

BUSINESS

Airlines in This Country Already Asking to Start World-Wide Routes

BY ROGER BUDROW

I WOULD BE AN EASY MARK RIGHT NOW for a salesman with an up-to-date book on geography. I don't mean one which pointed out the skill needed to navigate the Straits of Magellan or the dangers of the Indian ocean in bad weather.

One more like that advertisement of one of the airlines is what I mean, the one that showed the great cities of the world as just dots on a blank sphere and left out the mountains and oceans and supposedly-vital canals. When you read of Willkie's trip around the world or hear A. W. Hertrington talk, you realize that Calcutta and Moscow someday will be just as easy to reach as Dallas or Boston now.

There seem to be no wet blankets who dare sell aviation short. The as far as getting a quick jump in setting up world-wide airlines after the war.

Mrs. Luce claims high labor costs in this country would prevent us from competing effectively against countries who could manufacture planes at low labor cost. And then the big petroleum fields must be considered because there is a limit on how far fuel can be hauled to supply the airliners. If we had an airline to India, would we have to buy from the British Shell Co?

One thing is certain. With the thousands of pilots being trained for war, we will have a tremendous backlog of personnel to start the great boom in the new method of transportation.

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BUSINESS AROAD: Chile, where the state railway is the largest industrial enterprise in the country, has just built its first locomotive. Previously there were built in Germany and U. S. Boiler plates, axles and wheels of the "Chilean" locomotive had to be imported from U. S. however.

A British made a trailer which converted sawdust to a gas to fuel for his automobile. It worked but the equipment cost about \$700.

ODDS AND ENDS: A fiber, instead of tin, can is being made to pack coffee. . . . Steel production will reach an all-time high in the important Pittsburgh district next week, 103.5 per cent of capacity. . . . Association of American Railroads has stopped putting out monthly earnings reports, perhaps because railroad earnings have gone so high. . . . In Ohio a survey shows that twice as many men left farms to work in city war plants as were drafted. . . . In Consolidated Aircraft's drive against absenteeism, 700 handicapped workers set the best attendance record.

Henry Wallace wants some sort of network of passenger and cargo airways financed by the United Nations, and keeping our enemies out of the skies. Some say this is just international monopoly. Then there are those like Clare Luce who want this country to rule the skies of the world. This hardly jibes with any sort of international co-operation.

There are all sorts of complications. British airlines are subsidized by the government to an extent

that our congress would scarcely tolerate. The British are making fighter planes whereas we are making bombers and transports. That leaves the British holding the bag best attendance record.

GRAIN FUTURES CLOSE UNEVEN

Traders Fear Presidential Veto for Pace Bill, More Loan Wheat.

CHICAGO, March 20 (U. P.)—Grain futures followed an uneven trend on the board of trade today. After initial advances markets weakened with oats counteracting the trend.

House passage of the Pace bill, providing for higher parity level by including farm labor costs, failed to give wheat prices firmness beyond the first strong rally.

Trade circles attributed the reaction to the probability of a presidential veto if the measure is approved by the senate, and fears that new advances would bring our another increase in marketings of reduced loan wheat.

Wheat finished the day off % cent a bushel; corn unchanged; oats unchanged to up %, and rye off % to %.

RANGE

Wheat

Open High Low Close Net Change

May. \$1.495 1.496 1.495 1.495 +1/4

June. 1.495 1.496 1.495 1.495 +1/4

July. 1.474 1.474 1.465 1.465 +1/4

Sept. 1.485 1.485 1.475 1.475 +1/4

Dec. 1.511 1.511 1.505 1.505 +1/4

Corn

Open High Low Close Net Change

May. 1.005 1.015 1.005 1.005 +1/4

June. 1.005 1.015 1.005 1.005 +1/4

July. 1.005 1.015 1.005 1.005 +1/4

Sept. 1.005 1.015 1.005 1.005 +1/4

Dec. 1.005 1.015 1.005 1.005 +1/4

Rye

Open High Low Close Net Change

May. .636 .641 .623 .623 +1/4

June. .614 .614 .609 .614 +1/4

July. .614 .614 .609 .614 +1/4

Sept. .623 .623 .614 .614 +1/4

Dec. .623 .623 .614 .614 +1/4

Asks a Bld. in Nominal.

CASH

Wheat—No. 3 yellow hard, \$1.48.

Corn—No. 3 yellow, 98¢/bbl. No. 4

Barley—No. 2 white, 65¢/bbl. No. 4

Soybeans—No. 2 yellow, \$1.69¢/bbl. No. 4

Wheat—No. 3 yellow, 98¢/bbl. No. 4

Barley—Milling, 90¢/bbl. hard, 85

corn, 85¢/bbl. soft, 85¢/bbl.

Cash Provisions—Lard in store, \$1.03/bbl. loose, \$1.80/bbl. leaf, \$1.40/bbl. and bellies, \$1.52/bbl. A bld. in Nominal.

WAGON WHEAT

Up to the close of the Chicago market elevators paid \$1.52 per bushel for No. 2 red wheat (other grades on their merits).

No. 3 white oats, 67¢ and No. 4 red oats, 63¢ and No. 3 white corn, 60¢.

No. 3 white corn, 61¢.

Barley—Milling, 90¢/bbl. hard, 85

corn, 85¢/bbl. soft, 85¢/bbl.

Cash Provisions—Lard in store, \$1.03/bbl. loose, \$1.80/bbl. leaf, \$1.40/bbl. and bellies, \$1.52/bbl. A bld. in Nominal.

THE INDIANAPOLIS TIMES

FINAL NEW YORK STOCKS

By UNITED PRESS

DOW-JONES STOCK AVERAGES

30 INDUSTRIALS

Adams Exp. .97% 93¢ 93¢ 93¢ Net Change

Adams-Mil. 1.00% 27¢ 27¢ 27¢

Administr. 1.00% 15¢ 15¢ 15¢

Alaska Jumeau 47¢ 41¢ 42¢ 42¢

Alas. Indus. 47¢ 41¢ 42¢ 42¢

Alas. Corp. 27¢ 26¢ 27¢ 27¢

Al Co pf \$20 ww 11¢ 11¢ 11¢

Alleg. Corp. 1.00% 14¢ 14¢ 14¢

Alleg. Corp. 1.00% 14¢ 14¢ 14¢

Allen Indus. .85¢ .85¢ .85¢ .85¢

Allied Stores 30¢ 28¢ 29¢ 29¢

Alm. Corp. 20¢ 19¢ 19¢ 19¢

Alm. Corp. 20¢ 19¢ 19¢ 19¢