

WEST SIDE TELEPHONE.

SEMI-WEEKLY

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WEST SIDE TELEPHONE.

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A PICTORIAL ADDRESS.

Some of the Foolish Smartness of People Who Write Letters.

It requires the whole time of a force of four clerks to decipher the directions on letters received at the post-office in this city, and they have become so expert in determining letters and words that what looks to the ordinary person like a form of hieroglyphics is readily intelligible to them.

It is no unusual thing for the men who distribute the mails to find in a batch a half a dozen envelopes which look as if some fowl just emerging from some dark liquid had walked across them. The writing of lawyers and men in public life is the hardest the officials have to struggle with.

The worst kind of decipherers have to contend with is the extremely funny young man whose delicate sense of fastidious humor leads him to discard such common things as good English letters in the address of notes to his lady friends.

The letters in some very frequently give place to symbols, such as are seen on advertising puzzles, and very often the mail distributors come across an envelope which bears nothing but a group of pictures.

Postmaster Huidekoper and several of his clerks were engaged in endeavoring to decipher one of these when a reporter dropped into the post-office. The pictures were all drawn with hard lead pencil and were very neatly executed.

The first one represented a giddy-looking young girl dancing a hornpipe. This was made out to mean "Miss." The next was the capital letter L drawn in monogram form with the small letter n. This was understood to mean "Ellen." There was a figure of Samson and the lion.

"I have it," exclaimed Postmaster Huidekoper, triumphantly. "It means Miss Ellen Sampson."

The first figure on the second row was a woman leaning over a wash tub in the act of washing. Next to this was the following: "2,240 pounds." This meant ton, and with washing made "Washington." The next symbol was a figure showing a street. On the third row was a picture of a door standing beside a chest, supporting the letter R. This was interpreted to mean Dorchester.

Then there was a drawing of a letter M being kicked over by an ass. This was designed to stand for "Miss," meaning Massachusetts. So, after half an hour's work, it was discovered that the address was "Miss Ellen Sampson, Washington street, Dorchester, Mass."

The postmaster very kindly forwarded it to her, remarking that the young man who wrote the unique address probably thought himself smart.

Philadelphia Call.

THE TRUTH ABOUT IT.

"Spring," sang the poet, "huddling spring" "Alas! the houghs were here; He was himself the one green thing, For ice lay every where."

"Hail, Spring, with breezes soft and sweet" "The Spring returned his hail; There came a shower of snow and sleet Upon a wintry gale."

"Sing, merry birds, in bush and tree" "He read the almanac; The birds were wiser far than he, And did not hurry back."

"Spring, gentle!—here he ceased to sing" "Let the sad truth be told; The while he sang of balmy spring, He caught an awful cold."

—Mrs. M. P. Hardy, in Century Magazine.

SLEEPING-CAR SPOTTERS.

How They Bring Unwary Conductors to Sudden Grief.

Not a hundred yards from Grand Central depot is a saloon largely frequented by railroad employes, and especially by sleeping-car conductors, who, as a rule, indulge in fancy drinks of first quality and display a very fastidious taste.

A reporter happened the other night to stroll into this resort and ran across an acquaintance whose occupation consists in shadowing suspected conductors.

"You desire, then, to learn about the secret service on railroads," commenced the detective, after a conversation in the course of which such a desire had been expressed. "Well, those sleeping-car conductors we saw just now in the saloon afford excellent specimens for observation."

The temptation to knock down fares is great, yet it is altogether different now from what it used to be in the olden times. Some fifteen or twenty years ago a conductor's berth was worth quite as much as a seat in the Stock Exchange or a sheriff's appointment, but those flush times have had their day and it takes a great amount of sharp practice to beat the vigilance of a spotter.

However, to present a correct idea of the clever detective work carried on in this unique line, it would be as well to give you a thorough insight into the business.

"Now, then, the Pullman Palace Car Company on several occasions found it necessary to engage the services of detectives to watch some conductors on whom suspicion had crystallized, and in most instances conclusive proof, showing a systematic robbery, was furnished. The dishonest employes received, of course, the 'grand bounce'; now men were selected to fill the vacancies, and still it was apparent that heavy depositions continued to be carried on. The case could only be explained in a way exceedingly disparaging to human nature, but a detective who had been assigned on the work for some length of time and thus gained considerable experience, based on close observation, ventured to make a bold assertion impeaching the honesty of nearly all conductors. He suggested, consequently, to organize an elite corps of railroad detectives, especially picked to meet the requirements of that particular service, and subject the men to an incessant and rigid vigilance. Headquarters were established in this city, and although the extra running expenses incurred by the service are quite heavy, there is no doubt but many thousands of dollars have been saved for the company, while the thieving propensities of many employes encounter a severe restraint by the constant fear of detection and disgrace.

"You think that long service has hardened my judgment and I am wrong in considering the majority of conductors more or less inclined to dishonesty. Allow me, then, to offer an explanation. I am sincerely convinced that a great many of these fellows would be trustworthy in any other position, but somehow the wrong-doing appears trivial or even pardonable because it is a corporation of millionaires which has to suffer, and the employes claim as an extenuating circumstance that the bad example of greedy directors helps to destroy their feeling of moral responsibility.

"But, to draw an illustration, let us imagine a case like this: An elderly gentleman who in vain has endeavored to adjust himself into a comfortable recumbent position on the rigid seats of an ordinary passenger car, resolves to spend a few dollars in order to secure a good night's rest. Well, he is courteously shown an inviting berth in the sleeper, while a dusky porter eagerly grabs the passenger's sachel, and grins complacently at the prospective tip. The features of the conductor, on the other hand, assume a strictly business-like expression, although there might be reason to question his integrity of purpose if one could only catch his stealthy glance. The fact is our friend has cleared the way for 'knock-down fare' by overlooking the slight formality of issuing a berth-check to the new passenger, and he is now meditating the problem whether every thing is all right—a phrase which in his vocabulary figures as a synonym for a 'spotter' being in sight. However, the clever fellow has unfortunately failed to observe the piercing eyes of a detective who is watching the whole transaction through a small opening in the curtain of an upper berth, and you bet he will get him on the list.

"You must understand the checking of a sleeper is a very complicated affair, and the detective who escapes making some sort of a blunder on a long run has to be pretty well trained. Taking a coach with fourteen sections, making double the number of berths, it may, however, accommodate a considerably larger number of passengers, as each berth often is occupied by two persons. But the thing most likely to confuse a novice in our service is whenever the same berth is sold twice during a single night. A passenger, for instance, leaves the train shortly after midnight, and another is directly afterward turned into the vacant berth, merely allowing the porter sufficient time for changing sheets, etc. In eventualities of this kind it depends largely upon the detective's faculty of familiarizing himself with the features of each passenger, and thus at a glance observe any change or augmentation of the total number.

"The life a railroad detective is not a very enviable one, I can assure you. He is hired on the express condition that instructions, however repulsive to his character, must be strictly complied with. Furthermore, he has no abiding place whatever. The interest of the service requires a continuous shifting around with the men from one road to another in order to reduce as much as possible the chances of attracting suspicion by the conductors and railroad employes in general. It is thus a usual thing for a spotter to travel through every State in the Union in the course of a few months, and his work is really harder than most people would imagine. Naturally he must assume different roles to meet any emergency and throw off suspicion. You find him posing as a land speculator, insurance agent, merchant, missionary, gambler, newspaper man or politician, all according to the particular job on hand and the character of the section through which he travels.

"The general course is to assign one agent to each car, thus checking every passenger, but the entire registration must be done mentally. The art consists in evincing the least possible concern, and the spotter should always have a straight story to tell when he engages in conversation with other passengers or 'pals' of the conductor. At the end of each trip the detective makes out an elaborate report covering a certain car and sends it to headquarters, where it is compared with the conductor's balance sheet. The spotter is frequently instructed to pay cash fares himself, and the most conclusive proof is derived by holding out the tempting bait in such a manner as to entrap the conductor. When the evidence is found to be of a very damaging character all formalities are dispensed with and his walking papers served at once. Nevertheless there are some shrewd conductors who manage to delude detection in spite of all vigilance. They possess a sort of intuitive tact through which the presence of a so-called Hawkshaw is revealed. The conductors, without exception, entertain a bitter hatred to the detective service, and in this age of dynamite as an agent of redress for supposed grievances it is rather surprising that no attempt has so far been made to blow up the spotter headquarters. Vengeance has, though, been executed on several of our men out in the Territories, where the public, as a rule, is in sympathy with the conductors, and rejoices in the sport of hunting down an awkward spotter.

"A favorite scheme with the conductors is occasionally to turn in a fare or two in excess of the number really collected, for the purpose of creating an impression upon the company that the spotter's report is untrustworthy at all times. Now and then the train employes suspect an entirely innocent person, and it is amusing to behold the puzzled mien of such a passenger when he encounters the strange looks bestowed upon him by conductor and porter. The mutual interest existing between these functionaries tends to overcome race prejudice, and consequently they are both on the alert to get on the track of their sworn enemies. One way, practiced with a view to extending a secret warning to colleagues on the different lines, is to cut a notch in the heel of the supposed spotter's shoes while the porter ostensibly subjects them to a first-class shine. Identification is by this and other devices made quite easy, and the further use of the shown up detective is seriously impaired.

"The unwary traveler on entering a palace sleeping-car is likely to become impressed with the notion that an air of distinguished respectability is pervading every visible object alike. Whether he may cherish this idea to the end of his journey, even in case the passengers are somewhat mixed, depends largely upon the conductor's talent to manage each party in deference to their particular wants. Shady individuals, professional gamblers, etc., are, of course, not permitted to operate upon the trains, but a smart conductor can arrange such things to suit all parties concerned when he is decently recompensed, and, consequently, you might make an interesting study in the dubious art of high-staked poker if you happen to drop into the smoking-saloon of a sleeper after eleven p. m.

"The professional spotter has to keep an eye on all transactions of this kind, and his report affords frequently some very spicy reading. There are, besides, a number of other duties he is required to perform, such as observing whether all tickets and checks are properly canceled, noting the condition of car and closets, paying attention to the conduct of train employes—if they should sleep, drink or smoke or use profane language on duty. Sometimes it is next to impossible to catch a conductor, although suspicion rests upon him, and a detective is then put on to shadow the man in order to learn his habits, companions and general conduct in private life.

Through this source very valuable testimony is often procured and circumstantial evidence furnished, showing the suspected party is a dissolute fellow, spending much more than his salary would justify at the gambler's den or in dissipation. Yes, the spotter system is a big thing, and you can't afford to dispense with it as long as sordid greed for money remains the pivot of human nature."—N. Y. Herald.

ABOUT DOGS.

Points of Interest to All Admirers of the Canine Race.

The wonderful variation in size, appearance and intellect of dogs must strike every one who remembers that this great variety came originally from three or four species of wild dogs. There is now preserved in an English museum a little dog of the terrier kind which was about two years old at its death. It was exactly five and one-half inches long, which is just the length of a German boarhound in another part of the museum, measured from the corner of the eye to the tip of the nose. So great is the difference that one can hardly realize that they probably had a common ancestor.

The original wild dogs had very much the aspect of wolves—erect ears and bushy, flowing tails. It is thought by many that the dogs most nearly approaching them in appearance are nearest them in point of development, and that the breed closely related are our shepherds, but an examination and comparison of the bones, and particularly the skulls, show that among the principal breeds the line of descent is: First, wild dog; then Danish dog hounds, pointers, terriers, pugs, spaniels and pet dogs in general come last.

The influence of men over all nature is most markedly shown in pet dogs. They are, as a rule, small, with tails curved upwards, ears drooping, but sure signs of domestication. Besides, the temperament and disposition are wholly changed, whereas wild dogs are natural hunters, the pet dogs being totally ignorant of the uses of the chase. A pug would probably be as much surprised at the sudden appearance of a rabbit as hunny would be at the pug. The probability is that both would run as soon as they saw each other.

The varieties have been so long bred that they would never return to original species again, even if left to run wild. That they are closely related to wolves and other animals, however, is shown by the fact that they will breed with them and also by the taming of wolves taken very young. They become gentle and affectionate. A wolf yelp when young, if suddenly menaced by a master, will cringe and beg off just as a dog does when he thinks he is going to be whipped. They have many other traits which indicate a close relationship.

Not only are wolves capable of domestication, but on the other hand dogs often escape and become wild. A case is related of a greyhound who concluded she would take to the woods. After a year or two she was captured and brought back. In a few months she presented her master with some pups, but as soon as they were able to take care of themselves she left them and again ran away. Three of the pups stayed at home and became good citizens, but two partook of the mother's nature and ran away to join her. They at last became so destructive to young animals that they were hunted down and shot.

Puppies get their eyes open on the tenth or twelfth day, reach their full growth at the end of the second year and are very old at ten years, very few of them reaching the green old age of twenty. Although their lives are short they are full of interest. The devotion of a dog for his master is phenomenal. He will stick to him whatever be his fortunes, stand any amount of abuse and love his master with a forgiving spirit in spite of every thing.—Pittsburgh Dispatch.

THE EX-EMPRESS.

A Touching Story of the Unhappy and Homeless Eugenie.

The following is the latest story that is told about the Empress Eugenie, who has ever been a striking figure since the day she charmed Napoleon III with the wreath of violets which she wore in her golden hair. "It was morning then, but now the night has come." A few days ago, says the chronicler, a visitor to the Marcus Church at Venice, where the ex-Empress is now staying, observed a lady dressed in deepest mourning kneeling in long silent prayer before one of the side altars. When at last she rose she looked about her in search of something which she missed, and then walked slowly away, and supporting herself by the wall, toward the entrance. The stranger politely offered his arm, which was gratefully accepted, the lady meanwhile explaining that one of the beggars must have taken her silver-headed walking-stick away, without which she was "very helpless."

Outside the church two liveried footmen were waiting; the stranger on retiring offered his address card (alas, for cruel Nemesis, he was a German from Berlin) glancing at which the lady was seen to shudder slightly and then return the civility by whispering: "Empress Eugenie, and—homeless."—Pall Mall Gazette.

Gawbling has grown to be so common a cause of ruin in the towns of Berkshire County, Mass.—Pittsfield, Lee, Lenox, North Adams, etc.—that powerful movement has been begun against the practice.—Boston Journal.

THE BUSY LITTLE BEE.

The Part Which It Plays in the Economy of Nature.

In these days of popular science it is hardly necessary to make more than passing reference to the part which the bee plays in nature. In the vegetable world it is a vital necessity that the fertilizing pollen from the stamens of certain flowers should be carried to the pistils of other flowers, and the mission of the bee is to unconsciously carry the precious dust from blossom to blossom in her search after the tempting drop of nectar with which the shy flowerets reward the winged bearer of their love messages. A wonderful and fascinating chapter in natural history is that which treats of the relations existing between flowers and insects. Flowers may be divided into two classes, those fertilized through the action of the wind, and those in which fertilization is effected through the intervention of insects or a like agency.

Darwin and others have shown what interesting strategems flowers of the latter class resort to in order to secure the services of insects in this respect. Every little foible and weakness of the winged visitor is pondered to. What is commonly called a flower is indeed nothing more than a skillfully devised trap to attract the attention of insects, and then insure their services toward fertilization. Our little friend the bee is esthetic in his tastes, and behold, the varieties of flowers vie with each other to beguile his attention in the display of the most artistic blending of colors and beauty of design. She likes sweet scents, and the laboratory of nature is called upon to distill the choicest perfumes to humor her. But these are but an advertisement for the nectar which it is the principal object of the bee to obtain, and when she has alighted in search of it, it is only to find that the flowers have in many cases devised the most exquisite little mechanical arrangement whereby she is unconsciously compelled to effect the object toward the fulfillment of which they have indulged in such a lavish expenditure of beauty and sweetness. It is all effected in the simplest manner through the great law of natural selection, here seen in operation in its severest simplicity; for the flowers of those plants which present the greatest facilities for fertilization get their seed set and so insure the continuance of their species, while the unsuitable and unaccommodating kind remain barren and are gradually weeded out. In the babel of tongues and since first he found a voice, the poet has sung of the loves and sorrows of mankind, but nature still waits for him to interpret her heart; if he ever learns to do so, there will be a new song in his mouth, for he will have a wonderful theme.—Longman's Magazine.

HEMLOCK MOLE.

How a French Gardener Destroys His Epicurean Mold-Turners.

A conscientious French gardener suspended his chronic war upon the mole for one entire season, to give that much detested animal a fair chance at the white grubs. Science had asserted that the mole was an epicure in grubs, and our gardener had faith in science. His garden was infested with grubs, and here was his opportunity. At the end of the season he recorded the fact, with such solemnity, that the mole lived on such good terms with the grubs that he had two enemies in place of one. Not that the mole is not fond of grubs; but give him free range of the salad and berry beds and he acquires more refined tastes. Unluckily the mole seems to have no enemy, to speak of, except man, and man often makes a pitiful show against him with his poisons and his traps. The French gardener referred to is eager for information on the mole question. But while waiting for points from other victims, he offers the following as the best remedy: Take as many walnuts as there are mole holes, add a handful of hemlock leaves (Conium maculatum), boil in water for an hour and a half, make the paste into bullets and put in the holes. If the paste be too liquid spread it on a flat stone or bit of slate. The mole eats greedily (or at least, that is his duty) and gives up the ghost instantaneously.—American Gardener.

—He stood by his cold hearthstone and pressed both hands to his throbbing temple, while his glaring eye-balls rolled wildly. Poised in mid-air he saw a straw-colored dog with a blue tail; coiled upon the table was a bow-legged snake with a crimson tongue, while from his slippers peered green turtles who wagged their horrid heads. "Got 'em again," groaned the victim, but it was not so. His wife had been to the Japanese village and had not returned empty-handed.—San Francisco Chronicle.

—A sufficient reason: Visitor out of town (addressing the school).—"In the year 1825, my dear young friends, several boys walked from Salem to Boston and back, a distance of thirty miles, to hear Daniel Webster speak. If there were no railroads or means of transportation to-day, would the boys of the present generation undertake such a journey, do you think?" Small boy (after a long silence).—"No, sir." Visitor.—"Ah! and why?" Small boy.—"Because Mr. Webster is dead."—N. Y. Sun.

—A Philadelphia girl declined to "kiss the book" before a magistrate because the witness who preceded her had sore lips and the one before that had chewed tobacco. She was sensible and her testimony could be relied upon without this formula of a forgotten age.—Philadelphia Press.

—A fat old gentleman was bitten in the calf of his leg by a dog. He rushed to the Police Court and preferred a complaint against a joker in the neighborhood whom he supposed to be the owner of the offending cur. The following is the defence offered by the wag: "1. By evidence in favor of the general good character of my dog I shall prove that nothing could make him so forgetful of his canine dignity as to bite a calf. 2. He is blind, and can not see to bite. 3. Even if he could see to bite it would be utterly impossible for him to go out of his way to do so, on account of his severe lameness. 4. Granting his eyes and legs to be good, he has no teeth. 5. My dog died six weeks ago. 6. I never had a dog."—Exchange.

—Minneapolis is said to turn out for horse sales with greater enthusiasm and animosity than any other city in the Union.

"I declare, Ethel," said a young lady from the country to her cousin after they had run the gauntlet of two or three Broadway hotels, "how rudely those men stare at one. The next time I shall take the opposite side of the way." "Oh, you will find differently," replied Miss Ethel, "just as soon as your new tailor-made suit is done."—N. Y. Sun.

—Banker Hill monument is 221 feet high, built of solid granite, and every day it oscillates to and fro, as the heat of the sun expands the eastern or the western side.—Boston Post.

PRODUCE MARKET.

Portland. FLOUR—Per bbl, standard brands, \$3.50; others, \$2.50-\$3.25. WHEAT—Per ct, valley, \$1.15-\$1.17; Walla Walla, \$1.05-\$1.07. BARLEY—Whole, # cental, \$1.07-\$1.10; ground, # ton, \$22.50-\$24. OATS—Choice milling, 37¢-40¢; choice feed, 32¢-35¢. RYE—Per ct, \$1.00-\$1.10. BUCKWHEAT FLOUR—Per ct, \$3.75. CORN MEAL—Per ct, yellow, \$2.50-\$2.75; white, \$2.50-\$3.75. CRACKED WHEAT—Per ct, \$2.75. HOMINY—Per ct, \$1.00. OATMEAL—Per lb, 3.50. PEARL BARLEY—No. 1, 5¢; No. 2, 4¢; No. 3, 4¢. SPLIT PEAS—Per lb, 5¢. PEARL TAPIOCA—in boxes, 6¢. SAGO—Per lb, 6¢. VERMICELLI—Per lb, No. 1, \$1.25; No. 2, 1.00. BRAN—Per ton, \$13.50. SHORTS—Per ton, \$10. MIDDINGS—Per ton, \$20-\$25. CHOP—Per ton, \$25.00. HAY—Per ton, baled, \$7-\$8. OIL CAKE MEAL—Per ton, \$30-\$32.50. HOPS—Per lb, Oregon, nominal; Wash. Ter., do. EGGS—Per doz, 12¢. BUTTER—Per lb, fancy roll, 16¢; inferior grade, 12¢; pickled, 10¢-12¢. CHEESE—Per lb, Oregon, 6¢-11¢; California, 8¢-10¢.

DRIED FRUITS—Per lb, apples, quarters, sacks and boxes, 7¢; do sliced, in sacks and boxes, 3¢-4¢; apricots, 17¢; blackberries, 13¢-15¢; nectarines, 16¢-17¢; peaches, halves unpeeled, 7¢-8¢; pears, quartered, 7¢-8¢; pitted cherries, 10¢; pitted plums, California, 8¢-10¢; do Oregon, 6¢-7¢; currants, 3¢; dates, 4¢-5¢; figs, Smyrna, 17¢-18¢; French, 10¢-12¢; oranges, California, 5¢-6¢; French, 10¢-12¢; Turkish, 6¢-7¢; raisins, California London layers, \$2.15-\$2.20; box; loose Muscates, \$2.20-2.10; Seedless, # lb, 12¢; Sultanina, 12¢.

RICE—China, No. 1, \$5.50; do No. 2, \$5.25; Sandwich Islands, No. 1, \$5.25. BEANS—Per lb, pea, 2¢; small whites, 2¢; bayo, 2¢; lima, 3¢; pink, 2¢. VEGETABLES—Beets, # lb, 12¢; cauliflower, # doz, \$1.25; green corn, # dozen, 15¢; green peas, # lb, 2¢; lettuce, # doz, 20¢; onions, 12¢; turnips, # lb, 1¢; spinach, # sack, 40¢; celery, # doz, \$1.25; parsley, # sack, 75¢; tomatoes, # box, \$2.50-3.00; string beans, # lb, 5¢; cucumbers, # doz, 40¢.

POTATOES—Patatoes, new, 1¢-2¢; per sack, old, \$1.00. POULTRY—Chickens, # doz, spring, \$—-2.00; old \$—-2.50; ducks, \$3.00-\$3.50; geese, \$1.00-\$1.50; turkeys, # lb, nominal, 40¢-12¢. HAMS—Per lb, Eastern, @-¢; Oregon, 9¢-10¢. BACON—Per lb, Oregon sides, 6¢-7¢; do shoulders, 5¢-6¢.

TEAS—Young Hyson, 25¢-50¢; Japan, 20¢-50¢; Oolong, 15¢-50¢; Gunpowder and Imperial, 25¢-50¢. SYRUP—California refinery is quoted at 30¢, in bbls; in kegs and 1-gal. tins 35¢-45¢.

LARD—Per lb, Oregon, 6¢-7¢; Eastern, 7¢-8¢. PICKLES—Per 5-gal keg, 90¢; bbls, # gal, 25¢. SUGARS—Quote bbls: Cube, 6¢; dry granulated, 6¢; fine crushed, 6½¢; molasses, 5¢.

CANNED GOODS—Salmon, 1-lb tins, # doz, \$1.30; oysters, 2-lb tins, # doz, \$2.20; 1-lb tins, # doz, \$1.40; # doz, oysters, 1-lb tins, # doz, \$1.80; clams, 2-lb tins, # doz, \$1.90-2.15; mackerel, 5-lb tins, # doz, \$5.70-9.00; fruits, # doz tins, \$2.00-2.25; jams and jellies, # doz, \$1.75-2.00; vegetables, # doz, \$1.10-1.50.

HONEY—Extracted, 6¢; comb, 14¢. COFFEES—Per lb, Guatemala, 15¢; Costa Rica, 12¢-13¢; Old Government Java, 15¢-20¢; Rio, 14¢-15¢; Salvador, 10¢-14¢; Mocha, 22¢-25¢; Kona, 18¢.

FRESH FRUIT—Apples, Oregon, new, # box, 70¢-81.25; bananas, # bunch, \$4.50; Lemons, California, 10¢; box, \$4.50-5; Sicily, # box, \$5.00-5.50; limes, # 100, \$1.50; pineapples, # doz, \$7.00; Los Angeles oranges, # box, \$3.25; strawberries, # lb, 4¢-5¢. SALT—Laverpool, # ton, \$16.25; table, in bales, per bale, \$2.25.

SEEDS—Per lb, timothy, 5¢-6¢; red clover, 14¢-16¢; orchard grass, 17¢-18¢; rye grass, 11¢-13¢.

NUTS—California almonds, # 100 lb, \$20; Brazil, 150 lb, \$14; chestnuts, 150 lb, \$20; coconuts, \$5.75-7.50; almonds, Sicily, 175 lb, \$14; hickory, 100 lb, \$14; pecans, 6¢-7¢; pecans, Texas, 100 lb, \$14; California walnuts, # 100 lb, \$14-15¢.

WOOL—Eastern Oregon, spring clip, 12¢-15¢; # lb, fall clip, 12¢-13¢. Valley Oregon, spring clip, 12¢-15¢; lambs' and fall, 12¢-14¢.

HIDES—Dry, 14¢-15¢; wet salted, 6¢-7¢.