...RNAL Staff Reporter

...TROIT—Domestic auto sales for the ...t 10 days of July fell 19%, somewhat less ...n some analysts had expected but indi...ting a continuation of the industry's ...onths-long downward trend.

In early July, U.S. auto makers said ...eir dealers sold an estimated 155,352 cars, ...mpared with 168,099 in the year-earlier pe...iod. The industry total is estimated because ...merican Motors Corp. doesn't report intra...onth sales figures along with the rest of ...e industry. Because there were eight sell...g days during the period this year com...ared with seven last year, percentage dif...erences are based on daily selling rates.

General Motors Corp. sales fell 22% to ...8,462 units; Ford Motor Co.'s dropped 14% ...o 45,884; Chrysler Corp.'s declined 23% to ...4,463; Volkswagen of America Inc.'s rose ...% to 3,743 and AMC's fell 18% to an esti...mated 2,800.

Early-July sales were boosted by Ford's rebate program, which ended last Saturday. Ford had been offering rebates of $100 to $1,000 on all its vehicles in an effort to increase sales. Typically, when such programs draw to a close, higher-than-usual sales are recorded, temporarily distorting industry figures.

Thus, Ford captured nearly 30% of the domestic market, far larger than the 22% to 25% that the No. 2 auto maker has been taking. A Ford spokesman asserted that the company couldn't accommodate that large a percentage of the market for long because its domestic capacity is far less than a 25% share. Most of Ford's gain came at the expense of GM, which has been making nearly 60%, compared with its early-July 59%.

Detroit auto sales analysts said early-July sales were equivalent to a seasonally adjusted annual rate of about 6.9 million units, substantially better than the 5.2 million-unit pace of June. However, sales aren't expected to continue at that pace. Forecasts call for a sales rate of six million to 6.5 million units a year for the entire month.

"This is a big contest payoff, and the rate is probably overstated," acknowledged one Big Three sales expert. "Still, it's relatively good news, as these are the best numbers we've seen since April."

	July 1-10 1980	July 1-10 1979	x% Chg.
GENERAL MOTORS CORP.			
Chevrolet Div.	35,590	43,126	−27.8
Pontiac Div.	14,572	19,773	−35.5
Oldsmobile Div.	18,150	17,328	− 8.3
Buick Div.	15,108	13,453	− 2.0
Cadillac Div	5,042	5,281	−16.5
Total cars	88,462	98,991	−21.3
FORD MOTOR CO.			
Ford Div.	34,820	33,392	− 8.8
Lincoln-Mercury Div.	11,064	13,340	−27.4
Total cars	45,884	46,732	−14.1
CHRYSLER CORP.			
Chry-Plym Div.	8,462	9,533	−22.3
Dodge Div.	6,001	6,850	−23.3
Total cars	14,463	16,383	−22.8
VOLKSWAGEN			
Total cars	3,743	2,993	+ 9.4
AMERICAN MOTORS CORP.			
Total cars	e2,800	e3,000	−18.3
U.S. INDUSTRY			
Total cars	e155,352	e168,099	−19.1

x-There were 8 selling days in the period this year and 7 last year. Percentage differences are based on daily sales rate rather than on sales volume.

Percentage of market (excluding imports)

	1980 Period	1979 Period
General Motors	56.9	58.9
Ford Motor	29.6	27.8
Chrysler	9.3	9.7
Volkswagen	2.4	1.8
American Motors	1.8	1.8

Citicorp's 91-Day Paper Sells for Average 8.942%

By a WALL STREET JOURNAL *Staff Reporter*

NEW YORK—An average rate of 8.942% was set up at Citicorp's $150 million auction of 91-day commercial paper, or corporate IOUs. That's up slightly from 8.939% at last week's sale.

Bids totaling $740 million were submitted, a Citicorp spokesman said. Accepted bids ranged from 8.89% to 8.975%, the company said. The bank holding company, parent of Citibank, scheduled another $150 million sale for next week.

...doors open, even with the $1.5 billion in federal aid it has been promised, unless the company undertakes still another "drastic"

EPA Sues Makers Of Toxic Wastes For Unsafe Storage

By a WALL STREET JOURNAL *Staff Reporter*

WASHINGTON—In a change of tactics, the government has begun suing companies that produced chemical wastes as well as the operators of dump sites where the wastes may have been stored unsafely.

On behalf of the Environmental Protection Agency, the Justice Department sued 10 chemical companies on grounds that they "knew, or should have known" that their toxic wastes were being stored unsafely at two dump sites near Baton Rouge, La. Also named as a defendant was Petro Processors of Louisiana Inc., the company that operates the two sites.

In a flurry of recent suits, the government has gone after several operators of allegedly unsafe sites. But the latest action marks the first time it also has sued the companies that produced the wastes, and it is likely to be bitterly opposed by the chemical industry.

Besides Petro Processors, defendants include Ethyl Corp.; USS Chemical Co.; Dow Chemical Co.; Uniroyal Inc.; Shell Chemical Co., a unit of Shell Oil Co., an affiliate of Royal Dutch/Shell Group; Exxon Chemical Co., a unit of Exxon Corp.; Allied Chemical Corp.; Rubicon Chemical Corp.; Copolymer Rubber & Chemical Corp., and American Hoechst Corp.

In strictly financial terms, the defendants' possible liability isn't huge. The government is asking only for a civil $10,000 fine against the defendants, and for a court order that allegedly hazardous dumping at the sites be halted and that they be cleaned up.

But a court decision affixing at least some responsibility for safe storage on the chemical producers themselves could have a major impact on the industry, as well as on the government's campaign to insure safe handling of hazardous wastes.

In addition to the recent suits, the government also is issuing regulations tightening procedures for the handling and disposal of hazardous materials. The Carter administration also is pushing a bill in Congress to establish a special fund, financed in part by a levy on the chemical industry, to help pay the costs of cleaning up abandoned dump sites.

In the current case, filed in federal court in Baton Rouge, the government asserts that Petro Processors didn't adequately manage the toxic materials at the sites, leading to at least one spill of dangerous substances earlier this year.

The EPA said, however, that the company may have a longer history of problems. It said that a spill at one of the two sites in 1969 led to a private suit, filed in state court by a nearby property owner, that named as defendants almost all the companies cited in the latest government action.

That private suit, the EPA said, ended in 1978 with a judgment against Petro Processors and Ethyl Corp.

In Houston, Shell Chemical said that it had contracted with Petro Processors from 1968 to 1970 to dispose about 5,000 gallons of waste oil, and had been informed that the oil was burned. Shell says it became aware of problems at the dump sites a few years ago and offered to undertake a study of the sites with the other companies named in the suit. The offer was accepted by the state, Shell says, but was rejected by the Justice Department. "We feel we have acted responsibly with the state in trying to work out a solution for the sites," a spokesman says.

as the Chrysler Loan Guarantee Board gave preliminary approval to an additional $300 million in federal loan guarantees for the troubled auto maker.

The board, which was set up to oversee the federal aid program approved by Congress late last year, said that $50 million of the new guarantees would be contingent on Chrysler's raising "matching," nonguaranteed private financing.

Congress will have 15 days to look over the board's preliminary decision before final board approval can be given.

The action came only three weeks after the federal panel had given its final approval for the first $500 million in federal guarantees, which Chrysler used for debentures marketed June 24.

The financially troubled auto maker is eligible for up to $1.5 billion in federal guarantees under the congressionally passed program.

'Want to Be Forthright'

A statement from the board indicated that the board's staff believes Chrysler will need to use $1 billion of the guarantees this year, with an additional $200 million in 1981. "Previously, the staff had projected use of $800 million in guaranteed loans in 1980 and an additional $300 million in 1981," the report said.

Treasury Secretary G. William Miller, who chairs the Chrysler review panel, told a news briefing that "we want to be as forthright as we can with Congress" about the