

MARKETS

The Associated Press

Indianapolis grain

Estimated grain prices Tuesday at Indianapolis-area elevators: Corn: cash \$3.91, February \$3.93, March \$3.98. Soybeans: cash \$7.03, March \$7.13.

Eastern Cornbelt direct hogs

Eastern Cornbelt Lean Value Direct Hogs report for Tuesday: Trend: Barrows and gilts were \$1.72 lower compared with previous day's close.

Base-market carcass basis plant-delivered: 0.9 to 1.1 square inches of back fat, \$51.00-\$60.50; weighted average \$56.18.

Net prices, including premiums: 0.9-1.0, \$51.00-\$62.00; 1.0-1.1, \$51.00-\$60.69; 1.1-1.2, \$51.00-\$59.50.

Wall Street

NEW YORK — Wall Street rebounded Tuesday, rising moderately as crude oil surged more than \$2 a barrel and triggered a rally among energy producers.

Energy prices spiked after the Energy Secretary Samuel Bodman said the U.S. will double the size of the nation's Strategic Petroleum Reserve. Prices were already rising as a cold snap in the northeast United States was seen increasing demand for heating fuel in the region.

Exxon Mobil Corp. led blue chips and was among the Dow Jones industrials' biggest gainers, while fellow refiners ConocoPhillips and Chevron Corp. also surged during the session.

The markets also got a lift Tuesday from robust earnings reports from United Technologies Corp. and Texas Instruments Inc. This helped offset a warning from telecommunications equipment maker Alcatel-Lucent that it would not post a profit during the fourth quarter because of a steep decline in sales.

"Earnings are not coming in all that bad," said Brian Gendreau, an investment strategist with ING Investment Management. "There is an absence of any real bad news, leading indicators are up, and companies are not falling off the table."

The Dow rose 56.64, or 0.45 percent, to 12,533.80.

Broader stock indicators also advanced. The Standard & Poor's 500 index was up 5.04, or 0.35 percent, at 1,427.99, and the Nasdaq composite index added 0.34, or 0.01 percent, to 2,431.41.

Bond prices fell, with the yield on the benchmark 10-year Treasury note rising to 4.81 percent from 4.76 percent late Monday.

Bill Strazzullo, chief market strategist at Bell Curve Trading, believes the market might actually be at its peak for the year. He believes stocks will pull back as it becomes increasingly likely that the Federal Reserve won't cut interest rates.

"We're in a sweet spot right now where everything is OK, and there's a little upside left. But there's also a correction out there considering the kind of advance the market has undergone," he said.

In economic news, the Richmond Fed Survey showed a slip in its manufacturing index this month. Meanwhile, the Conference Board said U.S. economic activity is set to increase slightly in the coming months.

The stock report after the close of markets Tuesday:

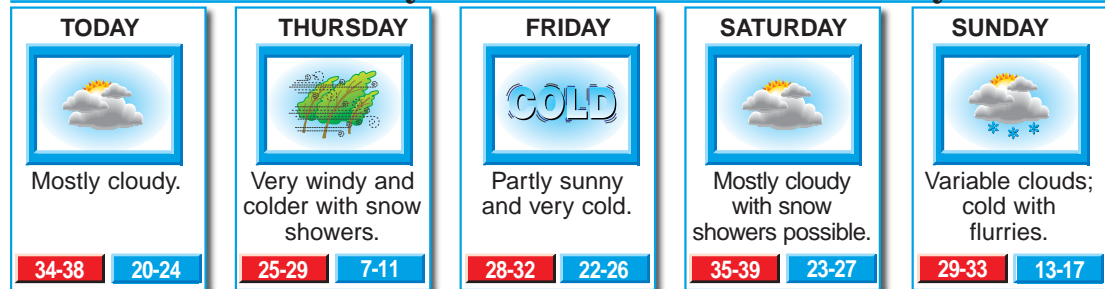
Table with columns: Company, price, change -x. Lists various companies like AES Group, AT&T Corp, Alcoa, Allstate, ArvinMeritor, Best Buy, Boston Scientific, BP Amoco, Comm Health Sys, Cummins, DaimlerChrysler, Diageo, Duff & Phelps, Duke Energy, Exxon Mobil, Fifth Third Bank, First Indiana Bank, General Electric, General Motors, Heartland Bancshrs, IBM, Irwin Bank, KeyCorp, Kimball Int'l CIB, Kroger, Lilly Co, Lincoln Bancorp, MainSource, National City Corp, Navistar, Owens-Illinois, PepsiCo, Phelps Dodge, Sara Lee Corp, Schlumberger, Sprint Corp, Third Century Bncp, Vectren, Verizon, Wal-Mart, Walt Disney, WellPoint.

LOTTERY

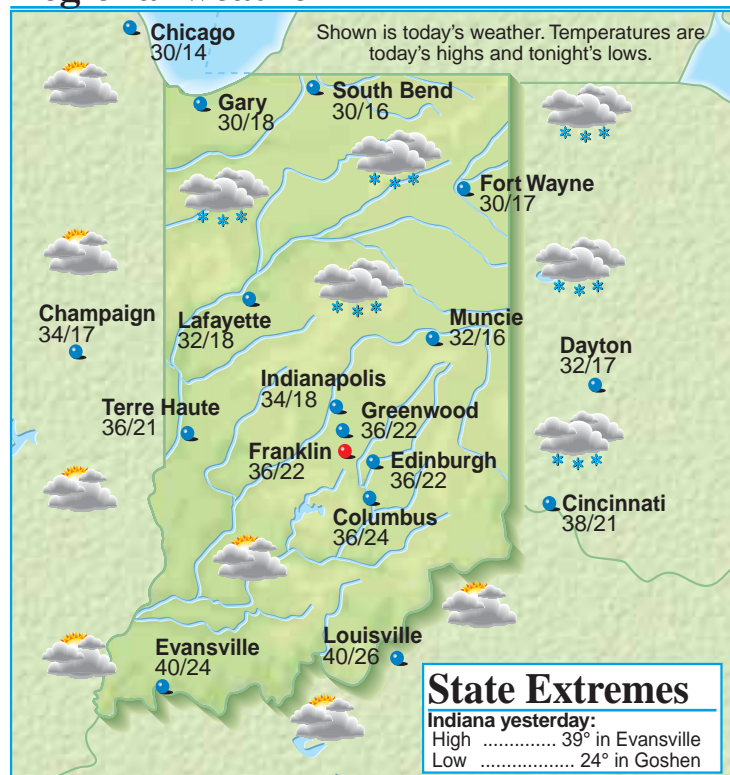
Here are the winning numbers selected Tuesday: Daily Three Midday: 1-2-9. Daily Four Midday: 8-8-4-0. Lucky Five Midday: 4-13-21-26-27. Here are the winning numbers selected Monday evening: Daily Three Evening: 7-8-1. Daily Four Evening: 0-0-5-6. Lucky Five Evening: 6-20-28-30-34. Hoosier Lotto jackpot: \$13.5 million. Powerball jackpot: \$240 million. For Tuesday evening's Hoosier Lottery drawings, visit www.thejournalnet.com or see Thursday's Daily Journal.

WEATHER

AccuWeather® five-day forecast for Johnson County



Regional weather



Regional summary

Indianapolis/Greenwood: Mostly cloudy today. A couple of flurries tonight. Very windy and colder tomorrow with snow showers. Friday: Very cold. Edinburg/Franklin: Mostly cloudy today. A few flurries tonight. Winds gusting to 40 mph and colder tomorrow with a couple of snow showers. Friday: Very cold.

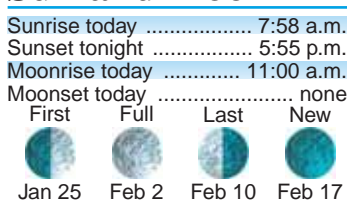
Today in weather history™

Snowstorms hit the Pacific Northwest and New England on Jan. 24, 1935. Winthrop, Wash., received 52 inches of snow in 24 hours, and Portland, Maine, had 23.2 inches.

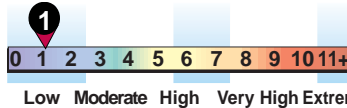
Regional cities

Table with columns: City, Yest. Hi/Lo/W, Thu. Hi/Lo/W, City, Yest. Hi/Lo/W, Thu. Hi/Lo/W. Lists cities like Anderson, Bloomington, Chicago, Cincinnati, Evansville, Fort Wayne, Gary, Indianapolis, Kokomo, Lafayette, Louisville, Muncie, South Bend, Terre Haute.

Sun and moon



AccuWeather UV Index™



Weather Trivia™

What is the combination of freezing drizzle and snow flurries named?

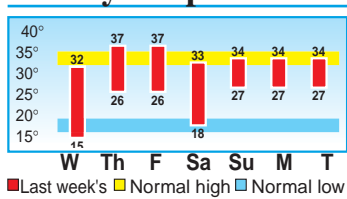
Wind Chill Today



Heating Degree Days

Index of energy consumption indicating how many degrees the average temperature was below 65 degrees for the day with negative values counting as zero. Yesterday: 34. Month to date: 663. Normal month to date: 886.

Weekly temperatures



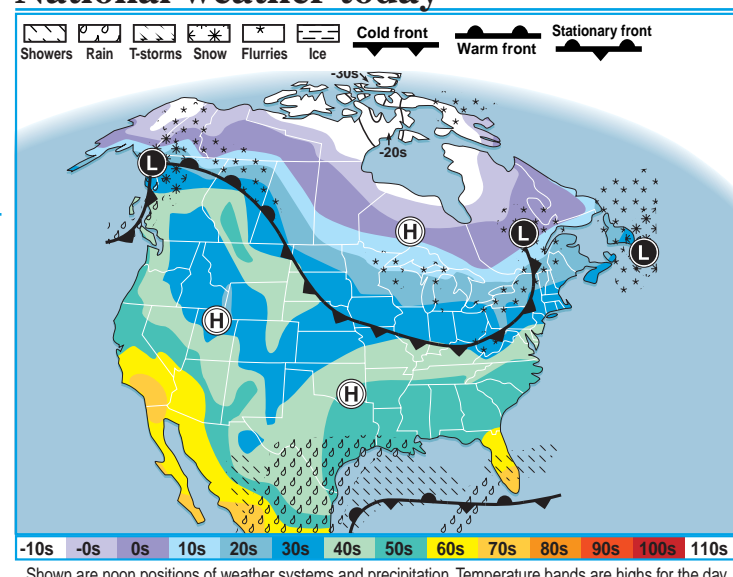
River stages

Table with columns: Station, Fid, Stage, Chg. Lists river stages for White River, Mooresville, White River (East Fork), and Edinburg.

AccuWeather.com Almanac

Forecasts and graphics provided by AccuWeather, Inc. ©2007 Statistics for Indianapolis through 5 p.m. yesterday. Temperature: High 34°, Low 27°, Normal high 34°, Normal low 18°, Record high 67° in 1909, Record low -18° in 1936. Wind: Average dir/speed SW at 11.9 mph, Highest speed 20. Humidity: Yesterday's average 77%, Today's average 77%. Air quality: Indianapolis Source: IAPC, Yesterday 25, Unhealthy (sens. grps.): 151-200; Unhealthy.

National weather today



National cities

Table with columns: City, Yest. Hi/Lo/W, Thu. Hi/Lo/W, City, Yest. Hi/Lo/W, Thu. Hi/Lo/W. Lists major cities like Albany, NY, Atlanta, Baltimore, Boston, Buffalo, Burlington, VT, Chicago, Cleveland, Columbia, SC, Dallas, Denver, Des Moines, Detroit, El Paso, Fairbanks, Honolulu, Houston, Jacksonville, Kansas City, Las Vegas, Los Angeles, Louisville, Memphis, Miami, Milwaukee, Minneapolis, Nashville, New Orleans, New York, Philadelphia, Phoenix, St. Louis, Salt Lake City, San Francisco, Seattle, Tampa, Washington, DC.

Advertisement for Benjamin Franklin Drain Vision™ featuring an eagle and the text 'Frustrating Drain Problems? Don't Worry, We can find it. DRAIN VISION™ Brought to you by..... 881-5961'.

Police: Abducted mom, kids safe • Beltway

The Associated Press

ELKHART

A mother and her four children were found safe Tuesday night at a motel just miles from where police said the father shot a man and abducted them three days earlier.

The man, Jerry D. White, 30, was arrested as he tried to escape through a motel air duct, Detective Sgt. Bill Wargo said.

Authorities issued an Amber Alert for the four children, ages 16 months to 9 years old, and their mother, 31-year-old Kimberly N. Walker, on Saturday.

Police said White broke into Walker's house about 2 a.m. Saturday and shot her sister's boyfriend, Lathie Turnage, 30, of Chicago, once in the face and once in the chest. White then held everyone captive until leaving with Walker and the children nearly 10 hours later, police said.

Wargo said officers knocked on the door of their motel room about 8 p.m. Tuesday and heard some rumbling inside, after which Walker opened the door.

• Woman

(CONTINUED FROM PAGE ONE)

sprain of her right ankle, which is now lightly bruised and throbbing but not swollen, Lockaby said.

Jones, who drove with his wife from Hendricks County to watch the game, disputes this version of events.

"If I had really hit her with a 5,000-pound vehicle, then the damage would be a lot more severe than what she's claiming," he said. "This is just dispute over a parking space that's gotten out of hand."

Jones got out of his vehicle and walked south toward the RCA Dome, according to police. Lockaby threatened to call the police if he didn't stop, she told police.

Lockaby moved over while he pulled into the space and was standing and screaming at him when he left, Jones said.

While Jones and his wife were attending the game, police towed the vehicle. After leaving the game, Jones and his wife found the car was missing and went to the county building. Jones was told he couldn't get the vehicle until after he talked to a detective, Jones said.

They returned home after 1 a.m. when his wife called her daughter to pick them up from the game.

Jones and his wife took time off from work Monday and paid a \$95 fee to get the Trailblazer out of the impound lot, he said.

Lockaby plans on filing a civil suit, she said. She can't go back to work and doesn't know how high her medical bills may run.

"It doesn't matter where I was standing, whether it was a parking space or in the grass," she said. "I'm a 120-pound lady against thousands of pounds of Trailblazer. It's always uncalled for to hit someone with your car."

Police may wait two weeks on a medical report before deciding to file charges, said Lt. Doug Scheffel of the Indianapolis Metropolitan Police Department.

locate along the toll road, the changes a beltway would bring to their areas, and whether the project would truly relieve traffic congestion, as state officials have said.

A Franklin resident said she came to the meeting hoping her words will sway legislators considering the bill.

"I believe if we speak up enough we can make a difference," Rebecca Morrison said.

Morrison told the committee she was speaking for other people who are too intimidated to come to the Statehouse and address legislators.

"If it's not my place, it's somebody else's, and I don't want that to go through anyone who doesn't want it," she said.

She avoids toll roads and wondered what would stop trucks from using Interstate 465 once the toll road were built. She worried about how much farmland would be taken by the project and whether businesses, other than truck stops and fast food restaurants, actually would build near the highway.

"I don't want an experiment running through my area," she said.

Morrison asked legislators not to approve the bill. Other opponents asked the committee to postpone a decision until more information is available.

Legislators and residents need more facts before the project is approved because the information given out so far was from state officials and the governor trying to sell the project, said Gary Moody, a Franklin resident who spoke against the toll road.

"What people need are facts and not hype," Moody said.

Residents worried about the state giving up control of a highway and urged legislators to study other forms of transportation than roads.

Sandra Tokarski, a member of a group called Citizens for Appropriate Rural Roads, asked legislators questions about the future of the road, such as what will happen with tolls and whether the governor will have the ability to lease other roads to private companies.

She said that the toll road won't relieve congestion, or else a private company couldn't make money.

"Toll roads do not help congestion. They manipulate it for profit," she said.

The leader of an environmental organization, along with a few residents, urged landowners to study other forms of transportation to solve traffic issues.

State officials need to look at rail systems and mass transportation, instead of only planning more and bigger roads, said Tim Maloney, executive director of the Hoosier Environmental Council.

"Show us the facts and figures and let's take a look at a more balanced transportation system," he said.

Committee members listened to more than an hour of testimony from opponents of the project after listening to more than 20 supporters, including town council members, mayors and members of organizations throughout the state.

Groups including engineer and carpenter unions, economic development corporations and chambers of commerce supported the route because they believe it will bring jobs to the state.

A few others, from parts of the state such as Pike County and Petersburg, support the toll road because of the money that will pay to construct I-69.

Alycia Church, executive director of the Pike County Chamber of Commerce, said the county was in support of a toll free I-69 because it would help the entire state.

"We're in full support. We've waited far too long," she said.

The committee did not vote on the bill Tuesday but plans to vote next week.

WHAT THEY SAID

Supporters

Steve Wheat, Carpenters Union: Will bring new construction jobs and opportunities for other jobs.

Marty Wessler, Indiana president of American Council of Engineering Companies: Projects will provide work and keep jobs in state, prompting graduates to stay in Indiana.

Alycia Church, executive director Pike County Chamber of Commerce: Will help Evansville, Indianapolis and everyone in between since toll road will help build I-69. "We're in full support. We've waited far too long."

Paul Lake, executive director of Pike County Growth Council: Will help economic development.

Dennis Maloy, executive director, Hancock County Development Corp.: The route would create high-paying jobs, and the counties would benefit more than they already do with existing interstates.

Hendricks County Economic Development Partnership: Will relieve congestion in Indianapolis. If traffic is not relieved, businesses will no longer be interested in area. Money brought into the county from businesses can help with improvements, such as parks, trails and the aquatic center Hendricks County could build.

Dan Theobald, executive director, Shelby County Development Corp.: Truck traffic has increased on State Road 9 and will get worse with Honda plant. Supports toll road and studies need to be completed. "Don't get caught up in where it's going to be located."

Ron Arnold, Daviess County Economic Development Corp.: County needs I-69, so state needs to create toll road.

Ed Ebert, Indiana Grain and Feed Association: Supports any measures that bring infrastructure to area.

Matt Gibson, farmer in Newton County and member of the Indiana Corn Growers Association: Will help transport products in shorter time.

Did not speak, but in support: Shelbyville mayor; Johnson County Development Corp.; Build Indiana Council; Reith-Riley Construction; Indiana Realtors Association; Builders Association of Greater Indianapolis; Southwest Indiana Chamber of Commerce; Hoosier Voices for I-69; Vectren; Indianapolis Chamber of Commerce; Concrete Paving Association

Opponents

Kirk Boller, New Palestine: "Hancock County is more laid back than Indianapolis. People like farmland." Need to weigh development against land that will be lost. Truckers will avoid the toll road, and it will probably not help traffic on Interstate 465. "This is not going to help our local community in transportation."

Rob Schafstall, Franklin: Legislators are making a critical decision at the beginning of the process when project is a concept and a vision. Worries that legislators will not have any further authority.

Rebecca Morrison, Franklin: Is state going to tell truckers they can't use I-465? If not, they won't pay the tolls. Route will become full loop around Indianapolis in future. Businesses won't necessarily locate where the state thinks they will. For example, exit off Interstate 65 in Edinburg is just now getting businesses. Truck stops that will locate there will bring prostitution and drugs.

Debbie Borgmann, Pendleton: Landowners have no details on project. State has good transportation system and should continue work on existing roads. Doesn't want to sell road to private company. "I'd rather be taxed than to sell projects to the highest bidder." Speculating where project will go and that it will bring economic development and that isn't enough for people.

Gary Moody, Franklin: Beltway will have little economic benefit. Don't need another study. Will bring temporary construction jobs and put farmers out of work. Legislators should set bill aside until the project is further down the road.

John Smith, member of Count Us political action committee: Worries about giving state power to take away land. Toll roads are not better than free roads. "There's no need to rush to give Daniels that authority of tolling."

Mary Bookwalter, Carmel: Prefers that voting come at end of process. State should consider investing in other forms of transportation, such as a rail system. Legislators should also reconsider the route of the I-69 extension.

Thomas Tokarski, Citizens for Appropriate Rural Roads: State officials and governor are promising that roads will bring more jobs than is possible. State should retain control and ownership of projects, so they can be flexible with time. "We need the details first and a decision based on verifiable facts, not wishful thinking."

Sandra Tokarski, Stanford: Legislators need to pay attention to long-term impacts, such as whether another company can buy the road or if other roads can be leased. "Toll roads do not help congestion. They manipulate it for profit."

Tim Maloney, executive director, Hoosier Environmental Council: Legislators need to discuss more forms of transportation. "Transportation does not just mean more and bigger roads." Toll road will take between 3,000 and 4,000 acres of land and affect wildlife, forests, farm land and divide communities. "Show us the facts and figures, and let's take a look at a more balanced transportation system."