PORT COMMISSION SELECTS MANAGER

Marcus Talbut Is to Take General Charge of River Affairs for $5000 a Year.

APPOINTMENT IS MADE

Officials Declare Creation of Post Is Justified by Importance of Work and That Saving Will Follow. Rate Topic Waits.

Marcus Talbot, head of The Dalles, Portland & Astoria Navigation Company when that line was purchased by the Hill interests, former directing head of the Pacific Coast Steamship Company and more recently with the Alaska Pacific Steamship Company, from which he resigned a few months ago, was elected general manager of the Port of Portland Commission yesterday. He will preside over a new department, which was created simultaneously with his employment, and is to receive $5000 a year.

Mr. Talbot is among the best-known marine executives on the Coast who have participated in the later-day development of the trade between California and the Northwest ports. He brought about many improvements in the river service of the Hill line in the operation of the steamers Bailey Gatzert, Dalles City and Regulator, besides minor members of that fleet, and he remained with the Alaska Pacific Steamship Company until ill-health led to his resignation. He spent a few weeks at San Diego and passed recently through the city en route to Seattle. It was given out at yesterday's meeting of the Commission that Mr. Talbot would be on hand as soon as he could arrange to change his residence and it is thought that he will assume the responsibilities of the new position October 29.

Need of Manager Seen.

In setting forth reasons why a general manager was required, the Commission pointed out that the important departments under its jurisdiction—dredging, pilotage, towage and the public drydock—represent equipment that cost $312,975.21. The annual expense, exclusive of interests on bonds and new equipment, approximates $300,000, and 135 persons are employed. The members had considered the step in advance of the meeting and gave out the following statement:

A general manager is required to coordinate the three departments in all details properly. The qualified man, whom we think we have selected, should be able to increase the efficiency and reduce the expenses by more systematic and thorough organization.

We believe our duty to the public is to conduct the business of the Port as we would if it were our own, and our unanimous conviction is that even on a very much less undertaking we would not think of operating without a competent, well-paid executive in charge, whose entire time and attention could be devoted to it.

The city of Boston has a similar commission, and its new charter provides that the chief executive shall have a salary of $15,000 per annum, three times what we shall pay.

Our belief is that this addition to the salary list will result in a net saving to the taxpayers by increased efficiency and reduced expense.

Pilotage Rates Waits.

Reducing of pilotage and towage rates because of the cut credited to the Puget Sound Tugboat Company, was brought up but as Commissioners Dodge, Inman and Pease were absent from the city, action was deferred until they return.

To B. Trenkman & Company was awarded a contract for constructing fresh water tanks for the dredges Portland and Columbia, aboard which sickness is said to have originated through faulty storage. The bid was $41.50 each for six tanks and was the lowest of the proposals that complied with the specifications.

Superintendent Groves, of the dredging department, showed in his report that the Portland had operated 212 hours during September, removed 87,628 cubic yards of material in cutting 1815 feet of channel 300 feet wide and leaving the average depth 27 feet. She is working at Upper Martin's Bar and will finish October 18, when it is recommended that she shift to Doublebower's. The Columbia worked 259 hours, cut 4015 feet of channel 300 feet wide and removed 222,500 cubic yards of material. She is working at Hunter's, where there is 7000 feet of channel to cut, and is to finish October 17, when she will move to the Goble ranges to cut 2500 feet of channel.

Superintendent Johnson, of the drydock, reported that seven vessels had been lifted during September. The actual revenue was $2585.46, and with work done in the interest of the Port's vessels the charge was increased to $2983.46.

Charge Against Bark Cut.

The Commission authorized the erasure of a charge of $28 against the French bark Edouard Detaille, because she had 400 tons of wheat stiffening aboard when docked and it was agreed that a ruling should be made to admit wheat stiffening under such circumstances as though it were ballast.

Complaint made by the Star Sand Company that material previously dredged had worked into the channel, near Mount Coffin, and that it forces vessels to head close to that point, endangering craft moored there, was referred to the dredging department. In connection with the request of the Multnomah Lumber & Box Factory for dredging between its plant and that of the Portland Lumber Company so that deep-draft vessels can be fully loaded, it was voted to have a dredge on the ground as soon as possible after the City Water Department lowers the old Bull Run pipeline to a depth of 20 feet. Major McIndoe, Corps of Engineers, U. S. A., who wrote on the same question, will be notified that the Commission will do its part toward the 30-foot project in the harbor. It is understood that the pipeline will be lowered immediately.

Captain Shaver was delegated with authority to reply to a communication from Inspector Beck, of the Seventeenth Lighthouse District, objecting to the proposed establishment of colored lights to mark the port and starboard sides of the channel. It was agreed that such illumination would confuse masters, who might mistake the lights for a vessel.

Wireless Plants Planned.

The Commission approved the plan suggested to drop towage charges for the barkentine Georgina, in return for which Captain Brandt, her master, will sign an agreement at Astoria, releasing the Port from all responsibility for damage to the vessel's bowsprit and injuries he sustained in an encounter with Captain Sandstrom, when Sandstrom was master of the steamer Ocklahama.

The United Wireless Telegraph Company is to be asked for the estimated cost of installing sets plants on the tugs Wallula and Oneonta and as to its maintenance.

In an opinion by Williams, Wood & Linthicum, it is set forth that even though the Port of Portland did not tow the Russian bark Isabel Browne into port, the fact that one of its pilots was aboard gives the Commission authority to collect for the pilotage.

STOWAWAYS CELEBRATE DAY

Skipper Offers Reward to Subdue Patriotism of Trio.

Three men from the West Indies, natives of the Island of St. Thomas, tried yesterday to celebrate Columbus day because the discoverer of America first touched foot on the soil of the Island of San Salvador in the Bahama group, but the trio, being branded as stowaways on the British steamer Heliopolis, the skipper, Captain J. W. Martin, offered a reward for their capture and the day was passed in hiding.

Christian Yasper, Lea Derricks and Alfred Godfrey are the men. Being of the negro race and arrayed in apparel about two sizes too large for them, it is not thought that difficulty will be encountered in returning them to the ship. In event they are not found Captain Martin will be charged with a misdemeanor by Immigration Inspector Barbour and may be fined as high as $200. He was warned at San Francisco and Portland to keep the stowaways in close custody.

Mr. Barbour's stenographer has turned out so many papers on the case that his last entry was made in his own phonetic spelling of what the vessel's name should be, "Hell-a-popolis."

Marcus Talbot, Newly Elected General Manager of Port of Portland Commission.

RATES CLOSE ACTIVE MARKET

Lumber Exporters Cannot Charter at Going Freights.

Scarcity of tonnage at other than prohibitive rates is curtailing Portland's exportation to the Australian lumber market. Exporters affirm that there is an abundance of business offered and such that they would gladly handle, but vessels available to carry lumber are held at prices that cannot be met.

One offer yesterday was for a tramp steamer capable of reeling off about 7½ knots, which the owners held at 1800 pounds a month, time charter. At that figure it is said that freights are double what they have been under ordinary conditions. Trade with the Orient is said to be insignificant compared with the Australian demand and almost any kind of a carrier will be accepted for the business.

Marine Notes.

After having been on drydock and her hull cleaned and painted, the cannery ship Levi G. Burgess will leave St. Johns today for Goble to go into Winter quarters.

Captain Charles J. Anderson, of the Columbia River Pilots' Association, is temporarily acting as master of the steamer Ocklahama, vice Captain Sandstrom, and a permanent master probably will be appointed in a few days.

Local Inspectors Edwards and Fuller today will pay their annual visit to the steamer Carlos, which will then start loading and is to sail with cargo and passengers Tuesday.

Delivery has been made on Davis-street dock of a new shaft for the steamer Shaver. It will be ferried across the stream on a barge and placed in position as soon as possible. The broken shaft will be removed tomorrow.

Indications that work will be under way actively on the Oswego cement plant is offered in the fact that the steamer Washington is discharging 4000 sacks of the California product on a barge at Couch-street dock, from where it will be towed to Oswego for use in construction purposes.

Following a voyage of 25 days from Santa Rosalia in ballast the German bark Barmbek arrived in the river early yesterday. She is under charter to the Portland Flouring Mills Company to load wheat for the United Kingdom. The schooner Philippine, which sailed from Callao, August 23, also arrived and will load lumber.

Captain Buchanan, superintendent of the Open River Transportation Company, says that in his investigation of the steamer J. N. Teal striking a barge at Vancouver, Saturday, there was nothing to show that the steamer Dalles City offered to assist the Teal. The latter's damage was light, being confined to the afterguard on the portside. He says that the steam steering gear of the Teal jammed and the hand gear could not be operated fast enough to prevent her striking the barge. Repairs will be made tomorrow at the yards of Joseph Supple.

Movements of Vessels.

PORTLAND, Oct. 12.—Arrived—Steamer Tamalpais, from San Francisco; British steamer Strathnairn, from San Francisco; gasoline schooner Anvil, from Bandon. Sailed—Norwegian steamer Rygja, for Oriental ports; gasoline schooner Anvil, for Bandon and way ports.

Astoria, Oct. 12.—Condition at the mouth of the river at 5 P. M., smooth; wind southeast, 20 miles; weather, cloudy. Arrived at 7 and left up at 8 A. M.—Steamer Tamalpais, from San Francisco. Sailed at 7 A. M.—Steamer Johan Poulsen, for San Francisco. Arrived at 11 A. M. and left up at 12:30 P. M.—British steamer Strathnairn, from San Francisco. Sailed at 1 P. M.—Steamer Geo. W. Elder, for San Diego and way ports. Arrived at 1:30 P. M.—German bark Barmbek, from Santa Rosalia. Arrived and left up at 4:30 P. M. yesterday—Gasoline schooner Anvil, from Bandon and way ports. Arrived at 1:40 P. M.—Schooner Philippine, from Callao. Arrived down at 4:30 P. M.—British steamer Oswestry.

San Francisco, Oct. 12.—Sailed at 1 A. M.—Steamer Nome City, for Portland. Arrived at 8 A. M.—Steamer Beaver, from Portland; at 2 P. M.—Steamers Rose City and Temple E. Dorr, from San Pedro. Sailed last night—Steamer General Hubbard, for Portland.

Eureka, Oct. 12.—Sailed—Steamer Alliance, for Portland.

Monterey, Oct. 12.—Sailed at 7 last night—Steamer J. A. Chanslor, for Portland.

San Pedro, Oct. 11.—Sailed—Steamer Roanoke, for Portland.

Coos Bay, Oct. 12.—Arrived—Steamer Breakwater, from Portland.

Tides at Astoria Friday.

High Water.	Low Water.
5:02 A. M....6.4 feet.	10:26 A. M....2.6 feet.
4:17 P. M....8.5 feet.	11:24 P. M....0.0 feet.

TEN SHILLING RISE

Sharp Advance in London Hop Market.

NOW STANDS AT 45 CENTS

English and German Growers Form Holding Pools, Which Will Send More Business to Oregon.

An advance of 10 shillings per hundredweight took place in the London hop market yesterday. The price of English hops is now 185 to 210 shillings. This is equivalent to 39½ to 45 cents a pound. Since the market opened, the English market has advanced 40 shillings a hundredweight. Over 75 per cent of the English crop has passed out of growers' hands.

The stiffness of the English market is turning the attention of the London dealers to the Pacific Coast. There has been export inquiry here for several days and some purchases have been made for foreign shipment. It was reported yesterday, but not confirmed, that Carmichael was in the market.

According to recent letters from abroad, a considerable number of English hop-growers have formed a combine and will hold their hops for 50 cents. A union of German growers has also been formed who are holding out for $1. To offset the latter pool, the German dealers held a meeting at Nuremburg and resolved to boycott the union growers.

All this means that more business will be thrown to the American market, particularly to Oregon, where the bulk of the available supply exists. The growers of Oregon have had some unpleasant experience with pools, but will not object to their foreign brethren trying the game.

Cables received from Belgium yesterday noted a firmer market with more inquiry and few hops remaining unsold. The Saaz and Nuremburg markets were dull and declining.

SPOT WHEAT HOLDS AT STEADY PRICE

Better Quotations on Future Delivery—Oats Are Firm.

Some local business was reported in the wheat market yesterday morning, but by noon most of the offices had closed. The Eastern exchanges observed the holiday.

Club wheat for spot shipment was quoted at 80@81 cents, and red at 79@80 cents. For deferred delivery 1 cent better was offered. The demand for bluestem was light at 84@85 cents. December bluestem was quoted at 86 cents.

There was a good general demand for oats and October-November delivery was held at $30@31. For future delivery $32 was quoted. Barley was firm at last prices.

Local receipts, in cars, were reported by the Merchants Exchange as follows:

	Wheat	Barley	Flour	Oats	Hay
Monday	217	2	17	10	14
Tuesday	103	3	7	3	8
Wednesday	72	2	6	8	9
Thursday	50	4	7	8	12
Year ago	55	4	8	2	9
Season to date	3887	192	806	285	778
Year ago	2919	165	727	282	964

FRONT-STREET TRACK IS BEING USED

Bananas Unloaded in the Heart of the Produce District.

Front street is at last making use of the railroad track, placed on the street for unloading purposes. The track has been down for several years, but the produce merchants have not heretofore taken advantage of it. Last night the experiment of unloading bananas directly into the store was tried by the Pearson-Page Company. Two cars were switched into position and the fruit was speedily unloaded and put away. Not only is cartage saved by this method, but the bananas are also subjected to less handling. It is probable the Front-street track will be extensively used by the fruit jobbers from now on.

Business was quiet yesterday, especially in the afternoon, owing to the holiday. Late peaches were in large supply and weak. The grape market was firm. Ilwaco cranberries were on sale at $4.50 per box. Oranges and lemons were firm and scarce. A carload of oranges is due today. Six cars of bananas came in yesterday afternoon.

EGG PRICES ARE SLOWLY ADVANCING

Fresh Oregons, Thoroughly Candled, Are Bringing 35 Cents.

Egg prices are gradually advancing. Guaranteed fresh Oregons, which were very scarce, sold up to 35 cents yesterday.

The poultry market was steady, with a light demand and a moderate supply. Hens and Springs offered at 14 cents.

Butter and cheese were firm and unchanged.

There was a good supply of country dressed meats on the street and the market was rather weak.

PORTLAND MARKETS.

Grain, Flour, Feed, Etc.

WHEAT—Export basis: Bluestem, 83@85c; club, 80@81c; red Russian, 79@80c; Valley, 80@81c; forty-fold, 80@81c.

FLOUR—Patents, $4.50 per barrel; straights, $4.05; exports, $3.80; Valley, $4.50; graham, $4.65; whole wheat, $4.85.

MILLSTUFFS—Bran, $24.50@25 per ton; middlings, $32; shorts, $25.50@26; rolled barley, $32.50@34.50.

CORN—Whole, $33; cracked, $34 per ton.

BARLEY—New feed, $32@32.50 per ton; brewing, $37 per ton.

OATS—No. 1 white, $30@31 per ton.

HAY—No. 1, E. O. timothy, $17@18; No. 1 Valley, $15@16; alfalfa, $12.50; clover, $10@11; grain, $11@12.

Dairy and Country Produce.

POULTRY—Hens, 14c; Springs, 14c; ducks, young, 15@16c; geese, 15@16c; turkeys, 18@22c.

BUTTER—Oregon creamery butter, solid pack, 35c; prints, extra.

EGGS—Fresh Oregon ranch, candled, 34@35c per dozen.

CHEESE—Twins, triplets and daisies, 15@15½c per pound; Young Americas, 16½c.

PORK—Fancy, 9½@10c per pound.

VEAL—Fancy, 13@13½c per pound.

Vegetables and Fruits.

TROPICAL FRUITS—Oranges, $4.50@4.75 per box; California grapefruit, $3.50; bananas, 5@5½c per pound; pineapples, 6c per pound; lemons, $5@6.50 per box; pomegranates, $1.50 per box.

FRESH FRUITS—Peaches, 35@65c per box; plums, 50@75c per crate; prunes, 2@2½c per pound; pears, 75@$1.75 per box; grapes, 50c@$1.25 per box; apples, $1@2.25 per box; cranberries, $9.25@9.50 per barrel; Casabas, $1.75@2 per dozen.

SACK VEGETABLES—Carrots, $1.25 per sack; turnips, $1; beets, $1.75.

POTATOES—Oregon, 1¼c per pound; sweet potatoes, 2¼c per pound.

ONIONS—California, $1.25 per hundred.

VEGETABLES—Artichokes, 75c per dozen; beans, 5@10c; cabbage ¾@1¼c per pound; cauliflower, 75@$1.25 per dozen; corn, 20@30c per dozen; cucumbers, 11@1.25 per sack; egg-plant, 5@8c per pound; garlic, 10@12c per pound; lettuce, 40@85c per dozen; hothouse lettuce, $1.25@1.75 per box; peppers, 5@6c per pound; radishes, 12½c per dozen; sprouts, 8c per pound; tomatoes, 40@75c per box.

Staple Groceries.

SALMON—Columbia River, 1-pound talls, $2.25 per dozen; 2-pound talls, $2.90; 1-pound flats, $2.40; Alaska pink, 1-pound talls, $1.35.

COFFEE—Roasted, in drums, 24@30c per pound.

HONEY—Choice, $3.75 per case; strained honey, 10c per pound.

SALT—Granulated, $15 per ton; half-ground, 100s, $8.50 per ton; 50s, $9 per ton.

NUTS—Walnuts, 18@19c per pound; Brazil nuts, 14@16c; filberts, 16c; almonds, 18@19c; pecans, 15c; cocoanuts, 90c@$1 per dozen; chestnuts, 12½c per pound; hickory nuts, 6@10c per pound.

BEANS—Small white, 4½c; large white, 4¼c; Lima, 6½c; pink, 3¾c; Mexicans, 5¼c; bayou, 5c.

RICE—No. 1 Japan, 4¾c; cheaper grades, $3.50@4.55; Southern head, 5½@7c; imported Imperial, 5¾c; imported extra No. 1, 7@7½c.

SUGAR—Dry granulated, $7.55; fruit and berry, $7.35; beet, $7.35; extra C, $7.05; powdered, barrels, $7.80; cubes, barrels, $7.95.

DRIED FRUITS—Apples, 14c per pound; apricots, 16@18½c; peaches, 12@14c; prunes, Italian, 10½@10¾c; silver, 18c; fig, white and black, 6½@7½c; currants, 10@11c; raisins, loose Muscatel, 6¼@7½c; bleached Thompson, 11½c; unbleached Sultanas, 8½c; seeded, 9½@9¾c.

Hops, Wool and Hides.

HOPS—1911 crop, 33@35c; olds, nominal.

MOHAIR—Choice, 35@37c per pound.

WOOL—Eastern Oregon, 9@16c per pound, according to shrinkage; Valley, 18@17c per pound.

PELTS—Dry, 10½c; lambs, 40@60c each; shearings, 25@40c each.

HIDES—Salted hides, 9@10c per pound; salted calf, 13@16c; salted kip, 10½c; green, unsalted, 1c less; dry calf, 19@20c; dry stags, 12@13½c.

CASCARA—Per pound, 6c.

Oils.

LINSEED OIL—Pure raw, in barrels, 97c; boiled, in barrels, 99c; raw, in cases, $1.02; boiled, in cases, $1.04.

TURPENTINE—Cases, 72c, wood barrels, 69½c; iron barrels, 62c; 10-case lots, 65c.

GASOLINE—Motor gasoline, iron barrels, 17c; cases, 24c; 86 gasoline, iron barrels, 31c; cases, 39c.

COAL OIL—Ordinary test, cases, 10c; bulk, in tanks, 9½c.

Provisions.

HAMS—10 to 12 pounds, 19@19½c; 12 to 14 pounds, 18½@19c; 14 to 16 pounds, 18@18½c; 16 to 18 pounds, 18@18½c; skinned, 19c; picnics, 11½c; cottage roll, 16½c.

SMOKED MEATS—Beef tongues, 75c; dried beef sets, none; outside, none; inside, 23c; knuckles, 21c.

LARD—Kettle rendered, tierces, 13½c; tubs, 14c; standard, tierces, 14¼c; tubs, 12½c; shortening, tierces, 8¾c; tubs, 9c.

BACON—Fancy, 27c; standard, 25c; choice, 22c; English, 16@18c.

DRY SALT CURED—Regular short clears, dry salt, 12½c; smoked, 13½c; backs, light salt, 13½c; smoked, 14½c; backs, heavy salt, 12½c; smoked, 14½c; exports, salt, 14c; smoked, 15½c.

NO SHEEP ARE RECEIVED

RUN OF STOCK AT YARDS LIGHTER THAN USUAL.

Hog Market Holds Firm at $7.50 for Toppers — Cows Move at Steady Prices.

Receipts of livestock at the North Portland yards were lighter yesterday and trading therefore fell off. Six cars of cattle and three of hogs comprised the arrivals.

In the cattle line only cows were handled. The best ranged in price from $4.25 to $4.50.

The hog sales were made at $7.50, showing this branch of the market still to be in firm shape. Arrivals for the day were 178 cattle and 256 hogs.

Shippers were E. J. Keller, Shaniko, Or., one carload of cattle; T. J. Brown, Baker, Or., two carloads of cattle; John D. Wyers, White Salmon, Wash., two carloads of cattle; John J. End, Shearer, Or., one carload of hogs; driven in by Dockner and Destey, 24 cattle; S. B. Waite, Oakland, Or., one carload of cattle; F. W. Williams, Junction City, Or., one carload of hogs, and Taylor & Compton, Halsey, Or., one carload of hogs.

The day's sales were as follows:

	Weight.	Price
28 cows	1045	$4.35
1 cow	1150	4.40
4 cows	1097	4.00
22 cows	946	4.25
2 feeder cows	970	3.50
1 cow	1190	4.50
10 hogs	210	7.50
68 hogs	180	7.50

Prices quoted at the Portland Union Stockyards for the various classes of stock were:

Cattle—

Choice steers	$5.25@$5.50
Good to choice steers	5.10@ 5.20
Fair to good steers	4.75@ 5.00
Medium steers	4.50@ 4.75
Poor steers	3.75@ 4.50
Choice cows	4.25@ 4.60
Fair to good cows	4.00@ 4.15
Common cows	3.50@ 3.50
Extra choice spayed heifers	4.40@ 4.60
Choice heifers	4.25@ 4.40
Choice bulls	3.50@ 3.75
Good to choice bulls	3.75@ 3.00
Common bulls	3.00@ 3.50
Choice calves	7.25@ 7.50
Good to choice calves	7.00@ 7.75
Common calves	4.00@ 5.00
Choice stags	4.50@ 4.75
Good to choice stags	4.25@ 4.50

Hogs—

Choice light hogs	7.40@ 7.50
Good to choice hogs	7.00@ 7.35
Fair to good hogs	6.75@ 7.00
Common hogs	6.00@ 6.50

Sheep—

Choice yearling wethers, coarse wool	3.25@ 3.40
Choice yearling wethers, east of mountains	3.00@ 3.25
Choice ewes	2.75@ 3.00
Choice lambs	3.75@ 4.00
Choice yearlings	3.50@ 3.75
Good to choice lambs	3.50@ 3.75
Culls	2.50@ 3.00

Chicago Livestock Market.

CHICAGO, Oct. 12.—Cattle—Receipts estimated at 7000; market steady. Beeves, $4.85@8.50; Texas steers, $4.15@6.20; Western steers, $4.25@6.80; stockers and feeders, $3.25@5.70; cows and heifers, $2@6.10; calves, $3.50@9.50.

Hogs—Receipts estimated at 20,000; market, 5c higher. Light, $6@6.70; mixed, $6.05@6.75; heavy, $5.95@6.75; rough, $5.95@6.20; good to choice heavy, $6.20@6.75; pigs, $4@6; bulk of sales, $6.30@6.65.

Sheep—Receipts estimated at 40,000; market, steady, 10c lower. Native, $2.50@4; Western, $3@4.15; yearlings, $3.85@4.65; lambs, native, $4.25@6; Western, $4.25@6.10.

Chicago Produce Market.

CHICAGO, Oct. 12.—Butter, steady. Creameries, 23@29c; dairies, 21@26c.

Eggs, steady. Receipts, 2779 cases. At mark, cases included, 17c; firsts, 20c; prime firsts, 21½c.

Cheese, steady. Daisies, 14@14½c; Twins, 13½@13¾c; Young Americas, 14¼@14½c; Long Horns, 14¼@14½c.

Naval Stores.

SAVANNAH, Ga., Oct. 12.—Turpentine, firm, 49¼@49½c; sales, 590; receipts, 735; shipments, 290 barrels; stocks, 36,848 barrels.

Rosin, firm. Sales, 2113 pounds; receipts, 3033 pounds; shipments, 156 pounds; stocks, 75,702 pounds. Quote: B, $6.40; E, $6.42½; FGH, $6.45; I, $6.47½@6.50; KM, $6.50; N, $6.70; WG, $7.10; WW, $7.40.

London Financial Market.

LONDON, Oct. 12.—Bar silver, quiet, 24 5-16d per ounce.

Money, 1½@2 per cent.

The rate of discount in the open market on short bills is 2¾ per cent; do on three-months' bills, 3¼ per cent.

Minneapolis Wheat Market.

MINNEAPOLIS, Oct. 12.—Close: Wheat—December, $1.09⅝; May, $1.13¼@1.13⅜; No. 1 hard, $1.10⅝; No. 1 Northern, $1.09⅝@1.09¾; No. 2 Northern, $1.06⅝@1.07¼; No. 3 wheat, $1.03⅝@1.04⅝.

Duluth Flax Market.

DULUTH, Oct. 12.—Flax, on track and in store, $2.38¼; to arrive, $2.38¼; October, $2.36½; November, $2.35 bid; December, $2.29 asked; May, $2.26 bid.

Wool at St. Louis.

ST. LOUIS, Oct. 12.—Wool, slow. Territory and Western mediums, 17@20c; fine mediums, 17@19c; fine, 11@15c.

COUNCIL RIDES OVER VETO

Bond Election to Be Held for Purchase of Electric Concern.

PASCO, Wash., Oct. 12.—(Special.)—The ordinance calling for the purchase of the city water works system of the Pacific Power & Light Company at a maximum figure of $46,000 and which was vetoed by Mayor Captain Gray two weeks ago, was passed by the City Council over the Mayor's veto last evening.

Mayor Gray's reason for vetoing the ordinance was due to his belief that the maximum price of $46,000 should be reduced. A bond election will be held October 26 to purchase the system, extend and improve it. It is the belief of many that the bond issue will be defeated.

Have you dined at the Carlton? **

RAIL GANGS RUSH

1000 Men Are at Work Between Salem and Albany.

EUGENE IS NEXT GOAL

Oregon Electric Cars Likely to Enter Hub City by First of Year—Preparations Are Made to Build Santiam Bridge.

Contractors on the Oregon Electric extension from Salem to Eugene have been making much progress in the last few weeks and literally are "making the dirt fly." Work at present is under way on the entire 26 miles between Salem and Albany. It is expected to start operations on the remaining distance between Albany and Eugene before the end of this year. Bridge crews are putting in the structure on Mills street, in Salem. Most of the sub-structure already has been completed.

Steam shovels are working one mile south of Salem and are making rapid progress on the fill south of that point, at the same time making excavations for the grade from the one-mile post into Salem. Another steam shovel is at work near the four-mile post, working a long fill north toward shovel No. 1. The team outfit under Taylor & McGuire has the grading well under way between the two sets of shovels. Track can be laid on that strip of ground within a short time.

Many Gangs at Work.

A large team outfit is working at mile post No. 5 and virtually has completed the grading for more than a mile north from that point. The sixth and seventh miles are covered by station gangs. Most of the cuts over this section have been opened and another shovel has been put in between the eighth and the ninth mile posts to handle heavy cuts on that section. The shovels are prepared to complete such portions of the seventh mile as are not completed by the station men. A steam shovel is to be installed near the nine-mile post to handle the heavy work there. Another team outfit is doing work near the 11-mile post.

The 12-mile section is covered by a station gang. Possession of the 14-mile section south of Salem has just been obtained and that strip is covered by a team outfit. The 15-mile section is well along toward completion, being handled by a large team outfit. This outfit is working south from the Santiam River and making rapid progress.

The right of way has been cleared over the 18-mile section and a pile-driver is installed to drive the north approach to the Santiam River at that point. A steel bridge will be constructed over the Santiam River. More than 1000 feet of the south approach of this bridge already has been driven, the pile-driving crew working steadily there.

Bridge to Span Santiam.

A drilling crew is at work in the Santiam River sounding for the piers on the Santiam crossing bridge.

From the 18-mile post south of Salem into Albany, a distance of eight miles, a large portion of the grading has been completed. More than 200 teams are at work on this section alone under Fuller & Bayne. A shovel soon will be installed at the 24-mile post to complete the work of the team outfit. In the entire project of 26 miles between Salem and Albany more than 1000 men and 400 teams are at work. Five steam shovels are in use and eight or ten station gangs are busy.

The general contract was awarded to Guthrie & McDougal, of St. Paul and Portland, who have general charge of the work. L. B. Wickersham, chief engineer for the Oregon Electric, is looking after the interests of the company. It is probable that cars will be running into Albany before the first of the year and that entrance into Eugene will not be delayed beyond early Spring.

PAROLE IS NOT KEPT

OSCAR JACKSON MAY BE RETURNED TO OREGON.

Los Angeles Police Arrest Man on Charge of Passing Worthless Checks in California.

Oscar A. Jackson, who was sentenced last January to a year in the Penitentiary and was immediately paroled, is in the custody of the Los Angeles police, according to a telegram received yesterday from C. E. Sebastian, Chief of Police of that city, by Sheriff Stevens' office. The Los Angeles authorities want Jackson extradited to Multnomah County and made to serve his sentence in this state.

The communication from Los Angeles says the honor prisoner has been guilty of passing in that city about ten worthless checks drawn on Portland banks. He is not liable to prosecution, however, as the checks were post-dated. Obtaining money on checks dated in advance is not included in the criminal category of the majority of states, among them California and Oregon.

"If the Sheriff or District Attorney will bring this man Jackson back to Portland I will see that his parole is revoked," said Judge McGinn.

One of the conditions of a parole is that the man sentenced must not leave the jurisdiction of the court. In going to California Jackson has thus violated his parole and is liable to extradition and the revocation of his parole. Deputy Sheriff Hollingsworth said yesterday that if Judge McGinn was willing to send Jackson to Salem he would at once start proceedings to have the prisoner brought here.

Jackson, who was held on a charge of securing money under false pretenses, pleaded guilty before Judge McGinn on January 20 to having obtained $65 in this manner and was then sentenced and paroled.

BROTHERS MEET IN WARD

Conversation From Hospital Beds Ends in Recognition.

Lying on two adjacent bunks in the County Hospital, two brothers, brought there by chance and at different times, renewed an acquaintance that had been broken for months. They had talked to each other from their beds before the identity of each became known to the other.

Sam Mathers, an elderly debelict, attempted to take his life in a roominghouse at 204½ Washington street recently, and was arrested by Patrolman Carlson on a charge of disorderly conduct. He was in the throes of death when sent to the hospital, but recovered.

Jim Mathers, of like condition, was sent to the hospital recently suffering from stomach trouble and it was to the bed beside his that the attempted suicide was carried. When Sam was able to sit up and talk a little, he addressed the man next to him, and after a time the brothers recognized each other.

Sam Mathers was taken back to the station yesterday and will face trial for trying to kill himself.

Oregon City Store Looted.

OREGON CITY, Or., Oct. 12.—(Special.)—Burglars entered the hardware store of Cooke & Wilson Wednesday night and stole $5.50 from the cash register and several knives. Chief of Police Shaw, who made an investigation, thinks that one of the men secreted himself in an alley at the side of the store in the afternoon and waited until Mr. Wilson left in the evening before beginning operations. A window sash was removed by the man, who, after entering the store, took out another window in the rear to allow his pal to enter.

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