

## Wall Street

Co-ordinator Eastman Sets Swift Pace in Rehabilitating Railroads—Has Ambitious Plans.

By RALPH HENDERSHOT  
Times Special Financial Writer

It is beginning to look as though the railroads will not know them selves when Joseph B. Eastman, federal co-ordinator, gets through with them. Mr. Eastman is credited, even by railroad men, as being the best posted man on railroads in the United States, and he appears to have the vision and the vigor, not to mention authority, to revamp operations and methods of the steam carriers entirely.

That a shakeup in railroading was badly needed is granted quite generally. Many were on the verge of a complete financial breakdown under the old regime, even with the interstate commerce commission watching over their activities. Shippers had been critical, and not without reason, of the high costs of transporting goods from one section of the country to another, and these charges have played an important part in raising the cost of living.

The latest thing Mr. Eastman is said to have on his mind is the rehabilitation of the railroad power unit. It is a well-known fact that the carriers have not kept pace with their needs in the way of locomotives of late, having bought very few new ones during the last five years. It is said that more than half of the engines now in service are obsolete.

\* \* \*

To Make Money Available

It is true, of course, that the railroads have not had the money to spare to buy needed locomotives in recent years. Some of them, though, were paying big dividends when they should have been thinking about such needs. It is expected that the government will allot between \$200,000,000 and \$400,000,000 to that branch of their equipment house in order.

When the co-ordinator took office it was assumed that he would spend most of his time in working out carrier consolidations, and some figured he would not get far in that direction because of the lack of a long-term capital market to finance such mergers. He has been working along that line to some extent, but he has been concentrating on correcting other important situations.

His efforts in connection with rebuilding physical properties undoubtedly were undertaken partly to help President Roosevelt's general business recovery along. The Pennsylvania railroad, for instance, was allotted \$84,000,000 for electrification work, and \$51,000,000 was made available to other roads for the purchase of steel rails.

\* \* \*

Has Operating Ideas, Too

Operating methods are expected to get their full share of attention from now on. It is said Mr. Eastman, among other things, plans to eliminate so far as possible the expensive freight selling organizations which have been built up by the carriers. Some authorities claim such organizations absorb a very large percentage of railroad freight revenues.

The co-ordinator also has under way the co-ordination of railroad terminal facilities, and he has taken a deep interest in the salaries being paid carrier executives. All in all he seems to be one of the busiest of President Roosevelt's aids, and while he works in co-operation with the interstate commerce commission, that organization seldom is heard from these days.

## New York Stocks

(By Abbott, Hoppin & Co.)

		Nov. 14.	Prev.	High.	Low.	10.30.	Closes.
Oils—							
Amer. Ind.	44%	44%	43%	43%	43%	43%	43%
Arl. Rfg.	44%	44%	31%	31%	31%	31%	31%
Baileys	44%	44%	44%	44%	44%	44%	44%
Consol. Oil	12%	12%	12%	12%	12%	12%	12%
Cont. of Del.	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
Hoover	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%	18 1/2%
Houston (old)	25%	25%	25%	25%	25%	25%	25%
Indian Rds.	12%	12%	12%	12%	12%	12%	12%
Ind. Min. & Petrol.	12%	12%	12%	12%	12%	12%	12%
Ohio Oil	15%	15%	15%	15%	15%	15%	15%
Pet. Corp.	16 1/2%	16 1/2%	16 1/2%	16 1/2%	16 1/2%	16 1/2%	16 1/2%
Pure Oil	12 1/2%	12 1/2%	12 1/2%	12 1/2%	12 1/2%	12 1/2%	12 1/2%
Royal Dutch	33%	33%	33%	33%	33%	33%	33%
Sol. Oil	33%	33%	33%	33%	33%	33%	33%
Simms Pet.	12%	12%	12%	12%	12%	12%	12%
Skelton Oil	9 1/2%	9 1/2%	9 1/2%	9 1/2%	9 1/2%	9 1/2%	9 1/2%
Soc. of Cal.	14 1/2%	14 1/2%	14 1/2%	14 1/2%	14 1/2%	14 1/2%	14 1/2%
S O of Cal.	43%	43%	43%	43%	43%	43%	43%
S O N. J.	44%	44%	44%	44%	44%	44%	44%
Sun Oil	25%	25%	25%	25%	25%	25%	25%
Tidewater Asso.	10 1/2%	10 1/2%	10 1/2%	10 1/2%	10 1/2%	10 1/2%	10 1/2%
Un. Oil of Cal.	20%	20%	20%	20%	20%	20%	20%
Steels—							
Allied Mill.	17 1/2%	17 1/2%	31 1/2%	31 1/2%	31 1/2%	31 1/2%	31 1/2%
Beth Steel	31 1/2%	31 1/2%	31 1/2%	31 1/2%	31 1/2%	31 1/2%	31 1/2%
Bvrs. A. M.	24%	24%	24%	24%	24%	24%	24%
C. & I. Steel	19%	19%	19%	19%	19%	19%	19%
Ludlum Steel	17 1/2%	17 1/2%	17 1/2%	17 1/2%	17 1/2%	17 1/2%	17 1/2%
McK. Steel	84%	84%	84%	84%	84%	84%	84%
Nati. Steel	13 1/2%	13 1/2%	35 1/2%	35 1/2%	35 1/2%	35 1/2%	35 1/2%
Rey. Steel	104%	102 1/2%	104%	104%	104%	104%	104%
St. Louis	102 1/2%	102 1/2%	102 1/2%	102 1/2%	102 1/2%	102 1/2%	102 1/2%
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