

GRAIN CROP CONDITIONS

WHEAT HEADS

SUGAR GAINS

Contracts in Central Oregon Made as Unusually Good Figures—Crop Prospects Are Excellent.

That there is a far greater demand for new crop wheat contracts than the general trade had anticipated was indicated during the last week or 10 days when sales of early delivery contracts were confirmed at \$3.50 to \$3.60 per bushel for the softer varieties and as high as \$3.75 per bushel for the hard red in Sherman and other Columbia river countries.

That these contracts are being made by milling interests principally has also been known. The first few contracts made some weeks ago were in the nature of a "test" that nothing else, but later business appears to be more of necessity. The fact remains that millers are not able to see where they can better their position by selling early contracts. There is only very scant prospect that any such reduction in wheat values will be made for some time, if at all, during the present season.

So far as crop prospects are concerned in the Pacific Northwest, there is not the slightest complaint to make. Even in the Willamette valley, where prospects a few days ago were a few weeks ago, the present situation is quite favorable. Central Oregon, however, has just crop prospects at this time and in Eastern Oregon as well as in Washington and Idaho the beautiful rains of the last week have brought unusually good conditions for both the spring and winter plantings.

Grain prices were inclined to the weak side during the last few days, with demand moderate, although only a very small amount of old crop barley remains available for the market.

Tendency in new crop alfalfa prices was to edge up a few days ago, but the very good crop prospects for other hay and the fact that livestock feeding operations are not likely to be so much as extensive as a few years ago.

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BARLEY—Standard spring, \$1.40; Standard winter, \$1.30; local spring, \$1.45; local winter, \$1.35. Prices for city deliveries for the latter half of the season.

RYE—Standard spring, \$1.40; Standard winter, \$1.30; local spring, \$1.45; local winter, \$1.35. Prices for city deliveries for the latter half of the season.

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BITTER TRADE IS

HOLDING UP WELL

Eggs Are About Steady for Week—Light Weight Poultry Hard to Move Even at Lowered Values.

Trade conditions were unseasonable in the produce trade for the week. There was considerable activity in most lines and generally speaking prices reflected little change.

Unusual steadiness is showing in the butter trade here. Demand for storage is keen and farmers are holding the entire season's supply. No price change was shown for the week. The trade continues to remain regarding the steady or falling stock for the week, with prices being held below the top.

EGG VALUES—Hold Well. In general there was little change in the egg market during the week. The local market for fresh eggs was steady, with prices being held below the top.

CHEESE DEMAND IS GOOD. Demand for cheese was good in the local market during the week. The local market for fresh cheese was steady, with prices being held below the top.

BETTER VALUES WERE NAMED GENERALLY FOR COUNTRY MEATS. In the meat market, better values were named generally for country meats. The local market for fresh meat was steady, with prices being held below the top.

SLIGHTLY LOWER PRICES WERE NAMED FOR THE WHOLESALE SELLING PRICE FOR CATTLE DURING THE WEEK. In the cattle market, slightly lower prices were named for the wholesale selling price for cattle during the week. The local market for fresh cattle was steady, with prices being held below the top.

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November Is Month of Heavy Apple Consumption of Nation

By Hyman H. Cohen. November is the month when the greatest volume of apples is consumed in the leading markets of the United States. October is the month when more carloads of apples are unloaded in the big markets, but the bulk of this stock is for November consumption.

The boxed apple trade of the United States is growing at a faster pace than ever before, while the barrelled apple trade is decreasing. In many of the former exclusive barrelled apple states, boxes are being used in gaining per cent, and especially so for the finer quality fruit.

The market reports for boxed apples according to the United States bureau of markets. This compares with unloading of 1,121 cars in 1914, 1,221 cars in 1915, 1,321 cars in 1916, 1,421 cars in 1917, 1,521 cars in 1918, 1,621 cars in 1919, 1,721 cars in 1920, 1,821 cars in 1921, 1,921 cars in 1922, 2,021 cars in 1923, 2,121 cars in 1924, 2,221 cars in 1925, 2,321 cars in 1926, 2,421 cars in 1927, 2,521 cars in 1928, 2,621 cars in 1929, 2,721 cars in 1930, 2,821 cars in 1931, 2,921 cars in 1932, 3,021 cars in 1933, 3,121 cars in 1934, 3,221 cars in 1935, 3,321 cars in 1936, 3,421 cars in 1937, 3,521 cars in 1938, 3,621 cars in 1939, 3,721 cars in 1940, 3,821 cars in 1941, 3,921 cars in 1942, 4,021 cars in 1943, 4,121 cars in 1944, 4,221 cars in 1945, 4,321 cars in 1946, 4,421 cars in 1947, 4,521 cars in 1948, 4,621 cars in 1949, 4,721 cars in 1950, 4,821 cars in 1951, 4,921 cars in 1952, 5,021 cars in 1953, 5,121 cars in 1954, 5,221 cars in 1955, 5,321 cars in 1956, 5,421 cars in 1957, 5,521 cars in 1958, 5,621 cars in 1959, 5,721 cars in 1960, 5,821 cars in 1961, 5,921 cars in 1962, 6,021 cars in 1963, 6,121 cars in 1964, 6,221 cars in 1965, 6,321 cars in 1966, 6,421 cars in 1967, 6,521 cars in 1968, 6,621 cars in 1969, 6,721 cars in 1970, 6,821 cars in 1971, 6,921 cars in 1972, 7,021 cars in 1973, 7,121 cars in 1974, 7,221 cars in 1975, 7,321 cars in 1976, 7,421 cars in 1977, 7,521 cars in 1978, 7,621 cars in 1979, 7,721 cars in 1980, 7,821 cars in 1981, 7,921 cars in 1982, 8,021 cars in 1983, 8,121 cars in 1984, 8,221 cars in 1985, 8,321 cars in 1986, 8,421 cars in 1987, 8,521 cars in 1988, 8,621 cars in 1989, 8,721 cars in 1990, 8,821 cars in 1991, 8,921 cars in 1992, 9,021 cars in 1993, 9,121 cars in 1994, 9,221 cars in 1995, 9,321 cars in 1996, 9,421 cars in 1997, 9,521 cars in 1998, 9,621 cars in 1999, 9,721 cars in 2000, 9,821 cars in 2001, 9,921 cars in 2002, 10,021 cars in 2003, 10,121 cars in 2004, 10,221 cars in 2005, 10,321 cars in 2006, 10,421 cars in 2007, 10,521 cars in 2008, 10,621 cars in 2009, 10,721 cars in 2010, 10,821 cars in 2011, 10,921 cars in 2012, 11,021 cars in 2013, 11,121 cars in 2014, 11,221 cars in 2015, 11,321 cars in 2016, 11,421 cars in 2017, 11,521 cars in 2018, 11,621 cars in 2019, 11,721 cars in 2020, 11,821 cars in 2021, 11,921 cars in 2022, 12,021 cars in 2023, 12,121 cars in 2024, 12,221 cars in 2025, 12,321 cars in 2026, 12,421 cars in 2027, 12,521 cars in 2028, 12,621 cars in 2029, 12,721 cars in 2030, 12,821 cars in 2031, 12,921 cars in 2032, 13,021 cars in 2033, 13,121 cars in 2034, 13,221 cars in 2035, 13,321 cars in 2036, 13,421 cars in 2037, 13,521 cars in 2038, 13,621 cars in 2039, 13,721 cars in 2040, 13,821 cars in 2041, 13,921 cars in 2042, 14,021 cars in 2043, 14,121 cars in 2044, 14,221 cars in 2045, 14,321 cars in 2046, 14,421 cars in 2047, 14,521 cars in 2048, 14,621 cars in 2049, 14,721 cars in 2050, 14,821 cars in 2051, 14,921 cars in 2052, 15,021 cars in 2053, 15,121 cars in 2054, 15,221 cars in 2055, 15,321 cars in 2056, 15,421 cars in 2057, 15,521 cars in 2058, 15,621 cars in 2059, 15,721 cars in 2060, 15,821 cars in 2061, 15,921 cars in 2062, 16,021 cars in 2063, 16,121 cars in 2064, 16,221 cars in 2065, 16,321 cars in 2066, 16,421 cars in 2067, 16,521 cars in 2068, 16,621 cars in 2069, 16,721 cars in 2070, 16,821 cars in 2071, 16,921 cars in 2072, 17,021 cars in 2073, 17,121 cars in 2074, 17,221 cars in 2075, 17,321 cars in 2076, 17,421 cars in 2077, 17,521 cars in 2078, 17,621 cars in 2079, 17,721 cars in 2080, 17,821 cars in 2081, 17,921 cars in 2082, 18,021 cars in 2083, 18,121 cars in 2084, 18,221 cars in 2085, 18,321 cars in 2086, 18,421 cars in 2087, 18,521 cars in 2088, 18,621 cars in 2089, 18,721 cars in 2090, 18,821 cars in 2091, 18,921 cars in 2092, 19,021 cars in 2093, 19,121 cars in 2094, 19,221 cars in 2095, 19,321 cars in 2096, 19,421 cars in 2097, 19,521 cars in 2098, 19,621 cars in 2099, 19,721 cars in 2100, 19,821 cars in 2101, 19,921 cars in 2102, 20,021 cars in 2103, 20,121 cars in 2104, 20,221 cars in 2105, 20,321 cars in 2106, 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29,921 cars in 2202, 30,021 cars in 2203, 30,121 cars in 2204, 30,221 cars in 2205, 30,321 cars in 2206, 30,421 cars in 2207, 30,521 cars in 2208, 30,621 cars in 2209, 30,721 cars in 2210, 30,821 cars in 2211, 30,921 cars in 2212, 31,021 cars in 2213, 31,121 cars in 2214, 31,221 cars in 2215, 31,321 cars in 2216, 31,421 cars in 2217, 31,521 cars in 2218, 31,621 cars in 2219, 31,721 cars in 2220, 31,821 cars in 2221, 31,921 cars in 2222, 32,021 cars in 2223, 32,121 cars in 2224, 32,221 cars in 2225, 32,321 cars in 2226, 32,421 cars in 2227, 32,521 cars in 2228, 32,621 cars in 2229, 32,721 cars in 2230, 32,821 cars in 2231, 32,921 cars in 2232, 33,021 cars in 2233, 33,121 cars in 2234, 33,221 cars in 2235, 33,321 cars in 2236, 33,421 cars in 2237, 33,521 cars in 2238, 33,621 cars in 2239, 33,721 cars in 2240, 33,821 cars in 2241, 33,921 cars in 2242, 34,021 cars in 2243, 34,121 cars in 2244, 34,221 cars in 2245, 34,321 cars in 2246, 34,421 cars in 2247, 34,521 cars in 2248, 34,621 cars 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