

Oregon City Courier.

A. W. CRENEY, Publisher.

OREGON CITY.....OREGON

NEWS OF THE WEEK

Interesting Collection of Current Events
In Condensed Form From
Both Continents.

The Bethlehem Company's steel mill, giving employment to 1,000 hands, has resumed work, after an idleness of some months.

The Carpenter Steel Company, of Reading, Pa., is working a double turn on orders from the navy department for steel projectiles.

W. J. Scanlan, the once famous Irish actor, died of paresis in a New York insane asylum, where he had been confined for five years.

Owing to the demand for the Klondike trade, Northwest ship builders report an unusual activity in their line, many of them refusing further contracts.

Luther C. Billings, pay director in the United States navy, has been found guilty of falsehood and scandalous conduct by a court martial at Washington, and sentenced to dismissal from the service.

The Great Commonwealth Development and Mining Company has applied to the Dominion parliament for a railroad charter from Edmonton to the Alaska line by way of Peace, Laird and Pelly rivers.

The board of directors of the Eastern Oregon & Washington Firemen's Association have met in Walla Walla and selected La Grande as the place for holding the next annual meeting and tournament of the associations, June 14, 15 and 16.

Western roads have assumed the aggressive in the war with the Canadian Pacific road. They have thrown that road out of the Western immigration clearing-house. The effect of this action will be that the Canadian Pacific will be shut out from participation in immigrant travel arriving at New York or Boston.

A sweeping reduction of over \$8,000,000 from the amount carried by the current law is made in the sundry civil appropriation bill, reported to the house Tuesday, the aggregate appropriation carried being \$14,749,893. The total is \$13,234,541 less than the regular and supplemental official estimates made for the fiscal year 1899, and \$8,861,880 less than the appropriations made for the current fiscal year.

A Port Townsend, Wash., dispatch says: As a consequence of the unfavorable criticism that has followed the sinking of the steamer Clara Nevada and the trouble that attended the departure of the North Pacific for the north, carrying goldseekers, Colonel Huestis, collector of customs, has determined to compel vessels bound for Alaska to carry only the number of passengers allowed by the federal permit.

The new wharf at Tampico, constructed by the Central railroad, under government supervision, was totally destroyed by fire Sunday. The cause of the fire is unknown. The construction of the wharf was commenced in July, 1892, and it was to be one of the finest on the Spanish-American coast. Its length was 2,575 feet, and all is burned. The custom-house under construction and nearly completed, was damaged to the extent of about \$800,000. The total loss on wharf, custom-house and merchandise is nearly \$2,000,000; fully insured.

The secretary of the interior has dismissed the appeal of the state of Oregon from the decision of the land office holding for cancellation the indemnity school selection of lands in The Dalles land district of Oregon.

Authentic reports have reached Shanghai of recent date from all sections of the Chinese empire, indicating that riot and attack upon foreigners is the order of the day. The attacks seem to be those of isolated ruffians rather than a concerted action on the part of the populace.

Another rich strike is reported as having been made in the Blue Jay mine, on Yonson gulch, a tributary of Coffee creek, Trinity county, California, by the Graves brothers. The new pocket is said to be worth \$60,000. It will be remembered that a \$40,000 strike by the Graves brothers caused a rush to Coffee creek last summer.

The senate committee on education and labor has decided by a unanimous vote to report favorably the bill prepared by the trainmen of the country, and recently introduced in the senate by Kyle, providing for the arbitration of railroad strikes by a board of arbitration to be chosen by the strikers and the interstate commerce committee.

A special from Washington says: A cablegram received by the secretary of state from Minister Woodford, at Madrid, announces that the government of Spain has disavowed the letter of De Lome to Senor Canalejas. This disclaimer, as the administration officials are pleased to call it, is regarded as satisfactory, and the president has authorized the announcement that the incident is closed.

Lord William Neville, fourth son of the Marquis of Abergavenny, who was placed on trial in London, charged with fraud in connection with the suit of "Sam" Leads, the money-lender, against Spencer Clay, pleaded guilty of fraud, but claimed he was not guilty of forgery. He was sentenced to five years' penal servitude.

The stockholders in the Pacific Railway Company must pay the creditors and bondholders of the corporation the amount of the inflation of the stock.

NEWS FROM SKAGWAY.

Miners and Packers Resist Troops—Several Shooting Affairs.

Victoria, Feb. 23.—Three steamers, the Danube, the Thistle and the Tees, returned today from Skagway, each with a few Dawsonites on board. There was very little gold on board and no late news. Passengers from Skagway bring news of a blockade of the Dyea trail by miners and packers, who resisted the demand of a detachment of United States troops to go over the trail before them. It was feared at Dyea that trouble would arise over the affair.

Another shooting affair occurred at Skagway in front of a saloon. Tom Ryan shot and wounded a newcomer, whose name was not given. Ryan was promptly arrested and taken to Sitka for trial.

Mike Quinlan, formerly of Minneapolis, has been appointed marshal of Skagway. A jail is being provided.

Two men, whose names are not known, were detected robbing a cache at Sheep Camp, and one of them, while trying to escape, turned and fired at his pursuers, who returned his fire and dropped to the ground. Thinking that he had killed them, the fugitive turned the revolver on himself and sent a bullet through his brain. The other man was taken back to Dyea, with a placard on him, setting forth that he was a thief. He was afterward lodged in jail.

Complaints are being made at Skagway in relation to the number of men arriving there by each boat without means of subsistence.

Among the returning Dawsonites was George Beldon, one of the last men to go up the Yukon last fall. He was one of a syndicate which purchased the little steamer from the Creek mission for \$10,000, and made an attempt to reach Dawson, but got only to Circle City, where the boat stuck in the ice. Beldon made his way by dog sled to Dawson and thence to the coast.

TO FIGHT FOR THEIR FLAG.

British Troops Are Ready to Leave for Africa.

London, Feb. 23.—Great activity is manifested at the colonial office in the West African department, and among high military officers who are going out to Lagos Hinterland. The latter are inclined to discredit the news which reached the Akassa Niger coast protectorate yesterday to the effect that two French expeditions are advancing towards Sokoto, the capital of the sultanate of that name, which is within the British sphere of influence, but add that if the news should be confirmed it must be followed by a declaration of war.

London, Feb. 23.—The St. James's Gazette, commenting on the West African crisis, says:

"If the invasion of Sokoto is directed from Paris, it admits of but one interpretation. It would appear that the French cabinet, foreseeing revolutions which would be caused by the trial of Zola, had determined to bring affairs in Africa to a crisis to secure a renewal of its popularity."

ON AMERICAN SOIL.

Another Wonderful Strike Made in the Yukon District Below Dawson.

San Francisco, Feb. 23.—News has reached here from Dawson City, 130 miles down the Yukon river. The dispatch adds that 75 men left Dawson for the new diggings, which are on American soil, 25 miles across the boundary line.

Two Millions in Mines.
Tacoma, Feb. 23.—Joseph Ladue, recently from the northern gold fields, says:

"The North American Transportation & Trading Company is the only one now buying claims in the Klondike. I understand that they are acting as agents for the Rothschilds. I met Mr. Cudahy on the train from Chicago to San Francisco, and he told me that they had just received \$400,000 in drafts which had been given in payment for claims there. He said the company was acting as agent in purchasing, and I learn that the Rothschilds are preparing to spend \$2,000,000 for the purchase of mines. It looks a little as though the great English banking house would make stupendous efforts to control most of the claims on the Klondike."

Overproduction of Oil.
Los Angeles, Feb. 23.—It is stated that the overproduction of oil in the Los Angeles oil fields at the present time is nearly 500 barrels a day.

Drowned Near Victoria.
Victoria, B. C., Feb. 23.—Harold Scott, a young Englishman, who lives on one of the adjacent islands, and Fred Smedley were drowned on Saturday by the capsizing of their boat.

Federal Court Reversed.

Washington, Feb. 23.—In the case of William G. Rice and others, under indictment in Texas for violating the anti-trust law of that state, the United States supreme court today held that the federal circuit court had interfered in granting a writ of habeas corpus when no proper exigency arose for such interference, and therefore reversed the decision, remanding the prisoners to the custody of the state officials. The court did not enter upon the merits of the anti-trust law.

Albuquerque, N. M., Feb. 23.—Central and Southern New Mexico are infested with cattle and sheep thieves, and trouble is anticipated on ranges east and south of this city, for the stockmen are organizing and intending to rid themselves of these depredators. M. T. Moriarty, a sheepraiser in the Chilili vicinity, where there are over 200,000 sheep, says that the big flocks are being greatly diminished and that the officers appear powerless to stop the lawlessness.

COAST IS PROTECTED

Vessels of the Navy Within Easy Reach.

WHAT SPAIN MIGHT EXPECT

In Case of Hostilities Twenty Warships Could Be Had on the Pacific Coast in a Month.

Portland, Or., Feb. 22.—The possibility of a war with Spain in the near future, has, of course, aroused an immense interest in the fighting strength of the United States navy, and especially in this part of the country, what manner of a defense could be made should an enemy send a hostile fleet to the Pacific coast. To a great extent, the immunity of this coast from invasion would depend upon the strength of the navy which Uncle Sam could muster, at short notice. At the present time the Pacific coast squadron, under the command of Rear-Admiral J. N. Miller, consists of nine warships in active commission. The flagship of the squadron is the armored cruiser Baltimore, 10 guns, Captain N. M. Dyer commanding. She is now at Honolulu. Probably the most effective ship in time of war is the battle-ship Oregon, 16 guns, under the command of Captain A. H. McCormick. She is now in the drydock at Bremerton, Wash., getting bilge keels put on, but, in case of necessity, she could be put in shape on short notice. Next to the Oregon is the double-turreted monitor Monterey, four guns, Captain C. E. Clark commanding.

The monitor Monadnock, six guns, under the command of Captain W. H. Whiting, sailed for Magdalena bay from San Francisco, January 29. On her return she will be held at Mare Island in reserve. The Alert, a cruiser of four guns, under Commander E. H. C. Leutz, is at San Juan del Sur, Nicaragua. Commander Leutz February 8 landed a force to protect American interests during the revolution. Three gunboats, of six guns each, are scattered along the coast. The Bennington, Commander H. E. Nichols, is at Honolulu. The Marietta, Commander S. M. Symonds, is at Libertad, and the Wheeling, Commander U. Sebree, is cruising in Alaska. The Adams, a training ship of six guns, under the command of W. C. Gibson, is at Mare Island, Cal. To this formidable list must be added the ships at the Mare Island navy-yard, which could all be put in commission inside of two or three months at the most.

The protected cruisers Philadelphia and Charleston, of 10 guns each, are the most formidable of these. The gunboat Ranger is also undergoing slight repairs, and the wooden frigates Pensacola and Hartford are being refitted. This makes a total of 14 warships, which could be available almost immediately in case of war.

Besides these, the Asiatic squadron could make the run home in a short time in case of urgent necessity. The Asiatic squadron, under the command of Commodore George Dewey, comprises six warships. The armored cruiser Olympia, 14 guns, Captain Charles V. Gridley, commanding, stands at the head of the vessels of this squadron. She is the flagship, and is now at Yokohama, Japan. The cruiser Boston, eight guns, under the command of Captain Frank Wildes, is probably the second in fighting strength. She is now at Chemulpo, Korea. The Monocacy, six guns, under the command of Captain O. W. Farnholt, is an old gunboat, and will probably be sold as soon as possible. She is at Woo Sung, China, and her place will be taken by the Helena, formerly of the European station, and under the command of W. T. Swinburne. At Canton is the gunboat Petrel, four guns, under the command of Commander E. P. Wood. The cruiser Raleigh, 11 guns, under Captain B. Cogan, sailed on February 10 from Singapore to Hong Kong, and will remain at the latter place for quite a while.

The gunboat Concord, six guns, Commander A. Walker, completes the list of the Asiatic squadron. These ships are all available for use on the Pacific coast and should such heroic measure become necessary at a month's notice, 20 warships could get together for defensive purposes. This is a fleet which Spain could not match without concentrating her strength on this coast, which she is very unlikely to do.

Thus it can be seen that on this side of the United States there is no special cause for fear if war should break out. There is not the least danger of a hostile warship ever getting near enough inland to do any harm. It would be an act of suicide for a hostile vessel to enter the Columbia river, unless her nation had control of the Pacific ocean. Otherwise, she would be caught like a rat in a trap, and blown to pieces at ease.

Woman's Life Crushed Out.
New York, Feb. 22.—Mrs. Arthur Levy, wife of a member of the wholesale clothing firm of Hays, Goldberg & Co., was instantly killed tonight in an elevator at the Holland house. The accident was due to the carelessness of the elevator boy.

Secret Mission of a Spanish Officer.

El Paso, Tex., Feb. 22.—Much excitement was caused here today by the presence of an officer of the Spanish army. It is said he is on his way to the City of Mexico on a secret mission, which is supposed to be to enlist the services of the Mexican government, in the event of trouble between the United States and Spain.

The largest printing office in the world is in Washington, D. C.; it is for printing government documents.

COOK INLET TO THE YUKON

Need of a Railroad to the Interior of Alaska.

Among the many railroad schemes projected for the Yukon and the interior of Alaska this season, the one that is receiving careful consideration among promoters is a line from Cook Inlet over the glacier and down the Tanana river.

The subject is one that engages the attention of railroad men of the Coast. Several surveying parties, it is reported, will be sent early to the North for the purpose of ascertaining as soon as possible the most feasible route from the coast to the interior. The Lake Teslin and Stikine river route has received a good deal of attention recently, and every move of the surveying parties is closely watched by the Canadian Pacific. This road will certainly be among the first to penetrate the wilds of Alaska at the first favorable opportunity. It is not expected that any of the great transcontinental systems are contemplating an extension, but any traffic connection it could form would, it is understood, be most welcome. It is not unlikely that if an overland route to Dawson should ever become possible, the British road would be the first to offer its help in backing the project.

The Portland Telegram says that P. J. Stone, a prominently-known man of the Northwest, who is now in Alaska, after looking over the situation carefully, believes that it is quite practicable to get a line through to the river in American territory. The importance of a railroad in developing the vast resources of the interior, increasing the output of the mines, insuring an adequate food supply to the miners of the Yukon, and, incidentally, helping to make the entire country tributary to the Coast cities prosperous, is treated in a recent letter. As a route he suggests from Prince William sound to some point on the Yukon, within American territory, and advises that the value of such a construction be immediately brought to the attention of congress by memorial.

"What this country needs most is a railroad from some point on the Yukon, in American territory, to Prince William sound, on Cook Inlet. Of course, I know nothing about the country to be traversed by such a railroad, or the engineering difficulties that have to be encountered, but I think that it might be safely presumed that they are not of a serious character."

The mountains in the northern portion of this continent are so insignificant that the whole country may be considered one vast plain. The same may be said of the northern part of Asia and also of Europe, where I have traveled, explored and prospected, and it would seem strange, indeed, if the country between here and Cook Inlet was an exception to every other part of the world in this high altitude. Besides, enough has been found out from actual observation to make it pretty certain that there are no serious difficulties. There is sufficient timber along the line for all the purposes of construction and operation, and the snowfall is not such as to seriously interfere with railroad traffic, and to my mind a railroad is needed in this country more than was ever needed in the whole history of railroading throughout the world.

"This country possesses an abundance of what all the rest of the world needs, and all the rest of the world possesses in abundance what the people are sorely in need of here, that is, something to eat. There never was a winter in this country when there was a sufficiency of food, and this winter promises to be at least 100 per cent worse than any preceding one, and it is more than likely that next winter will be still worse in this respect."

"From what I can learn it seems impossible that the supply of food can keep pace with the increase of population, and I cannot see how there can be any doubt but that a railroad over the route mentioned would be taxed to its full capacity, as the country produces nothing but gold, and all the necessary comforts and luxuries of life and anything else that may be wanted must come from without. One of the results of the construction of such a railroad would be an enormous increase in the production of gold."

Not the Only Riches.

Unless the Canadian government repeals its regulation of last fall, restricting the size of claims to 100 feet, there is not likely to be very much prospecting on British territory this year. The miners regard a double claim to the discoverer, and a 100-foot claim to each subsequent locator as inadequate compensation for the risks which they take in the Klondike country. If the mission of the committee recently sent to Ottawa with a petition for a modification of the regulations proves unsuccessful, there will be a big exodus of miners to American territory. As a result the vast area westward from the Alaska Northwest boundary to the Behring sea, northward to the Arctic ocean, and southward to the Pacific, will be thoroughly prospected.

The miners will be overlooking some rich British ground in the basins between the headwaters of the Klondike and the Mackenzie, and in the vicinity of the Big Salmon, the Stewart, the Pelly, and the Hootalinqua, but there is just as rich ground on the American side, and the more liberal American mining laws promise larger results. Already, there are 1,800 men on Minocook creek. Other Alaskan streams which will receive attention from disgruntled Klondikers are Birch creek, Tanana river, Koyukuk river, Copper river, Porcupine river, Kosokwim river and their tributaries and the streams flowing into Kotzebue sound.

The advice of William Ogilvie, the Canadian surveyor, that miners who start over the passes between March 1 and 20 will reach Dawson as soon as those who start now, will be unheeded.

NONE LEFT TO TELL

Fifty Believed to Have Perished in Clara Nevada.

NEWS OF DISASTER CONFIRMED

Accident Is Thought to Have Been Caused by an Explosion of the Vessel's Boilers.

Nanaimo, B. C., Feb. 21.—A special from Juneau, Alaska, under date of February 12, confirms the news of the loss of the Clara Nevada, and says:

The cause of the disaster was doubtless the explosion of her boilers. Of 50 people on board none is believed to have been saved. The wreck was discovered by Customs Inspector Marquam, of Juneau, who ordered the Rustler to Lynn canal, where the burning vessel had been seen. Wreckage bearing the name of the ill-fated vessel was found, but there was nothing to show the identity of the passengers.

It is thought she carried about 20 passengers, of whom two or three were women. Several were bound for Juneau and the balance for Seattle. Frank Whitney, of Cripple Creek, Colo., was known to be one of the unfortunate. Al Noyes, of Juneau, is also supposed to have been on the Nevada. This is all that is known of the victims.

The first report of the loss of the Clara Nevada was brought here on Monday evening, by the crew of the steamer Islander, and was to the effect that on February 5 the inhabitants of Seward City, a town 30 miles south of Skagway, saw the steamer off shore, ablaze from stem to stern, and that while the witnesses to the awful sight still watched the burning vessel a loud report, as of an explosion of boilers, was heard, and that afterwards nothing more was seen of the vessel or the luckless persons on board of her, but that the following day the beach in that vicinity was strewn with wreckage.

In the absence of details of the catastrophe there is now no way of learning the identity of the passengers. The crew, according to a dispatch from Seattle, whence the steamer sailed on her fatal voyage, was made up substantially as follows:

Captain, C. H. Lewis, of Portland.
Pilot, Ed Kelly.
First officer, — Smith.
Second officer, Harry Bowen, of San Francisco.

Purser, George Forster Beck, of Portland.
Freight clerk, George Rogers.
Chief Engineer, D. Reed, of San Francisco.

First Assistant, Thomas Williams.
Second assistant, Moser, of Seattle.
Carpenter, W. A. Jacobs.
Assistant carpenter, L. Boyle.

Steward, O'Donnell.
Mess boy, Frank Bowen.
Two cabin boys, Perkins and Butler, also known as Tascot.

There were also aboard, whose names cannot be learned, four quartermasters, two sailors, three firemen, three coal-passers, one nightwatchman, assistant steward, four cabin boys, three cooks (Chinese) and two helpers.

MISS WILLARD DEAD.

Founder of the W. C. T. U. Passed Away in New York.

New York, Feb. 21.—Miss Frances E. Willard, president of the Women's Christian Temperance Union, died shortly after midnight this (Friday) morning, at the Hotel Empire, this city. At the bedside of Miss Willard at the time of her death were her niece, Mrs. W. W. Baldwin; Mrs. L. M. Stevens, vice-president of the W. C. T. U.; Miss Anna M. Gordon, Miss Willard's secretary, and Dr. K. Hill.

Miss Willard had been ill for three weeks. There will be funeral services in New York city, and later in Evanston, Ill., Miss Willard's home, where the body will be taken.

(Miss Frances E. Willard, founder and for four years president of the World's Woman's Christian Temperance Union, and president of the National Woman's Christian Temperance Union 12 years, was born September 28, 1839, at Churchville, N. Y. She was a graduate of the Northwestern university, Chicago. She took the degree of A. M. from Syracuse university. In 1862 she was professor of natural science at the Northwestern female college, Evanston, Ill. In 1866-1867 she was preceptress of the Genesee Wesleyan seminary, Lima, N. Y., and in 1868-1870 she traveled abroad, studying French, German, Italian and the history of fine arts, visited nearly every European capital, and went to Greece, Egypt and Palestine. In 1871 she was president of the woman's college of Northwestern university, and professor of aesthetics; she was elected corresponding secretary of the N. W. C. T. U. in 1871, and in 1877 was associated with D. L. Moody in revival work in Boston. She became president of the Illinois W. C. T. U. and editor of the Chicago Daily Post in 1878, and in 1879 was chosen president of the National Woman's Christian Temperance Union, which position she has since held. Miss Willard was an author of much distinction, and wrote a number of books.

Floods in Palouse.

Palouse, Feb. 21.—The Palouse river was higher today than it has been for years, and the lower part of the town was flooded. The water reached the floor of the bridge on Main street near the depot and covered the street to a depth of nearly three feet for several blocks from the bridge. Houses and barns on the flats were surrounded by water, and one family living near the depot was forced to move out, the water reaching almost to the windows of the house.

WEEKLY MARKET LETTER.

Trade Conditions in the Leading Cities of the World.

In a newspaper interview Mr. Armour is quoted as saying that wheat will go to \$1.50 if the Leith party do nothing but sit still. Assuming that the short interest in May is as large as is conjectured, it is impossible to eliminate that interest other than by delivering the wheat or buying it back from the clique. If the latter sit still on their long line it will leave the shorts like rats in a trap. They plunge about, and one set of shorts may cover off another set, but the shortage will still remain. Mr. Leiter and his lieutenants are firm in their belief that wheat ought to go much higher on its merits, and as time goes on they are confirmed in their prediction. Of course the great mass of traders believe that wheat is already too high, and that it never would have been selling at present prices but for the Leiter manipulation. It must be conceded, however, that Leiter is now more strongly entrenched than at any other time since he began the deal. At one time he was deserted by his allies, they having sold out on him almost to a man. The market reacted about 4c on this selling, but it soon became stronger than ever, and the young speculator now has a firmer grip on the situation than at any time since his famous campaign was begun. A good many able and experienced commission men think he will ultimately come to grief, but as he has successfully overcome many seemingly insurmountable obstacles encountered in the past six months, perhaps it is as well to concede that he is apparently not in need of a guardian and may worry through to the end as well as he has in the past. Even if he should drop a million or two the family would not become objects of charity, and as it is the Leiter money that would be lost others need not sit up nights and borrow trouble over the impending calamity. As soon as it was known that Leiter had arranged to ship his wheat out of Chicago it was stated in our market letter that this clearly outlined his policy, and it would be best for all concerned to govern themselves accordingly. Ever since the market has been rushing upward, and there is no indication that it is anywhere near the top. In fact Leiter says it has just begun to advance. Though more than two months away the May deal is now as erratic as the December was near its culmination.

Northwest receipts are still falling off, being 165 cars less than last week.

Portland Market.

Wheat—Walla Walla, 77¢@79¢; Valley and Bluestem, 80¢@81¢ per bushel. Flour—Best grades, \$3.75; graham, \$3.30; superfine, \$2.25 per barrel. Oats—Choice white, 36¢@37¢; choice gray, 33¢@34¢ per bushel. Barley—Feed barley, \$1.90@2.00; brewing, \$2.00 per ton. Millstuffs—Bran, \$19 per ton; middlings, \$24; shorts, \$20. Hay—Timothy, \$12.50; clover, \$10@11; California wheat, \$9; do oat, \$11; Oregon wild hay, \$10@10 per ton.

Eggs—14¢@15¢ per dozen. Butter—Fancy creamery, 50¢@55¢; fair to good, 45¢@50¢; dairy, 35¢@45¢ per roll.

Cheese—Oregon, 12¢; Young America, 12¢; California, 9¢@10¢ per pound.

Poultry—Chickens, mixed, \$2.75@3.25 per dozen; hens, \$3.00@3.50; geese, \$5.00@6.00; ducks, \$4.50@5.00 per dozen; turkeys, live, 10¢@12¢ per pound.

Potatoes—Oregon Burbanks, 40¢@50¢ per sack; sweets, \$1.75@2 per cental. Onions—Oregon, \$2.25@2.60 per sack.

Hops—4¢@16¢ per pound for new crop; 1896 crop, 4¢@6¢.

Wool—Valley, 14¢@16¢ per pound; Eastern Oregon, 7¢@12¢; mohair, 20¢@22¢ per pound.

Mutton—Gross, best sheep, wethers and ewes, 4¢; dressed mutton, 7¢; spring lambs, 5¢@6¢ per pound.

Hogs—Gross, choice heavy, \$4.00; light and feeders, \$3.00@4.00; dressed, \$4.50@5.00 per 100 pounds.

Beef—Gross, top steers, \$3.00@3.25; cows, \$2.50; dressed beef, 4¢@6¢ per pound.

Veal—Large, 5¢@5½¢; small, 6¢@7¢ per pound.

Seattle Market.

Butter—Fancy native creamery, brick, 27¢; ranch, 22¢@23¢.

Cheese—Native Washington, 13¢; California, 9¢.

Eggs—Fresh ranch, 23¢.

Poultry—Chickens, live, per pound, 8¢; ducks, \$3.50@3.75.

Wheat—Feed wheat, \$23 per ton.

Oats—Choice, per ton, \$23.

Corn—Whole, \$23; cracked, per ton, \$23; feed meal, \$23 per ton.

Barley—Rolled or ground, per ton, \$22@23; whole, \$22.

Hay—Puget sound, new, per ton, \$12@13; Eastern Washington timothy, \$18; alfalfa, \$12.

Fresh Meats—Choice dressed beef, steers, 7¢; cows, 6½¢; mutton sheep, 8½¢; pork, 6½¢; veal, small, 8¢.

Fresh Fish—Halibut, 6¢@7¢; salmon, 3¢; salmon trout, 10¢; flounders and sole, 3¢@4¢; ling cod, 4¢@5¢; rock cod, 5¢; smelt, 2½¢@4¢.

Fresh Fruit—Apples, 50¢@1.75 per box; pears, 25¢@75¢ per box; oranges, navel, \$2@2.75 per box.

San Francisco Market.

Wool—Nevada 11¢@13¢; Oregon, 12¢@14¢; Northern 7¢@8¢ per pound.

Hops—12¢@16¢ per pound.

Millstuffs—Middlings, \$22@25; California bran, \$20.50@21.50 per ton. Onions—silverskin, \$2.50@2.75 per cental.

Eggs—Store, 11¢@11½¢; ranch, 12¢@13¢; Eastern, 18¢@19¢; duck, 14¢ per dozen.

Cheese—Fancy mild, new, 10¢; fair to good, 7¢@8¢ per pound.