

MELONS BY THE CAR

Shipments in Large Lots Begin From Coachella.

FIRST IS DUE WEDNESDAY

mixed Car of Deciduous Fruits Coming From Newcastle—Easier Tone to Potato Market—Eggs Will Advance Tomorrow.

FRUITS—Straight cars of watermelons and cantaloupes coming. Car of mixed fruit due, slump in berries. POTATOES—New Oregon arriving more freely. BUTTER—Uncertain condition of local market. CHEESE—Weak and likely to decline. EGGS—Advance expected Monday. POULTRY—Dull notwithstanding lighter receipts.

A straight car of watermelons was shipped from Coachella Thursday and is due here next Wednesday. A car of cantaloupes left the same place yesterday morning and will reach Portland Friday. Their arrival will inaugurate the melon business of the season on a large scale. A few poor Mexican melons were received some time ago, and cantaloupes have been coming by express for several weeks, but the high charges have prevented their sale in any great quantity. Yesterday's receipts of "cants" were the largest in a long time, and the demand was somewhat better than earlier in the week. Pine crates were quoted at \$4 and specials at \$1.25.

A car of deciduous fruits left Newcastle yesterday for Portland. The lot consists of Hale's early cherries, Royal apricots, Cuyamaca, Burbank and Abundance plums and Tanager plums. Yesterday's transactions in the fruit market were of only moderate volume. Strawberries were in over-supply, which caused a slump in price, and even this did not move all the stock. Farmen, after selling all they could at the Tulsa market in the early morning, peddled the rest about the city. Front-street quotations ranged from \$1.25 to \$1.50 for the best shipping fruit. An effort was made to get \$2 for Hood River. Blackberries were also plentiful and were slower sale at 75 cents. Lemon berries were offering in good quantity at 6 cents a pound. There was nothing new in other lines.

POTATOES ARE EASIER.

New Oregon Arriving in Better Condition. Yesterday's San Francisco advices reported an easier market for new potatoes, which has depressed the price of old stock. Local quotations show no change as yet. Arrivals of new Oregon potatoes were more numerous yesterday and they were of better size than the first brought in. A car of new early ones was received from California and Oregon beans are coming in more freely and were quoted at 80 cents. Asparagus continues a drug on the market and is hard to move even at the low price of 20 cents a box.

POULTRY TRADE DULL.

Receipts are lighter, but it is difficult to clean up. Yesterday's receipts of poultry were comparatively light, but the market showed no improvement, nor was it any more probable that brood had been reached, at least for the present. All the crops that came in yesterday were not cleaned up, though some were shipped out. Prices of the two preceding days were followed as the basis—12 cents for old hens and 16 cents for Springs. For something over the hours that make a specialty of this article had been quiet, accumulating entirely too fast for their good. The butter market holds stationary, but the undertone is not quite so steady as it was. Seattle, which has been taking the surplus of front street and some of the city creameries, has become weaker under heavy pressure, and is now quoted from 14 to 15 cents off from the former high, and the weather turn off warm and dry up the pasture. It would aid the situation here, but 10 days or two weeks of rain would make it a difficult job to hold the market together.

APPLE EXPORTS DECLINE.

Shipments for Year Show Falling Off of Over 1,000,000 Barrels. The exports of apples from the United States and provinces for the season of 1904-05 show a falling off of over 1,000,000 barrels from the previous year, and about 300,000 boxes less. The figures shown below are extracts from statistics compiled by Joseph A. Brown and show the exports from the principal ports of origin and destination:

PORTS OF EXPORT.

Imports for Year Show Falling off of				
Over 1,000,000 Barrels.				
The export of barley from the United States and Montreal for the season of 1904-05 shows a falling off of over 1,000,000 barrels from the previous year, and about 330,000 barrels less. The figures shown below are exact figures from statistics compiled by Joseph A. H. Smith, and are given in the following preliminary report of origin and destination:				
PORTS OF EXPORT.				
Date.	New York.	San Francisco.	Montreal.	Total.
1900-01.	3,088,240	178,485	289,069	3,555,814
1901-02.	3,088,240	178,485	289,069	3,555,814
1902-03.	3,088,240	178,485	289,069	3,555,814
1903-04.	3,088,240	178,485	289,069	3,555,814
1904-05.	2,996,427	167,552	277,790	3,441,769
1905-06.	2,996,427	167,552	277,790	3,441,769
1906-07.	2,996,427	167,552	277,790	3,441,769
1907-08.	2,996,427	167,552	277,790	3,441,769
1908-09.	2,996,427	167,552	277,790	3,441,769
1909-10.	2,996,427	167,552	277,790	3,441,769
1910-11.	2,996,427	167,552	277,790	3,441,769
1911-12.	2,996,427	167,552	277,790	3,441,769
1912-13.	2,996,427	167,552	277,790	3,441,769
1913-14.	2,996,427	167,552	277,790	3,441,769
1914-15.	2,996,427	167,552	277,790	3,441,769
1915-16.	2,996,427	167,552	277,790	3,441,769
1916-17.	2,996,427	167,552	277,790	3,441,769
1917-18.	2,996,427	167,552	277,790	3,441,769
1918-19.	2,996,427	167,552	277,790	3,441,769
1919-20.	2,996,427	167,552	277,790	3,441,769
1920-21.	2,996,427	167,552	277,790	3,441,769
1921-22.	2,996,427	167,552	277,790	3,441,769
1922-23.	2,996,427	167,552	277,790	3,441,769
1923-24.	2,996,427	167,552	277,790	3,441,769
1924-25.	2,996,427	167,552	277,790	3,441,769
1925-26.	2,996,427	167,552	277,790	3,441,769
1926-27.	2,996,427	167,552	277,790	3,441,769
1927-28.	2,996,427	167,552	277,790	3,441,769
1928-29.	2,996,427	167,552	277,790	3,441,769
1929-30.	2,996,427	167,552	277,790	3,441,769
1930-31.	2,996,427	167,552	277,790	3,441,769
1931-32.	2,996,427	167,552	277,790	3,441,769
1932-33.	2,996,427	167,552	277,790	3,441,769
1933-34.	2,996,427	167,552	277,790	3,441,769
1934-35.	2,996,427	167,552	277,790	3,441,769
1935-36.	2,996,427	167,552	277,790	3,441,769
1936-37.	2,996,427	167,552	277,790	3,441,769
1937-38.	2,996,427	167,552	277,790	3,441,769
1938-39.	2,996,427	167,552	277,790	3,441,769
1939-40.	2,996,427	167,552	277,790	3,441,769
1940-41.	2,996,427	167,552	277,790	3,441,769
1941-42.	2,996,427	167,552	277,790	3,441,769
1942-43.	2,996,427	167,552	277,790	3,441,769
1943-44.	2,996,427	167,552	277,790	3,441,769
1944-45.	2,996,427	167,552	277,790	3,441,769
1945-46.	2,996,427	167,552	277,790	3,441,769
1946-47.	2,996,427	167,552	277,790	3,441,769
1947-48.	2,996,427	167,552	277,790	3,441,769
1948-49.	2,996,427	167,552	277,790	3,441,769
1949-50.	2,996,427	167,552	277,790	3,441,769
1950-51.	2,996,427	167,552	277,790	3,441,769
1951-52.	2,996,427	167,552	277,790	3,441,769
1952-53.	2,996,427	167,552	277,790	3,441,769
1953-54.	2,996,427	167,552	277,790	3,441,769
1954-55.	2,996,427	167,552	277,790	3,441,769
1955-56.	2,996,427	167,552	277,790	3,441,769
1956-57.	2,996,427	167,552	277,790	3,441,769
1957-58.	2,996,427	167,552	277,790	3,441,769
1958-59.	2,996,427	167,552	277,790	3,441,769
1959-60.	2,996,427	167,552	277,790	3,441,769
1960-61.	2,996,427	167,552	277,790	3,441,769
1961-62.	2,996,427	167,552	277,790	3,441,769
1962-63.	2,996,427	167,552	277,790	3,441,769
1963-64.	2,996,427	167,552	277,790	3,441,769
1964-65.	2,996,427	167,552	277,790	3,441,769
1965-66.	2,996,427	167,552	277,790	3,441,769
1966-67.	2,996,427	167,552	277,790	3,441,769
1967-68.	2,996,427	167,552	277,790	3,441,769
1968-69.	2,996,427	167,552	277,790	3,441,769
1969-70.	2,996,427	167,552	277,790	3,441,769
1970-71.	2,996,427	167,552	277,790	3,441,769
1971-72.	2,996,427	167,552	277,790	3,441,769
1972-73.	2,996,427	167,552	277,790	3,441,769
1973-74.	2,996,427	167,552	277,790	3,441,769
1974-75.	2,996,427	167,552	277,790	3,441,769
1975-76.	2,996,427	167,552	277,790	3,441,769
1976-77.	2,996,427	167,552	277,790	3,441,769
1977-78.	2,996,427	167,552	277,790	3,441,769
1978-79.	2,996,427	167,552	277,790	3,441,769
1979-80.	2,996,427	167,552	277,790	3,441,769
1980-81.	2,996,427	167,552	277,790	3,441,769
1981-82.	2,996,427	167,552	277,790	3,441,769
1982-83.	2,996,427	167,552	277,790	3,441,769
1983-84.	2,996,427	167,552	277,790	3,441,769
1984-85.	2,996,427	167,552	277,790	3,441,769
1985-86.	2,996,427	167,552	277,790	3,441,769
1986-87.	2,996,427	167,552	277,790	3,441,769
1987-88.	2,996,427	167,552	277,790	3,441,769
1988-89.	2,996,427	167,552	277,790	3,441,769
1989-90.	2,996,427	167,552	277,790	3,441,769
1990-91.	2,996,427	167,552	277,790	3,441,769
1991-92.	2,996,427	167,552	277,790	3,441,769
1992-93.	2,996,427	167,552	277,790	3,441,769
1993-94.	2,996,427	167,552	277,790	3,441,769
1994-95.	2,996,427	167,552	277,790	3,441,769
1995-96.	2,996,427	167,552	277,790	3,441,769
1996-97.	2,996,427	167,552	277,790	3,441,769
1997-98.	2,996,427	167,552	277,790	3,441,769
1998-99.	2,996,427	167,552	277,790	3,441,769
1999-00.	2,996,427	167,552	277,790	3,441,769
2000-01.	2,996,427	167,552	277,790	3,441,769
2001-02.	2,996,427	167,552	277,790	3,441,769
2002-03.	2,996,427	167,552	277,790	3,441,769
2003-04.	2,996,427	167,552	277,790	3,441,769
2004-05.	2,996,427	167,552	277,790	3,441,769
2005-06.	2,996,427	167,552	277,790	3,441,769
2006-07.	2,996,427	167,552	277,790	3,441,769
2007-08.	2,996,427	167,552	277,790	3,441,769
2008-09.	2,996,427	167,552	277,790	3,441,769
2009-10.	2,996,427	167,552	277,790	3,441,769
2010-11.	2,996,427	167,552	277,790	3,441,769
2011-12.	2,996,427	167,552	277,790	3,441,769
2012-13.	2,996,427	167,552	277,790	3,441,769
2013-14.	2,996,427	167,552	277,790	3,441,769
2014-15.	2,996,427	167,552	277,790	3,441,769
2015-16.	2,996,427	167,552	277,790	3,441,769
2016-17.	2,996,427	167,552	277,790	3,441,769
2017-18.	2,996,427	167,552	277,790	3,441,769
2018-19.	2,996,427	167,552	277,790	3,441,769
2019-20.	2,996,427	167,552	277,790	3,441,769
2020-21.	2,996,427	167,552	277,790	3,441,769
2021-22.	2,996,427	167,552	277,790	3,441,769
2022-23.	2,996,427	167,552	277,790	3,441,769
2023-24.	2,996,427	167,552	277,790	3,441,769
2024-25.	2,996,427	167,552	277,790	3,441,769
2025-26.	2,996,427	167,552	277,790	3,441,769
2026-27.	2,996,427	167,552	277,790	3,441,769
2027-28.	2,996,427	167,552	277,790	3,441,769
2028-29.	2,996,427	167,552	277,790	3,441,769
2029-30.	2,996,427	167,552	277,790	3,441,769
2030-31.	2,996,427	167,552	277,790	3,441,769
2031-32.	2,996,427	167,552	277,790	3,441,769
2032-33.	2,996,427	167,552	277,790	3,441,769
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2035-36.	2,996,427	167,552	277,790	3,441,769
2036-37.	2,996,427	167,552	277,790	3,441,769
2037-38.	2,996,427	167,552	277,790	3,441,769
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2039-40.	2,996,427	167,552	277,790	3,441,769
2040-41.	2,996,427	167,552	277,790	3,441,769
2041-42.	2,996,427	167,552	277,790	3,441,769
2042-43.	2,996,427	167,552	277,790	3,441,769
2043-44.	2,996,427	167,552	277,790	3,441,769
2044-45.	2,996,427	167,552	277,790	3,441,769
2045-46.	2,996,427	167,552	277,790	3,441,769
2046-47.	2,996,427	167,552	277,790	3,441,769
2047-48.	2,996,427	167,552	277,790	3,441,769
2048-49.	2,996,427	167,552	277,790	3,441,769
2049-50.	2,996,427	167,552	277,790	3,441,769
2050-51.	2,996,427	167,552	277,790	3,441,769
2051-52.	2,996,427	167,552	277,790	3,441,769
2052-53.	2,996,427	167,552	277,790	3,441,769
2053-54.	2,996,427	167,552	277,790	3,441,769
2054-55.	2,996,427	167,552	277,790	3,441,769
2055-56.	2,996,427	167,552	277,790	3,441,769
2056-57.	2,996,427	167,552	277,790	3,441,769
2057-58.	2,996,427	167,552	277,790	3,441,769
2058-59.	2,996,427	167,552	277,790	3,441,769
2059-60.	2,996,427	167,552	277,790	3,441,769
2060-61.	2,996,427	167,552	277,790	3,441,769
2061-62.	2,996,427	167,552	277,790	3,441,769
2062-63.	2,996,427	167,552	277,790	3,441,769
2063-64.	2,996,427	167,552	277,790	3,441,769
2064-65.	2,996,427	167,552	277,790	3,441,769
2065-66.	2,996,427	167,552	277,790	3,441,769
2066-67.	2,996,427	167,552	277,790	3,441,769
2067-68.	2,996,427	167,552	277,790	3,441,769
2068-69.	2,996,427	167,552	277,790	3,441,769
2069-70.	2,996,427	167,552	277,790	3,441,769
2070-71.	2,996,427	167,552	277,790	3,441,769
2071-72.	2,996,427	167,552	277,790	3,441,769
2072-73.	2,996,427	167,552	277,790	3,441,769
2073-74.	2,996,427	167,552	277,790	3,441,769
2074-75.	2,996,427	167,552	277,790	3,441,769
2075-76.	2,996,427	167,552	277,790	3,441,769
2076-77.	2,996,427	167,552	277,790	3,441,769
2077-78.	2,996,427	167,552	277,790	3,441,769
2078-79.	2,996,427	167,552	277,790	3,441,769
2079-80.	2			