

BUSINESS

Government Auction of Used Trainer Planes Is Going Big

By ROGER BUDROW

YOU CAN BUY A PLANE BY MAIL from the government. More than 3000 planes originally taken over from private owners have been sold and there are quite a few (about 9000) more remaining.

The civil aeronautics administration sells them through seven regional offices in New York, Atlanta, Chicago, Kansas City, Ft. Worth, Santa Monica and Seattle.

The planes are four and five years old and were used as training planes. Most of them are Waco, Howard, Stinson and Piper Cubs. Auctions began last February under OPA price ceilings. Original owners and license fields operating the war-time pilot training program get priorities as long as they bid ceiling prices. The public comes next.

A typical auction was that in Manhattan where four CAA auctioneers and a stenographer started the auction by going through the maled-in bids, selling 81 planes in 80 minutes to a bid, ranging from \$175 to \$1115. Buyers included an Ohio farmer, a Pennsylvania state cop.

The CAA says buyers ought to see the planes before bidding, admits that some of the well-used trainers are fit for salvage only. Doubtless some buyers gyp themselves.

On the other hand, the situation is a juicy setup for speculators who can pick up a rattle-trap ship for \$700, repair and resell it for a higher price.

This is looked upon as a fine way to get rid of a government war surplus. Selling 12,000 used planes in a seller's market is going fine. How will it be selling 120,000 slightly used cannons in a buyer's market?

ROSCOE TURNER started his daily charter plane service between Memphis and Detroit yesterday, at it he would, despite howls ("It's illegal") from Chicago and Southern Airlines, which expects to start flights this fall on the same route.

"Down in Memphis the other night," says the speed ace, "I told the papers that I was really committed to have a million-dollar outfit like that (Chicago & Southern) paying so much attention to me and my five little planes which can haul only 20 passengers altogether, against 21 in just one of theirs."

The ruckus was over the fact that the "charter" service would be daily. C. & S. claimed "charter" meant hanging a sign on the fence saying you're willing to fly anywhere at any time, but not flying scheduled routes. So it protested immediately to the civil aeronautics board in Washington. The latter hasn't been heard from yet.

WILLIAM PROCTOR, the Cincinnati soap maker, was having lunch at the Queen City club back in January, 1934, when a boy brought word that his factory was on fire, and that the fire was out of control.

Most businessmen would have rushed to the fire but Proctor rushed to the telephone office, to the company's history relates. He knew what this fire would mean in the oil markets of the world. Speculators would attempt corners on a gigantic squeeze on Proctor & Gamble.

So he sent a barrage of telegrams and cables to New York, Chicago, London, Liverpool, Hamburg. "Buy, buy, buy." As a result, when the new factory was built in the Cincinnati suburbs, there was an ample supply of raw materials on hand.

ODDS AND ENDS: There are reports that eastern textile manufacturers have formed a pool to buy up old machinery after the war so it won't be sold abroad to foreign textile firms; some doubt the pool idea can ever succeed. . . . Gasoline is scarier in the east because of good flying weather in Normandy; military demands for aviation fuel have skyrocketed. . . . What will some of these youngsters do with their choice of \$35 to \$40-a-week jobs, or more, when the war is over? . . . Montgomery Ward's fall and winter catalog contains only 936 pages, compared with 1154 in the 1943 book; some items, such as sheeting and curtains, which can be bought at Ward stores, are not advertised in the catalog because the supply is too small. The catalog offers wrist watches up to \$800, diamond rings to \$5000. (Yes, farmers are making money these days!).

LOCAL PRODUCE

	This Year	Last Year
Heavy breed hens, 20c.	1.00	1.00
Broilers, fryers and roosters, under 1 lb., 20c.	1.00	1.00
Old country, 1 lb., 20c.	1.00	1.00
Eggs—Current receipts, 30c. Grade A, 30c. Grade B, 28c. Grade C, 26c.	1.00	1.00
Butter—No. 1, 30c. Butterfat—No. 1, 30c.	1.00	1.00

PROPERTY MANAGEMENT

As You May Direct
WE COLLECT RENTS
Remit or deposit rents monthly—
Pay taxes and insurance—
Make mortgage payments—
Repair and decorate—
Let us tell you about our services.

RENTAL DEPARTMENT

THE UNION TRUST COMPANY
120 E. Market St. Phone Market 4341
Kentucky Avenue Branch
1225 Kentucky Avenue Phone Market 9966

Cartiss-Wright Gets 'E' Award



The army-navy "E" was awarded to employees of the Indianapolis Cartiss-Wright plant at ceremonies yesterday afternoon. Displaying the flag to the thousands of employees who witnessed the ceremony are Mitchell C. Johnson Jr. (left), world war II hero, who is employed at the plant, and Col. Nelson S. Talbot, supervisor of the mid-central procurement district, army air forces material command.

PULLMAN TO SELL SLEEPERS

Trust Decree Forces Firm To Confine Activities to Manufacturing.

NEW YORK, July 20 (U. P.).—The sleeping car business of Pullman, Inc., will be disposed of and the activity of the company confined to the manufacture of railroad cars and equipment, it was announced today.

Directors yesterday voted such action to satisfy a decree of the U. S. district court at Philadelphia which last May 8 ordered the company to divest itself of either branch of its business.

The decree of May 8 climaxed a four-year anti-trust suit by the government against Pullman, Inc., Standard Car Manufacturing Co., with plants at Hammond and Michigan City, Ind., the Pullman Car and Manufacturing Corp. of Alabama and 31 officers and directors.

In its suit the government sought to have Pullman retain its business of providing sleeping car service to the nation's railroads and dispose of its manufacturing interests, a demand rejected by the court.

In handing down its decree the three-man Philadelphia court held that Pullman, in building and servicing sleeping car equipment, held an illegal monopoly.

In announcing its decision, the board of directors also indicated that a plan for disposal of the company's sleeping car service will be prepared in ample time for presentation to the court on Oct. 5.

Originally, the company had one year in which to file its plan with the court, which if it is not satisfied with the company proposal, may give directors its own plan.

Since the time of the court decree, financial and railroad circles have speculated on a probable purchaser or purchasers of the Pullman Co.—operator of the sleeping car business. It was rumored at one time that the railroads, in a manner somewhat similar to their operation of the Railway Express Agency, might band together and operate the company jointly.

The Pullman Co. currently is reported to operate 7700 sleeping cars on railroads of the U. S.

Directors of Pullman, Inc., declared a dividend of 50 cents a share on the capital stock, payable Sept. 15 to stockholders of record Aug. 25. The company made a like disbursement in previous quarters.

Strike Halts Work at Michigan City

MICHIGAN CITY, Ind., July 20 (U. P.).—Company officials said today that they were prepared to suspend work at the Pullman-Standard Car Manufacturing Co., because of inability to induce 120 striking workers to return to their jobs.

The strikers were riveters and roofers in the steel erection shop and their work effected the main assembly line engaged in turning out railroad rolling stock—some of them cars for the army, according to a plant spokesman.

The strikers, off the job since last Friday, had demanded that conditions be "remedied" in the steel erection section before they would return, a union spokesman reported.

International headquarters of the Railway Carmen of America termed the walkout as a "wildcat" action and said it was "unauthorized."

SEARS BUYS SHARES IN INDIANA STORES

VALPARAISO, July 20 (U. P.).—Sears, Roebuck and Co., Chicago, was revealed today as purchaser of the holdings of C. J. Spindler in stores at Valparaiso, Kentland, Lowell, Rensselaer, Monticello, Knox, Warsaw and Kendallville. The amount of money involved was not announced.

U. S. STATEMENT

WASHINGTON, July 20 (U. P.).—Government expenses and receipts for the current fiscal year through July 18, compared with a year ago.

	This Year	Last Year
Expenses \$ 4,704,605,429	3,897,356,111	
Receipts 4,022,651,383	3,532,347,727	
Net deficit 781,954,046	365,008,384	
Cash bal. 27,875,515,955	10,099,697,686	
Working bal. 21,812,165,953	6,337,689,302	
Public debt 206,445,497,388	144,200,638,128	
Gold res. 21,047,411,802	22,357,226,347	

INDIANAPOLIS CLEARING HOUSE

	Clearings	Debits
July 18	\$ 5,000,000	\$ 15,000,000

WAGON WHEAT

Up to the close of the Chicago market today, Indianapolis flour mills and grain elevators paid \$1.42 per bushel for No. 1 red wheat (other grades on their merits), No. 2 white, \$1.40, and No. 3 red, \$1.38. Yellow shelled corn, \$1.08 per bushel and No. 2 white shelled corn, \$1.24.

12,000 PORKERS RECEIVED HERE

Prices Rise 25c on Heavies; 1600 Held Over at Stockyards.

The sale of hogs was brisk at the stockyards here today with a 25c gain on hogs of 270 pounds or more, the war food administration reported.

Prices on 100 to 270-pounders were steady with the top at \$13.80 on 180 to 270-pounders. There were 12,000 hogs received and 1600 receipts included 875 cattle, 725 calves and 1200 sheep.

GOOD TO CHOICE HOGS (12,000)

120-140 pounds	\$10.50 to \$11.50
140-160 pounds	11.50 to 12.50
160-180 pounds	12.50 to 13.50
180-200 pounds	13.50 to 14.50
200-220 pounds	14.50 to 15.50
220-240 pounds	15.50 to 16.50
240-260 pounds	16.50 to 17.50
260-280 pounds	17.50 to 18.50
280-300 pounds	18.50 to 19.50
300-320 pounds	19.50 to 20.50
320-340 pounds	20.50 to 21.50
340-360 pounds	21.50 to 22.50
360-380 pounds	22.50 to 23.50
380-400 pounds	23.50 to 24.50
400-420 pounds	24.50 to 25.50
420-440 pounds	25.50 to 26.50
440-460 pounds	26.50 to 27.50
460-480 pounds	27.50 to 28.50
480-500 pounds	28.50 to 29.50
500-520 pounds	29.50 to 30.50
520-540 pounds	30.50 to 31.50
540-560 pounds	31.50 to 32.50
560-580 pounds	32.50 to 33.50
580-600 pounds	33.50 to 34.50
600-620 pounds	34.50 to 35.50
620-640 pounds	35.50 to 36.50
640-660 pounds	36.50 to 37.50
660-680 pounds	37.50 to 38.50
680-700 pounds	38.50 to 39.50
700-720 pounds	39.50 to 40.50
720-740 pounds	40.50 to 41.50
740-760 pounds	41.50 to 42.50
760-780 pounds	42.50 to 43.50
780-800 pounds	43.50 to 44.50
800-820 pounds	44.50 to 45.50
820-840 pounds	45.50 to 46.50
840-860 pounds	46.50 to 47.50
860-880 pounds	47.50 to 48.50
880-900 pounds	48.50 to 49.50
900-920 pounds	49.50 to 50.50
920-940 pounds	50.50 to 51.50
940-960 pounds	51.50 to 52.50
960-980 pounds	52.50 to 53.50
980-1000 pounds	53.50 to 54.50

Wisdom of Solomon Needed To Write Post-War Tax Bill

By PETER EDSON
NEA Staff Writer

WASHINGTON, July 20.—A fundamental conflict on where post-war tax relief should begin is developing in the studies of the treasury and congressional tax research experts now working on this problem prior to formal consideration by the full congressional joint committee on taxation.

The point has to do with determining what kind of a tax program will best stimulate post-war business. On the one side it is argued that the primary requisite is to stimulate venture capital and encourage people to invest savings in new enterprises which will make the major contribution to maintaining full employment; on the other side it is argued that there is no use stimulating production unless consumers are left with enough spare change to buy things produced, and therefore the primary tax relief should be applied to individual incomes and the sales and excise taxes which curb spending.

Baruch Report Asks Reforms

Tax lobbyists and pressure groups will be working on these ideas for all they're worth during the coming months.

The question of post-war tax reform was first posed by the Baruch report as a step necessary in stimulating reconversion and business recovery. The committee for economic development has also taken the position that business could not plan for the future unless it knew what the government's tax program was to be.

Bill Tied to Herculean Task

But trying to write a post-war tax bill in advance is more difficult than any task that fellow Herculeans ever had to perform.

Impediments to determining before tax measures can be framed include estimating what the national income will be, what government expenditures will be, how fast the national debt is to be retired, whether there will be inflation or deflation, what price levels, and wage levels will be, what people will do with their savings, how many unemployed there will be, what will people want to buy, how they will want to invest their money for profit. Deciding those things takes the wisdom of six Solomons.

Experts Ponder Tough Job

Nevertheless, the experts are trying. They will probably have a progress report for congress when it reconvenes in August. There may be a corporation tax simplification bill before election, possibly another transition tax bill after election, with good prospects for still another transition tax bill in 1945 and 1946.

Whether a post-war tax bill can be written in advance is still impossible to say.

Ten Reforms Proposed

Among the specific proposals for tax reform are these:

1. Taper off or repeal the excess profits tax.
2. End double taxation of corporate profits by eliminating either the tax on the profit or the tax on the dividends from profits paid out as individual income.
3. Reduce or eliminate all excise taxes serving as a brake on buying, except on tobacco and alcohol.
4. Grant tax exemption or provide tax incentives to capital going into new business, new home construction and similar ventures, for limited periods.
5. Give tax rewards to business operating on low-profit margin.
6. Rely more on individual, less on corporation income taxes.
7. Limit any individual's or any corporation's tax liability to 25 per cent of annual income.
8. Reduce estate taxes so as to encourage people to make and save money, as a further incentive to business investment.
9. Reduce taxes on reserves set aside for reconversion.
10. Allow corporations to average their taxes over five-year periods to level off profits and losses.

In spite of the wide variety of proposals, there is no great freedom of action in making tax adjustments, and things are going to get complicated in trying to meet all the needs of business expansion and reconversion, providing the government with operating revenue, paying something on national debt. Politicians spouting on these things this summer are apt to promise you anything, so hang onto your hat and sanity.

More Learning—Fewer Babies

NEW YORK, July 20 (U. P.).—One of three more years of "book learning" will limit the size of most American families, the Metropolitan Life Insurance Co. said today.

The company said that it found on the basis of the 1940 census that American parents with the least schooling have the most children.

The company's report showed that for husbands at ages under 35, the schooling exceeded 11 years where there were no children. It was about 10 years for families with one child; nine years when there were two children, and only eight and one-third years of schooling where there were three or more children.

STEEL OUTPUT RISES SLIGHTLY

'Iron Age' Reports Gain of Half-Point to Halt Recent Slump.

NEW YORK, July 20 (U. P.).—Steel operations this week turned up slightly after a protracted slump but whether this gain can be held "remains to be seen," the magazine Iron Age said today, with an assertion that failure to do so will not reflect any failure on the part of the industry to try everything possible to halt the decline.

The industry's operating rate increased one-half point to 96.5 per cent, primarily reflecting sharp gains in the Chicago and Cleveland districts.

Although actively engaged in meeting promptly all orders for war materials, steel men nevertheless have turned their attention to "what will happen to production schedules" should the war in Europe end suddenly, Iron Age said.

"Some centers believe," the periodical said, "that whether the war ends or not this year there is little chance for civilian steel allocations to be any larger than they are at present," a viewpoint "definitely" shared by the automobile makers.

P. G. BECK LEAVES FOR CAIRO TODAY

P. G. Beck, regional director of the farm security administration, said that he would leave today for Cairo, Egypt, to become camp administration director for the united nations relief and rehabilitation administration.

The FSA granted Beck a leave of absence to take the new position. He has been regional FSA director for five midwestern states for five years. Previously he had been chief of the FSA resettlement division and assistant regional director.

1ST DIVIDEND IN 19 YEARS IS PAID

NEW YORK, July 20 (U. P.).—Directors of New Negro Sugar Co. today resumed dividend payments on the common stock after a lapse of 19 years, with a declaration of \$2.50 a share, payable July 28 to stockholders of record July 25. The disbursement is the first since July 31, 1925, when \$2 was paid.

Industrial Rayon Corp.—Six months ended June 30, net profit \$874,120 or \$1.09 a share vs. \$797,849 or \$1.05 a year ago.

LOCAL ISSUES

Nominal quotations furnished by Indianapolis securities dealers.

	Ask	Bid
Agents Fin Corp com	7 1/4	7 1/8
Lincoln Loan 5 1/2 pld	10 1/2	10 1/8
Bel R Six Yds com	36 1/2	36 1/8
Bel R Six Yds pld	37 1/2	37 1/8
Bel R Six Yds 5 1/2 pld	38 1/2	38 1/8
Bobbs-Merrill 4 1/2 pld	67 1/2	67 1/8
Circle Theater com	47 1/2	47 1/8
Circle Theater 5 1/2 pld	48 1/2	48 1/8
Delta Elec com	13 1/2	13 1/8
Hook Drug Co com	98 1/2	98 1/8
Ind & Wt 7 1/2 pld	114 1/2	114 1/8
Ind & Wt 7 1/2 pld 1/2	115 1/2	115 1/8
Ind & Wt 7 1/2 pld 1/4	116 1/2	116 1/8
Ind & Wt 7 1/2 pld 1/8	117 1/2	117 1/8
Ind & Wt 7 1/2 pld 1/16	118 1/2	118 1/8
Ind & Wt 7 1/2 pld 1/32	119 1/2	119 1/8
Ind & Wt 7 1/2 pld 1/64	120 1/2	120 1/8
Ind & Wt 7 1/2 pld 1/128	121 1/2	121 1/8
Ind & Wt 7 1/2 pld 1/256	122 1/2	122 1/8
Ind & Wt 7 1/2 pld 1/512	123 1/2	123 1/8
Ind & Wt 7 1/2 pld 1/1024	124 1/2	124 1/8
Ind & Wt 7 1/2 pld 1/2048	125 1/2	125 1/8
Ind & Wt 7 1/2 pld 1/4096	126 1/2	126 1/8
Ind & Wt 7 1/2 pld 1/8192	127 1/2	127 1/8
Ind & Wt 7 1/2 pld 1/16384	128 1/2	128 1/8
Ind & Wt 7 1/2 pld 1/32768	129 1/2	129 1/8
Ind & Wt 7 1/2 pld 1/65536	130 1/2	130 1/8
Ind & Wt 7 1/2 pld 1/131072	131 1/2	131 1/8
Ind & Wt 7 1/2 pld 1/262144	132 1/2	132 1/8
Ind & Wt 7 1/2 pld 1/524288	133 1/2	133 1/8
Ind & Wt 7 1/2 pld 1/1048576	134 1/2	134 1/8
Ind & Wt 7 1/2 pld 1/2097152	135 1/2	135 1/8
Ind & Wt 7 1/2 pld 1/4194304	136 1/2	136 1/8
Ind & Wt 7 1/2 pld 1/8388608	137 1/2	137 1/8
Ind & Wt 7 1/2 pld 1/16777216	138 1/2	138 1/8
Ind & Wt 7 1/2 pld 1/33554432	139 1/2	139 1/8
Ind & Wt 7 1/2 pld 1/67108864	140 1/2	140 1/8
Ind & Wt 7 1/2 pld 1/134217728	141 1/2	141 1/8
Ind & Wt 7 1/2 pld 1/268435456	142 1/2	142 1/8
Ind & Wt 7 1/2 pld 1/536870912	143 1/2	143 1/8
Ind & Wt 7 1/2 pld 1/1073741824	144 1/2	144 1/8
Ind & Wt 7 1/2 pld 1/2147483648	145 1/2	145 1/8
Ind & Wt 7 1/2 pld 1/4294967296	146 1/2	146 1/8
Ind & Wt 7 1/2 pld 1/8589934592	147 1/2	147 1/8
Ind & Wt 7 1/2 pld 1/17179869184	148 1/2	148 1/8
Ind & Wt 7 1/2 pld 1/34359738368	149 1/2	149 1/8
Ind & Wt 7 1/2 pld 1/68719476736	150 1/2	150 1/8
Ind & Wt 7 1/2 pld 1/137438953472	151 1/2	151 1/8
Ind & Wt 7 1/2 pld 1/274877906944	152 1/2	152 1/8
Ind & Wt 7 1/2 pld 1/549755813888	153 1/2	153 1/8
Ind & Wt 7 1/2 pld 1/1099511627776	154 1/2	154 1/8
Ind & Wt 7 1/2 pld 1/2199023255552	155 1/2	155 1/8