HERO MEDAL ASKED

Carnegie Honor Sought for Daring Leggett Savior.

RECORD TO BE SENT EAST

Harry Montgomery Seeks Recognition of Bravery of Eric Eskildsen, Who Plunged Into Sea With Lifeline—Rescuers Lauded.

Eric Eskildsen, quartermaster aboard the Associated Oil Company's tanker Frank H. Buck, whose dive from the side of that vessel to the rescue of George Poelman, one of two passengers saved from the steamer Francis H. Leggett, is the talk of marine circles, will be recommended for a Carnegie hero medal.

Harry Montgomery, Deputy Collector of Customs in charge of the marine department at the Customhouse, started the ball rolling yesterday by requesting Captain Macdonald, of the Buck, to forward a complete report of the quartermaster's act, which will be forwarded to the Carnegie headquarters.

After several ineffectual attempts had been made to get a lifeline to Poelman, the daring young quartermaster, clad in seaboots and storm gear, including a sou'wester, attached a line to his body and plunged into the rough water, bringing Poelman alongside.

Rescuers Are Praised.

First Officer Sawyer, of the Buck, and the men who went with him to the rescue of James Alexander Farrell, have come in for their share of praise, not alone from the public in appreciation of their efforts, but my mariners who were at the scene and realized that only an officer skilled in handling a boat could have managed to reach the helpless survivor and carry him to the eBaver, where, under the same rough conditions, Sawyer and his men held the boat away from the ship as it was lifted and dropped repeatedly by the angry seas. At times, say those aboard the eBaver, the lifeboat rose on a level with the open port of the Beaver through which Farrell was hauled with a line.

Fully appreciating the dangers encountered United States Inspectors of Steam Vessels Edwards and Fuller officially lauded Captain Macdonald and his men as well as Captain Mason, of the Beaver, and her crew, for the part they played in the rescue.

Crews Officially Thanked.

The inspectors requested that letters of commendation signed by them be read to the entire company of both ships.

Inspectors Edwards and Fuller began an investigation of the loss of the Leggett yesterday, taking the testimony of Captains Macdonald and Mason as well as of Poelman and today Farrell probably will be called.

George M. McBride, attorney for the Charles R. McCormick Company, owner of the Leggett, received a message from Newport yesterday containing descriptions of bodies that were picked up after the wreck.

OHIOAN LEAVES PORT TODAY

Carrier of Big American Fleet Takes 1500 Tons of Products.

New York is the destination of the big liner Ohioan, of the American-Hawaiian banner, which bids adieu to Portland at daybreak this morning and proceeds via Puget Sound, from where she will continue to San Francisco and complete loading for the East Coast. From Portland the Ohioan carries 1500 tons of freight and in addition to 350 tons of flour she has stowed below deck canned fruits, canned salmon, tallow, telegraph-pole crossarms and a large lot of miscellaneous stuff.

The liner Virginian is at San Francisco with New York cargo for Portland that will be trans-shipped as she has been ordered to proceed direct to the Hawaiian Islands, where she is to load for New York. Two more direct liners come here in October and the schedule is expected to be interrupted until about January 1, by which time a new card will be worked out as the Hawaiian sugar season opens in February and some of the larger vessels are to be sent there, after discharging at San Francisco, to load back for the East.

FIFTH RAFT IS RETURNED

Dauntless Goes to San Francisco Without Cigar-Shaped Tow.

Rough weather off the coast last week that prevented the seagoing tug Dauntless from getting to sea with the last cigar-shaped log raft the Benson Logging Company intended to send to San Diego this season has resulted in plans for getting it away being abandoned for the present. The Dauntless left the river Sunday on her return to San Francisco and steamers of the Shaver fleet will take the raft in tow at Astoria this evening and return it to Wallace Slough, where it was built.

Had the raft been dispatched as planned it probably would have been in the worst of the blow that resulted in the steamer Francis H. Leggett going down Friday 60 miles south of the Columbia River. The Benson interests have sent four of the rafts to San Diego this year and the fifth may be towed in the event weather conditions later give promise of remaining favorable for a sufficient period to warrant undertaking the trip.

GERMAN LINE NOT FOR SALE

Hamburg-American Holds Steamers in Port Pending Peace.

Pending the outcome of the war in Europe it is said the Hamburg-American interests have taken no steps toward disposing of vessels held at American and other neutral ports and it is further declared that the corporation is fully able financially to withstand a seige of inactivity. Losses of vessels so far through capture by British and French ships are understood to have been confined to those of the tramp type, while most of the liners and the newest carriers are held at German yards.

Fritz Kirchhoff, Portland agent for the service, says that reports reaching him are that of the Portland-Oriental-European fleet the liners Hoerde and Andalusia are held at Manila, the Saxonia remains at Seattle, the Belgravia is at Hamburg and the last report of the Uckermark was that she sailed from Lisbon July 31, while the Brasilia arrived at Barcelona August 3, having been ordered to remain at a neutral port. No instructions have been received to resume the service.

RAVENHILL GOES TO FRONT

Beaver's Purser Hopes to Regain Commission in British Army.

Unable longer to withstand the call of the "great war" A. G. Ravenhill, purser of the "Big Three" steamer Beaver, has resigned his berth and unless the company requests that he make another trip on the flagship is to leave this week for England. Previous to taking out his first citizenship papers in the United States, Mr. Ravenhill held a commission as first lieutenant in the Army reserves of Great Britain and thinks that he will have no difficulty getting a commission in one of the volunteer regiments.

Mr. Ravenhill succeeded Kent W. Clark as purser on the ship when the latter left in the Spring to cast his lot again in the Pacific Mail service, he now being purser of the big Pacific-Oriental liner Manchuria, which is in port at San Francisco. H. B. Eddings, for several years purser of the river steamer Bailey Gatzert and who previous to that service was purser on the steamer Hassalo, goes to the Beaver. Joseph McDevitt, formerly solicitor for the Regulator line, went to the Gatzert as purser.

Besides memories of staunch friends made aboard the Beaver, Mr. Ravenhill will carry with him to the war zone a handsome watch charm and locket, set with a diamond, the gift of officers and members of the crew of the ship.

RAILROAD PUSHES DOCK WORK

Southern Pacific to Spend $76,000 on Waterfront Property.

Development of plans for the utilization of waterfront property controlled by the Southern Pacific is progressing under D. W. Campbell, assistant general manager.

The latest announcement has been made that the West Side property between Davis and Everett streets will be rehabilitated through the expenditure of $11,000 and that authority has been received to expend $65,000 on a new dock on the East Side to extend from the east approach of the Burnside-street bridge north to the Oregon & California dock.

The Everett-street dock is leased to outsiders, and it is proposed to make extensive repairs there at once. Bids will be opened today for the construction of the East Side dock, which will be hurried.

"There will be a warehouse, and cement and other cargo received there, while considerable freight in the interior will be moved across the dock," said Mr. Campbell last night. "The steamer Breakwater, between Portland and Coos Bay, will continue to berth at the Ainsworth dock."

MANY SEEKING HEATHER JOB

Nine Firms in Northwest File Proposals for Repairs.

Bids for repairing the lighthouse tender Heather, besides equipping her with a hoisting boiler, also a steel foremast and boom, were opened yesterday afternoon and the proposals were forwarded to Washington for the selection of the successful bidder. The Portland Iron Works bid $7315; Willamette Iron & Steel Works, $5960; Albina Engine & Machine Works, $6920.70; Peninsula Iron Works, $8770.98; Seattle Construction & Drydock Company, $5814.60; Hall Bros.' Marine Railway & Shipbuilding Company, $6017; United States Navy-Yard, Bremerton, $6381; John Duthie & Co., $5162, and Seattle Machine Works, $7124.

Specifications have arrived for the construction of the new steel tender Rose, designed for service in small ports of Oregon and Washington, bids for which are to be opened at Washington October 12. The vessel is to be 127.6 feet long with a beam of 24.6 feet and depth of hold of 11 feet. She will have twin screws, driven by a triple expansion engine.

Marine Notes.

Lumber measuring 1,115,000 feet is to make up the cargo of the steamer Siskiyou, which was cleared yesterday for San Pedro.

When the Government dredge Multnomah, now operating on the new channel on the Tongue Point crossing, is released by the Port of Portland it is also intended to tie up the bar tug Wallula until there is a revival of offshore movements.

Her work for the season having been terminated, the sidewheeler T. J. Potter, flagship of the O.-W. R. & N. river fleet, was steamed to the "boneyard" yesterday to remain until the 1915 North Beach season opens.

Captain Anderson, who is to take command of the gasoline barge Wakena when she goes to Puget Sound in about a week, is looking after changes being made aboard to fit her for her new field of operation in northern waters. The vessel is at the yard of the Portland Shipbuilding Company and the work is expected to be finished this week.

From the Crown mill the Royal Mail liner Monmouthshire shifts today to the plant of the Portland Flouring Mills Company. Her flour cargo for the Far East will approximate about 2000 tons and, besides, she will have 4000 egg cases, packed tight with egg containers, billed for the Shanghai district, and there will be box shooks and dimension lumber for Yokohama and Kobe, with miscellaneous goods for India. The vessel is to sail at daylight Thursday. The liner Den of Airlie is due to leave Hongkong today direct for Victoria on her way here.

Last of the lumber cargo of the schooner Lottie Bennett, which is loading at Knappton for the West Coast, is to go aboard today and she will get to sea before the end of the week.

News From Oregon Ports.

ASTORIA, Or., Sept. 21.—(Special.)—The steam schooner Johan Poulsen arrived this morning from San Francisco with 25,000 brick for Astoria, and went to St. Helens to load lumber.

The steamer Sue H. Elmore arrived today from Tillamook with a cargo of cheese for Portland.

The gasoline schooners Mirene, Ahwanedo and Della sailed today for Coast points with cargo.

Assistant United States Engineer Hickson and a corps of assistants are now engaged in making soundings on the bar to ascertain just what progress the Chinook has made this Summer. During the past week, on account of the rough water, the Chinook was unable to work in the bar channel, but she did a vast amount of digging inside.

Movements of Vessels.

PORTLAND, Sept. 21.—Arrived—Steamer Johan Poulsen, from San Francisco. Sailed—Steamer F. H. Buck, for Monterey.

Astoria, Sept. 21.—Arrived at 2 and left up at 9:15 A. M.—Steamer Johan Poulsen, from San Francisco.

San Francisco, Sept. 21.—Arrived at midnight—Norwegian steamer Cuzco, from Portland, for West Coast. Arrived at 2:30 P. M.—Steamer Rose City, from San Pedro, for Portland. Sept. 20.—Arrived at 8 A. M. and sailed at 5 P. M.—Steamer Multnomah, from Portland, for San Pedro.

Coos Bay, Sept. 21.—Arrived at 8 A. M.—Steamers Paralos, from Portland, for San Francisco; Geo. W. Elder, from Portland, for Eureka; at 9 A. M.—Steamer Breakwater, from Portland.

Seattle, Wash., Sept. 21.—Arrived—Steamers City of Seattle, Admiral Dewey, from Southeastern Alaska; Governor, from San Diego; United States revenue cutter Manning, from Alaska cruise. Sailed—Steamers Dolphin, Northland, Delhi, for Southeastern Alaska; Victoria, for Nome.

Tocopilla, Sept. 18.—Arrived—Mina Brea, from San Francisco.

San Francisco, Sept. 21.—Arrived—Steamers Maverick, from Port Angeles; President, from Victoria; Barneson (British), from Puget Sound; barks McLaren, Albert, from Naknek; Expansion, from Bristol Bay.

Tides at Astoria Tuesday.

High.	Low.
2:16 A. M....8.1 feet	8:20 A. M....1.3 feet
2:17 P. M....9.7 feet	9:14 P. M....0.7 foot

New Zealand breeds between 23,000,000 and 24,000,000 sheep, of which about 25 per cent are annually exported.

CROP USED AT HOME

Canadian Apples Not for United States Markets.

NO DANGER OF IMPORTS

Half of Barreled Apple Crop Will Not Be Harvested and British Columbia Fruit Will Remain in Province.

The Canadian apple crop is not going to be the menace to Northwestern apples on Eastern markets that was predicted a few weeks ago, according to Walter M. Dickerson, who has just returned from Canada. Several weeks ago the opinion was freely expressed by authorities that because of the big apple crop generally, including Canada, and the curtailment of Canadian apple exports by the European war, Canadian apples would seek an outlet in the United States in competition with apples grown here.

"Aside from limited shipments of Gravensteins, from Nova Scotia, and Northern Spies, from Ontario, varieties in which those districts excel, apple exports from Canada into the United States will be very light," declared Mr. Dickerson. "Boxed apples from British Columbia, estimated at about 800 cars, will be marketed almost entirely in home territory. The duty would place them at too great a disadvantage to permit them to compete with Northwestern boxed apples this year. Half of the barreled apple crop of Eastern Canada will not be harvested at all.

"The apple industry there is conducted on a different basis than it is in this country. Dealers first get their orders and then go out into the orchards and buy up to the quantity that has been ordered. The growers acquired the habit of doing business in just that fashion, but this year there have been very few advance orders and most of the growers are still waiting for buyers.

"This is verified by that fact that very few barrels have been ordered from the manufacturers, who say that if the growers come to a realization of the situation and flood them with a rush of orders at the last minute, they will be unable to supply them."

HOP TRADE QUIET AT THE OPENING

Forty-five Cents Paid in New York State for New Crop.

No trading was reported in the Oregon hop market yesterday. Dealers for the most part were without orders, and growers are too busy baling to be interested in finding buyers. Other Coast markets were also quiet.

New York conditions are reported by the Waterville Hop Reporter as follows:

"Not many of the hops have been baled here as yet and consequently few samples are on the market, although buyers are busy among the growers and offers for this year's crop are frequently made. One sale of between 50 and 60 bales was made here this week at 45 cents, but most of the growers are holding above prices offered by dealers."

English dealers' circulars, dated August 31 to September 2, say:

Manger & Henley—A fair inquiry for 1913 hops continues, but actual business is of small dimensions. Prices remain unaltered.

Wild, Neame & Co.—There are several parcels of the new crop on the market, but at this early period the demand is naturally restricted. Yearlings are rather easier on the week. Recent reports from the Pacific Coast state the drought continues and crops will be considerably short of last year.

Thornton & Manger—There is a small supply of the new crop on the market, but buyers are not ready to operate yet, so prices cannot be quoted. Trade in 1913 hops is quiet, with prices somewhat weaker.

W. H. and H. Le May—A few new hops have arrived on the market, some of which have been sold, but the trade has hardly opened yet, and as the picking is now becoming general, the market will be better supplied toward the end of the week, and there will be a good selection from most districts in a few days.

VISIBLE SUPPLY IS INCREASING

Large Grain in Wheat Stocks in Spite of Exports.

The weekly wheat statistics of the Merchants' Exchange show the visible supply position to be as follows:

	Bushels.	Increase.
September 21, 1914	36,321,000	5,046,000
September 22, 1913	49,474,000	2,969,000
September 23, 1912	30,155,000	3,454,000
September 25, 1911	51,150,000	74,000
September 26, 1910	32,243,000	2,023,000
September 27, 1909	16,461,000	3,136,000
September 28, 1908	29,924,000	5,729,000
September 30, 1907	44,757,000	*259,000
October 1, 1906	33,334,000	1,234,000
October 2, 1905	17,905,000	1,654,000

*Decrease.

Quantities on passage for the week are not reported, but in the corresponding week in previous years the quantity afloat was:

For	Week ending Sept. 20, '13 Bushels	Week ending Sept. 21, '12 Bushels
United Kingdom	13,208,000	17,896,000
Continent	23,080,000	22,008,000
Totals	36,288,000	39,904,000

World shipments of wheat, flour included, were:

From	Week ending Sept. 19 Bushels	Week ending Sept. 12 Bushels	Week ending Sept. 20, '13 Bushels
U. S., Can.	.....	7,048,000	4,146,000
Argentina	24,000	128,000	104,000
Australia	.....	340,000	656,000
Danubian p'ts.	.....	.....	660,000
Russia	.....	.....	6,440,000
India	328,000	728,000	1,088,000
Totals	352,000	8,244,000	13,074,000

Total world shipments on this date last season were:

From—	Bushels.
U. S. and Canada	64,599,000
Argentina	7,043,000
Australia	8,470,000
Danubian ports	4,676,000
Russia	32,876,000
India	19,418,000
Total	137,082,000

STEADY TRADING IN WHEAT MARKET

Club Changing Hands on Basis of 94 Cents Track.

The local wheat market was steady yesterday. Saturday's prices were repeated on the Merchants Exchange, but no deals were closed, as asking prices were from 2 to 5½ cents above the bids. Some business was done in the country on the basis of 94 cents track for club. The market on the Sound was easier than at Portland, and bluestem, turkey and fortyfold at less than the prices demanded here.

Flour export trade continues of small volume. Stocks in the Orient are understood to be light but the $5 freight rate is a handicap in working up new business.

Oats, barley and bran prices were about steady on the Exchange.

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

	Wheat	Barley	Flour	Oats	Hay
Monday	211	12	26	23	14
Year ago	248	16	12	23	9
Season to date	4290	360	631	332	378
Year ago	3565	522	539	367	543

Foreign Crop Conditions.

The latest Broomhall report on foreign wheat crop conditions follows:

United Kingdom—The weather is more favorable and native wheat is moving freely; an official report places the condition of wheat at 104 per cent and oats at 95 per cent.

France—The crop is gathered and the yield is better than expected; the quality as a whole is fair. The weather is now seasonable.

Germany—It is reported in official circles that the outturn of wheat is below expectations.

Russia—Reports are conflicting, but it is believed that the yield will be very short and of inferior quality.

India.—Beneficial rains have fallen; shippers still maintain very firm prices, and offers are light.

Australia.—Mostly drouthy, and the crop outlook is unfavorable.

Argentina.—Weather and crop accounts are better for wheat.

Poultry Market Weak.

With poultry carried over from last week the market opened easy and dull. Buyers offered lower prices than for a long time past, and if receipts in the first half of the week are large, a decline can be looked for. The demand for dressed meats was also sluggish.

Eggs are holding fairly steady, considering the large use being made of storage stock. Dairy produce was unchanged.

GROS COLEMAN GRAPES IN MARKET

California and Local Salway Peaches Received—Cantaloupes Firm.

Three cars of grapes were received yesterday, including the first shipment of Gros Coleman grapes. These were a fine delivery and sold at $1.50 a crate. Malagas and Tokays were quoted at $1.

A car of California Salway peaches arrived and they were in demand at 60 cents. Oregon Salways were also received and offered at 55 cents for large and 45 cents for small sizes. Levi clings were unchanged. Storage Elbertas have cleaned up.

Cantaloupes were scarce. Another car is due today, and they may sell at advanced prices.

More Oregon cauliflower was received yesterday than at any time since the opening of the season. It was quoted at $1.25@1.75 per dozen according to quality. A car of California tomatoes was put on sale at 65 cents. Local tomatoes now coming in show the effects of the weather.

Bank Clearings.

Bank clearings of the Northwestern cities yesterday were as follows:

	Clearings.	Balances.
Portland	$2,048,303	$264,441
Seattle	2,472,594	379,514
Tacoma	491,687	17,452
Spokane	758,388	73,367

PORTLAND MARKET QUOTATIONS.

Grain, Flour, Feed, Etc.

Merchants' Exchange, noon session:

	Bid.
Wheat—	
Bluestem	$ 1.03
Forty-fold	.96
Club	.94
Red Russian	.90
Red fife	.90
Oats—	
No. 1 white feed	26.25
Barley—	
No 1 feed	21.50
Brewing	22.00
Bran	23.25
Shorts	24.50

All quotations for prompt delivery.

MILLFEED—Spot prices: Bran, $26@26.50 per ton; shorts, $29@29.50; rolled barley, $28.

FLOUR — Patents, $5.40 per barrel; straights, $4.60; graham, $3.40; whole wheat, $5.60; exports, $4.20@4.50.

CORN—Whole, $38 per ton; cracked, $39 per ton.

HAY—Old timothy, Eastern Oregon, $15@16; new-crop timothy, Valley, $12.50@13; grain hay, $10@11; alfalfa, $12@13.50.

Dairy and Country Produce.

Local jobbing quotations:

EGGS—Fresh Oregon ranch, case count, 30@31c; candled, 33@35c.

POULTRY—Hens, 13½@14c; Springs, 14@14½c; turkeys, young, 22c; ducks, 10@15c; geese, 11@12c.

BUTTER—Creamery prints, extras, 35c per pound; cubes, 31@32c.

CHEESE—Oregon triplets, jobbers' buying price, 16c per pound f. o. b. Portland; Young Americas, 17c per pound.

PORK—Block, 11@11½c per pound.

VEAL—Fancy, 13½c per pound.

Fruits and Vegetables.

Local jobbing quotations:

TROPICAL FRUITS—Oranges, $2.25@3.00 per box; lemons, $6@6.50 per box; bananas, 4@4½c per pound; grapefruit, California, $3.25; pineapples, 6@7c per pound.

VEGETABLES—Cucumbers, 50c per box; eggplant, 5c per pound; peppers, 6@7½c per pound; artichokes, 85c@$1 per doz.; tomatoes, 50@65c per crate; cabbage, 1¾c per pound; peas, 5@6c per pound; beans, 4@6c per pound; corn, 75c@$1 per sack; celery, 50@85c per dozen; cauliflower, $1.25@1.75 per dozen; asparagus, $2.25 per box; sprouts, 10c per pound.

ONIONS—Yellow, $1@1.25 per sack.

GREEN FRUITS — Apples, new, 50c@$1.50 box; cantaloupes, $1@1.50 per crate; casabas, $1.25@1.50 per dozen; pears, $1@1.50; peaches, 45@75c per box; grapes, 75c@$1.50 per crate.

POTATOES—Oregon, $1.50 per sack; Yakimas, $1.50; sweet potatoes, 2¼c per pound.

Staple Groceries.

Local jobbing quotations:

SALMON—Columbia River one-pound talls, $2.30 per dozen; half-pound flats, $1.50; one-pound flats, $2.55; Alaska pink, one-pound talls, $1.05.

HONEY—Choice, $3.25 per case.

NUTS—Walnuts, 14@21c per pound; Brazil nuts, 14c; filberts, 14@15c; almonds, 23c; peanuts, 5@6c; cocoanuts, $1 per dozen; pecans, 14@15c.

BEANS—Small white, 6½c; large white, 6½c; Limas, 8c; pink, 5¾c; Mexican, 7½c; bayou, 6c.

COFFEE—Roasted, in drums, 18½@38½c per pound.

SUGAR—Fruit, and berry, $7.80; beet, $7.60; extra C, $7.60; powdered, in barrels, $8.05.

SALT—Granulated, $15.50 per ton; half-ground, 100s, $10.75 per ton; 50s, $11.50 per ton; dairy, $14 per ton.

RICE—No 1 Japan, 5½c; Southern head, 6@7½c; island, 6c.

DRIED FRUITS — Apples, 8½c per pound; apricots, 14@16c; peaches, 7½c; prunes, Italian, 10@12½c; currants, 9½c; raisins, 8@8½c; Thompson, 11¾c; unbleached Sultanas, 8c; seeded, 7½@12c; dates, Persian, 7@7½c per pound; fard, $1.40 per box.

FIGS—Packages, 8-oz., 50 to box, $1.01 package; 10-oz., 12 to box, 80c; white, 25-lb. box, $1.75; black, 25-lb. box, $1.75; black, 20-lb. box, $2.50; black, 10-lb. box, $1.35; Calarab candy figs, 20-lb. box, $3; Smyrna, per box, $1.50.

Hops, Wool, Hides, Etc.

HOPS—1914 crop, 17@18c; 1913 crop, nominal.

HIDES—Salted hides, 13c per pound; salt kip, 14c; salted calf, 16c; green hides, 12c; dry hides, 23c; dry calf, 23c; salted bulls, 10c per pound; green bulls, 8½c.

WOOL—Valley, 18½@20½c; Eastern Oregon, 16@20½c.

MOHAIR—1914 clip, 27½c per pound.

CASCARA BARK—Old and new, 4c per pound.

PELTS—Dry, 13c; dry short wool, 9c; dry shearlings, 10c each; green shearlings, 15@30c each; Spring lambs, 24@25c; green pelts, short wool, August 60c, July 50c; green lambs, July 65c, August 75c.

Provisions.

HAMS—10 to 12-pound, 21½@22½c; 11 to 10-pound, 21½@22½c; 14 to 18-pound, 21½@22½c; skinned, 18½@22c; picnic, 15c.

BACON—Fancy, 30@32c; standard, 24@27c.

DRY SALT CURED — Short clear backs, 14@17c; exports, 15@17c; plates, 11@13c.

LARD — Tierce basis: Pure, 12½@14c; compound, 9c.

Oils.

KEROSENE—Water white, drums, barrels or tank wagon, 10c; special, drums or barrels, 13½c; cases, 17½@20½c.

GASOLINE—Bulk, 14c; cases, 21c. Engine distillate, drums, 7½c; cases, 14½c. Naphtha, drums, 13c; cases, 20c.

LINSEED OIL—Raw, barrels, 72c; boiled, barrels, 13½c; cases, 17½@20½c.

COTTON BILLS ARE NEGOTIATED

Business With Berlin Is Done Via Amsterdam Financiers.

NEW YORK, Sept. 21.—In the absence of more definite developments, Wall street discussed with much gratification today the decision of the Interstate Commerce Commission to reopen the 5 per cent advance freight rate case and the approval by the Federal Reserve Board of the $100,000,000 gold fund.

The action of the Interstate Commerce Commission was accepted as evidence of greater leniency by the Government towards the railroads, while the indorsement of the gold pool plan carried implications of a better understanding between the banking interests and the Treasury Department.

Foreign exchange was again influenced to a great degree by the success of the New York City loan and the $100,000,000 pool, with the preliminaries of the latter well under way. Sight drafts on London opened down a cent on the pound sterling with a like decline in cables, but both recovered later on an increased demand for grain bills on London and Paris. Exchange on Paris was again handled by way of the British metropolis, and some cotton bills on Berlin were negotiated via Amsterdam.

Money, Exchange, Etc.

NEW YORK, Sept. 21.—Sterling exchange steady. Cables, $4.98; demand, $4.95. Bar silver, 51½c. Mercantile paper, 7c.

SAN FRANCISCO, Sept. 21.—Drafts, sight, 3c; telegraph, 5c. Sterling, demand $4.49½; cable, $4.95½.

LONDON, Sept. 21.—Bar silver, 23¾d per ounce.

BEST GRADES GAIN

Cattle and Hogs Higher at Union Stockyards.

DAY'S RUN IS HEAVY ONE

Choice Swine Are Fifteen Cents Higher at $8.40—Best Steers Bring $7.40—Sheep and Lamb Markets Are Steady.

There was a fine run of 70 loads of stock at the Union Stockyards yesterday. Good quality was much in evidence, and as a consequence the demand was active and trading brisk throughout the day. The market was in healthy condition, and advances were scored in the cattle and swine divisions.

About 20 loads of steers were sold at prices ranging from $6.70 to $7.15 for full loads. Smaller lots of prime steers brought as high as $7.40. The bulk of sales were at $6.80 to $7. Butcher cattle transactions were on a larger scale than usual. The bulk of cow sales were at $5.75 to $6, and bulls sold at the usual prices.

Hogs were 15 cents higher than at the close of last week, one load selling at $8.40. The bulk of sales, however, were at $8.25 and $8.30.

Choice lambs were steady at $6 and poorer lambs brought $4.50. Ewes sold at $4.40 and $4.50.

Receipts were 1302 cattle, 1189 hogs and 1329 sheep. Among the shippers were:

With cattle—C. Stack, Lyle, 1 car; George Mayfield, Bend, 3 cars; W. S. Brockman, Cottonwood, 3 cars; Henry Applegate, Weiser, 1 car; W. P. Warnock, Enterprise, 3 cars; Charles Young, Enterprise, 3 cars; J. W. Chandler, Enterprise, 1 car; R. L. Sullivan, Joseph, 1 car; J. D. French, Heppner, 1 car; G. S. Walker, Joseph, 7 cars; M. T. Yates, Pilot Rock, 2 cars; W. O. Cummings, Pendleton, 2 cars; J. A. Vaughn, Robinette, 3 cars; T. B. Leete, Robinette, 3 cars; W. H. Daughtry, Gateway, 3 cars; R. H. D'Armond, Vale, 1 car.

With hogs—Huntley Mercantile Company, St. Johns, 2 cars; R. E. Thorne, Hermiston, 1 car; H. M. Summers, Hermiston, 1 car.

With sheep—A. L. Brown, Ashland, 8 cars.

With mixed loads—A. M. Frazer, 2 cars cattle and hogs; Cottonwood Milling Company, Cottonwood, 2 cars cattle and hogs; C. T. Moreland, Joseph, 3 cars cattle, hogs and sheep; Henry Johnson, Union Junction, 2 cars cattle and hogs.

The day's sales were as follows:

	Weight.	Price.		Weight.	Price.
7 steers	1140	$6.40	29 steers	987	6.80
7 cows	1120	6.00	26 steers	1030	6.80
1 cow	1180	5.00	96 hogs	225	8.25
2 steers	965	5.50	96 hogs	203	8.25
15 steers	1190	6.25	83 hogs	208	8.75
24 steers	1205	6.70	73 hogs	225	8.75
1 bull	1380	4.00	37 hogs	169	8.00
2 cows	955	5.50	51 hogs	161	8.10
2 cows	1010	4.00	79 hogs	182	8.15
25 steers	1036	6.85	1 hog	310	7.00
1 bull	1410	4.75	84 hogs	227	8.25
4 steers	852	6.40	2 hogs	300	7.80
6 cows	1026	6.00	4 hogs	347	7.50
2 cows	1270	5.00	33 hogs	188	8.30
15 steers	937	6.40	82 hogs	212	8.40
2 steers	625	6.50	1 cow	1250	4.00
1 steer	750	6.00	4 cows	960	5.00
13 cows	1129	6.15	22 cows	997	5.75
1 bull	1430	4.25	27 cows	1014	5.00
7 cows	1102	5.50	26 cows	995	6.00
1 bull	930	5.75	55 cows	1070	6.00
27 steers	1159	6.50	27 cows	1024	6.00
1 bull	1500	5.00	24 cows	1020	6.00
12 steers	1196	7.00	3 bull	1170	4.00
3 cows	1233	5.75	1 steer	1150	6.50
12 steers	1026	6.25	1 steer	1070	6.00
1 bull	1780	4.25	24 steers	1201	6.75
28 cows	995	5.60	2 cows	1024	6.50
26 cows	953	5.40	6 steers	1142	6.75
2 cows	1054	5.10	5 cows	1068	6.15
27 cows	948	5.65	2 steers	1000	7.00
12 cows	904	5.60	1 steer	1190	6.75
18 cows	1110	6.00	1 cow	1030	6.50
1 steer	730	6.00	1 stag	1130	6.50
4 steers	960	6.25	1 steer	950	6.15
28 steers	1124	6.25	22 mixed	980	6.15
2 cows	1100	5.00	145 ewes	136	4.40
12 cows	1253	5.75	72 ewes	113	4.50
1 cow	1280	5.75	208 lambs	41	4.50
1 bull	1540	4.00	64 lambs	52	4.50
1 steer	1110	7.00	33 lambs	66	4.00
3 steers	1056	6.00	84 hogs	227	8.25
3 steers	1203	6.75	13 hogs	123	6.75
27 steers	1079	6.85	79 hogs	162	8.15
1 steer	1250	7.15	79 hogs	236	7.15
2 steers	1180	7.00	85 hogs	198	8.30
1 bull	1400	4.25	2 hogs	300	7.80
24 steers	1259	7.00	82 hogs	227	8.30
26 steers	1153	7.00	4 hogs	337	7.30
26 cows	996	5.75	32 cows	1002	6.00
27 cows	1021	5.75	22 cows	1038	5.35
4 steers	1015	6.50	29 steers	1159	7.15
1 steer	1057	7.00	1 cow	1090	5.00
1 bull	1560	4.25	14 cows	998	5.90
28 steers	1038	6.80	28 steers	1090	6.90
22 cows	1088	6.00	28 steers	1078	6.90
28 steers	1023	6.80			

Current prices of the various classes of stock at the yards follow:

Cattle—	
Prime steers	$7.00@7.40
Choice steers	6.50@6.75
Medium steers	6.25@6.50
Choice cows	6.00@6.25
Medium cows	5.25@5.75
Heifers	5.50@6.25
Calves	6.00@8.50
Bulls	3.00@4.75
Stags	4.50@6.00
Hogs—	
Light	8.00@8.40
Heavy	7.00@7.40
Sheep—	
Wethers	4.00@5.40
Ewes	3.50@4.50
Lambs	5.00@5.50

Omaha Livestock Market.

SOUTH OMAHA, Neb., Sept. 21.—Hogs—Receipts, 1400; market, higher. Heavy, $8.35@8.50; light, $8.40@8.80; pigs, $7.75@8.50; bulk of sales, $8.40@8.45.

Cattle—Receipts, 8200; market, steady. Native steers, $7.75@10.25; native cows and heifers, $5.70@8.35; Western steers, $6.25@8.50; Texas steers, $6@7.40; Texas cows and heifers, $5.75@7; calves, $8@10.25.

Sheep—Receipts, 40,000; market, weak. Yearlings, $5.75@6.25; wethers, $5.35@5.75; lambs, $5.70@8.10.

PLANTERS HOLDING FOR ADVANCE

New Orleans Exchange Will Quote Spot Cotton Wednesday.

NEW YORK, Sept. 21.—Beyond an official report from the conference committee that 600 bales of the strandy interest had been liquidated as a result of Saturday's operations in Liverpool, there appeared to be no change in the cotton situation here today. Prospects for an early resumption of business were encouraging. As there were reports of continued steadiness in Southern markets and while picking is supposed to be making rapid progress under prevailing weather conditions, the comparatively small receipts suggested that planters are holding for a further advance. Official announcements are still expected in the near future here regarding the proposed plan for adjusting the remaining contract interest and the formulation of by-laws to provide for trading in Government contracts.

NEW ORLEANS, Sept. 21.—The New Orleans Cotton Exchange will begin quoting spots Wednesday, it was announced today. Attorneys for the Exchange today ruled that a trading contract made on the Exchange is binding, whether or not the Exchange is closed. This, according to the view of active brokers, materially changes the situation as it affects October contracts. By this ruling, October shorts can buy spots and longs will be forced to receive the cotton on contract.

SAN FRANCISCO PRODUCE MARKET

Prices Quoted at the Bay City on Fruits, Vegetables, Etc.

SAN FRANCISCO, Sept. 21.—Fruit—Pineapples, $1.50@2; California lemons, $2@5, apples, Gravensteins, 50c@$1; Bellflowers, 65@75c; Newtowns, 80@90c.

Vegetables—Cucumbers, 25@35c; String beans, 2½@3c; peas, $1.50@2 per sack.

Eggs—Fancy ranch, 43c; storage, 30c.

Onions—Yellow, 40@50c.

Cheese—Young America, 14½@15½c; new, 11@14½c; Oregon, 16c.

Butter—Fancy creamery, 30½c; seconds, 27c.

Potatoes—Delta Burbanks, per sack, 90c@$1; sweets, $1.50@1.60 per sack; Salinas Burbanks, $1.65@1.75.

Receipts—Flour, 3400 quarters; barley, 11,510 centals; potatoes, 6365 sacks; hay 925 tons.

Chicago Dairy Produce.

CHICAGO, Sept. 21.—Butter, steady; receipts, 11,450 tubs. Creameries, 24½@30c.