

Market Report

By Associated Press Leased Wire

Recoveries Registered By Stocks

New York—(AP)—Stocks registered modest and selective recoveries in today's market with rails doing a bit better than other sections on the comeback.

Action of the railroad emergency board in recommending a much smaller wage increase for operating employees than had been requested was partly responsible for mild bidding elsewhere.

Skeptics were plentiful, however, and the good war news again was offset to some extent by talk of axis peace feelers and confused thinking regarding Russia's relations with her allies.

Dealings were as sluggish as on the recent decline and transfers for the full proceedings were only around 600,000 shares.

In front most of the time were Santa Fe, N. Y. Central, Northern Pacific, Western Union, U. S. Steel, Bethlehem, Chrysler, General Motors, Colorado & Southern common and preferreds, Douglas Aircraft, Sears Roebuck, Allegheny preferreds, United Corp. preferred (at a new 1943 high), Du Pont and Oliver Farm.

Occasional retracers included American Can, Anaconda, American Smelting, Westinghouse and Union Carbide.

Bonds were steadier, At Chicago short covering brought a brisk upturn in grains following suspension of trading in wheat futures on the Winnipeg exchange.

Advances of about 1 1/2 to 2 cents a bushel were held by wheat, 1/2 to 1 1/2 by oats and 1 1/2 to 2 by rye.

Carriers had the benefit of another sizable batch of income reports for August and eight months which revealed that, while a number of roads felt the impact of excess profits taxes in the final period, net per share in the majority of cases was relatively encouraging.

Mont Ward, 45 1/2; N. Y. C., 17 1/2; Am. Ch. & Dye, 10 1/2; Am. Can., 10 1/2; Am. Oil, 10 1/2; Am. T. & T., 10 1/2; Am. B., 10 1/2; Am. S. & W., 10 1/2; Am. P., 10 1/2; Am. E., 10 1/2; Am. W., 10 1/2; Am. R., 10 1/2; Am. I., 10 1/2; Am. O., 10 1/2; Am. G., 10 1/2; Am. U., 10 1/2; Am. M., 10 1/2; Am. D., 10 1/2; Am. N., 10 1/2; Am. J., 10 1/2; Am. K., 10 1/2; Am. L., 10 1/2; Am. H., 10 1/2; Am. F., 10 1/2; Am. C., 10 1/2; Am. V., 10 1/2; Am. X., 10 1/2; Am. Y., 10 1/2; Am. Z., 10 1/2; Am. AA, 10 1/2; Am. AB, 10 1/2; Am. AC, 10 1/2; Am. AD, 10 1/2; Am. AE, 10 1/2; Am. AF, 10 1/2; Am. AG, 10 1/2; Am. AH, 10 1/2; Am. AI, 10 1/2; Am. AJ, 10 1/2; Am. AK, 10 1/2; Am. AL, 10 1/2; Am. AM, 10 1/2; Am. AN, 10 1/2; Am. AO, 10 1/2; Am. AP, 10 1/2; Am. AQ, 10 1/2; Am. AR, 10 1/2; Am. AS, 10 1/2; Am. AT, 10 1/2; Am. AU, 10 1/2; Am. AV, 10 1/2; Am. AW, 10 1/2; Am. AX, 10 1/2; Am. AY, 10 1/2; Am. AZ, 10 1/2; Am. BA, 10 1/2; Am. BB, 10 1/2; Am. BC, 10 1/2; Am. BD, 10 1/2; Am. BE, 10 1/2; Am. BF, 10 1/2; Am. BG, 10 1/2; Am. BH, 10 1/2; Am. BI, 10 1/2; Am. BJ, 10 1/2; Am. BK, 10 1/2; Am. BL, 10 1/2; Am. BM, 10 1/2; Am. BN, 10 1/2; Am. BO, 10 1/2; Am. BP, 10 1/2; Am. BQ, 10 1/2; Am. BR, 10 1/2; Am. BS, 10 1/2; Am. BT, 10 1/2; Am. BU, 10 1/2; Am. BV, 10 1/2; Am. BV, 10 1/2; Am. BW, 10 1/2; Am. BX, 10 1/2; Am. BY, 10 1/2; Am. BZ, 10 1/2; Am. CA, 10 1/2; Am. CB, 10 1/2; Am. CC, 10 1/2; Am. CD, 10 1/2; Am. CE, 10 1/2; Am. CF, 10 1/2; Am. CG, 10 1/2; Am. CH, 10 1/2; Am. CI, 10 1/2; Am. CJ, 10 1/2; Am. CK, 10 1/2; Am. CL, 10 1/2; Am. CM, 10 1/2; Am. CN, 10 1/2; Am. CO, 10 1/2; Am. CP, 10 1/2; Am. CQ, 10 1/2; Am. CR, 10 1/2; Am. CS, 10 1/2; Am. CT, 10 1/2; Am. CU, 10 1/2; Am. CV, 10 1/2; Am. CW, 10 1/2; Am. CX, 10 1/2; Am. CY, 10 1/2; Am. CZ, 10 1/2; Am. DA, 10 1/2; Am. DB, 10 1/2; Am. DC, 10 1/2; Am. DD, 10 1/2; Am. DE, 10 1/2; Am. DF, 10 1/2; Am. DG, 10 1/2; Am. DH, 10 1/2; Am. DI, 10 1/2; Am. DJ, 10 1/2; Am. DK, 10 1/2; Am. DL, 10 1/2; Am. DM, 10 1/2; Am. DN, 10 1/2; Am. DO, 10 1/2; Am. DP, 10 1/2; Am. DQ, 10 1/2; Am. DR, 10 1/2; Am. DS, 10 1/2; Am. DT, 10 1/2; Am. DU, 10 1/2; Am. DV, 10 1/2; Am. DW, 10 1/2; Am. DX, 10 1/2; Am. DY, 10 1/2; Am. DZ, 10 1/2; Am. EA, 10 1/2; Am. EB, 10 1/2; Am. EC, 10 1/2; Am. ED, 10 1/2; Am. EE, 10 1/2; Am. EF, 10 1/2; Am. EG, 10 1/2; Am. EH, 10 1/2; Am. EI, 10 1/2; Am. EJ, 10 1/2; Am. EK, 10 1/2; Am. EL, 10 1/2; Am. EM, 10 1/2; Am. EN, 10 1/2; Am. EO, 10 1/2; Am. EP, 10 1/2; Am. EQ, 10 1/2; Am. ER, 10 1/2; Am. ES, 10 1/2; Am. ET, 10 1/2; Am. EU, 10 1/2; Am. EV, 10 1/2; Am. EW, 10 1/2; Am. EX, 10 1/2; Am. EY, 10 1/2; Am. EZ, 10 1/2; Am. FA, 10 1/2; Am. FB, 10 1/2; Am. FC, 10 1/2; Am. FD, 10 1/2; Am. FE, 10 1/2; Am. FF, 10 1/2; Am. FG, 10 1/2; Am. FH, 10 1/2; Am. FI, 10 1/2; Am. FJ, 10 1/2; Am. FK, 10 1/2; Am. FL, 10 1/2; Am. FM, 10 1/2; Am. FN, 10 1/2; Am. FO, 10 1/2; Am. FP, 10 1/2; Am. FQ, 10 1/2; Am. FR, 10 1/2; Am. FS, 10 1/2; Am. FT, 10 1/2; Am. FU, 10 1/2; Am. FV, 10 1/2; Am. FW, 10 1/2; Am. FX, 10 1/2; Am. FY, 10 1/2; Am. FZ, 10 1/2; Am. GA, 10 1/2; Am. GB, 10 1/2; Am. GC, 10 1/2; Am. GD, 10 1/2; Am. GE, 10 1/2; Am. GF, 10 1/2; Am. GG, 10 1/2; Am. GH, 10 1/2; Am. GI, 10 1/2; Am. GJ, 10 1/2; Am. GK, 10 1/2; Am. GL, 10 1/2; Am. GM, 10 1/2; Am. GN, 10 1/2; Am. GO, 10 1/2; Am. GP, 10 1/2; Am. GQ, 10 1/2; Am. GR, 10 1/2; Am. GS, 10 1/2; Am. GT, 10 1/2; Am. GU, 10 1/2; Am. GV, 10 1/2; Am. GW, 10 1/2; Am. GX, 10 1/2; Am. GY, 10 1/2; Am. GZ, 10 1/2; Am. HA, 10 1/2; Am. HB, 10 1/2; Am. HC, 10 1/2; Am. HD, 10 1/2; Am. HE, 10 1/2; Am. HF, 10 1/2; Am. HG, 10 1/2; Am. HH, 10 1/2; Am. HI, 10 1/2; Am. HJ, 10 1/2; Am. HK, 10 1/2; Am. HL, 10 1/2; Am. HM, 10 1/2; Am. HN, 10 1/2; Am. HO, 10 1/2; Am. HP, 10 1/2; Am. HQ, 10 1/2; Am. HR, 10 1/2; Am. HS, 10 1/2; Am. HT, 10 1/2; Am. HU, 10 1/2; Am. HV, 10 1/2; Am. HW, 10 1/2; Am. HX, 10 1/2; Am. HY, 10 1/2; Am. HZ, 10 1/2; Am. IA, 10 1/2; Am. IB, 10 1/2; Am. IC, 10 1/2; Am. ID, 10 1/2; Am. IE, 10 1/2; Am. IF, 10 1/2; Am. IG, 10 1/2; Am. IH, 10 1/2; Am. II, 10 1/2; Am. IJ, 10 1/2; Am. IK, 10 1/2; Am. IL, 10 1/2; Am. IM, 10 1/2; Am. IN, 10 1/2; Am. IO, 10 1/2; Am. IP, 10 1/2; Am. IQ, 10 1/2; Am. IR, 10 1/2; Am. IS, 10 1/2; Am. IT, 10 1/2; Am. IU, 10 1/2; Am. IV, 10 1/2; Am. IW, 10 1/2; Am. IX, 10 1/2; Am. IY, 10 1/2; Am. IZ, 10 1/2; Am. JA, 10 1/2; Am. JB, 10 1/2; Am. JC, 10 1/2; Am. JD, 10 1/2; Am. JE, 10 1/2; Am. JF, 10 1/2; Am. JG, 10 1/2; Am. JH, 10 1/2; Am. JI, 10 1/2; Am. JJ, 10 1/2; Am. JK, 10 1/2; Am. JL, 10 1/2; Am. JM, 10 1/2; Am. JN, 10 1/2; Am. JO, 10 1/2; Am. JP, 10 1/2; Am. JQ, 10 1/2; Am. JR, 10 1/2; Am. JS, 10 1/2; Am. JT, 10 1/2; Am. JU, 10 1/2; Am. JV, 10 1/2; Am. JW, 10 1/2; Am. JX, 10 1/2; Am. JY, 10 1/2; Am. JZ, 10 1/2; Am. KA, 10 1/2; Am. KB, 10 1/2; Am. KC, 10 1/2; Am. KD, 10 1/2; Am. KE, 10 1/2; Am. KF, 10 1/2; Am. KG, 10 1/2; Am. KH, 10 1/2; Am. KI, 10 1/2; Am. KJ, 10 1/2; Am. KL, 10 1/2; Am. KM, 10 1/2; Am. KN, 10 1/2; Am. KO, 10 1/2; Am. KP, 10 1/2; Am. KQ, 10 1/2; Am. KR, 10 1/2; Am. KS, 10 1/2; Am. KT, 10 1/2; Am. KU, 10 1/2; Am. KV, 10 1/2; Am. KW, 10 1/2; Am. KX, 10 1/2; Am. KY, 10 1/2; Am. KZ, 10 1/2; Am. LA, 10 1/2; Am. LB, 10 1/2; Am. LC, 10 1/2; Am. LD, 10 1/2; Am. LE, 10 1/2; Am. LF, 10 1/2; Am. LG, 10 1/2; Am. LH, 10 1/2; Am. LI, 10 1/2; Am. LJ, 10 1/2; Am. LK, 10 1/2; Am. LL, 10 1/2; Am. LM, 10 1/2; Am. LN, 10 1/2; Am. LO, 10 1/2; Am. LP, 10 1/2; Am. LQ, 10 1/2; Am. LR, 10 1/2; Am. LS, 10 1/2; Am. LT, 10 1/2; Am. LU, 10 1/2; Am. LV, 10 1/2; Am. LW, 10 1/2; Am. LX, 10 1/2; Am. LY, 10 1/2; Am. LZ, 10 1/2; Am. MA, 10 1/2; Am. MB, 10 1/2; Am. MC, 10 1/2; Am. MD, 10 1/2; Am. ME, 10 1/2; Am. MF, 10 1/2; Am. MG, 10 1/2; Am. MH, 10 1/2; Am. MI, 10 1/2; Am. MJ, 10 1/2; Am. MK, 10 1/2; Am. ML, 10 1/2; Am. MM, 10 1/2; Am. MN, 10 1/2; Am. MO, 10 1/2; Am. MP, 10 1/2; Am. MQ, 10 1/2; Am. MR, 10 1/2; Am. MS, 10 1/2; Am. MT, 10 1/2; Am. MU, 10 1/2; Am. MV, 10 1/2; Am. MW, 10 1/2; Am. MX, 10 1/2; Am. MY, 10 1/2; Am. MZ, 10 1/2; Am. NA, 10 1/2; Am. NB, 10 1/2; Am. NC, 10 1/2; Am. ND, 10 1/2; Am. NE, 10 1/2; Am. NF, 10 1/2; Am. NG, 10 1/2; Am. NH, 10 1/2; Am. NI, 10 1/2; Am. NJ, 10 1/2; Am. NK, 10 1/2; Am. NL, 10 1/2; Am. NM, 10 1/2; Am. NN, 10 1/2; Am. NO, 10 1/2; Am. NP, 10 1/2; Am. NQ, 10 1/2; Am. NR, 10 1/2; Am. NS, 10 1/2; Am. NT, 10 1/2; Am. NU, 10 1/2; Am. NV, 10 1/2; Am. NW, 10 1/2; Am. NX, 10 1/2; Am. NY, 10 1/2; Am. NZ, 10 1/2; Am. OA, 10 1/2; Am. OB, 10 1/2; Am. OC, 10 1/2; Am. OD, 10 1/2; Am. OE, 10 1/2; Am. OF, 10 1/2; Am. OG, 10 1/2; Am. OH, 10 1/2; Am. OI, 10 1/2; Am. OJ, 10 1/2; Am. OK, 10 1/2; Am. OL, 10 1/2; Am. OM, 10 1/2; Am. ON, 10 1/2; Am. OO, 10 1/2; Am. OP, 10 1/2; Am. OQ, 10 1/2; Am. OR, 10 1/2; Am. OS, 10 1/2; Am. OT, 10 1/2; Am. OU, 10 1/2; Am. OV, 10 1/2; Am. OW, 10 1/2; Am. OX, 10 1/2; Am. OY, 10 1/2; Am. OZ, 10 1/2; Am. PA, 10 1/2; Am. PB, 10 1/2; Am. PC, 10 1/2; Am. PD, 10 1/2; Am. PE, 10 1/2; Am. PF, 10 1/2; Am. PG, 10 1/2; Am. PH, 10 1/2; Am. PI, 10 1/2; Am. PJ, 10 1/2; Am. PK, 10 1/2; Am. PL, 10 1/2; Am. PM, 10 1/2; Am. PN, 10 1/2; Am. PO, 10 1/2; Am. PP, 10 1/2; Am. PQ, 10 1/2; Am. PR, 10 1/2; Am. PS, 10 1/2; Am. PT, 10 1/2; Am. PU, 10 1/2; Am. PV, 10 1/2; Am. PW, 10 1/2; Am. PX, 10 1/2; Am. PY, 10 1/2; Am. PZ, 10 1/2; Am. QA, 10 1/2; Am. QB, 10 1/2; Am. QC, 10 1/2; Am. QD, 10 1/2; Am. QE, 10 1/2; Am. QF, 10 1/2; Am. QG, 10 1/2; Am. QH, 10 1/2; Am. QI, 10 1/2; Am. QJ, 10 1/2; Am. QK, 10 1/2; Am. QL, 10 1/2; Am. QM, 10 1/2; Am. QN, 10 1/2; Am. QO, 10 1/2; Am. QP, 10 1/2; Am. QQ, 10 1/2; Am. QR, 10 1/2; Am. QS, 10 1/2; Am. QT, 10 1/2; Am. QU, 10 1/2; Am. QV, 10 1/2; Am. QW, 10 1/2; Am. QX, 10 1/2; Am. QY, 10 1/2; Am. QZ, 10 1/2; Am. RA, 10 1/2; Am. RB, 10 1/2; Am. RC, 10 1/2; Am. RD, 10 1/2; Am. RE, 10 1/2; Am. RF, 10 1/2; Am. RG, 10 1/2; Am. RH, 10 1/2; Am. RI, 10 1/2; Am. RJ, 10 1/2; Am. RK, 10 1/2; Am. RL, 10 1/2; Am. RM, 10 1/2; Am. RN, 10 1/2; Am. RO, 10 1/2; Am. RP, 10 1/2; Am. RQ, 10 1/2; Am. RR, 10 1/2; Am. RS, 10 1/2; Am. RT, 10 1/2; Am. RU, 10 1/2; Am. RV, 10 1/2; Am. RW, 10 1/2; Am. RX, 10 1/2; Am. RY, 10 1/2; Am. RZ, 10 1/2; Am. SA, 10 1/2; Am. SB, 10 1/2; Am. SC, 10 1/2; Am. SD, 10 1/2; Am. SE, 10 1/2; Am. SF, 10 1/2; Am. SG, 10 1/2; Am. SH, 10 1/2; Am. SI, 10 1/2; Am. SJ, 10 1/2; Am. SK, 10 1/2; Am. SL, 10 1/2; Am. SM, 10 1/2; Am. SN, 10 1/2; Am. SO, 10 1/2; Am. SP, 10 1/2; Am. SQ, 10 1/2; Am. SR, 10 1/2; Am. SS, 10 1/2; Am. ST, 10 1/2; Am. SU, 10 1/2; Am. SV, 10 1/2; Am. SW, 10 1/2; Am. SX, 10 1/2; Am. SY, 10 1/2; Am. SZ, 10 1/2; Am. TA, 10 1/2; Am. TB, 10 1/2; Am. TC, 10 1/2; Am. TD, 10 1/2; Am. TE, 10 1/2; Am. TF, 10 1/2; Am. TG, 10 1/2; Am. TH, 10 1/2; Am. TI, 10 1/2; Am. TJ, 10 1/2; Am. TK, 10 1/2; Am. TL, 10 1/2; Am. TM, 10 1/2; Am. TN, 10 1/2; Am. TO, 10 1/2; Am. TP, 10 1/2; Am. TQ, 10 1/2; Am. TR, 10 1/2; Am. TS, 10 1/2; Am. TT, 10 1/2; Am. TU, 10 1/2; Am. TV, 10 1/2; Am. TW, 10 1/2; Am. TX, 10 1/2; Am. TY, 10 1/2; Am. TZ, 10 1/2; Am. UA, 10 1/2; Am. UB, 10 1/2; Am. UC, 10 1/2; Am. UD, 10 1/2; Am. UE, 10 1/2; Am. UF, 10 1/2; Am. UG, 10 1/2; Am. UH, 10 1/2; Am. UI, 10 1/2; Am. UJ, 10 1/2; Am. UK, 10 1/2; Am. UL, 10 1/2; Am. UM, 10 1/2; Am. UN, 10 1/2; Am. UO, 10 1/2; Am. UP, 10 1/2; Am. UQ, 10 1/2; Am. UR, 10 1/2; Am. US, 10 1/2; Am. UT, 10 1/2; Am. UU, 10 1/2; Am. UV, 10 1/2; Am. UW, 10 1/2; Am. UX, 10 1/2; Am. UY, 10 1/2; Am. UZ, 10 1/2; Am. VA, 10 1/2; Am. VB, 10 1/2; Am. VC, 10 1/2; Am. VD, 10 1/2; Am. VE, 10 1/2; Am. VF, 10 1/2; Am. VG, 10 1/2; Am. VH, 10 1/2; Am. VI, 10 1/2; Am. VJ, 10 1/2; Am. VK, 10 1/2; Am. VL, 10 1/2; Am. VM, 10 1/2; Am. VN, 10 1/2; Am. VO, 10 1/2; Am. VP, 10 1/2; Am. VQ, 10 1/2; Am. VR, 10 1/2; Am. VS, 10 1/2; Am. VT, 10 1/2; Am. VU, 10 1/2; Am. VV, 10 1/2; Am. VW, 10 1/2; Am. VX, 10 1/2; Am. VY, 10 1/2; Am. VZ, 10 1/2; Am. WA, 10 1/2; Am. WB, 10 1/2; Am. WC, 10 1/2; Am. WD, 10 1/2; Am. WE, 10 1/2; Am. WF, 10 1/2; Am. WG, 10 1/2; Am. WH, 10 1/2; Am. WI, 10 1/2; Am. WJ, 10 1/2; Am. WK, 10 1/2; Am. WL, 10 1/2; Am. WM, 10 1/2; Am. WN, 10 1/2; Am. WO, 10 1/2; Am. WP, 10 1/2; Am. WQ, 10 1/2; Am. WR, 10 1/2; Am. WS, 10 1/2; Am. WT, 10 1/2; Am. WU, 10 1/2; Am. WV, 10 1/2; Am. WW, 10 1/2; Am. WX, 10 1/2; Am. WY, 10 1/2; Am. WZ, 10 1/2; Am. XA, 10 1/2; Am. XB, 10 1/2; Am. XC, 10 1/2; Am. XD, 10 1/2; Am. XE, 10 1/2; Am. XF, 10 1/2; Am. XG, 10 1/2; Am. XH, 10 1/2; Am. XI, 10 1/2; Am. XJ, 10 1/2; Am. XK, 10 1/2; Am. XL, 10 1/2; Am. XM, 10 1/2; Am. XN, 10 1/2; Am. XO, 10 1/2; Am. XP, 10 1/2; Am. XQ, 10 1/2; Am. XR, 10 1/2; Am. XS, 10 1/2; Am. XT, 10 1/2; Am. XU, 10 1/2; Am. XV, 10 1/2; Am. XW, 10 1/2; Am. XX, 10 1/2; Am. XY, 10 1/2; Am. XZ, 10 1/2; Am. YA, 10 1/2; Am. YB, 10 1/2; Am. YC, 10 1/2; Am. YD, 10 1/2; Am. YE, 10 1/2; Am. YF, 10 1/2; Am. YG, 10 1/2; Am. YH, 10 1/2; Am. YI, 10 1/2; Am. YJ, 10 1/2; Am. YK, 10 1/2; Am. YL, 10 1/2; Am. YM, 10 1/2; Am. YN, 10 1/2; Am. YO, 10 1/2; Am. YP, 10 1/2; Am. YQ, 10 1/2; Am. YR, 10 1/2; Am. YS, 10 1/2; Am. YT, 10 1/2; Am. YU, 10 1/2; Am. YV, 10 1/2; Am. YW, 10 1/2; Am. YX, 10 1/2; Am. YY, 10 1/2; Am. YZ, 10 1/2; Am. ZA, 10 1/2; Am. ZB, 10 1/2; Am. ZC, 10 1/2; Am. ZD, 10 1/2; Am. ZE, 10 1/2; Am. ZF, 10 1/2; Am. ZG, 10 1/2; Am. ZH, 10 1/2; Am. ZI, 10 1/2; Am. ZJ, 10 1/2; Am. ZK, 10 1/2; Am. ZL, 10 1/2; Am. ZM, 10 1/2; Am. ZN, 10 1/2; Am. ZO, 10 1/2; Am. ZP, 10 1/2; Am. ZQ, 10 1/2; Am. ZR, 10 1/2; Am. ZS, 10 1/2; Am. ZT, 10 1/2; Am. ZU, 10 1/2; Am. ZV, 10 1/2; Am. ZW, 10 1/2; Am. ZX, 10 1/2; Am. ZY, 10 1/2; Am. ZZ, 10 1/2.

Grain Futures Demonstrate Sharp Advance

Chicago—(AP)—All grain futures, led by bread cereals, advanced sharply today as suspension of trading in wheat futures on the Winnipeg exchange brought into the pits a flurry of buying activity by outside and local interests.

Reported action of the house agricultural committee in approving a 100 per cent parity price as a floor for basic crops stimulated a new buying force just before the close that carried wheat prices to highest levels since July.

Receipts were corn 84, wheat 76, oats 36, soy beans 4.

All grain futures prices reacted somewhat from the day's highs and wheat closed 1 1/2 to 2 1/2 higher than yesterday's close.

Chicago Cash Prices—Wheat none. Oats, No. 2 mixed 84 1/2; No. 3, 82; No. 3 white 83; No. 4, 79 1/2-81; sample grade white 83; No. 2 feed 79 1/2; No. 3, 79 1/2.

Barley, malting 1.30-1.40 nom.; feed 1.12-1.23 nom.

Soybeans, No. 1 yellow 1.90. 13.25; clipped yearlings 11.00-13.00; ewes and bucks 4.00-7.00.

Pittsville Market—Pittsville, Wis.—The September 7 shipment of livestock by the Pittsville Cooperative Shipping society brought the following amounts to farmers: Bulls, 115 lbs., \$110.02; Cows, 70 lbs., \$40.13; Calves, 160 lbs., \$23.91; 124 lbs., \$17.01.

Butter and Eggs—Chicago—(AP)—Butter, receipts 338,776; firm; prices as quoted by the Chicago price current are unchanged.

Poultry—Chicago—(AP)—Poultry, live, 3 cars, 32 trucks; unsettled; hens 23 1/2; leghorn hens 21; other ceiling prices are unchanged.

Union Leader Not Allowed to Land

New York—(AP)—Joseph Curran, president of the National Maritime Union (NIO) who recently returned from a trip to the war zones, charges the state department exerted all its power to frustrate his mission to study maritime conditions abroad.

"When we arrived at a North African port," he said at a press conference yesterday, "every member of the crew was given shore leave with one exception—Joseph Curran."

"I was informed that 'by order of the state department' I was not permitted to go ashore. I was also informed that if I descended the gangplank I would be shot and there were soldiers with tommy-guns there, waiting to do the shooting."

He said his union would appeal his recently ordered 1-A draft reclassification but added that he did not know on what basis.



BOMBER CRASHES IN CITY LIMITS—Wreckage of a four-engine army bomber which crashed and burned in a residential section of Denver, Colo., killing the crew of seven. Four homes were set afire by bits of blazing wreckage showered upon them by the burning plane.

Berlin

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fight with Italian troops who turned down an ultimatum to surrender.

"The Germans broke down resistance and brought in several thousand prisoners," said the broadcast.

In a separate announcement broadcast a short time before, Berlin said the Dalmatian port of Split, on the Adriatic coast across from Italy and almost due north of Foggia, was "stormed and captured by German troops."

When Will It End?—Meantime, dispatches from Bern said the German public and the nation's Balkan satellites kept an uneasy eye on the Dnieper river amid general speculation as to when the Nazi retreat in Russia is going to end.

There has been no attempt on the part of Paul Joseph Goebbels' office of propaganda to sugarcoat the seriousness of the situation on the eastern front.

Vesper Market—Chicago—(AP)—The September 23 shipment of livestock by the Wood County Shipping association brought the following net prices to farmers: Hogs, 390 lbs., \$50.97; Sheep, 105 lbs., \$5.31; 75 lbs., \$8.97; Calves, 158 lbs., \$22.06; 148 lbs., \$20.66; 133 lbs., \$17.90; 123 lbs., \$15.64; 118 lbs., \$14.72; 113 lbs., \$13.53; 100 lbs., \$11.09; 83 lbs., \$6.66; 68 lbs., \$4.11; Bulls, 2170 lbs., \$259.94; 1100 lbs., \$90.92; 980 lbs., \$76.16.

Shipping every Tuesday. Bring stock to yards or notify warehouses; Walter Bean, Vesper; Rue Winebrenner, Arpin, or Carl Christensen, Pittsville.

Produce

Milwaukee Market—Milwaukee—(AP)—Cabbage domestic, lb. 85-1.00; per ton 32.00-35.00; red bu. \$1.50-1.60; other produce prices unchanged.

Potatoes—Chicago—(AP)—Potatoes, arrivals 144; on track 417; total U. S. shipments 1,073; supplies heavy; demand slow; market dull with slightly weaker tendencies; Minnesota Bliss triumphs, commercial 1.90-2.15; Wisconsin Chippewas and katahdins 2.35-2.55.

Butter and Eggs—Chicago—(AP)—Butter, receipts 338,776; firm; prices as quoted by the Chicago price current are unchanged.

Poultry—Chicago—(AP)—Poultry, live, 3 cars, 32 trucks; unsettled; hens 23 1/2; leghorn hens 21; other ceiling prices are unchanged.

Union Leader Not Allowed to Land

New York—(AP)—Joseph Curran, president of the National Maritime Union (NIO) who recently returned from a trip to the war zones, charges the state department exerted all its power to frustrate his mission to study maritime conditions abroad.

"When we arrived at a North African port," he said at a press conference yesterday, "every member of the crew was given shore leave with one exception—Joseph Curran."

TAKE SLACKERS FIRST--WHEELER

Washington—(AP)—Senator Wheeler (D-Mont.) demanded in the senate today that pre-war fathers be deferred from the draft "until the slackers are taken from government bureaus and war industries in which they are hiding."

Opening the long