

More Food Seen In 1946 For Civilian Consumer

An increased food supply of 11 per cent or more above the prewar average is the prospect for the average civilian food consumer in the United States next year. This will be a considerable improvement over 1945, says the U. S. department of agriculture, even though the supply may fall slightly below the consumer demand for the year as a whole. "The improved supply situation," says the Bureau of Agricultural Economics, "is expected to result in retail food prices about 5 per cent below the average for 1945."

Civilian supplies of some foods probably will continue short of demand at retail prices during the early part of the year, but by summer only sugar and some fats and oils may be short.

Browns Buy More Cattle

Mr. and Mrs. F. G. Brown, Crystal route, Fort Klamath, have recently purchased three purebred milking Shorthorn heifers and a young bull from Herb Jirschele, Sams valley, Ore.

This stock added to the three heifers purchased last year from Jack Curry, Reubens, Ida, gives the Browns the foundation of what will be known as Sprucehead registered milking Shorthorns.

It is their aim to develop one of the best herds in the country and the pedigrees and production record background of this young stock bids well to achieving that aim.

Hearing To Be Held On Milk Standards

SALEM, Dec. 12 (P)—The state department of agriculture will hold a hearing here December 21 to consider suggestions for establishing state grades and standards for fluid milk and cream.

The grades and standards will be established under a 1945 state law. Four grades will be established.

New Hybrid Tomato Quick Growing Fruit In Tropics

Only a year and a month after a wild tomato was crossed with a commercial variety at the Inter-American Institute of Agriculture Sciences at Turrialba, Costa Rica, American troops in the American tropics were eating quantities of fruit from the new hybrid tomato, "Turrialba"—which, for want of a name, is its designation. This almost unprecedentedly quick result followed a combination of good luck, good management, wartime pressure for food, and the rapid growth of plants in tropical areas. The new tomato is one of the first fruits of Latin American cooperation at the institute.

Joseph L. Fennell—formerly a U. S. department of agriculture specialist in semi-tropical plants at Coconut Grove, Fla., but now a member of the institute staff—reports this tomato breeding experience to the office of foreign agricultural relations in the current (December) issue of Agriculture in the Americas—an official publication of OFAR.

There was need for a tomato variety that would thrive in the lowlands and islands of Latin America. The tomato is a South American plant, but the South American tomatoes that have proved valuable in breeding efforts by the U. S. department of agriculture have come from highland areas. At Turrialba the staff workers had tried out 28 tomato varieties that they thought most likely to succeed in Costa Rica, and none had done well.

In March 1944, according to Fennell, they brought to the station a wild tomato of the cherry type which had the quality of growing and producing in Costa Rica. They crossed this with a commercial tomato and got promising hybrid seed for planting in November and December, and in this crop there were plants enough to leave abundant seed stock and also to supply 400 crates of standard grade tomatoes to sell to the troops this spring.

Ordinarily it takes years to develop any new hybrid plant to the commercial stage. The "Turrialba" tomato has not yet been fixed as to type and, therefore, the breeders can not release it for general commercial planting. But each generation of seed brings a plant closer to "release" after the skilled

plantsmen have "rogued" the plantings to destroy plants not up to standard. "Turrialba" is in its third generation only 16 months after the first cross, Fennell reports. Already more than 15 acres of the tomatoes have been planted for sale as fruit only—but not for seed, as the hybrid is not an established variety.

The commercial parent of Turrialba was "Cuban Marglobe," an offshoot of the widely popular Marglobe tomato introduced 20 years ago by the U. S. department of agriculture.



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New Alfalfa High Yielding Variety Here

Ranger, a new variety of alfalfa recently released by the U. S. department of agriculture, is a high yielding variety on the Klamath experimental area. For the past three years it has produced slightly more than Ladak and Grimm. This new variety is of the same high quality as the other varieties.

Ranger is greatly different from the better known alfalfas, however, in its disease resistance. It was developed and distributed for its resistance to bacterial wilt. Wilt is a very serious disease in alfalfa wherever it has started. In many places it had almost completely eliminated the production of alfalfa until Ranger came along. Ranger produces good yields under such conditions and stands have been maintained for a number of years. Seed production of this variety is being vigorously pushed by both Federal and State agricultural interests.

This year's first time alfalfa bacterial wilt has been identified in Klamath county. This was a very light infestation but the disease is definitely here. It may be more widely distributed than is now known. It is good to know that it will not be a serious pest of alfalfa and yield will soon be available in quantities adequate to meet the needs.

National Potato Letter-- Solid Increase Seen In Spud Shipments Last Week

Supplies Potato shipping areas report no unusual changes in the supply situation although severe cold weather in the Red River Valley may have caught some stock in Canada and shown a change in the statistical position due to such loss will not be figured until the January stocks report. Disappointing movement of recent weeks seems likely to leave a heavy carry-over on January 1, but export shipments plus the possibility of all heavier foreign business improve the outlook considerably.

Movement Shipments last week took a good solid increase with a total of 6032 cars or a 6-day average of 1005 compared with 5179 the week before. Government cars dropped from 487 to 344 for the week, so commercial movement enjoyed the whole boost. Exports to Canada are not shown, however, as government cars, so the increased movement does not necessarily mean any improvement in domestic demand.

A rough comparison of shipments this season and last, from the 18 late surplus states (excluding Long Island and Washington) shows that the 1945 crop was behind last by nearly 4800 cars. Remember also that this comparison matches the very heavy 1945 crop against the average production of 1944, and that up on the basis of crop size, we now should be ahead of last season to this time, rather than behind.

A check of the individual states shows several significant changes since last week. Northern California, Colorado, Nebraska, Long Island, North Dakota and Oregon shipments are up significantly. Maine is up \$27 cars. Western states are not yet affected by the export deals, so increases there are going in to consumption. The 1945 Oregon crop is not greatly above last year, and much of its increase was in early marketings. Therefore, Klamath Basin is estimated to have only slightly above a normal supply, and current shipping rate is enough above normal to indicate an early clean-up for Klamath potatoes, if maintained.

For the country as a whole, the export movement is primarily responsible for the higher shipment figures. Deliveries for Belgium have picked up sharply, and we understand that the 1350 car contract actually was completed on time. Rumor has it that the quantity may have been increased a little to come out even on the ships. Reports from Michigan indicate that practically the entire early movement is heading for Canada. Apparently the domestic market for Michigan will not pay the support price at this time.

Demand and Markets Markets generally continue dull, with demands mostly reported slow to very slow. Maine is one exception, with moderate demand and firm market reported. "About steady" again this week. New York state showed up this week with moderate demand, slightly stronger market. Idaho showed up weaker late

last week but held about steady early this week. Oddly last week's Idaho report showing a weaker market also stated that a car shortage was curtailing shipments. Maybe the car shortage is a blessing price-wise, although the fact remains that Idaho's production is 13.8 million bushels over average; with very little dehydration in prospect, therefore needs to move freely during the entire marketing period.

Last available reports show very few domestic sales in North Dakota, all 85 per cent or more U. S. No. 1, at floor. Maine has held about at floor, maybe a nickel under floor depending on how you value size A compared with regular U. S. No. 1. Idaho reports very few sales at 15 cents below floor—quite different from the 15 to 25 cents over ceiling that prevailed there only a few weeks ago. Michigan is exporting at floor, with practically no domestic sales. In Colorado, prices are mostly 15 to 20 cents below floor for unwashed stock. Washed runs higher, with an occasional car at floor. Wisconsin reports very few sales with one car of commercials, 85 per cent No. 1 or better, sold at 40 cents below floor and most others rolled under. New York reports a slightly stronger market, sold at 5 cents above floor for size A, about equal to 5 cents below floor for straight U. S. No. 1 grade.

Latest terminal reports show the Chicago demand slow, market about steady. The New York market held generally steady, but stronger for best eastern stock. Philadelphia was slightly weaker on Maine and dull on others but with signs of steady. Detroit and Atlanta held steady. Eastern and Minneapolis mostly dull, but Boston firmed some during late trading.

Price Support and Surplus Removal The Belgian export deal is finished for all practical purposes, with the likelihood that the quantity loaded exceeded the 1350 car order to finish out the last ship. Deal with the French now is a reality, with the contract calling for upward to 41 million bushels and 400 cars due to load out of Baltimore by December 10. That would be one large load, and doesn't amount to much in terms of quantities originally rumored. Our guess is that the agreement is based on prices and terms, with the quantity open on account of car and labor shortages which might prevent delivery of a fixed quantity on a time schedule basis. Terms probably are about the same as for Belgium, but understand purchases are made basis delivery to pier instead of f. o. b. Stands to reason that most stock for the French will come from the mid-west because Maine is furnishing most of Canadian demand. This should mean that the U. S. will have to include commercials as this area generally ships relatively few straight U. S. No. 1's.

Market Trend Weekly

Editor's Note: These reviews of current farm market, crop and weather information are prepared each week by O. S. C. extension agricultural economists from market reports received over a USDA leased wire and from other official sources. They cover different commodities each day and are available to cooperating members of the agricultural agent. They are published by the Herald-News as a service to the agricultural industry of Klamath county, but are not intended to replace daily market news.

Creameries are still unable to compete with other users of butterfat so that supplies of butter are becoming short. The first week in December, despite a record high production of milk on farms, extremely firm markets prevailed for all types of dairy products. Sweet cream butter, however, advanced again, ranging now from 70 to 80 cents a pound, with a premium of 50 cents as the limit that creameries can pay.

With current receipts from creameries running 40 to 50 per cent below prewar levels, more of the trade became entirely dependent on storage reserves, which are being drawn down rapidly. This was particularly true on the Pacific coast where butter production is a third below last year and two-thirds below the 10-year average. In excess of 25,000,000 pounds of government butter have already been released in civilian markets, and the storage reserves thus being rapidly reduced. The trade anticipates even shorter supplies after the turn of the year. Butter prices everywhere continue firmly at ceiling levels.

At ceiling levels, markets turned stronger under declining current production and sharply reduced storage reserves. The midwest is now the main producing area as Pacific coast and eastern output have been curtailed by diversion of milk to other purposes.

Wheat markets of the Pacific coast continued firm under a strong demand and moderate current offerings, in line with national averages. Considerable tendency appeared for growers to wait until after the 1946 crop is harvested before disposing of remaining supplies. This led to an increase of one-half cent in prices offered by buyers. At Portland at the close of the week bids were \$1.04 a bushel for No. 2 soft white, western red, ordinary hard red winter, delivered.

Fugate Sound and Columbia River terminals received 1100 cars, of which Portland had 610 cars. These mostly applied on earlier sales for which cars had been ordered for some time. The car situation here is tight at San Francisco, trading was light although prices of all qualities were at or near ceilings. The rest of the crop is mostly out of growers' hands and remaining supplies are firm. Considerable demand reported, difficulty getting supplies from other states because of the scarcity of box cars. Oregon and Washington No. 1 white and No. 2 red wheat were quoted at San Francisco at \$2.00 to \$2.02, a hundredweight in bulk.

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