

TEXAS COMPLAINS OF HIGH PRICE OF SEED

(Continued from Page 19).

on good stock. The total number of cars on track at the beginning of the day's trading was reduced to 91. Friday the market was unchanged. Demand was slow and receipts very light.

Kansas City Market Declines

Kansas City, Mo.—There was very little feature to the trade in potatoes here last week. Conditions showed no improvement over previous weeks, as arrivals continue to show a large percentage of field frosted stock. The market was quiet and inactive. Demand and movement was slow, with the best inquiry from the outside. Most stock showed declines. Northern and western white stock, in carlots, sacked, was quoted at \$1.50@1.80 per cwt. for the best, but some sales were made much lower. Nebraska Early Ohios especially are arriving in very poor condition and are quoted at \$1.25@1.50 per cwt. in carlots, sacked, while some sales were reported as low as 75c. Red River Ohios, of which only a few sales were reported, ranged from \$2.10 to \$2.25 per cwt.

New York Market Improves

New York City.—Conditions surrounding the potato market here were much better last week than for some time. Practically all of the yards are cleaned up of their old receipts and the supply coming in now just about equals the demand.

However, there are two striking features to the present potato situation. One is that there are few, if any, Maine potatoes now coming to New York. This is the first time this has happened at this season in years. Potato shippers are bullish and the prices they are asking are out of line with the ideas of the trade here. The consequence is that no sales are being made. Maine shippers this week were asking \$2.50 per cwt. for stock delivered Hudson river terminals.

Another item of considerable interest is the fact that Long Island potatoes have been frosted to a great extent, and the bulk of the Long Island stock coming here at this time is badly frost bitten. The farmers did not get their stock under cover soon enough and they had a few nights of 15 degrees above zero. Long Island potatoes were selling in the yards this week according to quality. They were bringing \$3.50@4 per 180 pounds bulk, and it is the first time in the memory of the oldest inhabitant that Long Island potatoes have sold below those from other sections. Down on the island, the farmers were getting \$2.42 per cwt. for the good potatoes loaded on the cars.

Out in New York state this week, the shippers were paying the farmers \$1.75@1.83 per cwt. and were selling the potatoes at \$2.08@2.17 per cwt. delivered New York.

Michigan shippers were quoting \$2.15@2.17 per cwt. for bulk potatoes delivered here and \$2.25@2.35 for sacks.

Pennsylvania shippers were quoting \$2.0 per cwt. f. o. b. station.

In the yards about New York, the market was steady. State and Michigan potatoes were selling at \$4@4.25 per 180 pounds bulk and Pennsylvania potatoes were bringing \$4.50@4.65 per 180 pounds bulk.

On the docks, Maine potatoes were selling at \$3.75@4.25, and the offerings were extremely light. Long Islands were bringing \$4@4.50, and states and Westerns \$3.50@4 per 168 pound bag.

Maine Growers Hold Spuds

Presque Isle, Maine.—Aroostook county farmers are holding up their potatoes as the bulk of shipments from Maine now are coming out of warehouses. However, shipments out of the state are exceedingly light. Practically nothing is going to the New York market which in other seasons is one of the heaviest users of Aroostook county potatoes. Farmers are firm in their ideas and will not sell unless they get their price. On November 30 shipments of potatoes out of Maine for the season had been 4,712 cars. For the same time last year shipments were 11,682 cars. In other words, there were 6,970 cars of potatoes more shipped out of Maine up to December 1 in 1916 than in the same period in 1917.

Must Sell Spuds by Weight

Rochester, N. Y.—Rochester potato men who have continued to buy, sell and quote potatoes in this market by the bushel instead of by weight, in violation of the food administration ruling, were brought up sharply this week by a warning from E. Percy Miller, of the food administration. Mr. Miller sent the following to D. W. Shultz, president of the New York State Potato Conservation Association:

"I note that the quotations in Ro-

chester market are per bushel. Any dealer who is now buying, selling or quoting potatoes on the bushel basis is violating one of the rules of the food administration and I am desirous of having the names of offenders reported to me. Will you make the matter public and see that I get some information that will lead to the enforcement of our rule."

Washington Shipments Light

Bellingham, Wash.—With practically no shipments being made from this district, potatoes are holding at from 75c to \$1 and they are not strong at this, the buyer's price. Growers show little disposition to turn over at these figures and trading is light. If the car situation does not improve within a few weeks, and there is no definite proof that it will, Northwestern Washington will carry over a much larger quantity of potatoes through the winter than in any previous winter. With regard to shipments, one large potato dealer says that he has not shipped more than 20 cars and does not know when he will ship another.

Many in Growers Hand

Isanti, Minn.—About a third of the potato crop here has been brought to market. The potato elevators in this town contain about 75,000 bushels. The balance of the crop is being stored by farmers upon their farms. All potatoes bought at this point are run over an inch and seven-eighth screen. The farmers in general offer less objections to this screen than some of the street buyers in some of these Minnesota towns who are buying upon a commission. Some of the farmers who fertilize and spray have very little stock that will not make the grade, while some of the growers who planted their seed too late are compelled to take back more of the little potatoes.

Cambridge, Minn.—About 60 per cent of the local potato crop is still in the hands of the farmers. During the past few weeks they have been especially slow in bringing in their tubers. The standard sized screens are being used. The quality of the stock is good, and while there is some scab, it is not severe. The varieties grown are Triumphs and Ohios for the seed trade and Burbanks, Green Mountains, and Rurals for table stock. The varieties of round table stock are not kept separate as is the case in many northern sections.

Cambridge is one of the first towns in this section of the state where grading was universally used and for years all potatoes shipped from here were graded with a screen. The new screen with a one and seven-eighth inch mesh was put into use on November 1.

Braham, Minn.—The farmers have been slow about hauling potatoes during the past few weeks. It is estimated that about 60 per cent of the stock is still held by farmers. The shippers are moving their stocks as fast as they can procure the refrigerator cars and the potato elevators are not more than half filled at this time and the growers at present are not delivering potatoes as fast as the shippers are sending them out. All of the buyers are using the standard size screen for No. 2 stock. No. 2 grades are being purchased. Some Ohios and Triumphs, also a small amount of Cobblers, are grown for the seed trade and these varieties are kept separate. A large amount of Burbanks were produced. The round varieties grown are Carmen's, Rurals, Green Mountains and a number of others but the buyers make no distinction between any of the round white varieties for table stock.

Princeton, Minn.—It is estimated that about 60 per cent of the local potato crop is still in the hands of farmers. This is the largest potato shipping point in the state and this is the first year that any grading has been practiced at this point. This year every buyer is using the one and seven-eighth inch screen. A large number of round white varieties of potatoes are grown here. The Burbank is the principal variety of the long type. Some Early Ohios and Triumphs as well as Cobblers are grown. On Monday of this week five of the refrigerator cars directed for this point were taken over by the government to transport that many cars of potatoes to Camp Dodge. The Great Northern Railroad has been able to supply the shippers with refrigerators along this line quite satisfactorily during the past few weeks.

Elk River, Minn.—Nearly half of the potato crop is still in the hands of the farmers. Some Burbanks are grown and also a number of varieties of round white stock. For seed the Early Ohio is the variety grown. Two of the buyers are using the regulation size screens at this point while the third buyer will use them as soon as it will be compulsory.

The quality of the potatoes in general is good.

Cleveland Sells Potatoes

Cleveland, O.—The city of Cleveland entered the produce business the past week and sold the contents of six cars of potatoes. Five of the six cars were inspected upon arrival in the city by the city chemists' department and were tagged to be reported at car door on account of their showing considerable field frost and decay. The cars were rejected by the purchasers and became the property of Mortenson & Nelson, of Waupaca, Wis., the original shippers. H. P. Mortenson came on to take care of the potatoes and after calling on nearly every Cleveland dealer to inspect and make a bid for the stock, he could not find one to offer more than \$1,800 for the four cars of Bulk stock.

The city of Cleveland bought the potatoes at the rate of 95c per bushel for the four cars of bulk stock and \$1 per bushel for the two cars of sacked potatoes. Mr. Mortenson said that this would be at the rate of about \$3,000 for the four cars of bulk stock.

The city picked out three stations for the sale of the stock. The principal station was at the Erie Cemetery. The city called upon some of their reserve stock of convicts to resort the potatoes and after getting all the advertising necessary from front pages of local dailies, opened up at about 7 a. m. Tuesday to sell the six cars at cost. The potatoes were offered at 5c and \$1 per bushel. It might also be added that the city provided for about policemen to keep the populace in line and numerous other officials to take care of the selling of the potatoes and the handling of the money.

Potato Dealer's License Revoked

Washington, D. C.—Morris Singer, a produce dealer of this city, had his license revoked for violation of the food control law last week on orders of Herbert C. Hoover, food administrator, and Clarence R. Wilson, head of the district of Columbia food administration. He was ordered to close his business Saturday.

The complaint against Singer was that last month he permitted two cars of potatoes to stand on a railroad siding in this city and spoil. The case was first taken up by Clarence R. Wilson, head of the district food administration, who notified Singer to appear and show cause why his license should not be revoked. Later he turned the case over to the federal food administration.

According to information given out by the administration, Singer contended there was a question regarding the price of potatoes and it was for that reason he did not take the shipment from the siding. The administration, however, contended that Singer should have returned the shipment instead of allowing it to remain on the siding and spoil. After Mr. Hoover had prepared the order to revoke Singer's license, it was sent to the office of the district official who had the order served on the dealer.

This is the first instance where the food administration has found it necessary to use its powers to revoke licenses and the case may be considered as a warning to other dealers, the administration announced. It was declared the unjustifiable refusal of shipments on the part of consignees have been for years an unhealthy feature of the perishable branches of the food business. It has been a common practice for a dealer to order a consignment from a shipper or farmer and if, when the shipment arrived, the market for the product had declined, the consignee would take advantage of the situation to reject it, thus placing the shipper at a tremendous disadvantage. The statement continued: "The shipper's choice was either to go to the endless bother of a lawsuit with the difficulty of obtaining proper witnesses and taking his choice on a local jury, or to make a compromise with the consignee, always to the latter's advantage. A further result of this procedure has been congestions in the railroad yards and delay in car movements."

Wild Animals' Fear Acquired.

The fear which all wild animals have for man is an acquired characteristic. This is amply shown by the fact that in the far wilds of the Canadian Rockies, where a man is seldom seen, the grouse are so tame that they may be killed with clubs. As William F. Hornaday says, these untutored birds seem to have but two ideas—to feed on the ground and fly into a low tree if frightened. A bird with only two ideas is not long for this world, and the fool hen that loiters along a trail usually finds her way into a frying pan. Yet this bird is the western prototype of the wary ruffed grouse of New England, and old chronicles show that shy bird was once so tame that it could be caught with a horse-hair loop on the end of a long stick.

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