

GRAIN AND PRODUCE MARKET

Two Days' Decline in Wheat Makes the Market Congested.

SHORTS IN CORN DISAPPOINTED

Wheat Opens Steady and Works Up a Bit, but the Early Buys Do Not Hold Out After Buying Orders Arrive.

OMAHA, Jan. 18, 1911. Two days' decline in wheat values was sufficient to put the market in a congested position and support late yesterday caused shorts to scramble to cover the wheat sold on last week's bids. The market responded readily to this class of buying and values advanced sharply. Shorts in corn were more than disappointed in the advance from yesterday's close. The market was considered bearish, but the market does not stand any more heavily without quick reaction. The early bulls did not hold after the first buying was done. The market dulled and eased back, with no feature. Cash wheat found no demand and sales were rather slow. Corn was rather a dull affair. Cash markets were dull and offerings on the sample floor were unchanged from 1910. Primary wheat receipts were 37,000 bu. and shipments were 23,000 bu. against receipts last year of 330,000 bu. and shipments of 212,000 bu. Primary corn receipts were 714,000 bu. and shipments were 412,000 bu. against receipts last year of 812,000 bu. and shipments of 365,000 bu. The following cash sales were reported: WHEAT—No. 1 hard, 1 car, 34 1/2c; No. 2 hard, 1 car, 34c; No. 3 hard, 1 car, 33 1/2c; No. 4 hard, 1 car, 33c; No. 5 hard, 1 car, 32 1/2c; No. 6 hard, 1 car, 32c; No. 7 hard, 1 car, 31 1/2c; No. 8 hard, 1 car, 31c; No. 9 hard, 1 car, 30 1/2c; No. 10 hard, 1 car, 30c; No. 11 hard, 1 car, 29 1/2c; No. 12 hard, 1 car, 29c; No. 13 hard, 1 car, 28 1/2c; No. 14 hard, 1 car, 28c; No. 15 hard, 1 car, 27 1/2c; No. 16 hard, 1 car, 27c; No. 17 hard, 1 car, 26 1/2c; No. 18 hard, 1 car, 26c; No. 19 hard, 1 car, 25 1/2c; No. 20 hard, 1 car, 25c; No. 21 hard, 1 car, 24 1/2c; No. 22 hard, 1 car, 24c; No. 23 hard, 1 car, 23 1/2c; No. 24 hard, 1 car, 23c; No. 25 hard, 1 car, 22 1/2c; No. 26 hard, 1 car, 22c; No. 27 hard, 1 car, 21 1/2c; No. 28 hard, 1 car, 21c; No. 29 hard, 1 car, 20 1/2c; No. 30 hard, 1 car, 20c; No. 31 hard, 1 car, 19 1/2c; No. 32 hard, 1 car, 19c; No. 33 hard, 1 car, 18 1/2c; No. 34 hard, 1 car, 18c; No. 35 hard, 1 car, 17 1/2c; No. 36 hard, 1 car, 17c; No. 37 hard, 1 car, 16 1/2c; No. 38 hard, 1 car, 16c; No. 39 hard, 1 car, 15 1/2c; No. 40 hard, 1 car, 15c; No. 41 hard, 1 car, 14 1/2c; No. 42 hard, 1 car, 14c; No. 43 hard, 1 car, 13 1/2c; No. 44 hard, 1 car, 13c; No. 45 hard, 1 car, 12 1/2c; No. 46 hard, 1 car, 12c; No. 47 hard, 1 car, 11 1/2c; No. 48 hard, 1 car, 11c; No. 49 hard, 1 car, 10 1/2c; No. 50 hard, 1 car, 10c; No. 51 hard, 1 car, 9 1/2c; No. 52 hard, 1 car, 9c; No. 53 hard, 1 car, 8 1/2c; No. 54 hard, 1 car, 8c; No. 55 hard, 1 car, 7 1/2c; No. 56 hard, 1 car, 7c; No. 57 hard, 1 car, 6 1/2c; No. 58 hard, 1 car, 6c; No. 59 hard, 1 car, 5 1/2c; No. 60 hard, 1 car, 5c; No. 61 hard, 1 car, 4 1/2c; No. 62 hard, 1 car, 4c; No. 63 hard, 1 car, 3 1/2c; No. 64 hard, 1 car, 3c; No. 65 hard, 1 car, 2 1/2c; No. 66 hard, 1 car, 2c; No. 67 hard, 1 car, 1 1/2c; No. 68 hard, 1 car, 1c; No. 69 hard, 1 car, 1/2c; No. 70 hard, 1 car, 1/4c; No. 71 hard, 1 car, 1/8c; No. 72 hard, 1 car, 1/16c; No. 73 hard, 1 car, 1/32c; No. 74 hard, 1 car, 1/64c; No. 75 hard, 1 car, 1/128c; No. 76 hard, 1 car, 1/256c; No. 77 hard, 1 car, 1/512c; No. 78 hard, 1 car, 1/1024c; No. 79 hard, 1 car, 1/2048c; No. 80 hard, 1 car, 1/4096c; No. 81 hard, 1 car, 1/8192c; No. 82 hard, 1 car, 1/16384c; No. 83 hard, 1 car, 1/32768c; No. 84 hard, 1 car, 1/65536c; No. 85 hard, 1 car, 1/131072c; No. 86 hard, 1 car, 1/262144c; No. 87 hard, 1 car, 1/524288c; No. 88 hard, 1 car, 1/1048576c; No. 89 hard, 1 car, 1/2097152c; No. 90 hard, 1 car, 1/4194304c; No. 91 hard, 1 car, 1/8388608c; No. 92 hard, 1 car, 1/16777216c; No. 93 hard, 1 car, 1/33554432c; No. 94 hard, 1 car, 1/67108864c; No. 95 hard, 1 car, 1/134217728c; No. 96 hard, 1 car, 1/268435456c; No. 97 hard, 1 car, 1/536870912c; No. 98 hard, 1 car, 1/1073741824c; No. 99 hard, 1 car, 1/2147483648c; No. 100 hard, 1 car, 1/4294967296c; No. 101 hard, 1 car, 1/8589934592c; No. 102 hard, 1 car, 1/17179869184c; No. 103 hard, 1 car, 1/34359738368c; No. 104 hard, 1 car, 1/68719476736c; No. 105 hard, 1 car, 1/137438953472c; 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