

## STEAMER ABBIE ROWE LOST

Wrecked in Norton Sound  
While on Short Voyage.

### ELEVEN PERSONS ON BOARD

Search for the Missing Has Been Unsuccessful—Man Picked Up at Sea in an Open Boat.

Port Townsend, Oct. 24.—T. Adney, a correspondent of Harper's Weekly, who arrived here Wednesday from St. Michaels on the steamer Roanoke, brings news of the probable loss of the small steamer Abbie Rowe in Norton Sound. The steamer had on board 11 persons, composing the Abbie Rowe party, of Boston. The party left St. Michaels September 11 for Chignik mission, located on Golofrim bay, about 85 miles north of St. Michaels. Barring accident, they should have reached their destination in three or four days.

Dr. Brigham and wife, Mrs. Rowe, Miss Blaine and another woman, members of the party, considered the Abbie Rowe incapable of weathering a severe storm, and took passage on a schooner which left a few days before the steamer for Chignik mission, where they were to meet the remainder of the party. After vainly waiting for some time, Captain William A. Taylor, late engineer of the revenue cutter Bear, and M. F. Melsing, formerly of San Francisco, began a search for the missing steamer in the yacht Edith. They followed the coast to St. Michaels without success.

Just before the Roanoke left St. Michaels, Adney says, a party arrived from the north with a story to the effect that the Indians had reported a small steamer wrecked, stating that they saw a small crowd of men on the beach around a fire. It was generally believed that this must have been the party from the Abbie Rowe.

Adney also reports that while searching for the missing vessel Captain Taylor and Melsing picked up a man in an open boat several miles at sea. The man had been without food or water for several days, and was near to death. He was Sterling Martin, of Chicago, who was left adrift on a barge which was being towed from St. Michaels to Golofrim bay by the steamer Fortune Hunter, with a Chicago party on board. The Fortune Hunter was caught in a storm and was forced to cut the barge loose. Several days afterward the Fortune Hunter was picked up by the steamer Tillamook in a waterlogged condition. An unsuccessful search was made for Martin. After being cut loose from the Fortune Hunter, the barge foundered, and Martin put to sea in a small boat.

### STORY OF THE WAR.

Tragic Ending of a South Dakota Volunteer's Romance.

St. Louis, Mo., Oct. 24.—A special to the Republic from Deadwood, S. D., says: Albert Martin, a rancher living near the Cheyenne river in Ziebeck county, enlisted as a volunteer at the beginning of the war and fought at the battle of El Caney. After the battle he met Ramona Perez, the daughter of an officer of Garcia's command, and they became sweethearts. Soon afterward he was attacked by fever and sent home on sick leave.

He was engaged before his departure for the war to the daughter of a neighboring ranchman, and arranged to be married while home on his leave of absence. Meanwhile the Cuban girl had learned of his illness and that he had gone home, and she resolved to follow and nurse him. Dressing in her brother's clothes, she crossed to Jamaica and secreted herself on a fruit steamer bound for New Orleans. Reaching there she tramped and beat her way to Hermosa, S. D. When she reached there she learned of her lover's approaching marriage, and the shock drove her insane.

At the same time the American girl learned of her lover's flirtation, and broke off the engagement. Martin began drinking heavily and disappeared. A few days ago his body was found floating in the Cheyenne river. Whether he fell in while intoxicated or committed suicide is a matter of conjecture.

### ATTITUDE UNCHANGED.

American Commissioners Will Not Assume Cuban Debt.

Paris, Oct. 24.—The United States and Spanish peace commissioners held separate sessions this morning.

The joint session lasted from 2 P. M. to 4:30 P. M. During this time the commissioners discussed the second series of written arguments put forward by the Spaniards for the purpose of prevailing upon the American commissioners to assume the Cuban debt. No definite conclusion was reached and the commission adjourned until Monday, when the Cuban question will again be discussed. It is probable that this feature of the negotiations will be disposed of next week.

Thus far there have been seven joint sessions, four of which have been devoted to the discussion of the first article of the protocol. In this manner two weeks have passed and no result has been reached. The American commissioners have listened to all the arguments of the Spaniards, but they have not changed the position which they first took.

Strangled Her Three Children.  
Toronto, Oct. 24.—A dreadful tragedy was enacted in the east end of the city tonight, when Eliza Burdell wife of a well-to-do mechanic, became demented and strangled her three children, aged 3, 8 and 11 years. The demented woman gave a reason for her terrible deed that she did not want them to grow up wicked.

## FIVE BURNED TO DEATH.

Lives Lost in a Hotel Fire in a California Town.

Susanville, Cal., Oct. 24.—News just received here from Clairville, Plumas county, Cal., reports the burning of hotel and the loss of five lives. The dead are:

P. Pedrini, Carson Barney, Mrs. Corrado, Florence Roberts, 7 years old; and a woman, name not yet ascertained. The fire broke out at 4 o'clock this morning in Chat Roberts' hotel. Mr. Roberts awoke in time to escape by jumping from the second-story window, in doing which he sustained severe injuries. The other occupants of the building, with the exception of those above named, escaped unhurt, but lost everything but the clothes they wore. The five unfortunate people were suffocated while they slept. The origin of the fire has not been determined, but it is supposed to have been caused by a defective chimney. The property loss is not great.

### FOOD FOR HAVANA'S POOR.

Shipment of Supplies Are to Be Taken to the Cuban Capital.

Havana, Oct. 24.—The Red Cross Society's steamer City of San Antonio sailed yesterday from Matanzas for New York to bring a fresh cargo of supplies to Havana. Her last cargo was all landed at Matanzas.

The shipment of Spanish silver specie, in anticipation of the American regime, are very heavy. Yesterday's Spanish mail steamer, the Jover Serra, carried 726,000 pesos.

It is understood that the Spanish cruiser Alfonso XIII will leave Cuban waters October 30.

General Blanco has directed the military commander of the Holguin division to distribute any surplus commissary stores among those of the population in that district who have shown the most friendship for Spain.

### EXECUTION OF A FRATRICIDE.

George W. Clark Paid the Death Penalty at San Quentin.

San Quentin, Cal., Oct. 24.—George W. Clark, the St. Helena fratricide, died coolly on the gallows today.

The crime for which Clark was executed was the murder of his brother at St. Helena, Napa county. He lay in wait for his victim and shot him dead, after taking deliberate aim. A few days before the tragedy, he endeavored to kill his brother by poisoning his coffee.

The crime was the outgrowth of an intimacy that had existed for 13 years before the murder between Clark and his brother's wife. Two days after the killing Clark made a full confession. He then changed his mind and fought hard in the courts to set aside the confession. He was convicted and appealed to the supreme court. The decision of the lower court was sustained and Clark was sentenced by Judge Ham to be hanged today. Recently he made a statement exonerating his brother's wife from all complicity in the crime. Yesterday he accepted religious consolation from members of the Salvation Army.

### AN ABSURD REPORT.

Minister Wu Says Li and the Empress Were Not Married.

Chicago, Oct. 24.—Wu Tingfang, Chinese minister to the United States, before his departure for Washington said that the report of a marriage between Li Hung Chang and the dowager empress was absurd. The steamer which arrived at Vancouver on Wednesday brought papers from Hong Kong and Yokohama, publishing the statement that the dowager empress had become the wife of Li Hung Chang. "This is the most absurd of all rumors," said Wu Tingfang. "It is impossible. No reliance is to be placed in telegrams from southern cities about what goes on in Peking. It is not there like it is here. Your president goes about shaking hands with the people. We have different ways. This news could not come from Peking. It was made at Hong Kong. The report is untrue."

### MADRID PAPER SUPPRESSED.

Imprisonment of the Editor Leads to a Minister's Resignation.

Madrid, Oct. 24.—El Nacional, the conservative organ, which is supporting General Weyler, was ordered suppressed for publishing an article not previously submitted to the censor, and its editor, Senor Figueroa, a member of the chamber of deputies, was imprisoned. The affair has caused a great sensation, and the suspension order was annulled.

Senor Gamazoa, minister of public instruction and public works, has tendered his resignation as a protest against the arrest of the editor of El Nacional. The resignation has been accepted, Senor Sagasta taking Senor Gamazoa's portfolio ad interim.

The newspapers have addressed a complaint to the supreme court against the refusal of General Chinchilla, governor-general of Madrid, to respect the alleged inviolability of Senor Figueroa as a member of the chamber of deputies.

Boiler Explosion Killed Two.  
Pentwater, Mich., Oct. 24.—The boilers of the Pentwater furniture factory exploded today. L. C. Tupper and Miller Sorenson were killed. Two other men were fatally injured.

### Philippines Enforcing Export Duty.

Manila, Oct. 24.—The insurgents are enforcing an export duty of \$32 a ton on hemp from southern ports brought to Manila. They are also enforcing 5 per cent tonnage on steamers and 25 per cent on freights. The American and British firms are compelled to pay these charges, though they protest strenuously against an arrangement all the more unjust because goods are entering Manila by railway from the north, which evade duty, and can undersell the legitimate trade.

## ACCIDENT ON TORPEDO-BOAT

Seven Men Scalded to Death on the Davis.

### BOILER TUBE BLOWS OUT

All Died From Their Injuries—Tragic Result of the Trial Trip—No Fault of the Contractors.

Astoria, Or., Oct. 22.—The bursting of one or more steam tubes in the forward boiler of the torpedo-boat Davis while on her official trial trip yesterday fatally scalded seven firemen.

The dead are: Charles Maneely, fireman, married; Paul Luthile, fireman, unmarried; Harry Wood, married; William Wood, foreman boiler shop, married; James Ryan, married; Axel Johnson, married; Albert Buehl, married.

The accident occurred at 11:40 A. M., while the boat was westward bound, off Tenas Illibe, near Cathlamet. She had run one of the required two hours at full speed, and was making about 23½ knots per hour, under a steam pressure of 250 pounds.

Seven firemen, under the direction of William Wood, foreman of the boiler shop of the Wolff & Zwicker iron works, were working manfully to keep up the tremendous steam pressure necessary to supply the flying engines. Without a moment's warning, something inside the boiler gave way, and a withering blast of live steam, fire and smoke filled the cramped boiler-room and overpowered the helpless workmen. At the same time, the forward smoke-stack began to vomit forth flame and muddy water, and those on deck saw that something serious had happened below. Harry Burrows, a fireman who was stationed at the tightly closed hatch of the boiler-room, threw the door open, and was thrown backward on the deck by a rush of scalding steam that seared his mustache and hair like red-hot irons.

At the same instant, Joseph Porter, a machinist, and J. E. Wolff, vice-president of the contracting firm, sprang down the ladder and into the seething pit regardless of the fearful heat that almost overcame them. Together they lifted Foreman Wood to the hatch, where a dozen pairs of hands were waiting to receive him. And then, one by one, six more horribly mutilated men were taken from the death trap. Several of the most severely injured walked unaided to the after cabin, where Dr. E. H. Thornton, the company's physician, who accompanied the boat, attended to them as rapidly as he was able to do so. Few were able to repress the groans that spoke of their terrible suffering, but all bore themselves with the fortitude that men in time of war call heroism. The appearance of that grim procession, as it filed along the narrow deck, is not to be described. It was a sight that no one on board will ever forget, and which none would see again for any price that could be paid.

Dr. Thornton set about the work of caring for the injured with coolness and judgment, which the strain of a long afternoon did not abate. Naval Constructor Spear, of the trial boat, stood by his side through it all, removing the tattered clothing, ministering to the suffering men, as best he could, binding up their burns and washing the black soot from their faces. Lieutenant-Commander F. J. Drake did like splendid service, and, with such help as the rest of the crew could give, all the sufferers were placed on cushions in the after cabin and on deck, and the worst of their pain allayed with hypodermic injections of morphine. But they were past help. At 2:30 Maneely succumbed, followed by Luthile an hour later. Harry Wood expired just as a stretcher was laid to take him to a more suitable resting-place. The others died in the hospital here, where they had been brought late in the afternoon. The steamer Harvest Queen towed the Davis from the scene of the accident to Astoria.

The accident was unaccountable to those on board. The contractors have been careful and painstaking in the construction of the boilers, this being a branch of their work in which they have always met with marked success. They have conscientiously followed all the rigid requirements laid down by the government, sufficient proof of which is the fact that the boilers have been constantly under the inspection of officers of the navy detailed for that purpose. Before they were placed in the torpedo-boats the boilers were subjected to a water pressure of 360 pounds to the square inch, 110 pounds more than that at which they were working at the time of the accident. The crew volunteered for the service. They have always been used with fairness and consideration by their employers, and not one of the men on board but disclaimed the belief that their employers were in any way responsible for the unfortunate occurrence.

Winnipeg, Manitoba, Oct. 22.—Of an estimated yield of from 26,000,000 to 30,000,000 bushels of wheat, it is now calculated that only about 8,000,000 will be threshed and the remainder standing in stacks and shocks, is threatened with total destruction.

### Spanish Prisoners Paroled.

Washington, Oct. 22.—The secretary of war sent a cable message this evening to Major-General Otis, in command of the American forces at Manila, authorizing him to parole 20 Spanish officers now in his custody as prisoners of war. Applications for the parole of these officers was made by the Spanish authorities to General Otis and he referred the question to the war department at Washington. It is understood the prisoners desire to return to Spain.

## POLISHING HER GUNS.

Preparations for War Continue in France—Naval Reserves in Readiness.

Paris, Oct. 22.—The alleged war preparations of France are the absorbing topic of discussion here. According to French papers there were important naval experiments at Toulon last evening. A flotilla of torpedo-boats was detailed to make an endeavor to force the entrance of the harbor and the whole garrison was called to arms and forts and batteries were manned ready for instant action. The result of the experiments has not been made public.

Vice-Admiral Barrea presided yesterday at a secret council of war at Brest, in which the chiefs of the maritime forces took part. Confidential orders were subsequently issued to the garrison.

Aureore asserts that five vessels of the naval reserves around Brest have been ordered to hold themselves in readiness for active service.

M. Del Case, minister of foreign affairs, has ordered that the report of Major Marchand, as to the situation at Fashoda, which is expected at Cairo tonight, be telegraphed textually. Owing to its probable length it is expected that at least 48 hours will be required to reduce it to the French cipher code at Cairo and to translate it in Paris.

### A CHINESE EXECUTION.

The Event Turned Into a Hideous Festival.

Vancouver, B. C., Oct. 22.—According to the latest mail advices from China eight subordinate leaders of the Kwangsi rebellion have been beheaded at Wu Chow. They were carried in baskets through the principal streets as a warning spectacle, amidst the laughter and jeers of men, women and children.

Ten thousand people witnessed the decapitation, and made it a gala day. Little children copied their parents, who joked the dying rebels a second before the ax fell. When all was over the children played among the headless, bleeding corpses and made sport with the black disfigured heads.

Mandarins and headmen improvised a sort of Maypole, and the heads of the rebels were placed on top in tiers, the children dancing around them. The governor advised the mandarins to make the beheading as festive as possible, so as to inspire disgust for the rebels in the hearts of the people. A banquet was afterward spread.

The Japan Mail says a petition has been sent to the government by foreign consuls requesting that beheading be discontinued.

### STORM IN TEXAS.

Several Lives Lost as the Result of the Gale.

St. Louis, Mo., Oct. 22.—A special to the Republic from Houston, Tex., says: The electric and wind storm which swept over Texas last night was very severe in South Texas. Damage to cotton is enormous. At Deer Park, 20 miles from Houston, the residence of G. F. Adams was demolished. Adams, his wife and baby sustained minor injuries, while A. J. Cook was crushed to death.

At Pasadena, the residence of John Stout was turned over and completely wrecked. Six occupants were injured. The wind was so high at Missouri City, 35 miles west of Houston, that it blew a number of freight cars from the siding on to the main track. The California express, running 40 miles an hour, dashed into the cars at full speed. The engine turned over, instantly killing George Johnson, of San Antonio, the engineer, and badly scalding the fireman and injuring the head brakeman. None of the passengers were badly hurt.

### LA GRANDE FACTORY'S RECORD

Three Hundred and Seventy Tons of Beets Handled in One Day.

La Grande, Or., Oct. 22.—The Oregon Sugar Company is making a record. The capacity of its plant is 350 tons of beets every 24 hours, but today 370 tons were handled, and there are now on hand 675,000 pounds of sugar. Today Spokane telegraphed for three cars "B. S. O. E." (best sugar on earth.) Portland ordered three cars, Walla Walla one, Pendleton one, Baker City one, and three have been sold here. La Grande has been sending \$3,000 drafts about twice a month to San Francisco for sugar. Now this money is distributed among the farmers and workmen here. This year's crop will produce 3,000,000 pounds of sugar at a conservative estimate. Today's tests showed a greater percentage of sugar than has yet been obtained from beets grown in any other country.

### ANARCHY IN VISAYAS.

Insurgents in Control of the Southern Philippines.

Manila, Oct. 22.—The United States cruiser Boston and the collier Nero, which October 5 were ordered to proceed to Hong Kong in connection with the recent disturbances at and near Peking, have arrived at Amo, in the province of Fo Kien, the former short of coal and the latter with her cargo afloat. Well authenticated reports have reached here of a terrible state of anarchy in the southern Philippines. The Spaniards there are cooped up in the principal towns.

The Americans continue capturing the rebel vessels as they arrive at Cavite. Two have been captured this week.

### Waved American and British Flags.

New York, Oct. 22.—A dispatch to the Tribune from Halifax says: The regimental reports of the Royal Canadian battalion of imperial troops were marked by an unusual incident. At the conclusion of the sports 100 men, the pick of the garrison, formed a pyramid by mounting upon one another's shoulders and the man at the apex, a fine specimen of the British soldier, stood waving in one hand the Union Jack and in the other the Stars and Stripes.

## NORTHWEST NEWS.

Items of General Interest Gleaned From the Thriving Pacific States.

This year is a great one for the fishermen on the Coquille river.

The total attendance at the Spokane fruit fair this year was 72,250.

Steps have been taken at Salem to contest the Wright branch asylum site case.

Lane county's potato crop is short this year, and the farmers look for high prices.

Winter apples are more plentiful in Kittitas valley than ever before, and the quality is first-class.

There is an unusual amount of sickness in Palouse at present, most of the patients having typhoid fever.

Two men who made a voyage from Lynn canal to St. Michaels in an open boat have arrived at Victoria.

The run of silverside salmon in the Lower Columbia river continues heavy, and the fall pack will be unusually large.

News has reached Victoria of the appointment of C. C. Sinkler, of Nelson, as gold commissioner for the Yukon district, vice Fawcett, removed.

On the steamship Doric, which arrived at San Francisco from the Orient, was brought in opium valued at \$270,000, on which a duty of \$100,000 will be collected.

The value of improvements in Walla Walla county, exclusive of cities, according to the revision of the board of equalization, amounts to \$380,324; personal property, \$1,875,382.

The Lincoln county (Wash.) commissioners have fixed the tax levy for all purposes at 14 mills, on a valuation of \$5,666,732. The levy for road purposes was increased from 0.82 to 1.25 mills.

The floating indebtedness against the new town of Kent, Wash., will be paid off January, after which the city's income will be sufficient to pay all current expenses and leave a handsome surplus.

The prune crop of Clackamas county, Oregon, has been gathered and marketed with very little loss, and growers are elated over present profits and future prospects. At Clackamas station, 82 tons were evaporated.

A cargo of 100,073 bushels of barley was shipped from Tacoma the week before last direct to England. The barley was all raised in Columbia county, Washington, and being of prime quality, netted the producers a good price.

The charter has been granted for the building of the Golden-Fort Steele, B. C., railroad, and work will be started in early spring. The contract for the Nelson & Bedlington railway has been let to Larson & Foley, work to commence this month.

Controller of the Currency Dawes has decided that he has no authority to charter a national bank in Honolulu until congress passes laws for the government of the islands. Consequently Perry S. Heath and San Francisco capitalists will not have their applications granted at present.

The Carbonado coal mines shipped 35,000 tons during September, beating all previous records. Roslyn had held the record with 30,000 tons. The Carbonado mines, owned by the Southern Pacific Railroad Company, are running full time and employ 600 men, averaging \$3.29 a day wages.

The Scully Steel & Iron Company, of Chicago, has just closed a contract for the delivery of 25,000 tons of steel plates at Victoria, B. C., to be used in the construction of five British steamships by one of the largest shipbuilding firms at that point. The value of the contract exceeds \$100,000.

A scheme is on foot to construct a logging road about three miles in length from the head of Gray's river, Oregon. It will be operated by A. L. Saldren, who has in operation a similar road at Clatskanie, and will tap a district of 5,000 acres of spruce timber belonging to C. H. Green, of Saginaw, Mich.

The new association does not contemplate any general regulation of coast lumber values. Its aims are simply to control the situation at San Francisco, where the trade has been for some time in a badly demoralized condition. Puget Sound values, foreign trade or other departments of the lumber business, are not affected.

Henry Miller, of Cathlamet, Wash., has contracted to furnish the North Pacific mills, at Portland, over 2,000,000 feet of spruce and fir logs this season. The Astorian says that this cut will come from Eulokium, the principal logging stream flowing into the Columbia here over 150 men were employed at logging during the past summer.

According to the Lumberman there is a good field on the coast for a small turpentine factory. There are two species of wood rich in turpentine and allied products, Douglas fir and "bull" pine, wood alcohol, pitch and other so-called naval products. The yield is by no means as large as the pitch pine of the South, but there is certainly room for a factory that will utilize the stumps and refuse of pitch-bearing trees on the coast.

Harvesting in the Palouse country has been completed. Every threshing machine has pulled in, and the hauling of grain to different shipping points will be finished by November 1, or perhaps a little sooner. So far this season, the total shipment of new wheat has not exceeded 275,000 bushels, most of this being to Spokane for milling, and to the Sound. Since the completion of harvesting, farmers and graindealers have concluded that the crop of this year is the largest ever harvested in the Palouse country.

## WEEKLY MARKET LETTER.

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

The wheat trader's success last week depended upon the direction in which he happened to be faced. If he looked toward the west he made no money out of the market. The influence of the largest primary receipts on record kept him off the buying side. He was lucky if he resisted the temptation to put out a short line. The operator who kept his eye on the seaboard was the lucky one. He saw there the largest export engagements ever known, about a million wheat a day. If he did not have some money to the good at the close Saturday night it was because he has no aptitude for the opportunities.

Chicago was inclined to be skeptical of the export figures. It was not doing much itself, but the man who was closest to the shipping position knew that Duluth was, quality and freights considered, cheaper than this market, and that the seaboard also had grain of its own bought on cheap freights that could be sold ahead of Chicago offerings. The best export authorities agreed as to enormous sales abroad. Consequently there is no room for denial or for pretense that it is largely a matter of exaggeration. Lohrke, whose word is to be accepted in this matter, in an interview yesterday, said the business accomplished during the past fortnight was on a scale probably never exceeded. This authority, when asked as to the probable permanency of the foreign demand, in an interesting explanation showed how the foreigners themselves were so uncertain of the situation they were not venturing to speculate any on the bull side.

The wheat price this year is to be a matter of mood—the mood of the farmer the world over. If it were to be decided by the facts as to supplies, the bull, to have any success, would need to make his purchases on the very weak days. Every authority is agreed that the world's harvest last season was the fullest, ever known, and with that alone in mind the speculator might make comparisons with the low prices of the other years of great crops.

### Portland Market.

Wheat—Walla Walla, 63c; Valley and Bluestem, 65c@67c per bushel.

Flour—Best grades, \$3.45; graham, \$3.50; superfine, \$2.25 per barrel.

Oats—Choice white, 39c@40c; choice gray, 37c@38c per bushel.

Barley—Feed barley, \$21@22; brewing, \$23 per ton.

Millstuffs—Bran, \$15.50 per ton; middlings, \$21; shorts, \$16; chop, \$15.50 per ton.

Hay—Timothy, \$10@11; clover, \$9@10; Oregon wild hay, \$9@10 per ton.

Butter—Fancy creamery, 60c@55c; seconds, 40c@45c; dairy, 40c@45c store, 25c@35c.

Cheese—Oregon full cream, 11c@12c; Young American, 12c@13c; new cheese, 10c per pound.

Poultry—Chickens, mixed, \$2.50@3 per dozen; hens, \$3.00@3.50; springs, \$1.25@3; geese, \$5.00@6.00 for old, \$4.50@5 for young; ducks, \$4.00@5.00 per dozen; turkeys, live, 12c@12½c per pound.

Potatoes—50c@60c per sack; sweets, 2c@2½c per pound.

Vegetables—Beets, 90c; turnips, 75c per sack; garlic, 7c per pound; cabbage, \$1@1.25 per 100 pounds; cauliflower, 75c per dozen; parsnips, 75c per sack; beans, 8c per pound; celery, 70c@75c per dozen; cucumbers, 50c per box; peas, 3c@3½c per pound.

Onions—Oregon, 75c@81c per sack.

Hops—11c@16c; 1897 crop, 6c@7c.

Wool—Valley, 10c@12c per pound; Eastern Oregon, 8c@12c; mohair, 25c per pound.

Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 7c; spring lambs, 7½c per lb.

Hogs—Gross, choice heavy, \$4.75; light and feeders, \$3.00@4.00; dressed, \$5.50@6.50 per 100 pounds.

Beef—Gross, top steers, 3.50@3.75; cows, \$2.50@3.00; dressed beef, 5c@6½c per pound.

Veal—Large, 5½c@6c; small, 6½c@7½c per pound.

### Seattle Markets.

Tomatoes, 20c@50c per box.

Cucumbers, 10c@15c per doz.

Onions, 85c@90c per 100 pounds.

Potatoes, \$10@12.

Beets, per sack, \$1.

Turnips, per sack, 50c@65c.

Carrots, per sack, 65c.

Parsnips, per sack, \$1.

Beans, green, 2c@3c.

Green corn, \$1@1.25 per sack.

Cauliflower, 75c per doz.

Celery, 40c@50c.

Cabbage, native and California, \$1.25@1.50 per 100 pounds.

Apples, 50c@65c per box.

Pears, 75c@81c per box.

Prunes, 50c per box.

Peaches, 75c.

Plums, 50c.

Butter—Creamery, 27c per pound; dairy and ranch, 18c@20c per pound.

Eggs, 30c.

Cheese—Native, 12c@12½c.

Poultry—Old hens, 10c per pound; spring chickens, 10c; turkeys, 16c.