

THE LIVE STOCK MARKET With the Grain Brokers Present Market Conditions

GOOD QUALITY OF THE SUPPLIES ADVANCED HOG PRICES. The expected and the frequently predicted happened in the wheat market yesterday.

Fat Cattle Sold Yesterday at Advance of 10 Cents Over Saturday's Prices—Sheep Quiet. Receipts and Shipments. HOGS—Receipts 2,000. Shipments 800.

CATTLE—Receipts 400. Shipments 300. SHEEP—Receipts 1,000. Shipments 500.

UNION STOCKYARDS, INDIANAPOLIS, Jan. 25.—Hogs—Most of the different grades were reported and the quality generally was very satisfactory; in fact, fully as good or better than at the average of the close last week.

Market opened with a very fair demand, but it was evident that shippers were very well supplied with orders on Saturday. The supply, however, was adequate to meet demand as were reports from other places, and the market was reasonably active at prices higher than yesterday.

White hogs were possibly a few points higher, particularly in high grades, but that did not show much improvement, most of the good-weight hogs were considered to be higher and occasionally sales were reported to be higher.

A satisfactory clearance was made in good season and the close was steady as opening prices. Sales ranged from \$4.30 to \$5.30, and the bulk of the supply sold at \$4.95 to \$5.25.

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THE INDIANAPOLIS JOURNAL, TUESDAY, JANUARY 26, 1934.

solids and London stocks are lower, reaching year lows. The weather is very cold all over the country.

The experts of flour for the year 1933 are exceedingly optimistic to the American miller as a whole, says the Northwestern Miller.

One thing was proven conclusively by the wheat market last week—namely, that the concentrated Armour holding for the wheat market was the maturing of the recent advance, and not the prospect or possibility of war between Japan and Russia.

Corn showed its partial independence of wheat yesterday. The May was weak, of course, it could not have been expected to be otherwise.

The break in the wheat market yesterday shows how clearly Armour dominates the market. The general news was really very bullish, but the trade had little use for this when the big long was selling a wire to A. H. Thompson.

period they have sold 600 head. This represents an increase of nearly 100 per cent over the corresponding period of the year 1933.

CHICAGO, Jan. 25.—Cattle—Receipts 18,000. Shipments 12,000. Hogs—Receipts 2,000. Shipments 800.

NEW YORK, Jan. 25.—Cattle—Receipts 2,000. Shipments 1,000. Hogs—Receipts 1,000. Shipments 500.

ST. LOUIS, Jan. 25.—Cattle—Receipts 1,000. Shipments 500. Hogs—Receipts 500. Shipments 250.

INDIANAPOLIS, Jan. 25.—Cattle—Receipts 400. Shipments 300. Hogs—Receipts 200. Shipments 100.

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THE JOBBING TRADE. Candies, Nuts, Figs. Candles—Capital stock candy (bars), 6c per lb.

Coal and Coke. Anthracite (all sizes) Half Ton. Ton. Cannel 11.00 22.00. Bituminous 10.00 20.00.

Drugs. Alcohol, 100% proof, 45c per gal. Alum, 20% 2.00. Borax, 100% 1.00.

Grain. Barley, 100% 1.00. Corn, 100% 1.00. Oats, 100% 1.00.

Meats. Beef, 100% 1.00. Pork, 100% 1.00. Lard, 100% 1.00.

Textiles. Cotton, 100% 1.00. Wool, 100% 1.00. Silk, 100% 1.00.

Chemicals. Sulphur, 100% 1.00. Nitrate, 100% 1.00. Potash, 100% 1.00.

Metals. Iron, 100% 1.00. Steel, 100% 1.00. Copper, 100% 1.00.

Minerals. Coal, 100% 1.00. Oil, 100% 1.00. Gas, 100% 1.00.

Foodstuffs. Flour, 100% 1.00. Sugar, 100% 1.00. Rice, 100% 1.00.

Household Goods. Furniture, 100% 1.00. Appliances, 100% 1.00. Textiles, 100% 1.00.

Transportation. Freight, 100% 1.00. Shipping, 100% 1.00. Insurance, 100% 1.00.

Services. Printing, 100% 1.00. Advertising, 100% 1.00. Consulting, 100% 1.00.

Real Estate. Land, 100% 1.00. Buildings, 100% 1.00. Mortgages, 100% 1.00.

Finance. Banks, 100% 1.00. Insurance, 100% 1.00. Investment, 100% 1.00.

Government. Bonds, 100% 1.00. Stocks, 100% 1.00. Securities, 100% 1.00.

International. Trade, 100% 1.00. Finance, 100% 1.00. Relations, 100% 1.00.

Local. News, 100% 1.00. Events, 100% 1.00. Announcements, 100% 1.00.

Special. Classified, 100% 1.00. Notices, 100% 1.00. Advertisements, 100% 1.00.

Index. A-Z, 100% 1.00. Subject, 100% 1.00. Page, 100% 1.00.

Subscription. Annual, 100% 1.00. Single, 100% 1.00. Back, 100% 1.00.

Printing. Quality, 100% 1.00. Speed, 100% 1.00. Cost, 100% 1.00.

Distribution. Nationwide, 100% 1.00. Regional, 100% 1.00. Local, 100% 1.00.

LATEST MORGING RUMOR THE ILLINOIS CENTRAL AND CHICAGO & ALTON INVOLVED.

Reports of Lavish Expenditures by the Pennsylvania Characterized as Rubbish—General Notes. The opinion is expressed in financial circles that the Illinois Central will be the buyer of the Chicago & Alton.

The Chicago & Alton and Illinois Central are parallel lines, and E. H. Harriman owns nearly all of the Aton and 36 per cent of the Illinois Central.

It is said that the possibility of the deal going through depends upon the outcome of the Northern securities case now pending.

As the two roads parallel each other the consolidation might not be effective. However, they parallel each other only between Chicago and St. Louis, but should the Northern Securities Company intentions be declared illegal the objection could be removed for both lines between Chicago & St. Louis.

The managements, however, could be directed by the Illinois Central the same way as J. J. Hill practically controlled the merger lines in the Northwest.

It is no longer any doubt that the Illinois Central is a Harriman line. Besides owning 36 per cent of its stock Mr. Harriman is a member of the executive committee, and it is noticeable that his decisions and ideas are always carried out in the policy of the road.

The unification of the Illinois Central, the Chicago & Alton and the Union Pacific would insure a Chicago outlet to all three roads from Kansas City to Omaha.

Chief Engineer Brown, of the Pennsylvania Railroad, repeats very emphatically what he said on previous occasions of late that the company will during 1934 not undertake any new improvements of an extensive character, and he pronounced as rubbish the published reports that new work aggregating in cost anywhere from \$3,000,000 to \$5,000,000 would be undertaken.

New York tunnel improvement, will be taken up this year. The improvements authorized in 1933 and estimated to cost about \$7,000,000, he said had in some instances not even been begun, and some of these, in fact a majority of the larger ones, which would have been started very far from completion. The unfinished authorized improvements of 1933 will keep the Pennsylvania Railroad busy at work on that fact of some of them that have not yet been started will probably not be taken up in 1934.

President Cassatt at one time, Mr. Brown said, gave positive orders that the C. and P. construction and equipment list made up every year and setting forth the estimated cost of construction and equipment required, should be held in strict confidence. This order has, however, been reconsidered, but the list has not yet been prepared and no one is qualified to say what it would contain, other than that the items authorized in 1933 and which had not been entirely disposed of last year, would appear on the list for 1934 and the unexpended appropriations for 1933 would apply to such items, which are being carried over.

It is extremely doubtful, in Chief Engineer Brown's view, whether some of the improvements authorized in 1933 and not started, and to be carried forward into 1934, will be undertaken during the present year. The improvement of the Erie and the proposed change of line and elevation of the New York division through Bristol and Delmarva, which is being carried over from 1933, the New York division is already torn up at several points, and its heavy traffic will not bear any further interruptions.

A Great Enterprise. W. W. Richardson, assistant general passenger agent of the Pennsylvania, who with other Pennsylvania passenger officials spent three days in St. Louis examining the progress made with exposition matters, returned yesterday full of enthusiasm over the outlook for the exposition and the preparations already made. It is estimated that 96 per cent of the buildings are up and completed.

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VITAL STATISTICS—JAN. 25. Births. Deaths. Marriage Licenses.

Deaths. William S. De Mot, sixty-nine, chronic dysentery. William T. Nell, one, 124 Sugar Grove avenue, St. Louis, Mo.

Marriage Licenses. James Davis and Cora Doyle. James W. Calkins and Alice Henderson. Samuel F. Foley and Maude Hafferty.

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