,760 | 7,642 | 6,740 | 6,695 | 7, 002 | 7,500 | 「 7,923 |
| Railways (class I) --i-.-.-.-.-.....-do | 5,032 | 5,052 | - 5,311 | 5,629 | 5,819 | 6,736 | 7,603 |  | 5,196 | 4,484 | 4, 242 | 4,224 | 4,338 |
| Steel and rolllng mills...----........do | 642 | ${ }^{620}$ | ${ }^{650}$ | 687 | 742 | 879 | 1,029 | 803 | 545 | 518 | 512 | 542 | 573 |
| Other industrial | 12, 240 | 10,410 | 11, 160 | 10,800 | 10,370 | 10,020 | 9,980 | 8,460 | 7,130 | 7,060 | 7,840 | 8,940 | 10,540 |
| Retail dealers, total.........--........-d | 7,750 | 7,700 | 7, 500 | 7,050 | 6,450 | 5,800 | 5,280 | 3,520 | 2,800 | 4,230 | 5,060 | 6, 200 | 6,700 |
| COKE |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports. thous. of long tons. Price, beehive, Connellsville (furnace) | 71 | 40 | 38 | 27 | 25 | 23 | 21 | 18 | 37 | 43 | 39 | 66 | 95 |
| Production: <br> dol. per short ton. | 5.125 | 3.750 | 3.750 | 3. 750 | 3.750 | 3. 750 | 3.750 | 3.750 | 3. 750 | 3. 750 | 3. 750 | 3.750 | 3.750 |
| Beehivet................. thous. of short tons | 254 | 61 | 67 | 76 | 77 | 71 | 69 | 20 | 25 | 52 | 46 | 44 | 75 |
| Byproduct $\dagger$. | 4,527 | 3, 093 | 3, 278 | 3, 363 | 3,367 | 3, 078 | 3, 439 | 2,915 | 2, 396 | 3,090 | 3,365 | 3,666 | 3, 904 |
| Petroleum coke |  | 147 | 153 | 142 | 126 | 117 | 128 | , 142 | 132 | 142 | 145 | 143 | 111 |
| Stocks, end of month: | 2,600 | 3,716 | 3,745 | 3,610 | 3,330 | 3,116 | 3, 037 |  |  |  |  |  |  |
| At furnace plants | 806 | 1,334 | 1,307 | 1,291 | 1,241 | 1,242 | 1, 198 | 1,091 | ${ }^{951}$ | -931 | ${ }_{945}$ | 916 | 868 |
| At merchant plants --------------- do | 1,794 | 2, 382 | 2,438 | 2,319 | 2,089 | 1,874 | 1,839 | 1,876 | 1,800 | 1,726 | 1,827 | 2, 005 | 1,945 |
| Petroleum coke..---.........--...-.-. - do |  | 654 | 678 | 708 | 717 | 705 | 694 | 734 | 716 | 710 | 733 | 682 | 668 |
| PETROLEUM AND PRODUCTS $\dagger$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Crude petroleum: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption (runs to stills)...thous. of bbl.- |  | 100, 787 | 97, 309 | 97,964 | 99, 614 | 87, 797 | 98, 917 | 99, 303 | 105,755 | 104,687 | 106, 899 | 107, 632 | 105, 505 |
|  | 3,093 | 2, 647 | 2,308 | 2,678 | 1,371 | 1,343 | 1,736 | 2,788 | 4,186 | 3,279 | 3, 061 | 2,942 | 3, 235 |
| Production................. thous. of bbl | . 960 | 101, 830 | $\begin{array}{r}\text { r } \\ \hline 9860 \\ \hline 867\end{array}$ |  |  |  |  |  |  |  | - 10.960 |  | . 680 |
| Reflnery operations...........-pet. of capacity |  | 101,830 | 98, 507 | 102, 287 | 102,490 78 |  | 106, 768 | 105,510 80 | 110,541 83 | 104,607 85 | 110,937 84 | 80,865 81 | 108,168 85 |
| Stocks, end of month: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Heavy crude and fuel ......-thous. of bb |  | 87, 222 | 87, 399 | 87, 222 | 87, 595 | 87, 002 | 86, 294 |  | 85, 580 | 35, 049 | 85, 655 | 84, 039 | 82,927 |
|  |  | 34,999 | 36, 064 | 37, 193 | 36,927 | 38,323 | 39, 383 | 39,699 | 39,878 | 38,902 | 38,427 | 38,072 | 37, 372 |
| East of California, total................d |  | 233, 463 | 228, 741 | 229, 140 | 227, 134 | 227,098 | 229, 079 | 230, 926 | 230, 279 | 226, 462 | 223, 558 | 192,985 | 189, 341 |
| Refineries |  | 41, 131 | 40, 388 | 41, 221 | 42,540 | 41,777 | 41,154 | 40, 180 | 40, 445 | 41, 463 | 41, 817 | 37, 441 | 35, 781 |
| Wells complarms and pipe lines .........do |  | 192, 332 | 188, 355 | 187,919 | 184, 594 | 185, 321 | 187, 925 | 190, 746 | 189, 834 | 184, 999 | 181, 741 | 155, 544 | 153, 560 |
| Wells completed .....-----....- |  | 1,715 | 1,572 | 1,419 | 1,385 | 1,338 | 1, 252 | 1,419 | 1,656 | 1,608 | 1,641 | 1,561 | 1,652 |
| Gas and fuel oils: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Consumption: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Electric power plants $\dagger$.....thous. of bbl. |  | 1, 101 | 1,193 | 1, 243 | 1,236 | 1,116 | 1,134 | 1,242 | 1,346 | 1,354 | 1,557 | 1,698 | 1,650 |
|  |  | 4,199 | 4, 010 | 4, 111 | 3, 957 | 3,640 | 4,033 | 3,890 | 3, 870 | 3,999 | 4, 050 | 4, 014 | 4,205 |
| Vessels (bunker) | 2, 254 | ?,788 | 2,771 | 2,925 | 2,587 | 2,904 | 3,076 | 3. 341 | 3, 520 | 3, 343 | 3,207 | 3,026 | 3,061 |
| Production: | () |  | . 925 | . 925 | . 895 | . 850 | . 850 | . 850 | . 850 | . 850 | . 850 | . 850 | (1) |
| Residual fuel oilt .-......-thous. of |  | 25, 487 | 24, 573 | 25, 197 | 25, 800 | 21.476 | 25,040 | 24, 750 | 27, 022 | 24,836 | 25, 644 | 25, 299 | 20,302 |
| Gas oil and distillate fuels, total....do |  | 13,820 | 12,793 | 13,873 | 14, 135 | 12,797 | 13, 539 | 13, 301 | 12, 353 | 13,530 | 12,688 | 13,246 | 12,975 |


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1339 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | February | March | April | May | Junc | July | August | $\begin{aligned} & \text { Sep. } \\ & \text { tember } \end{aligned}$ |

## FUELS AND BYPRODUCTS-Continued

| PETROLEUM AND PRODUCTS $\dagger$ - - |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Refined petroleum products-Continued. Gas and fuel oils-Continued. Storks, end of month: <br> Residual fuel cill, east of California |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ges il and distilate thous of bbl. |  | 33,344 | 30. 935 | 26,991 | 24. 309 | 21, 952 | 19,288 | 19,534 | 21,397 | 22,480 | 25, 025 | + 26,111 | 26, 249 |
|  |  | 33, 017 | 32,069 | 27, 873 | 24, 650 | 21, 731 | 20, 115 | 21,058 | 22,088 | 25,659 | 27, 581 | 29, 282 |  |
| Demand, domestic..........thous of bbl. |  | 46, 272 | 44,991 | 41, 649 | 37,767 | 34, 595 | 42,520 | 43, 977 | 49, 547 | 49,812 | 50, 508 | + 53.828 | 49.347 |
| Production, totai........-.-.-.-.-.-. do |  | 49,789 | 48, 201 | 48,026 | 49, 120 | 43, 409 | 48.367 | 48, 837 | 51, 384 | 50, 861 | 51, 896 | 52, 161 | 51, 890 |
|  |  | 169 | 181 | 186 | 185 | 170 | 192 | 182 | 130 | 174 | 191 | 210 | 225 |
| Straight run gasol |  | 21,383 | 20,397 | 20,794 | 21, 125 | 18,455 | 20,663 | 20,922 | 22.767 | 21,782 | 22,502 | - 22, 371 | 21, 833 |
| Cracked gasoline..................... do |  | 23, 862 | 23,379 | 22,701 | 23. 546 | 21, 037 | 23. 280 | 23. 521 | 24, 207 | 24, 810 | 25, 028 | - 20,180 | 25. 700 |
| Natural gasoline...-...-..........- do.- |  | 4,375 | 4. 244 | 4, 345 | 4, 264 | 3. 747 | 4,232 | 4, 232 | 4,280 | 4, 095 | 4,175 | 3. 400 | 4,132 |
| Natural gasoline blended....-....do | 2067 | 4,432 | 4, 222 | 4,285 | 3, 637 | 3, 229 | 3,243 | 2.983 | 2, 646 | 2,682 | $\stackrel{2,909}{ }$ | 3,092 | 3. 237 |
| Gasoline: 9 <br> Price, wholesale, tank wagon (N. Y.) |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Price, wholesale, refining (Okla.) dol. per doal | . 124 | . 124 | . 124 | . 119 | . 119 | . 119 | . 118 | . 114 | . 118 | . 111 | 107 .050 | ${ }_{051}^{10 \%}$ | .114 <br> .053 |
| Price, retail, service stations, 50 cities do |  | . 134 | . 133 | . 134 | . 133 | . 133 | . 133 | . 134 | . 135 | . 136 |  |  |  |
| Retail distribution $\dagger$....-........-mil. of gal |  | 1,890 | 1,762 | 1,745 | 1,548 | 1,427 | 1,734 | 1,796 | 2,042 | $\stackrel{\text { 2,006 }}{ }$ | 2,112 | 2,183 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Finished gasoline, total .. ..thous. of hbl |  | ${ }^{63.542}$ | ${ }^{64.083}$ | 65, 949 | 73,817 | 79.691 | 81, 189 | 81.623 | 78.342 | 74, 395 | 71, 824 | 66,448 | 65, 498 |
| At refineries |  | 38, 739 | 39,376 | 41, 805 | 49,419 | 54, 509 | 55, 464 | 55, 172 | 52, 076 | 47,972 | 44, 196 | 41, 046 | 41, 1288 |
| Natural gasoline |  | 6,771 | 5,742 | 4,830 | 4, 6,47 | 4,708 | 4,721 | 5,484 | 6,212 | 6,749 | 7,123 | 6,624 | 5, 891 |
| Kerosene: |  |  |  |  |  |  |  |  |  |  |  |  | 4,638 |
|  | 1,089 | 646 | 323 | 783 | 776 | 516 | 523 | 691 | 631 | 460 | 753 | 802 | 560 |
| Price, wholesale, water white $47^{\circ}$, refinery (Penncylvania) $\qquad$ dol. per gal. | 050 | 051 | . 050 | 049 | . 049 | 052 | . 053 | . 053 | . 053 | . 053 | . 051 | . 0.50 | . 050 |
| Production.................. thous. of bbl.. |  | 5,320 | 5,419 | 5,739 | 5,702 | 5. 174 | 5,900 | 5, 813 | 5,909 | 5,439 | 5,390 | 5, 783 | 5,806 |
| Stocks, refinery, end of month........ do .... |  | 9,949 | 8,676 | 7,799 | 6,711 | 5,452 | 5,605 | 5,663 | 6. 551 | 7,949 | 8,855 | 9,361 | 9,952 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Price, wholesale, cylinder. refinery (Penn- |  |  |  |  |  |  |  |  |  |  |  |  |  |
| sylvania) .-........-......... doi. per gal-- | . 166 | . 105 | . 105 | . 105 | . 105 | . 105 | . 105 | . 105 | . 105 | . 105 | - 105 | + 105 |  |
| Production-...............-. thous. of hbl.- |  | 2. 632 | 2,535 | 2,384 | 2, 527 | 2. 522 | 2.664 |  | 2. 856 | 2,800 | 2,755 | 3,056 | 6. 8.854 |
| Stocks, refinery, end of month .......-.do |  | 7,718 | 7,817 | 7, 695 | 7,762 | 7,951 | 7.800 | 7,886 | 7, 630 | 7,427 | 7,179 | 7,069 | 6. 304 |
| Asphalt ${ }^{\text {Imports }}$ Short | 1,742 | 1,649 | 3. 461 | 2,078 | 2.869 | 9,662 | 3,232 | 1,521 | 2,505 | 3,024 | 1,726 | 1,67n | 4. 150 |
|  |  | 464,900 | 322.700 | 242.400 | 244. 400 | 189, 300 | 308, 200 | 374,900 | 477, 800 | 485, 800 | 509, 400 | 577, 300 | 550,400 |
| Stocks, refinery, end of month.........do |  | 442, 200 | 447, f 00 | 480. 900 | 532,000 | 572,000 | 650, 000 | 688, 000 | 672, 000 | 642, 000 | 596, 000 | 529, 500 | 475,000 |
| Wax: ${ }_{\text {Pr }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Stocks, refinery, end of month.........do... |  | 128, 926 | 131,772 | 122, 340 | 128, 627 | 117. 711 | 117, 537 | 119, 301 | 113, 925 | 111,604 | 109, 322 | 108, 173 | 89,584 |

LEATHER AND PRODUCTS

| HIDES AND SKINS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Imports, total hides and skins§...-thous. of lb | 21, 348 | 19,803 | -24,440 | 25,657 | 32, 826 | 28, 189 | 29, 196 | 25, 454 | 27,026 | 22,563 | 22,682 | 25, 093 | 21. 5.8 |
|  | 1,503 | 2, 116 | 3, 440 | 3,972 | 3, 563 | 2, 809 | 2,380 | 2,505 | 1.939 | 2, 302 | 2,685 | 1,897 | 1, 388 |
|  | 8, 873 | 7,527 | ${ }^{\text {r }} 10,767$ | 9,588 | 13,528 | 13, 200 | 11,771 | 11,374 | 10, 388 | 8,034 | 7. 128 | 9, 308 | 10.611 |
|  | 5, 025 | 4,945 | 6,122 | 6, 075 | 6, 317 | 6,189 | 6, 769 | 5, 260 | 6. 332 | 5,214 | 5, 236 | 5, 362 | 4, 013 |
| Sheep and lambskins§ | 4,517 | 3,641 | 2,685 | 4,468 | 7,901 | 3,975 | 4,436 | 4,858 | 5, 189 | 4,385 | 4,619 | 5,370 | 4, 807 |
| Livestock (inspected slaughter): Calves Candmals.. | $4 \times 2$ | 470 | 457 | 417 | 415 | 385 | 478 | 457 | 509 | 448 | 417 | 414 | 427 |
|  | 893 | 884 | 858 | 758 | 761 | 653 | 774 | 677 | 814 | 778 | 782 | 823 | 880 |
|  | 3,545 | 3,311 | 3, 913 | 4,346 | 4,043 | 2, 890 | 3, 229 | 2,931 | 3,416 | 3,185 | 2,778 | 2, 792 | -, 885 |
|  | 1,585 | 1,638 | 1,453 | 1,347 | 1,456 | 1,361 | 1,473 | 1,224 | 1,392 | 1, 401 | 1,399 | 1.457 | 1,635 |
| Prices, wholesale (Chicago): <br> Packers', heary, steers dol. per lb |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Packers', heavy, steers....-.........dol. per lb <br> Calfskins, packers', 8 to $15 \mathrm{lb} . . . . . . . . . . d o_{\text {. }}$ | .165 .240 | .134 .161 | .141 .163 | .123 .157 | .121 .163 | .104 .154 | .107 .154 | . 0974 | 105 .156 | .110 .164 | 115 161 | .116 .160 | 146 211 |
| Exports: LEATHER |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sole leather .-...----------.thous. of tb-- | ${ }_{5}^{226}$ | 49 4.651 | - 42 | 26 3,689 | \% 6 | 14 3,492 | 92 $4 \quad 197$ | 46 3,585 | 82 3,816 | 47 3,640 | 53 3,428 | 65 2,905 | 51 4,830 |
|  | 5,757 | 4,651 | - 3,416 | 3,689 | 3,097 | 3,492 | 4,197 | 3,585 | 3,816 | 3,640 | 3,428 | 2,905 | 4,835 |
| Production: <br> Calf and kip $\qquad$ thous. of skins |  | 1,100 | 1,138 | 1,284 | 1,319 | 1,326 | 1,329 | 1,168 | 1, 187 | 1,227 | 1,064 | -1,155 | 1,074 |
| Cattle hides-------------------------- thous. of hides |  | 1,755 | -1,787 | - 1,884 | 1,936 | 1,943 | 1,955 | 1,672 | 1, 736 | 1,715 | 1,619 | \%1,949 | 1,788 |
|  |  | 2,525 | 2, 634 | 3,245 | 3,185 | 3,170 | 3, 623 | 3,463 | 3, 473 | 3, 666 | 3,323 | - 3,397 | 3. 065 |
|  |  | 2,822 | 2,872 | 2,899 | 2,899 | 3,236 | 3,115 | 2,774 | 3, 015 | 3,015 | 3,096 | ${ }^{\text {r 4, } 205}$ | 3.694 |
| Prices, wholesale: <br> Sole, oak, scoured backs (Boston) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| dol. per lb <br> Upper, chrome, calf, $B$ rrade, composite | . 374 | . 320 | . 324 | . 318 | .315 | . 303 | . 291 | . 290 | . 290 | . 294 | . 305 | . 305 | . 348 |
| Upper, chrome, calf, B grade, composite | .449 | . 385 | . 392 | . 390 | . 393 | . 390 | . 380 | 380 | . 380 | . 380 | . 380 | . 380 | -108 |
| Stocks of cattle hides and leather, end of month: Total thous. of equiv. hides |  | 13,440 | 13,885 | 13,996 | 13,602 | 13,375 | 13,009 | 12,813 | 12,905 | 12,976 | 12,899 | r 12, 627 | 12, 553 |
| In process and linished $\qquad$ do |  | 9,665 | 10,074 | 10,301 | 9, 868 | 9, 699 | 9,229 | 9,026 | 9,078 | 9, 151 | 9.059 | - 8, 897 | 8,730- |
|  |  | 3,775 | 3,811 | 3,695 | 3,734 | 3,676 | 3,780 | 3,787 | 3,827 | 3,825 | 3,840 | ri3. 730 | 3,823 |
| LEATHER MANUFACTURES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gloves and mittens: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production (cut), total.......-dozen pairs |  | 183,667 115,942 | 162,797 102,725 | 135,759 74,065 | 119,257 63,177 | 153,409 03,123 | 174,937 103,739 | 148,420 81,850 | 149,591 88,480 | 184,099 | $\begin{aligned} & 161,643 \\ & 104.988 \end{aligned}$ | $\begin{aligned} & 206,194 \\ & 130.500 \end{aligned}$ | 201,356 130,109 |
|  |  | 115,942 | 102,725 | 74,065 61,694 | 63,177 56,080 | 93,123 60,286 | 103,739 71,198 | 81,850 66,570 | 88, 480 <br> 61, 111 | $\begin{array}{r} 111,927 \\ 72.172 \end{array}$ | 104, 988 | 130.500 | 130,109 71,247 |
| - Revised. <br> $\dagger$ For petroleum and petroleum products, see n | te mark | with a | on p. | Reta | distribu | n of g | ine rev | dor 19 | 38; da | not sho | on p. | of the | ne 1939 |
| Sur vey will appear in a subsequent issue. <br> § The gasoline statistics in the above table | been | range | nd dat | the | uction | benzol | e bee | ded. | th th | jes in | ed. it | ossib | derive |
| figures of total moduction of motor fuels, as sho \$Revised series. Data revised for 1937; see t | $\begin{aligned} & \text { atere } \\ & \text { les } 19 \end{aligned}$ | Data fo 20, pp | henzol 14 and | duction of the | il 1939 | $\begin{aligned} & 925 \text { ap } \\ & \text { rvey } \end{aligned}$ | in | $52, \mathrm{p}$ |  |  |  |  |  |


| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem- ber | $\begin{aligned} & \text { Decem- } \\ & \text { ber } \end{aligned}$ | Janu- ary | February | March | April | May | June | July | Angust | $\begin{gathered} \text { Sels- } \\ \text { tember } \end{gathered}$ |

## LEATHER AND PRODUCTS-Continued

LEATHER MANUFACTURES-Continued



## LUMBER AND MANUFACTURES

| LUMBER-ALL TYPES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Exports, total saw mill products*.-. . M bd. ft | 84,326 | 78,184 | 66,934 | 93, 247 | 70,652 | 70,727 | 92, 980 | 82, 956 | 98, 932 | 112, 130 | 115, 264 | 124,021 | 100, 834 |
| Sawed timber* .-....-.-........-.......do ${ }^{\text {d }}$ | 5,928 | 10,077 | 10, 205 | 13,289 | 10,633 | 10,879 | 21, 766 | 16,586 | 18,819 | 17,984 | 19,698 | 20, 256 | 14, 491 |
| Boards, planks, scantlings, etc..........do | 73,918 | 68,107 | 56,729 | 79,958 | 57,969 | 59,228 | 65, 505 | 61,726 | 73, 430 | 89, 254 | 92, 05] | 99, 156 | 82, 164 |
| Imports, total saw mill products*.........do | 102, 606 | 60,977 | 50, 232 | 46,884 | 49,521 | 47,803 | 62,591 | 58,292 | 48,941 | 54, 692 | 53, 021 | 54, 222 | 59,400 |
| National Lumber Mfrs. Assn.: $\dagger$ mil br ft |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | r 2,063 $r$ $r 85$ | $\begin{array}{r}\text { r } 1,821 \\ r \\ \text { r } \\ \hline 18\end{array}$ | r 1,711 $r$ 279 | +1.782 $r$ $r$ | r 1,637 $r$ $r$ | $\begin{array}{r}+1.923 \\ +336 \\ \hline\end{array}$ | r $r$ $r$ $r$ | r 2,235 $r 302$ | r 2,252 $r$ $r$ | r 2,143 $r$ $r$ | r 2,401 $r 352$ | 2,283 +359 |
| Softwoods |  | - 1, 778 | - 1,527 | - 1,433 | ${ }^{-1,455}$ | - 1, 312 | r 1,587 | - 1,672 | r 1,933 | r 1,951 | r 1, 841 | ${ }^{+} 2.049$ | 1,924 |
| Shipments, to |  | - 2, 122 | r $\mathrm{r}, 944$ | ${ }^{+1,790}$ | +1,866 | r 1, 709 | + 2,091 | - 2,022 | r 2,215 | - 2,272 | - 2,157 | r2,534 | 2, 532 |
|  |  | ${ }^{+} 338$ | ${ }^{r} 356$ | ${ }_{r} 301$ | r 336 | ${ }_{r}, 308$ | r 358 | ${ }_{5} 336$ | ${ }^{\text {r }}$ | r 358 | ${ }^{+} 154$ | + 392 | 431 |
| Softwoods .-.................-.-.-.......do |  | r 1,785 | r 1, 588 | -1.489 | r 1, 530 | r 1,401 | r 1.733 | r 1.687 | r 1,880 | r 1,914 | r 1.803 | ${ }^{r} 2,143$ | 2, 101 |
| Stocks, gross, end of month, total......do |  | +8,569 | - 8,478 | -8,409 | -8,322 | -8. 251 | -8, 082 | - 8, 030 | - 8, 045 | - 8,043 | r 81023 | ${ }^{\text {r } 7,894}$ | 7, 63.5 |
| Hardwoods. ............................. do |  | - 2, 144 | r 2, 098 | - 2, 078 | - 2, 069 | - 2,087 | + 2,065 | - 2, 020 | - 1,980 | + 1,933 | + 1,881 | ${ }^{+1,842}$ | 1,772 |
| Softwoods.--............................ do |  | - 6,425 | -6,380 | ${ }^{+6,331}$ | - 6,253 | -6, 164 | ${ }^{\text {r 6, }} 017$ | ${ }^{-6,010}$ | ${ }^{-6,065}$ | -6,110 | ${ }^{+6,142}$ | ${ }^{\text {r 6, }} 055$ | 5, 863 |
| FLOORING |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Maple, beech, and birch: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, new -...-.--.......--...... M bd ft, |  | 7,000 | 6, 200 | 6,500 | 7,450 | 5,400 | 6,550 | 8,100 | 7,550 | 6,850 | 8, 100 | 8, 250 | 11,900. |
| Orders, unfilled, end of month..........do. |  | 10,600 | 11, 200 | 13, 000 | 14, 700 | 15, 200 | 14, 000 | 14, 000 | 14, 200 | 12, 400 | 31,900 | 10,950 | 14,400 |
|  |  | 5,400 | 6, 100 | 6,200 | 6,000 | 5, 580 | 5,300 | 5,600 | 5,650 | 7,400 | 6, 200 | 8,150 | $8,600$. |
| Shipments |  | 5,200 | 5,500 | 4,900 | 5,900 | 4, 850 | 7,400 | 7,200 | 7,600 | 8,200 | 8,300 | 9, 150 | 8,700 |
| Stocks, end of month |  | 21, 000 | 21,600 | 23,350 | 23, 800 | 24,350 | 22,600 | 21,000 | 18, 850 | 18,400 | 16,600 | 15,900 | 16,000 |
| Oak: ${ }_{\text {Orders, }}$ new .............................d. do |  | 41, 133 | 30, 891 | 26,659 | 36, 868 | 26,910 | 28, 144 | 26, 128 | 32, 937 | 36, 058 | 36,713 | 47, 117 | 58,230 |
| Orders, unfill |  | 56, 393 | 55, 724 | 52,697 | 60,649 | 56,482 | 51,675 | 47, 199 | 41, 137 | 39,793 | 39, 523 | 40, 191 | 64, 773 |
| Production. |  | 36, 188 | 35, 139 | 31,720 | 28, 463 | 27,640 | 29,639 | 28, 565 | 35, 447 | 34, 268 | 34, 126 | 41, 180 | 39,835 |
| 8hipments |  | 32, 156 | 31,560 | 27,686 | 26,916 | 27,308 | 31, 951 | 30, 604 | 37, 999 | 37, 401 | 36, 985 | 44, 666 | 44, 816 |
| 8tocks, end of month.---................d |  | 88, 190 | 91, 769 | 94, 181 | 95, 228 | 94, 730 | 92, 445 | 87, 191 | 83, 635 | 79, 503 | 76, 165 | 72,679 | 65,647 |
| Fir, Douglas: SOFTWOODS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports, total saw mill products*... M bd. ft-- | 23, 416 | 24, 603 | 18,569 | 30,098 | 24, 554 | 25, 972 | 34, 545 | 29,486 | 36, 570 | 45, 028 | 48. 105 | 55, 755 | 34, 280 |
| Sawed timber--.-.-.................- do | 1,982 | 5, 322 | 4,961 | 9,015 | 5,929 | 5,696 | 14, 950 | 11. 485 | 12, 193 | 10,992 | 11, 507 | 14,546 | 8,972 |
| Boards, planks, scantlings, pte........do | 21, 434 | 19,284 | 13,608 | 21, 083 | 18,625 | 20, 276 | 19, 595 | 18,001 | 24, 377 | 34, 036 | 36, 598 | 41, 209 | 25, 288 |
| Prices, wholesale: No 1 cominon |  |  |  |  |  |  |  |  |  |  |  |  |  |
| No 1. common boards, . dol. per M bd. ft .- | $20.87 \pm$ | 17.640 | 17.640 | 18.008 | 18.424 | 18620 | 18.620 | 18.620 | 18.620 | 18.620 | 18.620 | 19. 110 | 19.845 |
| ring, $1 \times 4$, "B" and better, V. $G$. <br> dol. pir M bd. ft | 41.552 | 35. 770 | 35. 280 | 35. 280 | 35.280 | 36.000 | 34. 300 | 35. 280 | 35. 280 | 36. 505 | 37.240 | 37.828 | 39.445 |
| Southern Pine: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports, total saw mill products*--M. bd. ft -- | 24, 221 | 26, 460 | 22, 166 | 26,925 | 19,609 | 18,496 | 25, 314 | 20, 857 | 24, 740 | 23, 476 | 30,028 | 18,821 | 28,664 |
| Sawed timber--.-----------.--- do | 3,659 | 4, 527 | 5, 190 | 4, 012 | 4,326 | 4,709 | 6,706 | 4, 954 | 6. 168 | 6, 668 | 7,916 | 5, 529 | 5, 287 |
| Boards, planks, scantlings, ete--..-ii do | 20, 562 | 21, 933 | 16.976 | 22.913 | 15. 283 | 13.787 | 18. 608 | 15, 903 | 18. 572 | 16, 808 | 22, 112 | 13, 292 | 23,377 |
| Orders, new†----....-.----...-mil. bd. ft . |  | 790 | 614 | ${ }^{+562}$ | ${ }^{608}$ | - 534 | -670 | ${ }^{6} 618$ | ${ }^{675}$ | -673 | ${ }^{-624}$ | - 760 | 894 |
| Orders, unfilled, end of month ---... do --- |  | ${ }^{364}$ | 323 | 307 | 330 | 327 | 343 | 360 | 346 | 347 | 341 | 378 | 536 |
| Price, wholesale, flooring.- dol. per M bd. ft.- | 42.998 | 41.220 | 42. 094 | 41. 013 | 40. 764 | 39.885 | 40. 303 | 39.968 | 40. 298 | 38. 998 | 39.383 | 40. 568 | 40. 560 |
| Productiont......................... mil. bd. ft. |  | + 658 | -605 | r 597 | '591 | - 538 | ${ }^{\text {r }} 645$ | - 608 | -681 | -637 | - 626 | + 689 |  |
|  |  | r 722 | -655 | - 578 | r 585 | r 537 | r 654 | ${ }^{5} 601$ | r 689 | - 672 | - 630 | ${ }^{r} 723$ | 736 |
| Stocks, end of mon |  | 2,125 | 2, 075 | 2,094 | 2,100 | 2,101 | 2,092 | 2,099 | 2,091 | 2,056 | 2,052 | 2,018 | 1,907 |
| Western Pine: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 470 371 | 7369 +166 | +398 +231 + | 7348 $\times 259$ | 279 247 | 248 213 | 313 211 | 367 236 | 401 | 444 253 | 432 267 | 509 292 |  |
| Price, wholesale, Ponderosa Pine, $1 \times 8$, no. 2 , |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 28.61 | 21.91 | 22.04 | 22.92 | 24.30 | 25. 24 | 25.13 | 24.81 | 24.90 | 25.08 | 25.42 | 25.65 | 26.81 |
|  | ${ }_{4}^{493}$ | ; 427 | r 303 | - 236 | 181 | 153 | ${ }^{233}$ | 349 | 498 | 520 | 484 | 552 | 502 |
| Shipmentst - ${ }_{\text {Stocks, end }}$ of month $\dagger$-..................-- do | 508 | '385 | '333 | -320 | 299 | 267 | 316 | 339 | 405 | 428 | 418 | 484 | 483 |
| Stocks, end of mont | 1,979 | 2, 139 | 2,104 | 2,014 | 1,896 | 1,782 | 1,699 | 1,709 | 1,802 | 1,888 | 1,943 | 1,975 | 1,994 |
| West Coast Woods: Orders, new |  | 444 | 555 | 451 | 445 | 426 | 602 | 513 | 660 | 572 | 547 |  | 6.4 |
| Orders, unfilled |  | 264 | 324 | 361 | 388 | 383 | 373 | 376 | 402 | 437 | 487 | 483 | 570 |
| Production $\dagger$ |  | 509 | ${ }^{+} 449$ | ${ }^{+} 447$ | +502 | -434 | - 507 | - 519 | -528 | - 566 | -519 | -580 | 577 |
| Shipmentst |  | - 503 | 「429 | ${ }^{r} 448$ | ${ }^{\text {r }} 474$ | ${ }^{\text {r }} 431$ | ${ }^{+551}$ | ${ }^{+} 549$ | '549 | ${ }^{+580}$ | '537 | ${ }_{6}^{673}$ | 632 |
| Stocks, end of m |  | 935 | 986 | 988 | 1,021 | 1, 024 | 982 | 970 | 955 | 950 | 946 | 869 | 838 |

 *New series. For the new series on exports of sawed timber and imports of sawmill products data beginning 1913 appear in tables 44 and 45 , p. 18 of the October 1939 Survey. For Douglas fir and southern pine, the new series on total exports represent a total of the items regularly shown. Note that the more definitive title "boards, planks, and scantlings, etc." has been substituted for "lumber.
$\dagger$ Data for 1937 adjusted to 1937 Census of Manufactures for production, shipments, and new orders of Southern Pine, and production, shipments, and stocks of Western Pine; 1938 and 1939 data adjusted to the 1938 Census for production, shipments, and stocks of total lumber, and production, shipments, and new orders of Southern Pine; 1938 data only for new and unfilled orders, production, and shipments for Western Pine adjusted to the 1938 Census of Manufactures. Data for $1936-39$ for production and shipments of West Coast Woods have been revised to shift from a 4- and 5 -week reporting basis to a $43 / 3$-week basis adjusted to quarterly totals; these revisions are carried
to the figures for total lumber production and shipments. Data not shown above will appear in a subsequent issue. Wholesale prices of men's black calf oxfords revised to the figures for total lumber production and shipments. Data not shown above will appear in a subsequent issue. Wholesale prices of men's black calf oxfords revised beginning Jan
1930 Survey.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem- ber | January | February | March | April | May | June | July | August | Sep- tomber |

## LUMBER AND MANUFACTURES-Continued

| SOFTWOODS-Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Redwood, California: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, new .-...................... M bd. lt .. | 30, 471 | ${ }^{25,350}$ | 25, 939 | 22, 134 | 34, 270 | 20, 875 | 32, 098 | 26, 387 | 26, 846 | 24, 498 | 23, 168 | 32, 085 | 39, 727 |
| Orders, unfilled, end of month .-.........do... | 38,697 | 25, 111 | 24, 694 | 25, 310 | 34, 562 | 30,647 | 32, 485 | 28, 676 | 28, 181 | 24, 563 | 28, 377 | 28,404 | 41, 027 |
|  | 33, 021 | 30, 722 | ${ }^{33,106}$ | 27, 284 | ${ }^{25,261}$ | 26, 272 | 28, 585 | 27.930 | ${ }^{31,614}$ | 28, 262 | 25, 421 | 32,989 | 30, 295 |
| Shipments | 32, 273 | 24, 427 | 25,028 | 19,961 | 23,811 | 24, 243 | 30,822 | 28, 096 | 27,806 | 27, 469 | 23, 497 | 32,405 | 26, 772 |
| Stocks, end of month....................do.... | 293, 468 | 299, 367 | 304, 859 | 313, 047 | 309, 310 | 307, 494 | ¢00, 378 | 298, 052 | 299,887 | 295, 551 | 296, 426 | 298, 707 | 299,358 |
| FURNITURE <br> All districts: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Plant operations--....- peresnt of normal.- | 66.0 | 60.0 | 59.0 | 58.0 | 56.0 | 56.0 | 57.0 | 53.0 | 53.0 | 50.0 | 51.0 | 59.0 | 63.0 |
| Grand Rapids district: Orders: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Canceled...........percent of new orders.. | 5.0 | 5.0 | 6.0 | 7.0 | 4.0 | 5.0 | 5.0 | 6.0 | 7.0 | 2.0 | 4.0 | 3.0 | 3.0 |
| New.-.............. of days' production.. | ${ }_{35}^{26}$ | 20 | 19 | 12 | 19 | 14 | 14 | 10 | 11 | $\stackrel{25}{28}$ | 16 | 20 | 23 |
| Unfilled, end of month.............do.-.. | 35 | 20 | 18 | 13 | 21 | 19 | 16 | 13 | 13 | 28 | 30 | 30 | 31 |
| Plant operations .......percent of normal | 63.0 | 60.0 | 61.0 | 62.0 | 58.0 | 53.0 | ${ }^{53.0}$ | 42.0 | 47.0 | 47.0 | 50.0 | 56.0 | 56.0 |
| Shipments------.no. of days' production-- | 21 | 16 | 15 | 13 | 12 | 13 | 15 | 12 | 11 | 13 | 13 | 18 | 19 |
| Prices, wholesale: Beds, wooden |  |  | 79.3 | 77.6 | 77.6 | 77.6 | 77.6 | 77.6 | 77.6 | 77.6 | 77.6 | 1 | 78.1 |
| Dining-room chairs, set of 8 -..........do. | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 | 102.3 |
| Kitchen cabinets........................ do | 88.1 | 87.6 | 87.6 | 87.6 | 88.1 | 88.1 | 88.1 | 88.1 | 88.1 | 88.1 | 88.1 | 88.1 | 88.1 |
| Living-room davenports $\qquad$ Steel furniture (see Iron and Steel Section). | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 | 87.2 |

METALS AND MANUFACTURES

| IRON AND STEELL |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Foreign trade: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports (domestic) total§...........long tons.- | 591, 856 | 425, 421 | 469,596 | 490, 095 | 362, 672 | 359,690 | 474,360 | 394, 008 | 532,641 | 588, 856 | 513,664 | 477, 778 | 575,613 |
|  | 336, 775 | 223,054 | 273, 440 | 323, 691 | 227, 884 | 224,913 | 312, 262 | 240, 124 | 384, 881 | 398, 888 | 350, 066 | 291, 896 | 330, 680 |
| Imports, totals | 19, 189 | 26, 445 | 27, 627 | 28,767 | 27, 664 | 19, 149 | 25, 369 | 44, 083 | 28, 142 | 32, 587 | 30, 851 | 28, 328 | 29, 874 |
|  | 2, 305 | 5, 524 | 4,749 | 6,519 | 3,333 | 1,413 | 780 | 2,769 | 3,971 | 2,537 | 3,335 | 3, 729 | 3,216 |
| Price, wholesale, iron and steel, composite dol. per long ton.. <br> Ore | 37.62 | 36. 48 | 36.39 | 36.37 | 36.36 | 36.37 | 36. 40 | 36.34 | 35.80 | 35.69 | 35.82 | 35.95 | 36.67 |
| Iron ore: <br> Lake Superior district: <br> Consumption by furnaces |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| thous. of long tons.- | $5,2 \bar{i} 1$ | 2,781 | 3,150 | 3,041 | 2,927 | 2,853 | 3,317 | 2, 800 | 2,246 | 2,830 | 3, 143 | 3,775 | 4, 185 |
| Shipments from upper lake ports.....do.... | 9,201 | 3,624 | 1,481 | , 0 | 2,0 | 0 | 0 | 57 | 3,601 | 5,573 | 6. 310 | 6,955 | 7, 865 |
| Stocks, end of month, total............do. | 39, 005 | 38,594 | 37,456 | 34, 579 | 31,689 | 28,840 | 25, 872 | 22,791 | 23,071 | 25,861 | 28, 507 | 32,714 | 35, 853 |
| At furnaces. .-------------------- do | 33, 944 | 33, 173 | 32,166 | 29,456 | 26,646 | 23,912 | 21, 054 | 18,306 | 18,835 | 21, 610 | 24, 196 | 28,365 | 31, 203 |
| Lake Erie docks...-.......-------.- do | 5, 121 | 5, 421 | 5, 290 | 5, 123 | 5,043 | 4,928 | 4,818 | 4,485 | 4,236 | 4,251 | 4,311 | 4,349 | 4, 650 |
| Imports, totals ......................-...-do | 203 | 226 | 198 | 187 | 180 | 179 | 203 | 162 | 217 | 189 | 222 | 213 | 179 |
| Manganese ore, imports (manganese content)8 thous. of long tons.- | 57 | 15 | 26 | 30 | 10 | 26 | 21 | 11 | 17 | 15 | 24 | 18 | 43 |
| Pig Iron and Iron Manufactures |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Castings, malleable: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 63, 835 | 32,770 | 36,643 | 35, 633 | 38, 105 | 33, 234 | 35, 997 | 29, 183 | 27,702 | 29, 041 | 29,802 | 40, 005 | 64,732 |
| Production | 54,263 66.3 | 29,970 | 35, 351 | 38,802 | 35, 372 | 34, 786 | 39,615 | 31,640 38.8 | 30,840 | 30,781 | 28,836 | 40,212 | 41,427 |
|  | 66.3 49,807 | 36,4 28,717 | 43.0 35,563 | 46.0 36,434 | 43.5 36,403 | 42,9 34,698 | 47.5 39,807 | 38.8 33,666 | 37.8 32,657 | 37.0 32,566 | 35.3 26,169 | 47.9 33,289 | 50.5 39,215 |
| Plg iron: <br> Furnaces in blast, end of month: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Capacity.....................long tons per day | 102, 565 | 70,690 | 75, 795 | 71, 315 | 70, 235 | 74, 285 | 77, 460 | 60, 160 | 60, 515 | 72, 495 | 79, 765 | 87, 715 | 105, 525 |
|  | 188 | 115 | 121 | 117 | 118 | 121 | 123 | 102 | 107 | 118 | 130 | 138 | 169 |
| Prices, wholesale: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Basic (valley furnace)......dol. per long ton | 22.50 | 20.50 | 20.50 | 20.50 | 20.50 | 20.50 | 20.50 | 20. 50 | 20.50 | 20.50 | 20.50 | 20. 50 | 21. 50 |
|  | 23.15 | 21.14 | 21.15 | 21.15 | 21.15 | 21.15 | 21.15 | 21.15 | 21.15 | 21. 15 | 21.15 | 21. 15 | 22.35 |
| Foundry, No. 2, northern (Pitts.) ${ }^{\text {dol. per long ton }}$ | 24.89 | 22.89 | 22.89 | 22. 89 | 22.89 | 22.89 | 22.89 | 22.89 | 22.89 | 22. 89 | 22.89 | 22.88 | 23. 89 |
| Production.............-. thous. of long tons | 3, 628 | 2,052 | 2, 270 | 2,211 | 2,175 | 2,060 | 2,395 | 2,056 | 1,718 | 2,118 | 2,356 | 2, 660 | 2,879 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production..........-.-..........thous. of lb.- | 2,688 | 3,561 | 2,233 | 1,338 | 1,573 | 1,807 | 2,198 | 1,916 | 1,930 | 1,950 | 1,387 | 1.946 | 2, 181 |
|  | 5, 445 | 4,803 | 3,083 | 2, 182 | 1,642 | 1,376 | 1, 113 | 1,203 | 1, 051 | 1,427 | 1,749 | 2,537 | 4,634 |
| Stocks, end of month...........-..........do | 13,264 | 17, 701 | 16,877 | 16, 114 | 15,986 | 16,491 | 17, 579 | 18,301 | 19, 084 | 19, 421 | 19,056 | 18, 453 | 16,010 |
| Boilers, square: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 20,925 39,869 | 22,851 | 15, 388 | 10, 128 | 12,881 | 13,801 9,246 | 19,960 10 408 | 15,339 9,448 | 16, 429 | 16, 194 | 15, 2807 | 21, 442 | 20,696 |
| Stocks, end of mo | - 86, 890 | 108, 445 | 104, 021 | 98, 831 | 99, 128 | 104, 303 | 114,878 | 119,839 | 124, 462 | 126,130 | 124, 581 | 120,651 | 105, 757 |
| Radiators:Convection type: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sales, incl. heating elements, cabinets, and grilles thous. sq. ft, heating surface. | 792 | 614 | 608 | 498 | 442 | 305 | 340 | 476 | 556 | 729 | 811 | 1, 106 | 915 |
| Ordinary type: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 6,754 | 6,907 | 4,765 | 3,955 | 4,896 | 4,711 | 5,593 | 4,350 | 4,276 | 4,655 | 4, 187 | 5, 209 | 5,299 |
|  | 10,387 | 7, 679 | 5,697 | 4,815 | 3,814 | 2,950 | 2,887 | 3,103 | 4,207 | 4,730 | 5,280 | 7,234 | 9, 209 |
| Stocks, end of month .................do | 24, 543 | 27, 268 | 26,394 | 25,624 | 28, 279 | 30, 800 | 33, 612 | 34, 875 | 34, 963 | 34,975 | 33, 902 | 32, 007 | 28, 133 |
| Boilers, range, galvanized: Orders: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| New--.-.-.......number of boilers | 98,692 | 108, 427 | 70, 862 | 47, 882 | 61,003 | 50, 876 | 57, 928 | 69,772 | 68, 191 | 59, 277 | 53, 914 | 66, 082 | 133, 384 |
| Unfilled, end of month, total........-do.... | 51, 226 | 46, 882 | 37, 170 | 20,626 | 15,026 | 12, 604 | 10,145 | 19,442 | 20, 638 | 16,245 | 19,671 | 16,694 | 61,494 |
| Production .-.-.-............................. do | 110,988 | 77, 563 | 83, 716 | 70, 232 | 64, 094 | 56. 478 | 60, 421 | 53, 454 | 67, 610 | 62,996 | 47,894 | 69,656 | 86,069 |
|  | 108, 960 | 79, 561 | 80,574 | 64, 426 | 66, 603 | 53, 298 | 60,387 | 60,475 | 66,995 | 63, 670 | 50, 488 | 69,059 | 88, 584 |
| Stocks, end of month.....-.-............-. - do | 28,988 | 28,677 | 31.819 | 37, 625 | 35,317 | 38,495 | 38,463 | 31, 442 | 32,057 | 31, 472 | 28,878 | 29,475 | 26, 960 |
| Steel, Crude and Semimanufactured |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Castings, steel: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, new, total .-.............- short tons . | 119,687 | 25,418 | 30, 428 | 38,342 | 42,024 | 30,360 | 41,367 | 34, 100 | 41,660 | 37,774 | 34,804 | 39, 698 | 96, 6887 |
|  | 106.9 | 22.7 | 27.2 | 34.2 | 37.5 | 27.1 | 36.9 | 30.4 | 37.2 | 33.7 | 31.1 | 35.4 | 86.3 |
| Railway specialties.....-.......-short tons. | 58, 530 | 4,127 | 7, 128 | 14,749 | 12,606 | 6,848 | 11, 125 | 9,655 | 12.621 | 11, 872 | 7,721 | 6,912 | 42, 213 |
| Production, total .-.......................... do | 72,096 | 28, 109 | 29,994 | 36, 130 | 38,928 | 36,471 | 40,219 | 35,944 | 41,359 | 40, 272 | 34, 168 | 42,428 | 43, 590 |
|  | 64.4 | 25.1 | 26.8 | 32.3 | 34.8 | 32.6 | 35.9 10.173 | 32.1 | 36.9 | 36.0 | 830.5 | 37.9 10.9 | 38.9 |
| Railway specialties.......-.-.-. - short toms. | 26,391 | 5,986 | 7, 207 | 11,282 | 12,804 | 10,060 | 10,173 | 9,751 | 12, 506 | 11,060 | 8,498 | 10, 229 | 12,449 |

\& Revised series. Data revised for 1937; see tables 19 and 20, pp. 14-15 of the A pril 1939 issue.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | $\begin{aligned} & \text { Novem- } \\ & \text { ber } \end{aligned}$ | $\begin{array}{\|c\|} \hline \end{array} \begin{gathered} \text { Decem- } \\ \text { ber } \end{gathered}$ | $\underset{\substack{\text { Janu- } \\ \text { ary }}}{ }$ | Febru- | March | April | May | June | July | August | Sep- |

## METALS AND MANUFACTURES-Continued



[^2]- Data are for 46 identical manufacturers; beginning January 1938 data areavailable from thereportsolthe Bureau of the Census for 26 additional small establishments. Bureau of the Census for 34 additional establishments, and, beginning January 1939, for 80 additional establishments

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1998 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | $\begin{aligned} & \text { Decem- } \\ & \text { ber } \end{aligned}$ | January | February | March | A pril | May | June | July | August | Sep- tember |

## METALS AND MANUFACTURES-Continued



| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | Decem. | $\begin{gathered} \mathbf{J a n u}_{\text {ary }} \end{gathered}$ | Febru- | March | April | May | June | July | August | $\underbrace{\text { sember }}_{\text {Sep- }}$ |

## METALS AND MANUFACTURES-Continued

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline MACHINERY AND APPARATUS-Con. \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline Rumps, steam, power, centrifugal, and rotary: Orders, new thous of dol \& 1,809 \& 1,449 \& 970 \& 1,155 \& 1,204 \& 1,282 \& 1,258 \& 1,230 \& 1,236 \& 1,673 \& 1,090 \& 1,585 \& I, 469 \\
\hline Water-softening apparatus: \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline Shipments, domestic.-.----..........-units.. \& 1,450 \& 1,191 \& 1, 038 \& 1,077 \& 1, 108 \& 1,082 \& 1,698 \& 1,122 \& 1,217 \& 1,282 \& 1,306 \& 1,236 \& 1,512 \\
\hline Woodworking machinery: Orders: \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline Canceled.-....-.-.-.-......... thous of dol. \& 1 \& 4 \& 3 \& 4 \& 13 \& 14 \& 1 \& 5 \& (o) \& (a) \& 5 \& 29 \& 5 \\
\hline  \& 571 \& 340 \& 456 \& 612 \& 363 \& 410 \& 445 \& 393 \& 484 \& 417 \& 438 \& 432 \& 620 \\
\hline Unfilled, end of month...............-do. \& 1,206 \& 656 \& 720 \& 910 \& 863 \& 836 \& 896 \& 923 \& 898 \& 905 \& 980 \& 948 \& 1,145 \\
\hline Shipments: \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline \begin{tabular}{l}
Quantity...............number of machines \\
Value \(\qquad\) thous. of dol.
\end{tabular} \& 288
509 \& 165
394 \& 172
388 \& \({ }_{418}^{236}\) \& \({ }_{397}^{190}\) \& \({ }_{422}^{216}\) \& 209
384 \& 152
360 \& 216
510 \& 224
411 \& 157
357 \& \(\stackrel{269}{435}\) \& 218
418 \\
\hline ELECTRICAL EQUIPMENT \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline Battery sales (replacement only):* \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline Unadjusted. --.................. 1934-36=100.- \& \& 188 \& 168 \& 149 \& 100 \& 78 \& 73 \& 72 \& 84 \& 111 \& 133 \& 176 \& \\
\hline Adjusted................................. do \& \& 111 \& 120 \& 132 \& 127 \& 122 \& 121 \& 132 \& 151 \& 163 \& 139 \& 132 \& \\
\hline \begin{tabular}{l}
Electrical products:* \\
Indnstrial materials, sales billed _ \(1936=100\)
\end{tabular} \& \& 78.0 \& 81.9 \& 79.2 \& \& \& \& \& \& 86.6 \& 78.2 \& 91.6 \& 98.5 \\
\hline Motors sad generators, orders received.-do. \& \& 61.0 \& 67.6 \& 72.1 \& 69.2 \& 67.8 \& 99.3 \& 77.5 \& 77.5 \& 87.8 \& 76.0 \& 94.3 \& 116.5 \\
\hline Transmission and distribution equipment, orders received...................... \(1936=100\).. \& \& 76.3 \& 73.1 \& 79.4 \& 81.0 \& 108.3 \& 129.1 \& 103.0 \& 117.2 \& 102.0 \& 121.2 \& r 108.8 \& 149.5 \\
\hline Furnaces, electric, industrial, sales: \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline  \& 6.103
438 \& \[
\begin{aligned}
\& 1,324 \\
\& 78
\end{aligned}
\] \& 1,176
67 \& 2,356
110 \& \(\begin{array}{r}3,147 \\ \hline 195\end{array}\) \& 1,235
98 \& \(\begin{array}{r}4,681 \\ \hline 215\end{array}\) \& 1,934
161 \& \[
\begin{array}{r}
2,789 \\
\\
194
\end{array}
\] \& 3, 2228 \& 1,332
97 \& 1,921 \& 3,279

291 <br>
\hline Electrical goods, new orders (quarterly) \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Ironing machines, sales*-..............units \& 11, 161 \& 10. 523 \& 8.226 \& 160,374

9,210 \& 8,208 \& 8, 016 \& | 197, |
| :---: |
| 11.654 | \& 9,047 \& 8,433 \& 205,567

7.216 \& 7,741 \& 11,386 \& 212,001
10,565 <br>
\hline Laminated products, shipments. thous. of dol \& 1,296 \& . 838 \& 851 \& ${ }^{876}$ \& 838 \& 812 \& ${ }^{11,} 968$ \& 830 \& , 849 \& 7.901 \& +805 \& 11,906 \& 1, 019 <br>

\hline | Motors ( $1-200 \mathrm{hp}$.): |
| :--- |
| Billings (shipments): | \& \& \& \& \& \& \& \& \& \& \& \& \& <br>

\hline A. O...................................do \& 2. 535 \& 1,538 \& 1,506 \& 1.713 \& 1,436 \& 1,508 \& 2, 050 \& 1,986 \& 2,053 \& 2,410 \& 2,053 \& 2, 398 \& 2,361 <br>
\hline D \& 555 \& 300 \& 305 \& 448 \& 330 \& 449 \& 557 \& 534 \& 519 \& 574 \& 538 \& 524 \& 474 <br>
\hline Orders, new: \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline A. C \& 3,
1,403 \& $\begin{array}{r}1.641 \\ \hline 84\end{array}$ \& $\begin{array}{r}1,605 \\ \hline 651\end{array}$ \& $\begin{array}{r}1,733 \\ \hline 659\end{array}$ \& 1,574 \& 1,762
404 \& 2, 359 \& 2, ${ }^{346}$ \& 2,319
428 \& $\begin{array}{r}2,504 \\ \hline 549\end{array}$ \& 2.128

406 \& $$
\begin{array}{r}
2,595 \\
569
\end{array}
$$ \& 2,725

1,102 <br>
\hline Power cable, paper insulated, shipments: \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline Unit.....---.-.....--............-thous. of ft.. \& \& 587 \& ${ }^{603}$ \& 476 \& 271 \& 353 \& 637 \& 700 \& 566 \& 652 \& 716 \& 783 \& 676 <br>
\hline  \& \& 555 \& 588 \& 502 \& 273 \& 312 \& 662 \& 696 \& 674 \& 718 \& 773 \& 860 \& 781 <br>
\hline Power switching equipment, new orders: Indoor \& \& 55, 331 \& 55,627 \& 91, 720 \& 51, 124 \& 47,458 \& 87,019 \& 75, 161 \& 89, 809 \& 92. 347 \& 90,302 \& 67, 363 \& 71, 449 <br>
\hline  \& \& 128, 450 \& 124, 927 \& 138, 810 \& 109, 799 \& 223, 286 \& 197, 175 \& 279, 093 \& 346, 530 \& 217, 846 \& 283, 614 \& 259, 436 \& 240, 535 <br>
\hline Ranges, billed sales................thous. of dol.- \& 1,714 \& 1,257 \& 1,047 \& 1, 1006 \& 2,230 \& 2, 103 \& 2, 263 \& 1,939 \& 2,395 \& 2,025 \& 1,428 \& 1,799 \& 1,891 <br>
\hline Rcririgerators, household. sales.......-number-- \& -62, 790 \& 34, 345 \& 32, 103 \& 47, 599 \& 150, 108 \& 198, 528 \& 251, 644 \& 260, 204 \& 273,966 \& 268, 848 \& 164,211 \& 94, 734 \& -73, 149 <br>

\hline | Vacuum cleaners, shipments: |
| :--- |
| Floor | \& \& 08, 684 \& 89, 772 \& 95, 521 \& 78,753 \& 87, 140 \& 122,785 \& 100, 487 \& 91, 055 \& 80, 660 \& 61, 492 \& 74,333 \& <br>

\hline Hand-type................................d \& \& 24, 121 \& 29, 734 \& 30,632 \& 23, 846 \& 25, 182 \& 29,470 \& 24, 539 \& 23, 322 \& 19,014 \& 15, 197 \& 22, 268 \& 26, 857 <br>
\hline Vulcanized fiber:
Consumption of fiber paper. ....th \& 2, 722 \& 1,495 \& 1,565 \& 1,385 \& 1,410 \& 1,561 \& 2,070 \& 1,575 \& 1,749 \& 1,735 \& 1,725 \& 1,971 \& 2,284 <br>
\hline Shipments $\dagger$ - .-.................thous. of dol... \& \& 372 \& \& \& \& \& \& \& 458 \& 441 \& 437 \& 528 \& 548 <br>
\hline Washing machines, sales ${ }^{\text {a }}$.................units..- \& 142.830 \& 115,019 \& 84, 192 \& 67.502 \& 109, 909 \& 129.885 \& 152.72 .5 \& 116. 199 \& 105. 206 \& 120,076 \& 104, 817 \& 132, 297 \& 138, 992 <br>
\hline
\end{tabular}

PAPER AND PRINTING

| Consumption and shipments: <br> Total, all grades $\qquad$ short tons. |  | 525, 085 | 522, 863 | 539, 061 | 499, 0:6 | 484. 507 | 546,949 | 527, 307 | 524, 391 | 502, 887 | 495, 390 | 553, 653 | ${ }^{\text {r }} 594,710$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Chemical: Sulphate ............................do do | 270, 749 | 227,063 | 214,796 | 211,884 | 196,419 | 199, 931 | 228, 680 | 221, 19* | 204, 220 | 202, 204 | 208, 187 |  |  |
|  | 207, 517 | 151, 056 | 151, 635 | 174, 548 | 145, 040 | 136.667 | 156, 107 | 143, 801 | 152, 108 | 146, 993 | 143, 487 | 154, 174 | 187, 725 |
|  | 131, 641 | 91, 575 | 90, 486 | 115, 442 | 89,511 | 85, 120 | 97, 158 | 93, 498 | 94, 398 | 91, 184 | 91. 429 | 96, 894 | 119, 799 |
| Unbleached...-----..........-........ do | 75, 876 | 50, 481 | 61, 149 | 59,104 | 55, 529 | 51, 547 | 58,951 | [55,303 | 57, 710 | 55, 829 | 52.059 | 57, 280 | 67,926 |
| Soda |  | 31, 505 | 32, 575 | 31,996 | 32, 643 | 31, 526 | 34, 705 | 32,946 | 33, 713 | 30, 031 | 28, 303 | 32,961 | 36, 216 |
| Groundwood | 138,823 | 115,461 | 123,857 | 120,635 | 124, 974 | 116,383 | 127, 457 | 124,364 | 134,350 | 123, 659 | 115, 413 | 130, 809 | 130,758 |
| I mports: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Chemicals. Groundwoo | 194, 615 | 142, 188 | 166.091 17,491 | 171.520 | 150, 510 | 103.504 | 117,800 | 78,534 | 140, 131 | 152,719 17,403 | 137, 431 | 130, 920 | 136, 843 |
| Production: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total, all grad |  | 522,825 | 533, 423 | 522,220 | 533, 442 | 184, 605 | 543,411 | 521,590 | 535, 149 | 507,857 | 472,095 | 535, 230 | ${ }^{\text {r }} 554,607$ |
| Chemical: |  |  |  |  |  |  |  |  |  |  |  | 535, 230 | -551,607 |
| Sulphate | 268, 672 | 231,804 | 217.848 | 212, 884 | 207, 259 | 200, 502 | 228, 632 | 212, 559 | 201, 123 | 201,364 | 200, 479 | 233, 197 | +233, 789 |
| Sulphite, total......................... do | 205, 701 | 154, 210 | 157.724 | 152, 498 | 158, 913 | 132, 662 | 149, 019 | 142,401 | 161, 601 | 153,526 97 | 132, 460 | 158, 341 | 171,094 |
| Bleached .-.-.-......................... ${ }^{\text {do }}$ | 130, 265 | 94,729 59 | 93, 782 | 95,845 | 100.337 58.576 | 79,698 52.964 | 92,729 56290 | 88, 250 | 103,464 58,137 | 97,308 56,218 | 82,527 49,933 | -97, 283 | 109, 200 |
| Unbleach | 75, 436 | 59,481 | 63,942 | 56, 953 | 58, 576 | 52. 964 | 56, 290 | 54. 151 | 58, 137 | 56, 218 | 49, 933 | 61, 058 | 61, 894 |
| Sods | 15, | 31,625 105,186 | 32,632 | 31,917 124 | 32, 255 | 31,075 120,366 | 34,561 131,199 | 32,768 133,862 | 34,748 137, 677 | 31, 164 | 26,846 106,310 | 33, 013 | 36, 234 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total, all grades.... |  | 189,442 | 200,002 | 183,161 | 217, 526 | 217, 624 | 214,085 | 208, 369 | 219,127 | 224, 097 | 200, 803 | 182, 379 | 142, 276 |
| Chemical: |  |  |  |  |  |  |  |  |  |  |  | 182, 37 | 142, 276 |
| Sulphate | 22,998 | 32, 628 | 35,728 | 36, 728 | 47,568 | 48, 139 | 48, 091 | 39, 454 | 36,357 | 35,517 | 33, 809 | 31, 297 | 25, 075 |
| Sulphite, tot | 70, 304 | 108. 164 | 114, 253 | 92, 205 | 106. 078 | 102,073 | 94, 985 | 88, 585 | 98, 078 | 104, 611 | 93, 584 | 97, 751 | 81, 120 |
| Bleached | 47, 404 | 73, 253 | 76. 549 | 56, 952 | 67,778 | 62,356 39,717 | 57.929 37 | 52, 681 | 61,747 | 67, 891 | 58,990 | 59, 379 | 48, 780 |
| Unblea | 31,900 | 34, 911 | 37,704 | 35, 253 | 38, 300 | 39, 717 | 37, 056 | 35.904 | 36,331 | 36, 720 | 34,594 | 38, 372 | 32, 340 |
| Soda. | 31,00 | 4,848 | 4,905 | 4,826 | 4,437 | 3, 986 | 3,842 | 3. 664 | 4,699 | 5,832 | 4,376 | 4,427 | - 4,445 |
| Groundwood .-...................do. |  | 43, 802 | 45, 116 | 49,402 | 59,443 | 63,420 | 67, 168 | 76. 666 | 79,993 | 78, 137 | 69.034 | 48,904 | 31,636 |
| Price, sulphite, unbleached....- dol. per 100 lb | 25,238 2.28 | 2.02 | 2. 00 | 2. 00 | 2.00 | 2. 00 | 1.85 | 1. 95 | 1.95 | 1.95 | 1.95 | 1.95 | 2.13 |
| PAPER <br> Total paper |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Paprer incl. newsprint and paperboard: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production.............-.-.-.....short tons.. |  | 926,616 | 957,377 | 849,764 | 843,063 | 873,441 | 1,036,734 | 912,676 | 959,841 | 898,307 | 861,310 | 1,046,459 | 1,026,800 |
| Paper, excl. newsprint and paperboard: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders. new ........-.-............short tons |  | 479, 970 | 514. 201 | 437. 128 | 436. 043 | 4f8, 274 | 542. 497 | 436.980 | 477,034 | 454,900 | - 429,745 | -535, 601 | 734, 720 |
| Production .-...--------------------- do |  | 482, 812 | 534, 542 | 444, 728 | 442, 405 | 463, 770 | 535. 229 | 462.299 | 498.197 | 441,236 | 419,773 | +523,233 | 504, 104 |
| Shipments. |  | 475, 850 | 532, 175 | 441, 194 | 446, 265 | 460, 019 | 542. 734 | 447, 500 | 479,108 | 449,987 | - 437,246 | -519, 276 | 531, 677 |
| - Revised. - Less than $\$ 500$. Pulpused in the producing mills and shipments to the market. e Estimated. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| *New series. Data on battery sales beginn | ng 1934 | peear in | able 35, | 17 of th | August | 930 issue | Sales of | washing | machines | and iron | rs heginn | ing 1929 a | ppear in |
| table 43, p. 17 of the October 1939 issue. For data on electrical products beginning 1934, see table 32, p. 18, of the June 1939 Survev; data are furnished by both member and |  |  |  |  |  |  |  |  |  |  |  |  |  |
| nonmember companies rather than member companies alono as therein sta $\$$ Revised series. Date revised for 1937; see table 20, D. 15 of the April |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\dagger$ Reviced series. Data on vulcanized flbres | ments | ised b | nning | ; data | t show | n p. 51 | the J8 | г\% 1939 | rvey w | appea | a sub | quent issu |  |


| Monthly statistics through December 1937, together with explanatory notes and references to the aources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | $\begin{aligned} & \text { Decem. } \\ & \text { ber } \end{aligned}$ | Janu- ary | February | March | April | May | June | July | August | $\begin{gathered} \text { Sep. } \\ \text { tember } \end{gathered}$ |

PAPER AND PRINTING-Continued

| PAPER-Continued | 23,872 |  | 16,612 |  | 16,9613,071 | 17,911 | 10,553 | $\begin{array}{r} 16,305 \\ 3.238 \end{array}$ | 17, 128 | 17, 276 | 15,744 | 15,5593,695 | 33,88712,862 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Book paper |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, new.--...............short tons. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, unfilled, end of month.....do... | 12, 813 | 17,687 | $\underset{3,410}{ }$ | 2,714 |  |  |  |  |  |  |  |  |  |
| Production...-.-.-...............do. | 24,343 | 17,741 | 17,057 | 17,096 | 16,845 | 17,796 | 20,028 | 17,754 | 18,579 | 15,634 | 14,306 | 17,737 | 19,401 |
| Percent of potential capacity | 91.4 | 64.9 | 62.4 | 62.6 | 63.3 | ${ }^{71} 176$ | 71.7 | 68.6 | 66.5 | 64.9 | 555.9 | 69.9 | 75.0 |
| Shipments-...............--short tons.- | 24, 291 | 18, 194 | 16,730 | 17,563 | 17,319 | 17,642 | 10, 919 | 17,902 | 17,409 | 15,771 | 15,097 | 16, 287 | 20,328 |
| Stocks, end of month...............do | 13,848 | 13,691 | 14,018 | 12,776 | 12,070 | 12,472 | 12, 581 | 12, 433 | 13,762 | 15, 139 | 14, 211 | 14,971 | 13,807 |
| Uncoate |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, new Orders, unfil | 185, 832 | -35, 123 | 33, 730 | 34,958 | 40,314 | 36, 931 | 38,053 | 39, 252 | $\begin{gathered} 83,692 \\ 28,179 \end{gathered}$ | $\begin{aligned} & 89,681 \\ & 32,755 \end{aligned}$ | $\begin{aligned} & 79,210 \\ & 30, \end{aligned}$ | $\begin{array}{r} 107,028 \\ 41,701 \end{array}$ | $\begin{array}{r} 149,857 \\ 77,330 \end{array}$ |
| Price, wholesale, "B" grade, English finish, white, f. o. b. mills_dol. per 100 lb - |  | $\begin{array}{r} 5.45 \\ 92,758 \end{array}$ |  |  |  |  |  |  |  |  |  | 5.45 | 5.45 |
| Production..................short tons. | $\begin{array}{r} 5.65 \\ 118,967 \end{array}$ |  | 92.187 | $\begin{array}{r} 65,45 \\ 85,779 \end{array}$ | $\begin{array}{r} 5.45 \\ 89,642 \end{array}$ | 5. 45 90,689 | 5.45 | $\begin{array}{r} 5.45 \\ 90,289 \end{array}$ | $\begin{array}{r} 5.45 \\ 96,088 \end{array}$ | $\begin{array}{r} 5.45 \\ 87,053 \end{array}$ | $\begin{array}{r} 5.45 \\ 79,345 \end{array}$ | 98, 150 | $\begin{array}{r} 5.45 \\ 101,148 \end{array}$ |
| Percent of potentigl capacity | 97.9 | 74.3 | 73.8 |  |  | 88, 1 | 79.9 | 77.7 | 77.4 |  |  | 78.7 | 85.8 |
| Shipments - .-...-..........-short tons | 119,489$0.49,399$ | 107, 281 | 109,975 | 109,604 | 107, 618 | 107, 602 | 100, 435 | 106, 381 | - 58,282 | -60,981 | 82,516 | - 59,839 | 108,744 |
| Stocks, end of month .-................do. |  |  |  |  |  |  |  |  |  |  | - 57, 770 |  |  |
| Fine paper: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, unfilled |  | 11,587 | 16, 174 | 12,692 | 11,864 | 11, 187 | 14, 227 | 12, 280 | 8,523 | 81,796 | + 10,827 | 10,470 | 41, 103 |
| Production |  | 36, 551 | 45, 149 | 37, 813 | 36, 001 | 36, 880 | 45,046 | 38,075 | 43,043 | 33, 491 | 29,342 | 43, 122 | 40, 941 |
| Shipments |  | 34, 777 | 46, 526 | 35, 158 | 35, 803 | 36,022 | 46,511 | 36, 935 | 41, 166 | 32, 216 | 29,691 | - 42,448 | 42,303 |
| Stocks, end of |  | 73, 166 | 71,948 | 74, 378 | 65, 480 | 65, 384 | 63, 978 | 66,573 | 61. 504 | 62, 669 | 60, 539 | 61, 132 | 59, 739 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, unfilled, |  | 66, 181 | 68, 322 | 68, 956 | 64, 300 | 71,599 | 62, 718 | 68,629 | 64, 050 | 146,404 64,100 | 140,746 59,354 |  | 265, 252 |
|  |  | 161, 833 | 191, 105 | 151,076 | 151, 374 | 161, 510 | 194, 280 | 159, 353 | 184, 727 | 140,193 | 135, 976 | 187, 921 | 169, 259 |
| Shipments. |  | 161, 271 | 189, 695 | 149,033 | 149, 088 | 159, 334 | 195, 555 | 152, 265 | 180, 344 | 147,601 | 142, 166 | 191, 030 | 178,678 |
| Newsprint: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 248, 068 | 245, 813 | 211,452 | 193, 624 | 152, 437 | 217, 651 | 162, 352 | 244, 400 |  | 200, 174 | 235, 487 | 228, 163 |
| Production-..........................do | 280, 985 | 254, 872 | 245, 295 | 209, 753 | 208, 382 | 200, 631 | 220, 648 | 220, 843 | 250, 015 | 240,545 | 227, 630 | 236, 975 | 253, 230 |
| Shipments from mills..-....-......-do | 289, 260 | 255, 100 | 264, 421 | 225, 472 | 201,852 | 178, 236 | 206,099 | 214, 255 | 274, 635 | 232, 261 | 221, 743 | 224, 367 | 267,005 |
| Stocks, at mills, end of month......do | 192, 609 | 196, 283 | 177, 157 | 161,438 | 167, 968 | 190, 363 | 205, 912 | 212, 500 | 187, 880 | 196, 164 | 202, 051 | 214, 659 | 200, 884 |
| United States: |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \begin{array}{l} 172,861 \\ 201,991 \end{array} \end{aligned}$ | $\begin{aligned} & 159,647 \\ & 195,644 \end{aligned}$ | 177,078 |
| Importse .-...........................do | 195,510 <br> 282,581 | $\begin{aligned} & 187,450 \\ & 230,278 \end{aligned}$ | $\begin{aligned} & 176,322 \\ & 229,284 \end{aligned}$ | $\begin{aligned} & 177,134 \\ & 209,782 \end{aligned}$ | $\begin{aligned} & 160,916 \\ & 183,050 \end{aligned}$ | $\begin{aligned} & 153,346 \\ & 144,308 \end{aligned}$ | $\begin{aligned} & 174,096 \\ & 189,360 \end{aligned}$ | $\begin{aligned} & \mathbf{1 7 9 , 5 4 2} \\ & \mathbf{2 0 9}, 597 \end{aligned}$ | $\begin{aligned} & 178,543 \\ & 250,688 \end{aligned}$ | $\begin{aligned} & 170,980 \\ & 216,580 \end{aligned}$ |  |  |  |
| Price, wholesale, rolls, contract, destination (N. Y. basis)... dol. per short ton. | 50.0078,591 | $\begin{array}{r} 50.00 \\ 72,827 \end{array}$ | $\begin{array}{r} 50.00 \\ 78.390 \end{array}$ | $\begin{array}{r} 50.00 \\ 75,855 \end{array}$ | $\begin{array}{r} 50.00 \\ 77,264 \end{array}$ | $\begin{array}{r} 50.00 \\ 70,868 \end{array}$ | $\begin{array}{r} 50.00 \\ 79,929 \end{array}$ | $\begin{array}{r} 50.00 \\ 77,393 \end{array}$ | $\begin{array}{r} 50.00 \\ 85,872 \end{array}$ | $\begin{array}{r} 50.00 \\ 80,502 \end{array}$ | $\begin{array}{r} 50.00 \\ 74,932 \end{array}$ | $\begin{array}{r} 50.00 \\ 80,000 \end{array}$ | $\begin{array}{r} 50.00 \\ 77,309 \\ 78,559 \end{array}$ |
| Production.-................short tons.- |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Shipments from mills................do | 79,364 | 72, 203 | 76,278 | 77, 974 | 72, 967 | 71,926 | 81, 816 | 77,463 | 84,443 | 84,628 | 75, 354 | 70,060 |  |
| Stocks, end of month: |  |  |  |  | 22,880 | 21,822 | 20,135 |  |  |  |  |  |  |
| At mills---.-.---.-.........---. - do | $\begin{array}{r} 15,923 \\ 285,216 \\ 50,053 \end{array}$ | $\begin{array}{r} 18,590 \\ 288,408 \end{array}$ | $\begin{array}{r} 20,702 \\ 291,477 \\ 44,628 \end{array}$ | 18,583284,661 |  |  |  | 20,065 | 21, 494 | 17, 428 | 17,006 | 17,946 | $\begin{array}{r} 16,696 \\ \cdot 283,292 \\ 47,776 \end{array}$ |
| At publisherst--7............... ${ }^{\text {do }}$ |  |  |  |  | 267, 155 | 251, 041 | 223, 469 | 206, 727 | 229, 142 | 230, 443 | 252,664 | 277, 589 |  |
| Paperboard: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, new ..............................d | $\begin{array}{r} 365,396 \\ 497,834 \\ 285,935 \\ 506,466 \\ 85.6 \end{array}$ | $\begin{aligned} & 267,193 \\ & 370,453 \end{aligned}$ | $\begin{aligned} & 243,924 \\ & 327,168 \end{aligned}$ | $\begin{aligned} & 221,768 \\ & 334,711 \end{aligned}$ | $\begin{aligned} & 233,311 \\ & 342,408 \end{aligned}$ | 338, 030 | $\begin{aligned} & 292,474 \\ & 429,545 \end{aligned}$ | 347, 575 | 264, 348 | 259,996 | 382, 682 | 454, 317 | 320, 783 |
| Orders, unfilled, end of mont |  | $\begin{array}{r} 107,235 \\ 370,977 \\ 72.4 \end{array}$ | 89, 586 | 94, 411 | 109,099 | 112,801 | $\begin{array}{r} 121,576 \\ 73.4 \end{array}$ |  | 93, 643 | 95, 058 | 108, 427 |  | $\begin{array}{r} 290,407 \\ 445,387 \\ 75.5 \end{array}$ |
| Production. |  |  | $\begin{array}{r} 344,445 \\ 66.3 \end{array}$ | $\begin{array}{r} 329,181 \\ 60.1 \end{array}$ | $\begin{array}{r} 323,304 \\ 61.2 \end{array}$ | $\begin{array}{r} 338,803 \\ 67.8 \end{array}$ |  | 372,98469.1 | $\begin{array}{r} 375,772 \\ 64.2 \end{array}$ | $\begin{array}{r} 376,500 \\ 66.6 \end{array}$ | $\begin{array}{r} 366,605 \\ 63.9 \end{array}$ | 443,226 |  |
| Percent of capacity. |  |  |  |  |  |  |  |  |  |  |  | 72.4 |  |
| Stocks of waste paper, end of month: At mills................................short tons.- | 218, 649 | 275, 746 | 274, 951 | 290, 648 | 282,095 | 262, 344 | 248, 595 | 255, 354 | 259, 423 | 255, 677 | 257, 889 | 246, 219 | 214, 352 |
| PAPER PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Coated abrasive paper and cloth: <br> Shipments reams.- | 102, 186 | 79, 007 | 72, 029 | 62, 300 | 81, 867 | 77, 477 | 85,778 | 85, 267 | 80, 246 | 80,115 | 76,903 | 86, 401 | 94,993 |
| Paperboard shipping boxes: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Shipments, total. ......-.-........mll. of sq. ft.- | $\begin{aligned} & 3.414 \\ & 3,171 \end{aligned}$ | $\begin{array}{r} 2,639 \\ 2,430 \\ 209 \end{array}$ |  | 2,230 | 2, 222 | 2, 304 | 2,827 | 2,395 | 2,627 | 2,624 | 2, 444 | 2,635 | 2,815 |
| Corrugated |  |  | $\begin{aligned} & 2,385 \\ & 163 \end{aligned}$ | 2,081 158 | ${ }^{2} 2.075$ | $\begin{array}{r}2,145 \\ \hline 159\end{array}$ | 2,640 137 | 2, ${ }^{2} 178$ | 2,430 197 | 2, 388 | 2, 242 | 2,911 | 3, 059 |
| PRINTING |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Book publications, total.........no. of editions..- | 882 | 1,196 | 900 | 1,118 | 659 | 876 | 945 | 1,222 | 835 | 636 | 798 | 746 |  |
| New books............-.-.-.-........... do | 772 | 1,074 | 790 | 961 | 602 | ${ }_{8}^{691}$ | 803 | 1,043 | 708 | ${ }_{99} 53$ | 669 129 | ${ }_{127}^{617}$ | 966 238 |
| New editions...--.-..................do--.-. | 110 162,230 | 116, 122 | 110 119,903 | 157 125,811 | - $\begin{array}{r}57 \\ 111,211\end{array}$ | 107,557 | 142 128,508 | 108, 1797 | r $\begin{array}{r}127 \\ 116,935\end{array}$ | 99 128,583 | 112, 194 | 126, ${ }^{127}$ | 137, ${ }^{238}$ |
| Operations (productive activity) ....1923 100. | 162, 23 |  |  |  |  |  |  |  |  |  |  | 78 | 78 |
| Sales books, new orders.......thons. of books.. | 20,284 | 16,280 | 16,256 | 14,788 | 15,998 | 16, 286 | 16,889 | 16, 041 | 16, 498 | 16, 466 | 16,549 | 17,414 | 18,947 |

RUBBER AND PRODUCTS


Data revised for 1937; see table 20, p. 15 of the April 1939 Surves.

| Monthly statistics through December 1937, together with explanatory notes and references to the sources of the data may be found in the 1988 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | $\begin{gathered} \text { Decem- } \\ \text { ber } \end{gathered}$ | January | February | Merch | April | May | June | July | August | September |

## RUBBER AND PRODUCTS-Continued

| TIRES AND TUBES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Pneumatic casings: $\dagger$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production-.-.-.......-...-----thousands.. | 5,431 | 4, 183 | 4,139 | 4,729 | 4, 581 | 4,344 | 5,137 | 4,211 | 4, 418 | 4,870 | 4, 510 | 5,492 | -5,007 |
|  | 5, 188 | 4,126 | 4, 405 | 4,154 | 4,163 | 3,739 | 4, 383 | 4,356 | 4,753 | 5,750 | 5, 050 | 4,919 | ${ }^{5} 5,621$ |
| Original equipment ${ }^{\text {a }}$....-.............d. ${ }^{\text {do. }}$ | 1,805 | 1,287 | 1,777 | 1,707 | 1,685 | 1,472 | 1,747 | 1,529 | 1,415 | 1,370 | 809 | ${ }^{611}$ | 1, 249 |
| Replacement equipment ${ }^{\text {- }}$.............d. ${ }^{\text {do...- }}$ | 3, 237 | 2,729 | 2, 644 | 2, 348 | 2,397 | 2,156 | 2,723 | 2, 719 | 3,239 | 4,287 | 4, 162 | 4, 205 | - 4, 226 |
| Exports*------1.-...................do | 146 | +109 |  |  | 881 | 9, 111 | 113 10,109 | -108 | 100 8,919 | 113 8,909 | 85 8,300 | 8, 103 | 146 $-8,364$ |
| Stocks, end of month ..................d. do.... | 8,657 | 8,237 | 7, 924 | 8,451 | 8,932 | 9,573 | 10, 109 | 9, 998 | 9,919 | 8,909 | 8,300 | 8,891 | -8,364 |
| Production..............................do. | 5,073 | 3,880 | 4, 029 | 4, 351 | 4, 098 | 3,681 | 4,470 | 3, 841 | 3,848 | 4,320 | 4, 043 | 4,918 | r 4,512 |
| Shipments, total...............................d. do. | 5,012 | 4, 101 | 4.138 | 3, 859 | 3, 936 | 3, 335 | 4,015 | 3,927 | 4,154 | 5,123 | 4, 285 | 4, 432 | - 5, 025 |
|  | 108 | 57 | 65 | 55 | 71 | 65 | 74 | 82 | ${ }^{67}$ | 66 | 62 |  |  |
| Stocks, end of month .-................-do...- | 7,717 | 7,746 | 7,665 | 8.166 | 8,069 | 8,415 | 8,901 | 8,837 | 8,840 | 8,044 | 7,819 | 8,238 | r 7,846 |
| Raw material consumed: <br> Crude rubber. (See Crude rubber.) <br> Febrics (quarterly) $\qquad$ tbous. of lb. |  |  |  | 88, 376 |  |  | 59, 801 |  |  | - 62, 419 |  |  |  |
| RUBBER AND CANVAS FOOTWEAR |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production, total................thous. of pairs.. | 5,332 | 8,067 | 5, 513 | 5, 523 | 4. 807 | 4,953 | 5,897 | 5,216 | 5,033 | 4,866 | 3, 280 | 5, 090 | 4,713 |
| Sbipments, total -.-.....-.-.............-do.... | 5,916 | 4, 991 | 8, ${ }_{\text {6, }} 139$ | 5, 035 | 4,778 | 4,629 | 5,214 | 4,414 | 4,017 | 4, 192 | 4,894 | 6, 213 | 6,452 |
| Stocks, total, end of month..---.......-.do...- | 14,619 | 16,321 | 15,695 | 16,183 | 16,157 | 16,582 | 17, 281 | 18,083 | 19,055 | 19,729 | 18, 115 | 16,956 | 15, 218 |

STONE, CLAY, AND GLASS PRODUCTS

| PORTLAND CEMENT |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Price, wholesale, composite......-dol. per bbl.. | (1) | 1.667 | 1. 667 | 1.667 | 1.667 | 1. 667 | (1) | (1) | (1) | (1) | (1) | (1) | (1) |
| Production......................thous. of bbl. | 12,538 | 11, 556 | 10,184 | 8,066 | 6,301 | - 5, 505 | 8,171 | 9, 674 | 11,185 | 11,953 | 12,644 | 12,369 | 11,937 |
| Percent of capacity | ${ }^{57.2}$ | 52.9 | 48.2 | 36.9 | 24.3 | 27.9 | 37.4 | 45.7 | 50.9 | 56.5 | 57.9 | 56.6 | 56.3 |
| Shipments .....................-thous of bbl.- | 12,830 | 12,357 | 8,573 | 6,290 | 5, 640 | '5, 044 | 8,467 | 9, 654 | 12,748 | 12, 715 | 11,755 | 13,401 | 13, 104 |
| Stocks, finished, end of month...........do. | 19,868 | 20,569 | 22, 179 | 23,947 | '23.811 | 24, 092 | 23,786 | 23, 837 | 22, 251 | 21, 477 | 22, 361 | 21, 327 | 20, 160 |
| Stocks, clinker, end of month...............do. | 4,866 | 4,927 | 4,963 | 5,282 | 5,563 | 5, 886 | 6,447 | 6,568 | 5,728 | 6, 797 | 5,928 | -5,727 | - 5, 254 |
| CLAY PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bathroom accessories: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production ...................thous. of pieces.- | 1,282 | 1,119 | 1,189 | 953 | 831 | 728 | 808 | 583 | 762 | 814 | 1, 027 | 1, 168 | 1,148 |
| Shipments...............-...............do.-.-- | 1,215 | 1,130 | 1,070 | 891 | 795 | 673 | 720 | 552 | 792 | 819 | 908 | 1, 213 | 1, 160 |
| Stocks, end of month....................do....- | 369 | 193 | 195 | 219 | 255 | 321 | 350 | 374 | 377 | 382 | 388 | 376 | 397 |
| Common brick: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| dol. per thous . | 12.043 | 11.925 | 12.039 | 12.046 | 12.023 | 12.024 | 12.032 | 12.026 | 12.077 | 12.118 | 12.059 | 12.038 | 12.038 |
| Shipments.........--.......thous. of brick.- |  | 166, 471 | 151, 568 | 133, 184 | 101,056 | 95, 920 | 166,380 | 178,903 | 209, 716 | 199,945 | 177, 165 | 189, 287 | 167,669 |
| Stocks, end of month...----.......-....do. |  | 482, 830 | 482, 032 | 478, 260 | 476, 359 | 455,859 | 397, 838 | 374, 572 | 351, 155 | 361, 264 | 393, 393 | -416, 302 | 452, 244 |
| Face brick: <br> Shipments $\qquad$ |  | 52, 402 | 45,701 | 37,307 | 34,499 | 28,785 | 57,624 | 62, 882 | 79,349 | 69,489 | 62,658 | -66, 906 |  |
| Stocks, end of month-...................-. |  | 267,016 | 272, 200 | 283, 017 | 292,565 | 300, 548 | 200, 906 | 277, 201 | 256, 825 | 252, 395 | 248, 873 | -245,967 | 242,610 |
| Floor and wall tile shipmen |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Quantity ---------............thous. of sq. It.- |  | 4,331 | 3,996 | 3,261 | 3, 549 | 3,562 | 4,969 | 4,639 | 4,737 | 5,169 | 5,028 | 6,331 | 5,591 |
| Vitrifed paving brick:- ${ }^{\text {Value......thous. of dol- }}$ |  | 1,243 | 1,129 | 956 | 981 | 959 | 1,285 | 1,208 | 1,282 | 1,423 | 1,359 | 1,663 | 1,500 |
| Shipments..................thous. of brick. |  | 9, 591 | 7,206 | 7, 191 | 4,276 | 2,007 | 3,994 | 3, 612 | 6, 647 | 6, 844 | 6,386 | 9, 038 | 8,149 |
| Stocks, end of month....................do. |  | 52,999 | 61, 323 | 48, 127 | 48,763 | 48, 585 | 47, 336 | 45, 761 | 43,002 | 44, 079 | 44, 214 | 44, 169 | 43, 719 |
| Hollow building tile: |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 333, 782 | $335,707$ | $\begin{array}{r} 46,815 \\ 347,147 \end{array}$ | 342, 408 | 348, 792 | 340,348 | 327, 847 | 105,173 | $\begin{array}{r} 96,288 \\ 306,435 \end{array}$ | 95,180 305,242 | $\left\|\begin{array}{r} r 107,771 \\ r 319,464 \end{array}\right\|$ | -89, 315,562 |
| GLASS PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Glass containers: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production ....---.-.........thous. of gross.. | 4, 891 | 3,866 | 3,709 | 3,515 | 3, 689 | 3,389 | 4,129 | 4, 071 | 4,516 | 4. 662 | 4,581 | 4,802 | 4, 250 |
| Percent of capacity | 75.5 | 64.7 | 64.6 | 58.8 | 55.8 | 55.7 | 61.4 | 65.4 | 69.7 | 72.0 | 73.6 | 71.4 | 68.3 |
| Shipments. ---.-.-.-.........thous. of gross .- | 4,471 | 3,954 | 3,491 | 3, 042 | 3,473 | 3, 323 | 3,933 | 3, 978 | 4,485 | 4,618 | 4,136 | 4,753 | 4, 979 |
| Stocks, end of month .-.................-do...- | 8, 061 | 7,493 | 7,643 | 8, 029 | 8,179 | 8,192 | 8,318 | 8,336 | 8, 293 | 8,209 | 8,586 | 8,548 | 7,739 |
| Illuminating glassware: | ${ }^{(2)}$ | 651 | 532 | 443 | 443 | 357 | 396 | (3) | (2) | (3) | ${ }^{(2)}$ | ${ }^{(2)}$ | ${ }^{(2)}$ |
| Residential ...............................do. | (2) | 285 | 288 | 227 | 217 | 185 | 201 | (2) | (2) | (2) | (2) | (2) | (2) |
| Commercial | (2) | 163 | 133 | 125 | 130 | 107 | 116 | (2) | (2) | (2) | (2) | (2) | (2) |
|  | (2) | 113 | 111 | 91 | 97 | 65 | 79 | (2) |  | (2) |  |  |  |
| Plate glass, polished, production thous of sq. ft . | 18,369 | 12,869 | 12,883 | 12,601 | 12,209 | 10,165 | 11,867 | 7,268 | 8,036 | 9,289 | 6,212 | 10,450 | 13,663 |
| Production. ..................thous of boxes | 1,121 |  | 883 | 1,003 | 943 | 809 | 912 | 740 |  | 720 |  |  |  |
| Percent of capacity | 69.1 | 39.5 | 64.4 | 61.7 | 58.1 | 49.8 | 56.1 | 45.6 | 44.8 | 44.3 | 42.6 | 53.4 | 56. 2 |
| GYPSUM AND PRODUUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Crude: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Imports_.-.-.-.-..................-short tons |  |  |  | 247, 673 |  |  | 40, 423 |  |  | 291, 810 |  |  | 445, 759 |
|  |  |  |  | 683, 127 |  |  | 541, 183 |  |  | 845, 524 |  |  | 995, 766 |
| Calcined production |  |  |  | 534, 415 |  |  | 533, 440 |  |  | 773, 634 |  |  | 840, 245 |
| Gypsum products sold or used: <br> Uncalcined |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Calcined: |  |  |  | 192,831 |  |  | 139, 248 |  |  | 244, 163 |  |  | 286, 391 |
| Lath ....-..................thous. of sq. ft. |  |  |  | 214, 151 |  |  | 207,418 |  |  | 297, 267 |  |  | 342, 060 |
| Wallboard. ............................-do.- |  |  |  | 89, 678 |  |  | 95, 981 |  |  | 113,721 |  |  | 102,400 |
| Keene's cement ...................short tons.- |  |  |  | 4, 884 |  |  | 5,506 |  |  | 7,781 |  |  | 7,949 |
| All building plasters...................do. |  |  |  | 333, 730 |  |  | 331, 702 |  |  | 486, 494 |  |  | 533,790 |
| For manufacturing uses.---t.e.-. ${ }_{\text {Tile }}$ do |  |  |  | 36,517 |  |  | 26, 233 |  |  | 25, 515 |  |  | 28, 219 |
| Tile----------------------thous. of sq. ft-- |  |  |  | 4,885 |  |  | 5,228 |  |  | 8, 581 |  |  | 9,026 |

- Revised.
- Estimated.

2 Discontinued by reporting source.
${ }^{1}$ Discontinued by compilers; data on an index basis appear on $\mathbf{p} .20$.
-Now series. For data on foor and wall tile beginning 1935, see table 31, p. 18 of the June 1939 Survey. For the new series on pneumatic casings and inner tabes see
tables 27 and 28 pe $16-18$ of the May 1939 Survey tables 27 and 28 , pp. $16-18$ of the May 1939 Survey.
$\dagger$ Revised series. Data for pneumatic casings and inner tubes revised for 1936, 1937, and 1938; see tables 27 and 28, pp. 10-18 of the May 1939 Survey.

| Monthly statistics through December 1937，to－ gether with explanatory notes and references to the sources of the data may be found in the 1998 Supplement to the Survey | 1939 |  | 1938 |  |  |  |  |  | 1939 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | $\begin{gathered} \text { Novem- } \\ \text { ber } \end{gathered}$ | Decein－ ber | $\underset{\text { ary }}{\substack{\text { Janu- }}}$ | $\underset{\text { ary }}{\substack{\text { Febru－}}}$ | March | April | May | June | July | August | $\begin{gathered} \text { Sep- } \\ \text { tember } \end{gathered}$ |

## TEXTILE PRODUCTS

 －Revised． | -- | 11 |
| :--- | :--- | ーー ー

Rayon：
Deliveries，yarn，unadjusted $\dagger \ldots \quad 1923-25=100$ Price，wholesale， 150 denier，first quality
 Silk：

Deliveries（consumption）．．．．．．．．．．．．．．．．．．．．．thous of lb． Price，wholesale，raw，Japanese， $13-15$（N．Y．）
dol．per 1 b.



## WOOL

Imports（unmanufactured）
Consumption（scoured basis）： Consumption
Apparel class
Carpet class． Operations，machinery activity（weekly aver． Looms： Wrolen and worsted： Broad． Carpet and rue Spinning spindles Woolen－ Worsted combs
Raw，territory，fine，scoured．．．．．．dol．per Ib Raw，Ohio and Penn．fleeces
guiting，unfinished worsted， 13 oz ．（at fac－ Suiting，unfinished worsted， 13 oz ．at fac－
tory）．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．． mill）
Worsted yarn， 32 ＇s，crossbred stack（Boston）
 $\begin{array}{cc}\text { 雨 } & 8 \\ \vdots! & \vdots\end{array}$


## ご二か

$+$



11,7
11,9
19,8

596

$$
\begin{aligned}
& 10,8 \\
& 10,6 \\
& 20,2 \\
&
\end{aligned}
$$On－

व 15ヶー



$$
\frac{\mathscr{N}^{N} \propto}{!!}
$$

$$
\begin{array}{r|r}
22,659 \\
\therefore & 8,581 \\
- & 342 \\
\hdashline 7.9 \\
& \\
\therefore & .277 \\
\therefore & .404
\end{array}
$$

－Total ginnings to end of month indicated．
－Total ginnings Revised series．Cotton spindle activity revised beginning August 1933 ；see table 18 ，p． 18 ，of the March 1939 issue．Data on rayon deliveries revised beginning January 1936；revisions not given on p． 94 of the February 1939 Survey will apprar in a subsequent issue．Data on cotton cloth exports revised beginning l913；see table 48 ，p． 16 of the November 1939 issue．
＊New series
 Chronicle．Data beginning 1920 appear in table 34 ，pp． 5 and 10 or the A agust 1939 issue．Data on rayon yarn stocks，poundage basis，have been substituted for the series formerly shown，which was on basis of number of months＇supply． Figures beginning January 1930 not shown on p． 94 of the Fehruary 1939 Survey will appear in a subsequent issue．

| Monthly statistics through December 1937, together with explanawiry notes and references to the sources of the data may be found in the 1988 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | Novem- <br> ber | December | January | February | March | April | May | June | July | August | $\begin{gathered} \text { Sejp- } \\ \text { tember } \end{gathered}$ |

## TEXTILE PRODUCTS-Continued

| WOOL--Continued |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Receipts at Boston, total..........thous. of it |  | 22, 222 | 24, 341 | 13,678 | 15,539 | 11,820 | 13,608 | 17,173 | 31,461 | 55,614 | 55,355 | 39,228 | 24,410 |
| Domestic............................-.-. do.. | 11,991 | 18,487 | 21, 239 | 9,009 | 5,374 | 6,660 | 5,839 | 10, 241 | 25,641 | 51, 401 | 51, 247 | 35,287 | 19,046 |
|  | (a) | 3,735 | 3,103 | 4,670 | 10, 164 | 5,160 | 7,669 | 6,832 | 5,820 | 4,213 | 4, 109 | 3,941 | 5,363 |
| Stocks, scoured basis, end of quarter, total thous. of lb. |  |  |  | 115, 655 |  |  | 94, ${ }^{\text {a }}$ 706 |  |  | 123,096 |  |  | 118,054 |
| Woolen wools, total . . . . . . . . .-....... do.. |  |  |  | 46, 686 |  |  | 39,019 |  |  | 39.602 |  |  | 40,721 |
| Domestic.............................. do |  |  |  | 37, 065 |  |  | 29, 458 |  |  | 31,357 |  |  | 31, 923 |
| Forcign .----...................... do |  |  |  | 9,621 |  |  | 9,561 |  |  | 8. 245 |  |  | 8,798 |
| Worsted wools, total....................d. do. |  |  |  | 68,969 |  |  | 55,487 |  |  | 83, 494 |  |  | 77, 333 |
|  |  |  |  | 52, 517 |  |  | 33, 452 |  |  | 63,128 |  |  | 57, 080 |
| Foreign...--..-...-.....................do |  |  |  | 16, 452 |  |  | 22,035 |  |  | 20, 366 |  |  | 20,253 |
| MISCELLANEOUS PRODUCTS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Buttons, fresh-water pearl. |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Production -..............pet. of capacity -- | 46.5 5.784 | 37.8 | -36.3 | 30.4 | ${ }^{23.0}$ | 39.2 | ${ }_{6}^{39.2}$ | 34.6 | 25.2 | 28.4 | 26.3 | 30.3 | 40.2 |
| Stocks, end of month........thous. of gross.. Fur, sales by dealers.......thous. of dol.. |  | 7,155 | 7,242 | 7,188 | 6,480 2,479 | 6,5,507 2,900 | 6,607 3,552 | -6,641 | 6,379 $\mathbf{2 , 6 7 6}$ | 6,232 2,665 | ${ }_{2}^{5,873}$ | 5, 753 | 5,697 |
| Proxylin coated textiles (artificial leather) : $\dagger$ - |  |  |  |  |  |  |  |  |  |  |  |  | 2,202 |
| Orders, unfilled, end of mo. thous. linear yd | 3,578 | 1,908 | 1,917 | 2, 145 |  | 2,223 |  | 2, 252 | 1,887 | 2,087 | 2, 243 | 2,415 | 4, 562 |
| Pyroxylin spread..........-.-.t.thous. of 1 lb -- | 6,371 6,482 | 4,922 4,516 | 4,288 4,168 | 4,682 4,551 | 5,270 4,785 | 5,079 5,118 | 5,402 5,505 | 4,643 4,576 | 4,727 4,759 | 4,710 4,387 | 4,351 | 5,581 | 6,243 |
| shipments, billed.-----.....thous. linear yd .. | 6,482 |  |  |  |  | 5,119 | 5,505 | 4,576 |  | 4,387 | 3,971 | 2,143 | 5,807 |

TRANSPORTATION EQUIPMENT

| AIRPLANES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Production, totaly ..................-number.- |  | 182 | 204 | 276 | 208 | 266 | 352 | 379 | 475 | 679 |  |  |  |
| Commercial (licensed)......................do. |  | 128 | 159 | 174 | 136 | 152 | 220 | 270 | 319 | 530 |  |  |  |
|  |  | 54 | 45 | 102 | 72 | 114 | 132 | 109 | 156 | 149 |  |  |  |
| AUTOMOBILES |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Exports: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Assembled, total......................number.- | 1,202 | 2,846 | 2, 747 | 5,024 | 8,499 | 6,043 | 6,315 | 2, 274 | 5,480 | 6,027 |  |  |  |
| Passenger cars-.-.-.-..................-- do...-- | 586 | 1,753 | 2,406 | 3, 835 | 5,806 | 4, 222 | 4, 520 | 1, 592 | 4,075 | 4, 630 | 3,040 | 4, 804 | 1,934 |
| United States: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Assembled, totals-...-.............-.-do.... | 18, 140 | 17,024 | 29,043 | 34, 978 | 23, 958 | 27, 351 | 30, 048 | 27,087 | 25, 220 | 27,087 | 19, 183 | 11, 592 | 7,834 |
| Passenger cars§ .-...-.................do...- | 9,461 | 10,930 | 20, 172 | 21,322 | 15, 126 | 16, 193 | 17, 884 | 16, 213 | 14, 430 | 16, 213 | 8,375 | 3,985 | 4,493 |
|  | 8, 679 | 6,094 | 8,871 | 13,656 | 8,832 | 11, 158 | 12,064 | 10,874 | 10,790 | 10,874 | 10,808 | 7,607 | 3,341 |
| Retail purchasers, total........thous. of dol.. |  | 62. 385 | 86, 047 | 82,452 | 78,390 | 78,776 | 113, 847 | 114, 696 | 133,707 | 130,671 | 114, 481 | 109,739 | 88, 176 |
|  |  | 30, 344 | 51, 266 | 54, 833 | 40,694 | 40, 374 | 64, 350 | 66,064 | 75, 304 | 73.022 | 64, 003 | 59,265 | 44, 248 |
|  |  | 31, 613 | 34, 260 | 37, 955 | 35, 281 | 35, 975 | 48, 915 | 48, 014 | 57, 649 | 57,028 | 49, 932 | 49, 903 | 43, 512 |
| Unclassified |  |  | 521 | 564 | 134.45 | ${ }_{124}{ }^{427}$ | ${ }_{153}{ }_{582}$ | ${ }_{150}^{618}$ |  | 621 | 545 | -571 | ${ }_{4}{ }_{417}$ |
| Wholesale (mfrs. to dealers) --.........do |  | 61,359 | 126, 650 | 158, 289 | 134, 150 | 124, 021 | 153,007 | 150, 433 | 140, 284 | 118, 268 | 96, 621 | 44, 564 | 61,973 |
| Fire-extinguishing equipment, shipments: Motor-vehicle apparatus..............number . |  |  |  |  |  |  |  |  |  | 00 | 75 | 76 |  |
|  |  | 30,816 | 28, 509 | 27, 479 | 30, 849 | 29,878 | 35, 331 | 34,790 | 35, 501 | 37,606 | 35, 527 | 38, 821 | 35, 804 |
| Production: Automobiles: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Canada, total..........................-do. | 9, 640 | 5,774 | 17,992 | 18,614 | 14,794 | 14,300 | 17,549 | 16,891 | 15,706 | 14,515 | 9.135 | 3,475 | 3.921 |
| Passcnger cars .....------.-......-do | 7,791 | 6,412 | 15, 423 | 14, 198 | 11, 404 | 10, 914 | 12, 688 | 12,791 | 11, 585 | 10, 585 | 5,112 | 1,068 | 3.494 |
| United States (factory sales), total ..-.-do- | 313,377 | 209, 512 | 372, 413 | 388, 346 | ${ }^{342} \mathbf{1 2} 1.156$ | 303, 217 | 371,910 | 373, 372 | 297, 6108 | 309.720 | 209, 343 | 99, 868 | 188, 751 |
| Passenger cars | 251, 819 | 187,494 22,018 | 320,344 52,069 | 326,006 62,340 1,81 | 281,465 60,691 1 | 243,000 60 1217 | $\begin{array}{r}299,703 \\ 72,237 \\ \hline 1\end{array}$ | 273,409 63,963 | $\begin{array}{r}237,870 \\ 59,638 \\ \hline\end{array}$ | 246, 704 | 150, 738 | 61,384 | 161.625 |
|  | 61, 558 | 22,018 1,312 | 52,069 1,723 | 62,340 1,818 | 60,691 1,714 | 60,217 1,443 | 72,237 1,730 | 63,963 1,348 | 59,638 1,244 | ${ }^{63 .} 1016$ | 58, 605 | 38, 484 | 27,126 |
| Registrations: |  |  |  |  |  |  |  |  |  |  |  | 971 | - |
|  | 212,586 | 119,053 | 200, 853 | 226, 973 | 203,212 | 164,942 | 248,038 | 268, 335 | 280, 834 | 243, 741 | 229,308 | 182, 633 | 141,633 |
| New commercial cars Sales (Ceneral Motors Corporation): | 37, 923 | 19,589 | 23.943 | 31, 474 | 37,715 | 33, 278 | 45,083 | 46,063 | 45, 381 | 40, 482 | 44,747 | 43,523 | 32, 983 |
| To consumers in U. S.-.-.-............do | 110, 471 | 68,896 | 131,387 | 118,888 | 88,865 | 83, 251 | 142,062 | 132, 612 | 129,053 | 124, 618 | 102.031 | 76.120 | 56,789 |
|  | 144, 350 | -103, 168 | r ${ }_{185,852}$ | ${ }^{1} 172,669$ | r136,489 | r 133,511 | -161,057 | ${ }^{1} 142,002$ |  | -139,694 | -84, 327 | -12, 113 | - 53, 072 |
|  | 129,821 | 92,890 | 159, 573 | 150,005 | 116, 964 | 115, 890 | 142,743 | 126, 275 | 112, 868 | 124.048 | 71,803 | 7,436 | 47,606 |
| Accessories and jarts, sbipments Combined index | 146 | 133 | 136 | 138 | 148 | 139 | 147 | 136 | 128 | 125 | 110 | 117 | 128 |
| Original equipment to vehicle manufac- |  | 129 | 150 | 157 | 160 | 140 | 153 | 129 | 120 |  |  |  |  |
| Accessories to wholesalers-....-.....-do- | 106 | 133 | 126 | 129 | 131 | 140 | 142 | 132 | 115 |  | $\begin{array}{r}94 \\ 113 \\ \hline\end{array}$ | $\begin{array}{r}96 \\ 104 \\ \hline\end{array}$ | ${ }_{94}^{133}$ |
| Service parts to wholesalers............-do.. | 183 | 167 | 142 | 121 | 129 | 129 | 141 | 150 | 154 |  | 154 | 104 |  |
| Service equipment to wholesalers ...-do---- | 101 | 98 | 88 | 83 | 91 | 95 | 105 | 105 | 108 | 108 | ${ }_{97}$ | 106 | 106 |
| RAILWAY EQUIPMENT (Association of American Ralloads) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Freight cars, end of mo.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Number owned.......................thousands-. | 1,642 | 1,690 | 1,686 | 1,682 | 1,672 | 1,668 | 1,664 | 1,662 | 1,657 | 1,654 | 1,653 | 1,650 | 1,644 |
| - dergolng or awalting classined repairs. | 168 | 235 | 233 | 231 | 225 | 225 | 214 | 221 | 231 | 223 | 229 | 225 | 195 |
| Percent of total on line. | 10.4 | 14.1 | 13.9 | 14.0 | 13.7 | 13.7 | 13.0 | 13.5 | 14.2 | 13.7 | 14.0 | 13.8 | 12.1 |
| Orders, unfilled--.....--------------cars-- | 28, 906 | 6,153 | 4,335 | 5,080 | 8,637 | 6,788 | 6,502 | 6,391 | 9, 261 | 10.062 | 8,448 | 8,754 | 23,028 |
| Locomotives, end of mo.: |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Undergoing or awaiting classified repairs number.. | 7,558 | 8,155 | 8,133 | 7,881 | 8,084 | 8,053 | 8, 149 | 8,175 | 8, 640 | 8. 382 | 8, 059 | 8,337 | 8,125 |
| Percent of total on line. | 18.3 | 19.1 | 10.1 | 18.6 | 19.1 | 19.1 | 19.3 | 19.4 | 20.6 | 20.1 | 20.3 | $\Sigma 0.0$ | 19.6 |
| Orders, unfilied $\qquad$ number <br> (U. S. Bureau of the Census) | 64 | 7 | 17 | 30 | 25 | 63 | 62 | 61 | 63 | 60 | 72 | 63 | 68 |
| Locomotives: $\dagger$ |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Orders, unfilled, end of mo., total...number.. | 160 | 82 | 94 | 100 | 100 | 123 | 132 | 148 | 169 | 151 | 150 | 122 | 136 |
|  | 135 | 73 | 86 | 92 | 88 | 113 | 122 | 138 | 160 | 143 | 148 | 118 | 132 |
| Electric | 105 | ${ }_{11} 2$ | 75 | 84 | 83 | 68 | ${ }_{6}^{62}$ | 78 | 100 | 80 | 84 | 72 | $\begin{array}{r}\text { r } \\ \hline 120\end{array}$ |

* Revised. $\quad$ a Temporarily not available. data on the new basis will be shown in a subsequent issue. and unflled orders, jocomotives, revised beginning January 1939 on the basis of a more definite segregation between railroad locomotives shown above and mining and indus-

| Monthly statistics through December 1987, together with explanatory notes and references to the sources of the data may be found in the 1938 Supplement to the Survey | 1939 | 1938 |  |  | 1939 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | October | October | November | December | January | February | March | A pril | May | June | July | August | $\begin{aligned} & \text { Sep- } \\ & \text { tember } \end{aligned}$ |

TRANSPORTATION EQUIPMENT-Continued



${ }^{\Delta}$ Deficit.
${ }^{*}$ Nef series. Data compiled by Dun and Bradstreet, Inc., have been substituted for those compiled by the Dominion Bureat of Statistics; data beginning January 1934 appear In table 54, p. 18 of the November 1939 issue.

5Revised series. Data revised for 1937; see table 19. p. 14 of the A pril 1939 Survey. subsequent issue. Data on total exports revised beginning January 1926; revisions not shown above will appear in a subsequent lssue.

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## Special Publications

# Released by the Bureau of Foreign and Domestic Commerce During 1939 

## ECONOMIC SERIES

## No.

4. Oversea Travel and Travel Expenditures in the Balance of International Payments of the United States, 1919-38. 15 cents.
5. The Balance of International Payments of the United States in 1938. 15 cents.

## TRADE PROMOTION SERIES

154. Preparing Shipments to British Countries (Except Canada), 1939 Revision. Documentary Requirements and Customs Regulations. 25 cents.
155. Make It of Leather. 10 cents.
156. American Southern Pine. 10 cents.
157. World Trade in Toys. 20 cents.
158. Foreign Markets for American Medicinal Products. 15 cents.
159. American Southern Cypress. 10 cents.
160. World Chemical Developments in 1938. 25 cents.
161. Transportation Control Abroad. Recent Outstanding Measures, Trends, and Developments. 40 cents.
162. Rubber Industry of the United States. 10 cents.
163. Foreign Trade of the United States, Calendar Year 1938. Gratis.
164. Foreign Marks of Origin Regulations. 50 cents.
165. The United States in India's Trade. 20 cents.
166. American Hardwood-Dimension, Solid Wall Panelling, and Interior Trim. 10 cents.
167. Fruit Canners of the World. 10 cents.
168. American Hickory Handles. 10 cents.
169. World Trade in Dental and Surgical Goods. 25 cents.

## TRADE INFORMATION BULIETINS

841. Foreign Directories. 10 cents.
842. Structural Clay Products. 10 cents.

## DOMESTIC COMMERCE SERIES

102. Consumer Market Data Handbook, 1939 Edition. \$1.75.
103. Distribution Cost Accounting for Wholesaling. 15 cents.
104. Industrial Market Data Handbook of the United States. \$2.50.
105. Confectionery Production and Distribution, 1938. 10 cents.
106. Retail Credit Survey, 1938. 20 cents.

## MISCELIANEOUS

Foreign Commerce and Navigation of the United States for the Calendar Year 1937. \$2.25.

Foreign Commerce Yearbook, 1938. \$1.
Commerce Reports. Weekly. Reviews foreign business conditions; makes announcements of matters affecting American foreign commerce; lists foreign sales opportunities. Subscription: 1 year, \$2.50; single copies, 5 cents.

Comparative Law Series. Monthly. Descriptive and critical analyses of foreign laws affecting American commercial interests. Subscription: 1 year, $\$ 1$; single copies, 10 cents.

Note.-June 1939 number of Comparative Law Series contains special article relative to exporting through WebbPomerene associations. Copies, 10 cents.


[^0]:    ${ }^{1}$ Adjusted for seasonal variations; monthly averages, except income payments, are based on unadjusted indexes.
    a A verage of 9 months, January, February, and A pril through O tober.

[^1]:    r Revised.
    | Revised series. See note marked with " $\dagger$ " on p. 29

[^2]:    46 iden 1 Temporarily not available

