

HOBSON EXPLAINS

How the Lieutenant Escaped From the Merrimac.

TAKEN OFF IN A LAUNCH

The Brave Men Surrendered to Admiral Cervera—Under the Enemy's Terrible Fire—Forced to Lie on Deck Until Daylight—Splendid Discipline.

Off Santiago, via Kingston, July 11.—The return of Assistant Naval Constructor Hobson to his ship, the flag-ship New York, was marked by wild enthusiasm. When Hobson sat once more among his messmates, he told the story of his experience, his marvelous escape and his imprisonment in Morro castle.

"I did not miss the entrance to the harbor," he said, "as Ensign Powell, in the launch, esopped. I headed east until I got straight in. Then came the firing. It was grand, flashing out from one side, then the other, from those big guns on the hills, the Vizcaya, lying inside the harbor, joining in.

Troops from Santiago had rushed down when the news of the Merrimac's coming was telegraphed, and soldiers lined the foot of the cliffs, firing wildly across and killing each other with their crossfire.

"The Merrimac's steering gear broke as she got to Estrella point. Only three of the torpedoes on her side exploded when I touched the button. A huge submarine mine caught her full amidships, hurling water high in the air and tearing a great rent in the Merrimac's side. Her stern ran up on Estrella point.

"Chiefly owing to the work done by the mine, she began to sink slowly. At that time she was across the channel, but before she settled the tide drifted her around.

"We were all afloat, lying on the deck. Shells and bullets whistled around us. The six-inch shells from the Vizcaya came tearing into the Merrimac, crashing into wood and iron and passing clear through, while the plunging shots from the forts broke through her decks.

"Not a man must move," I said.

CAIMANERA, PRINCIPAL SPANISH CAMP ON QUANTANAMO BAY.



and it was only owing to the splendid discipline of the men that all of us were not killed, as shells sailed over us and minutes became hours of suspense. The men's mouths grew parched, but we must lie there until daylight, I told them.

"Now and again one or the other of the men lying with his face glued to the deck and wondering whether the next shell would come our way, would say, 'Hadn't we better drop off now, sir?' But I said, 'Wait till daylight.' It would have been impossible to get the catamaran anywhere but to the shore, where the soldiers stood shooting, and I hoped that by daylight we might be recognized and saved.

"The grand old Merrimac kept sinking. I wanted to go forward and see the damage done there, where nearly all the fire was directed, but one man said that if I rose it would draw the fire on the rest; so I lay motionless. It was splendid the way those men behaved. The fire of the soldiers, the batteries and the Vizcaya was awful.

"When the water came up on the Merrimac's decks the catamaran floated amid the wreckage, but was still made fast to the boom, and we caught hold of the edge and clung on, our heads being above water.

"A Spanish launch came toward the Merrimac. We agreed to capture her and run. Just as she came close the Spaniards saw us, and half a dozen marines jumped up and pointed their rifles at our heads.

"Is there any officer in that boat to receive a surrender of prisoners of war? I shouted. An old man leaned over under the awning and waved his hand. It was Admiral Cervera. The marines lowered their rifles, and we were helped into the launch.

"Then we were put in cells in Morro castle. Afterward we were taken into Santiago. I had the court-martial room in the barracks. My men were kept prisoners in the hospital. From my window I could see the army moving across the open and being shot down by the Spaniards in the rifle pits in front of me. The Spaniards became as polite as could be. I knew something was coming, and then I was exchanged."

Cervera Now on the Iowa. Headquarters of General Shafter, via Kingston, July 9.—Admiral Cervera has been transferred from the Gloucester to the Iowa, and is being treated with every consideration. In a brief interview today he said he was ordered to leave the harbor, but refused to say from whence the order came.

Today's estimate of the Spanish loss in the naval battle placed it at 1,200 killed and 1,500 captured. The American loss was one killed and two wounded.

USED THE MACHETE.

Cubans Showed No Mercy to the Spanish Prisoners.

Before Santiago, via Kingston, July 11.—One secret of the determination of the Spanish soldiery in Santiago to fight to the death was the belief which prevailed generally among them that prisoners taken by the Americans would be put to the sword.

It is known that after the fall of El Gaiety July 1 the Spanish soldiers who escaped along the foothills marched directly into General Garcia's men, fought desperately, but were shown no mercy by the Cubans, and were marched to the last man. General Delrinc, who was in command, was brutally mutilated. The knowledge of this massacre found its way into Santiago and prompted the Spaniards to die rather than surrender.

The voluntary surrender of some of the wounded Spanish officers and men has dispelled the delusion, and is helping to induce General Toral to consider the proposition to capitulate.

After the fall of El Gaiety the Cubans sacked the town. Information of the two outrages were promptly sent to General Shafter, who issued orders that any Cuban found riding the bodies of dead or wounded Spaniards would be promptly dealt with.

To prevent the possibility of Cubans plundering Santiago when it capitulates it has been decided to forbid the Cubans entering the town.

CONDITIONS IN HAVANA.

The Poor Are Dying of Starvation in the Streets.

Kingston, Jamaica, July 11.—The British cruiser Talbot, which left Havana Tuesday, arrived at Port Royal today with 23 passengers, among them Sir Alexander Gollan, British consul-general at Havana, and Mr. Higgins, of the British consulate there, both on leave, which is given as the only explanation of their departure. Mr. Jerome has been left in charge of British affairs in Havana. Mr. Higgins said:

"The city of Havana is quiet, and there are no new complications. The well-to-do inhabitants are subsisting tolerably, but the poor are dying of starvation in the streets. There are many sights of terrible misery. The barracks are filled with starving women.

"The soldiers are fairly well fed. General Blanco has been sending troops into the interior, it is said en

route to Santiago, but I do not see how they will get there.

"The blockade is maintained, and vessels are frequently turned back. Everybody is anxious for the conclusion of the war, though the soldiers wish to fight, and all the officials are resolute. There is no flour in Havana, and no beef, while yams are scarce."

Sir Alexander Gollan declined to say anything on the condition of things at Havana. The other passengers on the Talbot are for the most part wealthy refugees.

Losses at Santiago.

Washington, July 11.—The war department has received the following from General Shafter, giving as far as practicable a statement of the total casualties in each division except General Wheeler's as a result of the recent fighting:

Lawton's division—Killed, 4 officers, 74 men; wounded, 14 officers, 315 men; missing, 1 man.

Kent's division—Killed, 12 officers, 87 men; wounded, 36 officers, 586 men; missing, 62 men.

Bates' brigade—Killed, 4 men; wounded, 2 officers, 26 men; missing, 5 men.

Signal corps—Killed, 1 man; wounded, 1 man.

General Wheeler's report has not yet been received.

Manila Spared For a Time.

Chicago, July 11.—A special cablegram to the Record from its correspondent with Admiral Dewey's fleet at Manila bay, July 7, via Hong Kong, says:

The American troops under General Anderson, which have reached the Philippines, are now comfortably quartered in the Spanish military barracks at Cavite, and are busy preparing for active service against the Spaniards. No attack on Manila is probable before the arrival of the second detachment of troops under General Greene, which is expected soon. The present force of soldiers and marines is considered insufficient to protect life and property in Manila in the event of the capitulation of that city. The soldiers, however, are all eager to begin the fighting.

Starving in Ganisnanso.

Playa del Este, Cuba, July 11.—A Spanish soldier, terribly emaciated and so weak that he could hardly walk, was picked up by men from the United States gunboat Annapolis today, at a point near the entrance to the upper bay. According to his story, there are many Spanish soldiers in Ganisnanso in the same condition of starving. He says there is absolutely nothing to eat there, and that the Spaniards are daily told that if they surrender to the Americans they will be murdered.

CAPTAIN CLARK'S REPORT.

The Oregon Responsible for the Defeat of Cervera.

Off Guantanamo, via Kingston, July 12.—Captain Clark, of the battle-ship Oregon, which did such remarkable work at the naval battle that resulted in the destruction of Admiral Cervera's squadron, says in his official report of the engagement to Rear-Admiral Sampson:

"The Spanish fleet turned to the westward and opened fire, to which our ships replied vigorously. For a short time there was an almost continual flight of projectiles over the ship, but where our line was fairly engaged, the enemy's fire became defective. As soon as it was evident that the enemy's ships were trying to break through and escape to the westward, we went ahead at full speed, with the determination of carrying out to the utmost your instructions:

"If the enemy tries to escape the ships you must close and engage him as soon as possible, and endeavor to sink his vessels or force them to run ashore."

"We soon passed all of our vessels except the Brooklyn. At first we used only the main battery, but when it was discovered that the enemy's torpedo-boats were following the ships, we used our rapid-fire guns, as well as the six-inch guns, upon them, with telling effect.

"As we ranged up near the stern-most of their ships, she headed for the beach, evidently on fire. We raked her as we passed, rushing on for the next ahead, using our starboard guns as they were brought to bear, and before we had her fairly abeam, she, too, was making for the beach. The two remaining vessels were now some distance ahead, but our speed had increased to 16 knots, and the Vizcaya was soon sent to the shore in flames.

"Only the Cristobal Colon was left, and for a time it seemed as if she might escape. But when we opened our forward turret guns, and the Brooklyn followed the Colon began to edge in toward the coast, and her destruction was assured. As she struck the beach her flag went down.

"The Brooklyn sent a boat to her, and when the admiral caught up with the New York, Texas and Vixen, the Cristobal Colon was taken possession of.

"I cannot speak in too high terms of the bearing and conduct of all on board this ship. When they found the Oregon had rushed to the front, and was hurrying to a succession of conflicts with the enemy's vessels, if they could be hoisted and would engage, the enthusiasm was intense. As these Spanish vessels were much more heavily armored than the Brooklyn, they might have concentrated their fire upon and overpowered her.

"Consequently, I am persuaded that but for the officers and men of the Oregon, who steamed and steered the ship and fought and supplied her batteries, the Colon and perhaps the Vizcaya would have escaped."

FOR SAFE KEEPING.

Prisoners of War Reach Portsmouth—Cervera Among the Lot.

Portsmouth, N. H., July 12.—The auxiliary cruiser St. Louis, with 746 Spanish prisoners, including 54 officers, arrived in Portsmouth harbor at 8:30 o'clock this morning, and a few minutes later dropped anchor just above Fishing island. The big liner left Guantanamo at 6 o'clock Tuesday, July 8, and did not make a stop until she dropped anchor in Portsmouth harbor. Including the prisoners, there were 1,036 people on board the boat, and out of this number there are 91 sick and wounded Spaniards under the care of surgeons.

Admiral Cervera is confined to his cabin, having been quite ill for the past three days, although he was able to be dressed this morning.

Captain Enlate, who was commander of the Vizcaya, and is among the prisoners, is also quite ill, having been wounded in the head during the battle off Santiago.

DOWN FROM YUKON.

The Schooner Phillips Brings Twenty Gold-Laden Miners.

San Francisco, July 12.—Twenty miners from the placers at Minook, Circle City and Dawson arrived here today on the schooner Hattie I. Phillips from St. Michaels. The returning prospectors, who bring about \$70,000 worth of gold, have been in Alaska for 1 to 25 years. Half of the party will return to work their claims. The passengers from Dawson are confident the output of Dawson will reach far over \$15,000,000. Minook will probably be not less than \$300,000. Circle City will also contribute largely to the output of the Alaska placers. The Yukon river is higher than known for years, and overflowed its banks at Minook, where a number of miners' cabins were washed away by the flood.

Street-Car Collision.

Washington, July 12.—An electric car on the Congress Heights road, filled with passengers, collided with a horse-car of the Anacosta line this evening. An unknown man was killed and 25 or 30 persons were injured, several of them fatally.

MOURNING IN HAVANA.

Gloom Cast Over the City by Cervera's Disasterous Defeat.

Havana, July 12.—July 6 the produce, money and stock exchanges suspended operations, observing the day as one of mourning over the loss of Cervera's fleet.

The inhabitants of Guira Molena, province of Havana, have sent a telegram of condolence to the president of the colonial cabinet over the loss of the fleet.

Another letter received here says the schooner Hattie I. Phillips left St. Michaels carrying 40 miners, who had over \$800,000 in gold dust. The same letter says the steamer Bella had over \$2,000,000 in gold dust aboard.

A HORROR AT SEA

Steamer La Bourgogne Went Down With 562 Souls.

COLLISION OFF NOVA SCOTIA

Ran Into the Ship Cromartyshire in a Dense Fog—Less Than Two Hundred Saved—Floodish Cruelty of Sailors Prevented More Being Rescued.

Halifax, N. S., July 8.—In one of the thick fogs which at this time of the year hang like a pall over the grand banks and Sable island in the North Atlantic, occurred early Monday morning one of the most appalling ocean disasters in the annals of trans-Atlantic commerce, and in fact in the history of steam sailing of the world. Almost without a moment's warning the French liner La Bourgogne, with 725 souls on board, was run down by the iron sailing ship Cromartyshire, and sunk within half an hour, carrying with her to the ocean's bottom over 500 of her passengers and crew, while the rest who were not drowned by the fearful suction struggled and fought for life until 163 were at length rescued by the crew of the Cromartyshire, which ship survived the collision.

If the words of the passengers who were dragged aboard the Cromartyshire and later brought into this port by the steamer Grecian, are to be believed, the last few minutes on board the La Bourgogne witnessed some of the most terrible scenes of horror and cruelty that have blotted the history of a civilized race. Instead of the heroic discipline which so often has been the one bright feature of such awful moments, the crew of the steamer fought like demons for the few lifeboats and rafts, battering the helpless passengers away from their only means of salvation, with the result that the strong overcame the weak, for the list of 163 saved contains the name of but one woman.

The disaster occurred at 5 o'clock in the morning, Monday, about 60 miles south of Sable island, which lies nearly 100 miles off this port. The Bourgogne had left New York, bound for Havre, on the previous Saturday, while the Cromartyshire was on its way from Glasgow with a crew of 21 men. Although the trans-Atlantic ships have a definite course, the Bourgogne was, by all accounts, 40 miles or more to the north of these lines. The fog was very dense and the Cromartyshire was sailing along with reduced canvas and blowing the fog horn. Suddenly out of the fog rushed a great steamer, and in a moment there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer, just under the bridge. The shock was terrific, and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished.

Half an hour after the collision the misty curtain went up, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for life on board the Bourgogne, the collision having come so suddenly and at such a time in the morning that few besides her crew were on deck, but the shock roused nearly everyone, and within a few minutes the decks were crowded.

At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them, but as the steamer began to tremble and list to port, the officers lost control of the crew, and a panic ensued.

Passengers and crew fought for the boats and life rafts, the strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, oars and even knives were used by some of the demons to keep their places.

The officers seem to have been powerless over their men, and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than a half hour she gave a long lurch to port and went down.

As the ship sank beneath the surface, the vortex of the water sucked down everything on the surface within a certain radius. When the suction ceased, those still alive saw about 200 bodies come out of the water with a rush, as if the sea were giving up the dead, after having swallowed the ship.

But the struggle for life still continued after the ship went down. Hundreds still floated about grasping for rafts, boats and wreckage, in frantic endeavors to keep above water. Even then many of those in the boats, if the stories told are to be believed, showed their brutality by beating off those who attempted to climb aboard.

By this time the small boats of the Cromartyshire had come up, and the work of rescue began. The crew of the ship saved everyone who kept afloat. But one woman was rescued.

Austria sends coconut oil to England.

Gold From Alaska.

Seattle, July 8.—According to a letter just brought down from Unalakleet, the river boat Governor Pingree is at that port disabled. The boat will be unable to proceed until extensive repairs have been made.

Another letter received here says the schooner Hattie I. Phillips left St. Michaels carrying 40 miners, who had over \$800,000 in gold dust. The same letter says the steamer Bella had over \$2,000,000 in gold dust aboard.

AFTER CAMARA'S FLEET.

Commodore Watson Has Been Ordered to Start at Once.

Washington, July 9.—The president called a council of war to meet at the White House, the purpose being to review the situation and learn exactly what the present conditions are and what changes, if any, should be made in the plans for the conduct of the war. According to one of the members present, it was decided to abide by the plans already laid, at least as to the general conduct of the campaign.

Confirmation seemed to have been given to this statement later in the day, when, after a conference with the members of the war board, Secretary Long announced to the waiting newspaper men that he had ordered Admiral Sampson to detach from his own command immediately the vessels to be embraced in Commodore Watson's Eastern squadron and to direct the commodore to proceed on his mission. The new Eastern squadron will consist of the battleships Iowa and Oregon, the protected cruiser Newark and the auxiliary cruisers (carrying side armor) Dixie, Yankee and Yosemite; the colliers Averda, Cassius, Caesar, Leonidas and Justin, and the supply-boat Delmonico.

The Iowa, Oregon and Newark are all in the south with Sampson; so is the Yosemite. The Dixie is at Newport and the Yankee at Tompkinsville. The colliers are at Hampton Roads with the Delmonico.

The ships are to sail as soon as they can coal and supply. It will not be required, in the case of the southeastern vessels, to come north, which would mean the loss of several days, but they will start directly from the points where they are now located.

The order provides that each ship shall make her way across the Atlantic to a marine rendezvous, which will be designated in sealed orders to prevent its exposure to the slightest possible danger from the enemy, and the most that is known is that it will be at some point off the Spanish coast. It probably will not be long after that before the American squadron will be in full pursuit of Camara with his remnant of the Spanish navy. Meanwhile, the gathering of the American fleet off the Spanish ports is expected to have a sobering effect upon the inflated people.

Troops Ashore.

Washington, July 9.—The navy de-



ADMIRAL CAMARA.

partment has received the following cablegram: "Cavite, via Hong Kong, July 9.—The United States troops have landed and are comfortably housed at Cavite. The insurgents are active. Aguinaldo proclaimed himself president of the revolutionary republic on July 1.

"DEWEY."

As the dispatch makes no mention of trouble with Germany, the report that he had fired on a German vessel is pronounced baseless. No advices could have reached a cable station since July 5.

Still Another Sunk.

Washington, July 9.—Admiral Sampson telegraphs the navy department as follows, under date of July 6, from the flagship New York, off Santiago:

"About midnight last night the dismantled Spanish cruiser Reina Mercedes was seen by the Massachusetts, which vessel had a searchlight on the channel, coming out of the harbor of Santiago. The Massachusetts and Texas opened fire, and the Spanish vessel was sunk opposite Estrella cove. I am inclined to be the intention to sink her in the channel and thus block the harbor entrance. If so the plan was defeated by the fire of the ships, as she lies on the edge of the shore."

Country Around Manila Flooded.

London, July 9.—The Hong Kong correspondent of the Daily Mail says: The whole country within a radius of 18 miles of Manila is flooded. General Monet's arrival astonished everybody. He reported that his soldiers, whom he had deserted, were starving and surrounded by thousands of rebels. He was ordered back to Pampagna.

Hong Kong, July 9.—The British collier Eddie, from Manila July 3, arrived today. It reports that no attack has been made upon the town up to the time of leaving. Four German, three British, two French and one Japanese warships were at Manila.

No Brutality by Cubans.

Washington, July 9.—The war department has posted the following dispatch from General Shafter, received in response to an inquiry as to the reported killing of Spanish prisoners by Cubans:

"The dispatch as to the killing of prisoners by Cubans is absolutely false. No prisoners have been turned over to them, and they have shown no disposition to treat badly Spaniards who have fallen into their hands. "SHAFTER."

WEEKLY MARKET LETTER.

The New Crop Will Have a Tendency to Strengthen Values.

[Reported by Downing, Hopkins & Co., Inc., Board of Trade Brokers, 711 to 714 Chamber of Commerce building, Portland, Oregon.]

This week's information in regard to the evidence of yield of winter wheat are confirmatory of the previous indications of disappointing results, although no special new developments have been added. The spring wheat crop in the Northwest is not particularly changed in general promise in comparison with the situation a week ago. There appears to be some tendency in the winter wheat regions, where serious disappointment in yield have arisen, to take a too gloomy view of conditions. The fact is the crop never justified the extravagant estimates which were freely promulgated a few weeks ago.

In the Chicago wheat market the situation of prices for new crop deliveries does not vary much in comparison with a week ago. The recent embarrassment to the trade from conditions incident to manipulation are clearing away. The new crop will be in urgent demand, and sellers apparently will be tardy in offering on the basis of current values, so there is increasing ground for the belief that chances for a strengthening tendency of values as a prevailing condition in the early part of the crop year, whatever may happen later.

The record of the most remarkable year in our export trade has just been completed by the bureau of statistics, so far as relates to the exportation of wheat, corn and other breadstuffs, pork, beef and other provisions, cotton and mineral outputs. These articles form a large percentage of the total exports, aside from manufactures. The figures show in most cases a large increase in quantity and value of the articles exported. In wheat, corn, oats and rye the increase in both quantities and values was strongly marked.

The exportation of wheat for the year (including flour as wheat), amounted to 215,571,991 bushels, which exceeded the importation of any preceding year, except that of 1893.

Portland Market.

Wheat—Walla Walla, 60@62c; Valley and Bluestem, 65c per bushel. Flour—Best grades, \$3.75; Graham, \$3.50; superfine, \$2.25 per barrel. Oats—Choice white, 89c; choice gray, 86@87c per bushel. Barley—Feed barley, \$21; brewing, \$22 per ton. Millstuffs—Bran, \$15 per ton; middlings, \$21; shorts, \$14. Hay—Timothy, \$11@12; clover, \$10@11; Oregon wild hay, \$9@10 per ton. Eggs—Oregon, 15c per dozen. Butter—Fancy creamery, 32 1/2@35c; fair to good, 32 1/4c; dairy, 25@30c per roll. Cheese—Oregon full cream, 11@12c; Young America, 12 1/2c. Poultry—Chickens, mixed, \$3.50 per dozen; hens, \$4.00; springs, \$2.00@3; geese, \$3.00@4.50; ducks, young, \$3@4.00 per dozen; turkeys, live, 11 1/2@12 1/2c per pound. Potatoes—Oregon Burbanks, 30@35c per sack; new potatoes 60@75c. Onions—California red, \$1.25 per sack. Hops—6@12 1/2c per pound for new crop; 1896 crop, 4@6c. Wool—Valley, 10@12c per pound; Eastern Oregon, 8@12c; mohair, 25c per pound. Mutton—Gross, best sheep, wethers and ewes, 3 1/2c; dressed mutton, 7c; spring lambs, 9c per lb. Hogs—Gross, choice heavy, \$4.75; light and feeders, \$3.00@4.00; dressed, \$5.50@6.50 per 100 pounds. Beef—Gross, top steers, 8.50@9.75; cows, \$2.50@3.00; dressed beef, 5@6 1/2c per pound. Veal—Large, 5c; small, 6 1/2c per pound.

Seattle Markets.

Vegetables—Potatoes—Yakimas, \$11@12 per ton; natives, \$8@10; California potatoes, \$1.00 per 100 pounds. Beets, per sack, \$1.25; turnips, \$1.25; carrots, \$1.25; hot-house lettuce, —c; radishes, 12 1/2c. Fruits—California lemons, fancy, \$3.75; choice, \$3@3.50; seedling oranges, \$1.50@1.75; California navels, fancy, \$3@3.25; choice, \$2.50@2.75; bananas, shipping, \$2.35@2.75 per bunch; strawberries, 60c@75c per crate. Butter—Fancy native creamery, brick, 10c; ranch, 7@12c; dairy, 12 1/2@15c; Iowa, fancy creamery, 19c. Cheese—Native Washington, 11@12c; Eastern cheese, 12@12 1/2c. Meats—Choice dressed beef steers, prime, 7c; cows, prime, 6 1/2c; mutton, 7 1/2c; pork, 7@7 1/2c; veal, 8@8c. Hams—Large, 10 1/2c; small, 11c; breakfast bacon, 11 1/2c. Poultry—Chickens, live, per pound, 14c; dressed, 16c; spring chickens, \$2.50@3.75. Fresh Fish—Halibut, 8@4c; steel-heads, 7@8c; salmon trout, 9@10c; flounders and sole, 8@4c; herring, 4c. Oysters—Olympia oysters, per sack, \$3.50; per gallon, solid, \$1.50. Wheat—Feed wheat, \$23. Oats—Choice, per ton, \$26. Corn—Whole, \$25; cracked, \$25; feed meal, \$25. Barley—Rolled or ground, per ton, \$25; whole, \$24. Flour—Patent, \$41.0, bbl; straight, \$3.50; California brands, \$5.50; buck-wheat flour, \$5.50; Graham, per bbl, \$4.25; whole wheat flour, \$4.50; rye flour, \$5. Millstuffs—Bran, per ton, \$14; shorts, per ton, \$16. Feed—Chopped feed, \$17@21 per ton; middlings, per ton, \$17; oil cake meal, per ton, \$35. Hay—Puget Sound mixed, \$8@10; choice Eastern Washington timothy, \$15. Eggs—Paying 15c.