

NEW WHEAT ARRIVES

Two Cars are Brought In From Blalock.

SEASON EARLIER THAN 1911

Fine Quality of Bluestem Received by Balfour, Guthrie & Co. at Oceanic Dock—Trading Up to Date Has Been Light.

The first new crop wheat has reached Portland. Two cars of fine 1912 bluestem were received by Balfour, Guthrie & Co. at Oceanic dock. The wheat was shipped by S. J. Bunch & Son, of Blalock.

Harvest is becoming general in the early districts in Walla Walla, Umatilla and the Columbia River counties, and the yields are fully up to expectations. Quality is also as good as last year. Owing to the great size of the crop, fears are beginning to be felt of the ability of the railroads to handle it promptly.

The early buying is of moderate proportions, and 80 cents for club and 82 cents for bluestem are quoted as full prices. Export values are 10 cents under these figures.

There is some demand for spot wheat for export, but the available supply is limited.

Weekly foreign wheat shipments were as follows:

Table with columns: Destination, Quantity, Date. Includes entries for Argentina, Australia, Brazil, Chile, etc.

NEW HOP BUYING FOR FOREIGNERS

Contracts Written in Valley Sections at 20 to 21 1/2 Cents.

Contracts for between 600 and 700 bales of new Oregon hops were reported yesterday. The 1911 crop from Fred Gergen, 16 bales at 24 cents. He also secured a contract locally for several thousand pounds of this year's crop at 20 cents early in the week. These purchases were reported by J. H. Lantz, of Portland. Another 47 bales were secured at 22 cents or better this week, which were resold to H. L. Bents, for Strauss & Co. Seven bales came from J. H. Sangmeister, of Hubbard, at 22 cents, who also secured 47 bales at 22 cents last October by the same firm for the same hops. Forty bales were the Jansen lot at Silverton. What these lots are not known, but 22 cents was probably the price.

The current reports that there are less than 400 bales of unsold 1911s in without doubt far short of the true figure, as there are known to be 240 bales in this section. The 1911s are being sold at 20 to 21 cents near Woodburn. There are also nearly 400 bales more owned at Silverton by dealers.

FRONT STREET FRUIT SALES HEAVY

Nine Cars of Melons Not Sufficient for the Demand—Local Fruits Coming.

Front street is moving more fruit this week than ever before in its history. Some lines, especially watermelons, are continually short. Nine cars of melons came in yesterday, and the supply was practically exhausted by the close of the day. Local melons are coming from the Yakima section.

Hop Growers Ask Lower Freight Rates.

CHICAGO, July 19.—Hop growers on the Pacific Coast have threatened to cease planting the vine, so essential to the manufacture of hops, unless the freight rates on hops are not reduced.

The fear of a scarcity of the domestic product was imparted today to Chairman Charles A. Frosty, of the Interstate Commerce Commission, by the general freight agent of the Northern Pacific Railroad, who said that the growers of hops had protested in a body at the transcontinental freight convention and had threatened to discontinue the cultivation of hops if the rates were not lowered.

The present rate on hops from Pacific Coast points to the Eastern brewing markets is 17 1/2 a hundred in carload lots, and in smaller lots the rates are declared to be much too high.

The Association of Hop Growers complained to the Interstate Commerce Commission after their plea was refused by the railroad. The growers assert that their profits are so small that the freight rates are killing the industry.

The Pacific Coast growers raise the principal supply of hops grown in this country.

Fine Quality of Hops Assured.

AURORA, Ore., July 19.—(Special.)—Many growers estimate that the hop yield this year will be 60 per cent or more larger than in 1911. Conservative estimates now place the 1912 crop at 116,000 bales.

Nearly all growers are preparing to spray or now spraying. L. L. Gribble, who has been visiting a large number of yards in this section during the past week, states that spraying is well under way.

Prospects for a full crop of fine quality. He estimates the Oregon crop at well above 100,000 bales. It is probable that 75 per cent of the crop will have been contracted by August 1.

Fresh Eggs are Becoming Scarce.

Small receipts of eggs, particularly fresh stock, contributed to a firm market for that sort yesterday.

Poultry cleaned up fairly well, but without improvement in price. Dressed meats were steady.

There were no changes in dairy produce. Butter and cheese were quoted firm.

Bank Clearings.

Bank clearings of the Northwestern cities yesterday were as follows:

Table with columns: City, Amount. Includes entries for Portland, Astoria, Tillamook, etc.

PORTLAND MARKETS.

GRAIN, FLOUR, FEED, ETC.

WHEAT—Track prices, new: Club, 80c; bluestem, 82c; extra, 84c; 1911, 81c; 1910, 78c; 1909, 75c; 1908, 72c; 1907, 69c; 1906, 66c; 1905, 63c; 1904, 60c; 1903, 57c; 1902, 54c; 1901, 51c; 1900, 48c; 1899, 45c; 1898, 42c; 1897, 39c; 1896, 36c; 1895, 33c; 1894, 30c; 1893, 27c; 1892, 24c; 1891, 21c; 1890, 18c; 1889, 15c; 1888, 12c; 1887, 9c; 1886, 6c; 1885, 3c; 1884, 0c; 1883, 0c; 1882, 0c; 1881, 0c; 1880, 0c; 1879, 0c; 1878, 0c; 1877, 0c; 1876, 0c; 1875, 0c; 1874, 0c; 1873, 0c; 1872, 0c; 1871, 0c; 1870, 0c; 1869, 0c; 1868, 0c; 1867, 0c; 1866, 0c; 1865, 0c; 1864, 0c; 1863, 0c; 1862, 0c; 1861, 0c; 1860, 0c; 1859, 0c; 1858, 0c; 1857, 0c; 1856, 0c; 1855, 0c; 1854, 0c; 1853, 0c; 1852, 0c; 1851, 0c; 1850, 0c; 1849, 0c; 1848, 0c; 1847, 0c; 1846, 0c; 1845, 0c; 1844, 0c; 1843, 0c; 1842, 0c; 1841, 0c; 1840, 0c; 1839, 0c; 1838, 0c; 1837, 0c; 1836, 0c; 1835, 0c; 1834, 0c; 1833, 0c; 1832, 0c; 1831, 0c; 1830, 0c; 1829, 0c; 1828, 0c; 1827, 0c; 1826, 0c; 1825, 0c; 1824, 0c; 1823, 0c; 1822, 0c; 1821, 0c; 1820, 0c; 1819, 0c; 1818, 0c; 1817, 0c; 1816, 0c; 1815, 0c; 1814, 0c; 1813, 0c; 1812, 0c; 1811, 0c; 1810, 0c; 1809, 0c; 1808, 0c; 1807, 0c; 1806, 0c; 1805, 0c; 1804, 0c; 1803, 0c; 1802, 0c; 1801, 0c; 1800, 0c; 1799, 0c; 1798, 0c; 1797, 0c; 1796, 0c; 1795, 0c; 1794, 0c; 1793, 0c; 1792, 0c; 1791, 0c; 1790, 0c; 1789, 0c; 1788, 0c; 1787, 0c; 1786, 0c; 1785, 0c; 1784, 0c; 1783, 0c; 1782, 0c; 1781, 0c; 1780, 0c; 1779, 0c; 1778, 0c; 1777, 0c; 1776, 0c; 1775, 0c; 1774, 0c; 1773, 0c; 1772, 0c; 1771, 0c; 1770, 0c; 1769, 0c; 1768, 0c; 1767, 0c; 1766, 0c; 1765, 0c; 1764, 0c; 1763, 0c; 1762, 0c; 1761, 0c; 1760, 0c; 1759, 0c; 1758, 0c; 1757, 0c; 1756, 0c; 1755, 0c; 1754, 0c; 1753, 0c; 1752, 0c; 1751, 0c; 1750, 0c; 1749, 0c; 1748, 0c; 1747, 0c; 1746, 0c; 1745, 0c; 1744, 0c; 1743, 0c; 1742, 0c; 1741, 0c; 1740, 0c; 1739, 0c; 1738, 0c; 1737, 0c; 1736, 0c; 1735, 0c; 1734, 0c; 1733, 0c; 1732, 0c; 1731, 0c; 1730, 0c; 1729, 0c; 1728, 0c; 1727, 0c; 1726, 0c; 1725, 0c; 1724, 0c; 1723, 0c; 1722, 0c; 1721, 0c; 1720, 0c; 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