

PORTLAND MARKETS

Quotations in the Portland Market.

Complete Market Reports Corrected Each Day Giving the Wholesale Prices of Commodities, Farm Produce, and Vegetables.

PORTLAND, April 23.—Poultry receipts for the week thus far have been rather heavy for the demand and the market today was considered weak.

Front street reports the arrival of another car, the third this season of Texas onions. At the present price, \$2.75 a crate, the Texas goods are moving fairly actively, 1907 Oregon onions being practically off the market.

In the Front street market today eggs were reported weaker and produce men held that the best that could be offered for candled stock was 16c, a fraction under the top quotations of the past few days.

Offering to buy and sell posted at the Board of Trade today were as follows:

To Buy—One car No. 1 white oats at \$27.50, f. o. b., Portland.

To Sell—One car sawed shingles at \$2.25 f. o. b. Portland; one car same at \$2.15, f. o. b., Portland; two cars No. 1 white oats at \$28, f. o. b., Portland; 200 cases one-gallon cans tomatoes at \$2.50; 50 cases 2 1/2-lb. cans tomatoes at \$1.65.

Wheat—Club, 82c; Valley, 82c; bluestem, 84c; red Russian, 80c.

Oats—Producers' prices: White, 28c; gray, 26c@27c.

Flour—Hard wheat, patent, \$4.80; straight, \$4.00; graham, \$4.50; rye, \$5; whole wheat flour, \$4.45; Dakota, \$6.40@6.60; Eastern rye, \$6.60; Pillsbury, \$7; Corvallis, \$4.40.

Rye—\$1.40 per cwt.

Corn—Whole, \$32.50; cracked, \$33.50 per ton.

Hay—Wholesale selling prices; Valley timothy, \$17@18; Eastern Oregon, \$20@21; clover, \$14@15; alfalfa, \$12@13.

Grain bags—Domestic, 85c; Calcutta, 9c.

Millfeed—City bran, \$24.50; country bran, \$25.50; city shorts, \$26; country shorts, \$27; chop, \$22; middlings, \$30.50.

Barley—Producers' prices: Brewing \$28.50; feed, \$27; rolled, \$28@29.

Buckwheat—\$36 per ton.

Cereal Foods—Rolled oats, cream, 90-lb. sacks, \$7; lower grade, \$6.50; oatmeal, steel cut, 45-lb. sacks, \$8; 9-lb. sacks, \$4.25 per bale; oatmeal (ground), 45-lb. sacks, 70c per barrel; 9-lb. sacks, \$4.00 per bale; split peas, \$4.50 per 100-lb. sacks; 25-lb. boxes, \$1.25 per box; ipastry flour, 10-lb. sacks, \$2.75 per bale.

Fresh Meats and Fish.

Fresh Meats—Veal, fancy, 100 lbs., averag, 9@9 1/2; 100 to 150 lbs., 8@8 1/2 lb.; large and coarse, 5@7c; hogs, fancy block, 7@7 1/2c; heavies, 6@7c; beef, bulls, 3 1/2@4c; cows, 4@5c; steers, 5 1/2@6c; muttons, medium size, 10@11c; large and coarse, 8@9c.

Oysters—Shoalwater Bay, per gallon, \$2.25; per sack, \$4.50; Toke Point, \$1.60 per 100; Olympias (120 Clams—Little neck, per box, \$2.50; razor clams, \$2.00 per box.

Fish—Halibut, 6c; black cod, 8c; black bass, per lb., 20c; striped bass, 13c; herring, 5 1/2 cents; flounders, 6c; catfish, 11c; shrimp, 10c; perch, 7c; sturgeon, 12c; sea trout, 18c; tom

cod, 10c; salmon, silversides, 9c; steelheads, 11c; chinooks, 10c; fresh, 12c; lobsters, 25c lb.

Fruits and Vegetables.

Potatoes—Select (sell), 70c cwt.; Willamette Valley (buy), 45c; East Multnomah (buy), 55c; Clackamas (buy), 55c.

Onions—Jobbing price, \$4.75@5.00 cwt; buying price, \$4.25@4.50; garlic, 15c lb.

Vegetables—Turnips, \$1.00 sack; beets, \$1.25; parsnips, \$1.25; cabbage, \$1.75; tomatoes, Florida, \$4.50@5.00 crate; do Mexico, \$2.75 crate; cauliflower, California, \$1.00 dozen; do local, 50c@1.00; hot-house lettuce, \$1.25@1.50 box; cucumbers, \$1.50@2.00 dozen; celery, 85c@1; artichokes, 50c doz.; asparagus, 8@9c lb.; beans, 20c lb; egg-plant, 20c lb; head lettuce, 40c doz; rhubarb, \$2 crate.

Apples—Select, \$2.50 box; fancy \$2.00; choice, \$1.50; ordinary, \$1.25. Fresh fruits—Oranges, \$2.00@2.75; lemons, \$2.75@3.50; strawberries, 20@22c lb.

Tropical Fruits—Lemons, \$2.00@3.50 box; limes, 75c per 100; oranges, new navels, \$1.75@2.50 box; grapefruit, \$3.50@4.00 box; bananas, 5c lb.; crated, 5 1/2c lb.; tangerines, \$1.40@1.50 box; pineapples, \$4@5 dozen.

Butter, Eggs and Poultry.

Butter—Extras, 27c; fancy, 26c; choice, 25c; store, 16c.

Eggs—Loss off, 16@16 1/2c.

Cheese—Full cream twins, 15c; cream brick, 20c; swiss block, 20c; limberger, 22c.

Poultry—Mixed chickens, 13c lb.; fancy hens, 14@17c; roosters, old, 8c; fryers, 20c; broilers, 22@25c; dressed poultry, 1c per lb.; higher; geese, old, 9c; turkeys, live, 15@16c; do dressed, 17@18c.

Groceries, Provisions, Etc.

Sugar (sack basis)—D. G., \$5.65; XX, \$5.45; beets, \$5.45; Golden C, \$3.50; extra C, \$5.15; powdered, \$5.80; boxes, 55c cwt. advance over sack basis; fruit or berry sugar, \$5.65; boxes, 55c cwt. advance over sack basis (less 1c if paid for in 15 days).

Coffee—Mocha, 24@28c; Java, fancy, 25@28c; Java, good, 20@24c; Java, ordinary, 17@20c; Costa Rica, fancy, 18@20c; Costa Rica, good, 16@18c; Arbuckle, \$16.63 cwt.; Lion, \$15.88 cwt.; Colombia coffee, 14c lb.; Salvador, 11 1/2@14c.

Rice—Imperial Japan, No. 1, \$6.25; Southern Japan, \$5.25@5.75; broken, 5c; head, fancy, \$6@6.75.

Sago and Tapioca—6c.

Provisions—Hams, large, 13c; small, 13c; picnic, 9 1/2c; boiled hams, lbs., \$6; Olympias, per gallon, \$2.25.

Dried Fruits—Apples, 9@10c per pound; apricots, 27@29c; peaches, 11@13c; pears, 11 1/2@14c; Italian prunes, 5@6c; California figs, white, in sacks, 7 1/2c per pound; black, 6@7c; bricks, 75c@8.25 per box; Smyrna, 16@17 1/2c per pound; dates, Persian, 6 1/2@7c per pound.

22c; boiled picnic, 28c; breakfast, bacon, fancy, 22c; English, 15 1/2c; dry salted short clears, 10c; backs, 10c.

Lard—Kettle-rendered tines, 11 1/2c; tubs, 12c; 50s, 12c; 20s, 12 1/2c; 10s, 12 1/2c; 5s, 12 1/2c. Standard pure: Tierces, 1c less; compound, tierces, 8c; leaf, 13c.

Raisins—Loose muscatels, 3-crown, 7@7 1/2c; 4-crown, 7 1/2@8c; bleached seedless Sultanias, 8@12c; unbleached seedless Sultanias, 8@8 1/2c; London layers, 3-crown, whole boxes of 20 pounds, \$2.00; 2-crown, \$1.75.

Canned salmon—Columbia River, 1-lb talls, \$2.10; 2-lb talls, \$3.00; fancy, 1-lb flats, \$2.25; 2-lb flats, \$3.40; fancy, 1-lb, ovals, \$2.75; Alaska talls, pinks, 95c; red, \$1.40; nominal, 2s, talls, \$2.25.

Spices—Cloves, 25c lb; chillies,

13 1/2c lb. Salt—Bales of 75-2s, bale, \$2.15; bales of 60-3s, \$2.15; bales of 40-4s, bale, \$2.15; bales of 15-10s, bale, \$2.15; bags, 50s, 4me, ton, \$16.50; bags, 50c; genuine Liverpool, ton, \$18; bags, 50s, 4-ground, \$13.50; 100s, ton, \$13; R. S. V. P., 20 5-lb cartons, \$2.25; R. S. V. P., 3-lb cartons, \$1.75; Liverpool, lump, per ton, \$20.50.

Nuts—Walnuts, 15 1/2@20c per lb; filberts, 16c; Brazils, 20c; pecans, 14@20c; hickory, 8c; Virginia peanuts, 6 1/2c; Jumbo Virginia peanuts, 7c; Japanese peanuts, 6 1/2c; chestnuts, Italian, 10c; Ohio, 25c; coconuts, dozen, 90c @ \$1.00; pine nuts, 17 1/2c lb.

Hops, Wool, Hides, Etc.

Hops—1907 crop, 4@5 1/2c lb.

Wool—Valley, 16@18c; Eastern Oregon, 12@18c, as to shrinkage. Cascara Sagrada (chittim bark)—4@5 1/2c per lb.

Beeswax—Good, clean and pure, 22@25c per lb.

Tallow—Prime, 5c; No. 2 and 5 1/2c; 1-barrel lots, 52c; in cases, 58c; boiled, 5-barrel lots, 53c; 1-barrel lots, 54c; in cases, 60c.

Turpentine—In cases, 72c; in wood barrels, 69c; in iron barrels, 65c; in 10-case lots, 71c.

Benzine—V. M. and P. and Union Naphtha, cases, 19c; iron barrels, 12c.

Hides—Dry hides, No. 1, 12 1/2c lb; dry, No. 1, 12c lb; dry salted, one-third less; dry calf, 14c lb; salted steers, 5c pound; salted cows, 4c lb; stags and bulls, 3c lb; kip, 5c lb; calf, 9c lb; green stock, 1c less; sheepskins, shearings, 10@25c; short wool, 30@40c; medium and long wool, according to quality, 50@90c; dry horses, 50c@1; dry colts, 25c; angora, 80c@1; goat, common, 10@20c.

Oils, Lead, Etc.

Coal Oil—Union and pearl and astral oil, cases, 18c per gallon; water white, iron barrels, 11c; cocene and extra star, cases, 21 1/2c; headlight oil, cases, 19c; iron barrels, 12c; claine, cases, 28c.

Linseed Oil—Raw, 5-barrel lots, 30c; cases, 37c. Engine Distillate, bbls., 10c; cases, 17c.

For Constipation.

Mr. L. H. Farnham, a prominent druggist of Spirit Lake, Iowa, says: "Chamberlain's Stomach and Liver Tablets are certainly the best thing on the market for constipation."

Give these tablets a trial. You are certain to find them agreeable and pleasant in effect. Price 25 cents. Samples free. For sale by Frank Hart and leading druggists.

Breaking It Gently.

A man who had literary aspirations, but lacked the literary instinct, once wrote a story and took it to the editor of a magazine. "I want you to read it over carefully," he said. "It's intended for a satire, and if I do say it myself, I think it's pretty clever."

The editor took the manuscript and began to read it. A page or two sufficed to show him its utter hopelessness for purposes of publication, but he hesitated to crush a budding author and proceeded to temporize.

"Why, Mr.—er—Simmons," he said, "your story has some crudities of course, and—er—"

"It's better as you get into it," interrupted the other complacently. "It's like some of Thackeray's stories."

"Ah, yes, Mr. Simmons, you do remind me somewhat of Thackeray."

"Do I?" inquired the caller.

"Yes," rejoined the editor, handing him the manuscript. "You have a nose just like his."—Youth's Companion.

Proper Form of Assesvation.

A teacher in the Garfield school was teaching a primary class the beginnings of arithmetic.

"Now, I have one pencil in my right hand and one in my left," she said. "How many pencils have I? Helen, you may answer."

"Two," piped a small voice.

"Then one and one make two, do they?"

"Sure!"

The teacher frowned at the disrespectful answer.

"That's hardly what you should have said," she said. "Will some one in the class tell Helen what her answer should have been?"

"There was a moment of hesitation. Then one brown fist shot confidently into the air.

"Ah, James, you may tell Helen what she should have said!"

"Sure, Mike!" shouted Jimmy in a tone of triumph.—Kansas City Star.

A Healing Salve for Burns, Chapped Hands and Sore Nipples.

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The Pilot.

Original.

When Ben Paddock shipped with me for an able seaman he was absolutely disabled and sailed simply to be saved from himself. Ben had been a decent fellow and had a wife and two little children, but drink captured him, rendering him of no use to them and only a burden to himself. Indeed, he was a burden to them also till he left them.

Once aboard and subject to discipline he slowly righted, like a ship after a squall, and his own real identity reasserted itself. Fortunately for him, we were off for a long voyage, and there was not a drop of liquor aboard ship except under my charge, and I never gave Ben a drop from the time we sailed till we got back to the port we had left three years before. I liked Ben Paddock and did everything I could to help him get rid of the habit that had ruined him. I persuaded him not to take shore leave when we made ports, and at such times I often stayed

aboard, keeping him company, that he should not get despondent and yield to temptation.

When Ben got back from the voyage he promised me he would observe certain rules I laid down for him to prevent a return of the thirst, then hurried to his wife and children, whom he never again left to the day of his death. He became a pilot for the port where he lived, and his services were in constant demand at good wages. He always declared that I had saved him and manifested unbounded gratitude.

Years passed. One December I was returning from a long voyage. I had promised my wife that if I made a successful trip I would sell my ship with the cargo and spend my old age with her at home. But all I possessed was in the ship and cargo. As I drew near port the wind began to blow a fierce gale from the east, and I feared that I would not be able to make an entry. If I could get in between the two tongues of land that formed the harbor's gateway I would be safe, but to do this, I must have a pilot, and, even once entered, only a pilot could take the ship through the tortuous channel.

When I approached the harbor the wind was blowing right on shore. I looked about for a pilotboat, but saw only one, and it was scudding under jib and foretopsail to get in. I concluded to drop anchor and wait. In fact, it was all I could do, for I had approached too near to the shore. I had no confidence in being able to beat out in the teeth of the gale, and I feared the anchor wouldn't hold. It did not hold, and I soon saw that we were drifting ashore. It was growing dark, no succor was at hand, and within sight of the haven of rest I had so long worked for I must see the fruits of my labor lost, perhaps our lives.

The shore outline had been in folded in the gloom when suddenly I saw the head of a man over the gunwale on the port side. Then came his body. Then he jumped down on to the deck.

"Ben Paddock," I exclaimed, "where did you come from?"

He cast a glance at the jib fluttering in the wind and at the foretop, I yelled to the men to get up sufficient sail for steeage headway, and when the sails were up Ben was at the wheel. I ordered the anchor let go, and she came about head on to shore.

My fears allayed, I began to wonder how Ben had got aboard. I was sure no pilotboat was within miles of us or had been before the darkness fell. But, granting that one had heeded us unnoticed, how could she have sent us a pilot over a sea in which no small boat could have lived? I was about to ask Ben for an explanation when I saw that we were about to make the entrance between the two tongues of land, and all his attention was concentrated on his work. My own attention, too, was directed to this hazardous entrance. Ben brought the ship around in a curve—a wonderful bit of steersmanship since the vessel was fairly flying—and just weathered the starboard point. For more than a mile from the points the land on both sides was low and the channel serpentine. There was full sweep for the wind, and the way was still dangerous. Indeed, I would not have believed that

mortal man could keep the ship afloat. Ben stood calmly at the wheel, intent on his work, never uttering a sound, now whirling the wheel to port, now letting it fly to starboard. I began to stand in awe of one who could work such a wonder. I wanted to go, and stand beside him, but somehow I couldn't do it. I made myself think that I feared to disconcert him in his critical work. This was not so. There was something uncanny about him that held me off.

At last we shot into the broad basin of the inner harbor. I called the men to lower an anchor—the one we had put out had been left on the bottom—

and when I heard the chain rattle through the hawse pipes I turned to thank Ben for having saved us.

The wheel was deserted. A light appeared on the water, and a boat approached. "How did you get in?" called a man in the bow.

"Ben Paddock—he piloted us."

"Ben Paddock! You're gone daft. He died a month ago."

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April Official Tide Tables

Compiled by the U. S. Government for Astoria and Vicinity.

APRIL, 1908.

Table with columns for High Water, Low Water, A. M., P. M., and tide heights in feet and hours. Includes data for Wednesday, Thursday, Friday, Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday.