

# MARKETS

## CROP OUTLOOK FAVORABLE

Eastern Oregon and Washington Farmers Elated Over Showing Thus Far Made

### THE FALL SHIPMENTS

Western Railroads Have Gigantic Task Before Them—2,400 Trains Required.

There is less wheat in Eastern Oregon and Washington today than there has been at this season of the year in a decade. In a score of houses in Walla Walla county and a similar number in Umatilla county, Oregon, there is not a sack of grain. In the Palouse country some crops remain, but as fast as cars can be secured shipment is being made, and the aggregate of grain is indeed small. There is scarcely a bushel of wheat for sale, and the mills will have serious trouble to secure enough to keep them running during the months between this time and September, when new grain will be on the market. Even then old grain will be in demand, because new grain ground alone makes an inferior grade of flour, and some old stock is always held over by the mills for "mixing."

In the face of this unusual shortage of grain, crop conditions generally are very good, save for the short acreage of Fall-sown grain. The great fields are in their prettiest dress. The Fall sowing is heading out in many places, standing nearly waist high, rank in color and standing thick on the ground. The Spring sowing is not so far advanced, but the recent rains have given it plenty of moisture, and it is making rapid

growth. Without any more rain a fair crop is assured in practically all of the grain-growing sections of the Inland Empire.

The extremely dry weather of last Fall prevented the seeding of the usual acreage of Summer fallow land, but this Spring farmers rushed the grain in, and the result is a large acreage of very early Spring grain, which may yield nearly as good a crop as is expected from the Winter variety. The Spring was cool and backward, but the grain produced strong roots during the early weeks of its growth, and recently the stalks have made wonderful growth. The grain is now well advanced for the middle of June.

#### Market Trend Upward.

Farmers are highly elated over the splendid prospects. The past few weeks have shown the markets generally to be on a stiff upward incline, and while but little or no grain has been offered, because it was not in the farmers' hands, every large landholder has been watching the market with satisfaction. A number of offers to contract at about 75 cents have been made and refused, and it is quite likely that the usual early selling will be absent this year. Many farmers predict 80 per cent wheat at the opening in August or September, while last year the price ranged near 50 and 60 cents.

It is estimated by large growers and railroad men that Walla Walla county will produce 5,000,000 more. Umatilla county always leads her Washington neighbor, but the vegetables and fruit produced in Walla Walla more than make up for less receipts from grain products.

Judging from conditions throughout the grain belt, the State of Washington should produce 30,000,000 bushels this year. Perhaps two-thirds of this will come from the Palouse and Big Bend sections, the remainder from the Walla Walla Valley. It requires on an average 2,000 cars to transport 1,000,000 bushels to tide-water, hence it will tax railroad equipment to the extent of 60,000 cars, hauled on an average 300 miles, to deliver the crop of 1907 to the ex-

porter for shipment to the markets of the world. Estimating 25 cars as an average freight train, it will require 2,400 trains loaded with wheat exclusively. The average time required by a car to be hauled empty to the terminal and unloaded can safely be placed at ten days. Thus it will be seen that it will require 600,000 car days to handle the grain crop of one State this year. In other words, it would require one car in constant use making delivery every ten days for 1,644 years to move the crop.

#### Train 720,000 Miles.

When these figures are considered with the further fact that motive power must be furnished to haul 2,400 trains an average of 300 miles, partly over a high mountain range, by two or three roads doing the work, something of the gigantic task before the western railroads will appear. It would require the hauling of a single train 720,000 miles, or many times more than the railroad mileage of the entire globe. One car would have to travel 18,500,000 miles in a vain effort to make the delivery of the grain to the starving millions in China, if the task were undertaken, figures which are bewildering, to say the least. And the additional complication has to be considered that practically all the wheat grown in this country is moved during the same few months of fall and winter, increasing the immensity of the task before the railroads.

#### Prospects in New Sections.

Last year much of the grain did not come up to the standard for No. 1, 59 pounds. In the "new" wheat country, especially Franklin and Douglas counties, sections produced grain that could not be graded at all, so light and shrunken was it. Much of the land was new and the crop was the first harvested. From that section now comes the pleasant information that the prospect is good, the grain strong and well rooted, the land carrying much more moisture on account of better cultivation, and every indication that the crop this Fall will come well up to the standard. With better cultivation and careful selection of varieties the production of the light land sections of the State will certainly increase for the next few years.

## OREGON'S HOP CROP

Oregon's hop crop will be about one-third short of last year, according to R. D. Cooper, a grower of Independence, who has just made the journey, by team, through the principal hop-growing counties of the Willamette Valley. He spent two days among the yards between his home and Portland, reaching this city yesterday afternoon.

"South of Newburg crops look very poor," he says, "as there are a number of missing vines in every yard. The rains have not been so frequent between Newburg and Independence as they have this side of Newburg, and it is now too late for rains to make amends this season."

"Last year Oregon produced about 150,000 bales, but if the crop of 1907 amounts to 100,000 bales, it is all that can be expected. The price obtained by producers will largely depend on the amount of hops raised in England, and as conditions there are usually precarious, the English grower is never sure of his crop until it is in the bale."

Konrad Krebs, the largest hop grower in Oregon, says he expects to raise 5,000 bales this year, according to present indications, and if good prices prevail the Krebs Brothers are likely to make a good deal of money.

#### Retail.

Quotations are as follows:  
 Bacon—Per lb., 16 to 25c.  
 Flour—Per sack, \$1.30 to \$1.60.  
 Potatoes—Per lb., 2 1/2 to 3c.  
 New Potatoes, 8c.  
 Cabbage—Per lb., 5 to 6c.  
 Cauliflower—Per head, 10 and 15c  
 Honey—Per box, 20; 3 for 50c.  
 Onions—Per lb., 5c.  
 Butter—Per square, 35c to 40c.  
 Botted cider, per quart, 30c.  
 Asparagus—15c. lb.  
 Rhubarb—3 lbs. for 25c.  
 Beets—Per lb., 3c.  
 Country eggs—Per dozen, 25c.  
 Hens—Dressed, 22c lb.  
 Chickens—Frys, dressed, 25c lb.  
 String Beans—15c. lb.  
 Fresh Peas—8 1-3c.  
**Fish.**  
 Crabs—\$1 per dozen.

Halibut—12 1/2c.  
 Red Fish—5c. lb.  
 Ling—8c. lb.  
 Flounders—Per lb., 5c.  
 Cleaned clams—Per quart, 20c.  
 Empire Clams—Per bucket, 50c.  
**Meats.**

Stirloin steak—Per lb., 12 1/2 to 15c  
 Boiling—Per lb., 5c to 8c.  
 Veal—Stew, per lb., 8c; cutlets, 10c to 12 1/2c.

Porterhouse steak—Per lb., 12 1/2c  
 Mutton—Roasts, per lb., 12 1/2c to 15c; chops, 12 1/2c to 15c; stew, 10c.  
 Pork—Per pound, 12 1/2 to 15c.  
 Chuck steak—Per lb., 10c.

Round steak—Per lb., 10c.  
 Hamburger steak—Per lb., 10c.  
 Sausage—Per lb., 10c.  
 Bologna—Per lb., 10c; 3 for 25c.  
 Salmon (salt)—Per lb., 6c.  
 Brains—Per lb., 15c; 2 for 25c.  
 Pickled pork—Per lb., 12 1/2c.  
 Corned beef—Per lb., 7c.  
 Wienerwurst—Per lb., 12 1/2c.  
 Lamb's tongues—6 for 25c.

#### Fruits and Nuts.

Apples—10c. lb.  
 Cocoanuts—Each, 10c.  
 Walnuts—Per lb., 25c.  
 Almonds—Per lb., 20c to 30c.  
 Lemons—Per dozen, 20c to 30c.  
 Bananas—Per dozen, 40c.  
 Oranges—Perdozen, 30 to 60c, according to size.

#### Dried Fruits.

Raisins—London layers, per lb., 20c to 30c; seeded, per 12-oz. pkg., 12 1/2c; 16-oz. pkg., 15c.  
 Currants—Clean, per 12-oz. pkg., 12 1/2c; 16-oz. pkg., 15c.  
 Citron—Per lb., 35c.  
 Orange peel—per lb., 25c.  
 Lemon peel—Per lb., 25c.  
 Strawberries—15c.  
 Gooseberries—2 boxes for 25c.  
 Apricots—Basket, 75c.  
 Cherries—25c. lb.

#### LOCAL WHOLESALE MARKET.

Following is a list of wholesale prices as seen on the local market:  
 Oat and wheat hay.....\$15 to \$25  
 Cheese.....\$1.00  
 Hens.....10c  
 Sheep.....\$3.00 to \$5.00  
 Veal calves.....\$2.75  
 Beef, steers.....\$2.50  
 Chickens, spring.....12 1/2c  
 Ducks.....50c to 75c  
 Beef, cows.....\$2.00

#### OUTSIDE MARKETS.

Liverpool, June 18.—July wheat, 6s. 11 1/2d.  
 New York, June 18.—Lead and copper unchanged; silver 67 1/2c.  
 Chicago, June 18.—July wheat, 90 1/2 @ 91 1/2, closed 91 1/2 @ 91 1/2; barley, 70 @ 74; Northwest, 129.

## LIBBY SCHOOL CLOSES

The school at Libby was closed for the term Monday afternoon with the rendition of a program prepared by the teacher, G. F. Dillon. The school is in session nine months of the year, and has an attendance of fifty pupils, the largest of the county schools. Owing to the new school law regarding compelling pupils of school age to attend school during the entire term in the district where they belong, the Libby school will have at least seventy pupils next term. This will require two teachers instead of one, as formerly.

Mr. Dillon has had charge of the school a little over ten months. He has not decided what he will do next term. Mr. Dillon is a resident of Marshfield, and walks to Libby every morning, coming back the same way in the evening. When the roads are exceptionally good he rides a wheel. He will probably take a little vacation trip to Los Angeles in August.

#### HOTELS.

The following is a list of those registered at the Hotels Blanco and Central yesterday:

**Central Hotel.**—Laura Sturdivant, Myrtle Point; A. R. Bean, Portland; R. W. Davis, San Francisco; R. W. Williams, Portland; F. W. Reasoner, Hoquiam; H. A. Shelley, San Francisco; F. H. Anderson, Bandon; E. E. Johnson, Coquille; S. A. Chappell, Corvallis.

**Blanco Hotel.**—J. L. Flanagan, Portland; A. Demangeon, Portland; W. E. Berry, Portland; A. D. Smith, Portland; J. P. Glechrist and wife, San Francisco; E. N. Trowbridge and wife, California; H. D. Holt, San Francisco; G. Boak, Leah Boak, R. H. Rosa, Mrs. E. J. Hiti, E. Dyer, Mrs. E. Dyer, T. L. Barnard, Bandon; J. A. Goodwill, Coos River; W. H. Caughill, Wedderburn.

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