

## MACARTHUR TAKES PORAC

Insurgents Fled After Half an Hour's Fighting.

### AMERICAN LOSS WAS SLIGHT

Several Miles of Country Cleared of Insurgents—The Movement a Strategic Success—Rebel Loss Unknown.

Manila, Sept. 30.—General MacArthur entered Porac after half an hour's fighting. The American loss was slight; the insurgents' loss is not known. The enemy fled northward and when the Americans entered the town they found it practically deserted.

The attacking party moved on Porac in two columns. The Ninth Infantry with two guns from Santa Rita was commanded by General Wheeler, and the Thirty-sixth Infantry under Colonel Bell, with one gun, accompanied General MacArthur from San Antonio. Both columns struck the town at 9 o'clock and opened a brisk fire, which was replied to by the enemy for half an hour. Then the insurgents fled, and the Americans marched over their trenches and took possession of the place.

Just before the fight Smith's command at Angeles made a demonstration by firing artillery up the railroad track. Liscum reported one casualty, and Bell reported four men of his regiment wounded. The artillery did not lose a man, killed or injured.

Today's movement was a strategic success, and resulted in the possession of Porac, and the clearing of several miles of country thereabout.

The two columns, one from Santa Rita and the other from San Antonio, united before Porac, according to the programme, one stretching around the place for some miles. The insurgents are estimated to have numbered 600 men. Ten dead Filipinos were found, and the captain and commissary of General MacArthur's command were taken prisoners.

The American loss was five, but there were many prostrations from the heat. Englishmen from the insurgent lines report that the rebels at Bamban have 7,000 new Japanese rifles.

### INVESTED BY REVOLUTIONISTS.

General Castro Has Cut His Army Into Three Divisions.

New York, Sept. 30.—A dispatch to the Herald from Port of Spain, Trinidad, says: Caracas is practically invested by revolutionists. General Cipriano Castro's forces, moving from Valencia and Victoria, separated into three divisions. The right wing has already captured San Casimir and Ocumare, and is now occupying the valley of the Tuy river and commanding the road to Caracas, 30 miles distant. The left wing is occupying Caracalla and the entire seacoast to Puerto Cabello, and is moving forward toward La Guayra with the special object of cutting off the escape of President Andrade. The center and main division of the rebel army, under the personal command of General Castro, is moving on Los Leques, and purposes to combine with the forces from the Tuy valley to make an assault on Caracas.

Castro surprised the government troops on the plains of Valencia, causing a loss to Andrade's forces of 1,500 men in killed and wounded. General Adiran, of the government army, was among the slain. The loss of the revolutionists was slight.

The province of Cero is now held by the insurgents. The city of Carapano has taken up arms in favor of the revolution.

### MONTANA TRAIN WRECK.

Four Men Killed and Three Injured in an Accident.

Butte, Mont., Sept. 30.—A special from Glasgow, Mont., to the Butte Miner says: The most disastrous wreck that has ever been reported in this section of Montana, occurred two miles west of Paisley, a small station just west of here, on the Great Northern, at 5 o'clock Tuesday morning. The wreck was caused by a head-on collision between the second section of No. 8 coming east and a light engine backing up westbound, and as a result four employees of the railroad are dead. The dead are Harry Mashengale, engineer on No. 8; Al Neitzke, his fireman; Charles Strahan, head brakeman; E. Pelon, fireman on light engine.

### A MOTHER'S CRIME.

Attempted to Murder Her Children and Commit Suicide.

Detroit, Sept. 30.—Mrs. Clara Rheiner, aged 34, last night attempted to murder her three children and commit suicide. She gave the children morphine, cut her wrists and then turned on the gas in the room they were in. When discovered, two of the children were dead. By hard work the eldest child and Mrs. Rheiner were resuscitated. Mrs. Rheiner failed to cut the arteries in her wrists and the physicians at St. Mary's hospital say she will recover. Mrs. Rheiner made a statement to the officers admitting killing the children and said she wished she was with them. She confessed to having had domestic troubles.

### Two Killed in a Collision.

New York, Sept. 30.—A Brooklyn Rapid Transit train on the Coney Island road ran into a trolley car at Gravesend and Foster avenues, Brooklyn, today. Two persons were killed and a number of others injured. One of the two persons killed has been identified as William Clemens, of Brooklyn. The other is a boy about 4 years old. The conductor and motorman were arrested, as were also the engineer and conductor of the train.

## RUMORS OF OTIS' RECALL.

It Is Said That General Brooke Is Slated to Command in the Philippines.

New York, Sept. 28.—A special to the Times from Washington says: Coincident with the near approach of Admiral Dewey, the rumors about General Otis' recall have been revived. It is the general report that his recall has actually been decided upon. There has been a rumor lately that General Brooke was to leave Cuba shortly, and as it is now said that a major-general is to be sent to the Philippines, there is some disposition to regard that as General Brooke's future berth.

The basis for all this gossip seems to be the report that Admiral Dewey has a poor opinion of General Otis. This report has lately been revived and repeated in a number of ways. It is generally believed that the admiral will have much influence with the administration, and his views on the Philippine policy will be anxiously sought. A strong impression prevails that when he gives his opinion it will not be unfavorable to General Otis.

There is to be a conference at the White House shortly after his return, at which the president will meet the admiral and the Philippine commission, and what is said at that conference may result in some alterations in the military policy in the Philippines.

### SHOCKS FELT AT SEA.

Earthquakes Which Struck Alaska Were Manifest for Many.

San Francisco, Sept. 28.—The earthquakes which shook up the Alaskan coast early in September made themselves felt miles at sea. Three vessels which have arrived from the northern salmon fisheries report experiencing most peculiar weather on Sunday, September 3, the day of the first earthquake.

Captain Charles Johnson, of the bark B. P. Cheney, which was at sea almost opposite Kodiak at the time of the disturbance, states that on September 3 a heavy gale sprang up, the air being very sultry. The barometer fell rapidly, but in 15 minutes the wind fell and the sea quieted down.

Captain Thompson, of the bark Nicholas Thayer from Alaska, also noted the peculiar climatic conditions on September 3. The L. J. Morse was likewise caught in the gale which followed the upheaval along the coast.

### MOTHER'S TRAGIC ACT.

Drowned Herself and Two Children Near The Dalles.

The Dalles, Sept. 28.—News was received by the county officials here today of a shocking tragedy which occurred near the free bridge yesterday afternoon, when Mrs. W. T. Gytton drowned herself and her two children—a boy of 4 years, and a girl of 1½ years—in the Deschutes river. No particulars are yet known as to what caused the terrible deed excepting a report that a family jar in the morning led the unfortunate woman to end her own and her children's lives. Their bodies were recovered this morning. Gytton formerly owned a farm near The Dalles, and was married here five years ago, since which time he has been a rancher in Sherman county. His wife was a native of Grass Valley.

### Wireless Telegraphy for Alaska.

Seattle, Sept. 28.—Superintendent Pritchett, of the United States coast and geodetic survey, announces that he will make a new and somewhat novel use of the wireless telegraphy. Next season the United States steamship Pathfinder will be sent to Alaskan waters to survey the islands of the Aleutian group, near Unimak pass. The islands, Mr. Pritchett says, have never been correctly located on government charts and maps. The Pathfinder was built a year ago at Elizabeth, and is equipped with the latest appliances and instruments, including apparatus for the new system of telegraphy. Several islands of the Aleutian group lying 15 to 20 miles apart, near Unimak pass, have been selected as a field for the use of the wireless telegraphy. By means of the system, the difference in longitude of the islands will be determined to a fine point.

### Official Report of the Alaska Quake.

Washington, Sept. 28.—A report received by the coast survey shows that the earthquake recently reported in Yakutat bay was also felt in Prince William sound. At Orca the shocks occurred at half-hour intervals, beginning at 2:30 P. M., mean local time, on Sunday, September 3. They were still continuing at 8 P. M. on that day, when the report closed. No damage was reported.

### Government Horses Stamped.

Seattle, Sept. 28.—Advises received here state that while the transport Victoria was at Dutch Harbor a band of 400 horses belonging to the government, en route to Manila, broke away from their keepers and stampeded. Seventeen were killed by jumping off a cliff.

### Death of a Prominent Printer.

Boise, Idaho, Sept. 28.—Edward T. Plank, who was president of the International Typographical Union from 1880 to 1891, died here today, after a protracted illness. He was born in Newark, N. J., 67 years ago. Deceased was foreman of the Virginia City Enterprise when Mark Twain was a reporter on that paper.

### Remarkable Corn.

Black River Falls, Wis., Sept. 28.—John D. Smith, a member of the Third Wisconsin during the Spanish-American war, brought home some corn from the island of Porto Rico and planted it June 27 last. It is now nearly 14 feet high and still growing. Ears have formed and are about nine feet from the ground, but owing to the lateness of planting will not mature. The stalks are nearly twice as heavy as native corn and the leaves much broader and longer.

## NEW YORK'S NAVAL PAGEANT

The Great Marine Parade in Dewey's Honor.

### BOATS BY THE HUNDREDS

Olympia and the Warships Led the Procession—Sir Thomas Lipton Shared the Enthusiasm With the Hero.

New York, Oct. 2.—The naval parade, from the standpoint of the warships, was an immense marine picture, a water pageant with so little of incident, copamered with its great size, that it appealed to the eye as a painting rather than a drama. The vast gathering of water craft maintained an average speed of eight knots, but so magnificent was its area that the impression was one of exulting slow and stately movement. The picture was continually changing, but it melted slowly in such measured rhythm from form to form that the sense of motion was largely lost. It started under a brilliant sky, passed at the mouth of the Hudson through the threat of an angry storm, and emerged through a rainbow arch that stretched from shore to shore into a clear and brilliant sunset off the Grant tomb.

The night had been a busy one in the fleet of warships off Tompkinsville. The last details of the day's ceremony were hardly settled before the day itself broke on a scene of greater activity than the classic anchorage had ever witnessed before.

The great vessels of the white squadron swung at their anchorage as for the past two days, but the crowd of neighboring craft had been swelled past counting. As far as could be seen the water was a mass of moving steamers.

The evolution began at 1 o'clock, and in 15 minutes the fighting line was straightened out up the harbor. Admiral Dewey was going to his own place at the head of a squadron that would have won, at need, three battles of Manila bay without stopping for breakfast.

The head of the column was a broad arrow. Six torpedo boats spread out at the bar, three on a side, from the Olympia's quarter. Outside of them a flying wedge of police patrol boats formed a great V, whose apex was the Olympia.

Flanking them, ahead and astern, were the harbor fire boats, spouting great columns of water that turned threateningly toward the excursion boats on either side when they attempted to crowd the line of march.

But the pageant back of this powerful vanguard was not limited to a single or sextuple line of ships. It was a simous marine monster half a mile wide, whose vertebrae were the ships of the white squadron, and whose ribs were rows upon rows of every sort of floating thing that had ever run by steam in New York harbor.

From the time the British yacht Erin started she certainly was the chief attraction along the river front, after the Olympia had gone by, and Sir Thomas Lipton was accorded an ovation all along the line. To those on board the Erin, decked out as she was with flags of all nations, it looked as if the American people were greatly pleased with Sir Thomas, and were delighted at an opportunity to give him a hearty welcome. They ran alongside in tags, barges, launches and big excursion steamers, and shouted all sorts of complimentary things to him, while the tall yachtman on the upper bridge of the Erin wore a smile, and not infrequently called back his thanks for the kind wishes.

### SAMOAN CLAIMS.

Those of the British Subjects Aggregate \$37,000.

Washington, Sept. 30.—The British commissioner to Samoa, Mr. Eliot, has received from Apia a full report on the claims made by the British subjects for damage resulting from the bombardment and the native uprising. The claims aggregate something over \$37,000. Of this amount about \$30,000 grows out of the depredations of the Mataafa rebels in January and March last, while some \$5,000 is for losses resulting from the bombardment of the British-American naval forces and the succeeding operations on land. The original amount of the claims was doubled the amount now submitted to the British commissioner as they were first subjected to a rigid scrutiny by a British official at Apia. Mr. Eliot called at the White House today and had a talk with the president, in the course of which Mr. McKinley expressed his satisfaction with the work of the Samoan commission.

### Cleared of Rebels.

Manila, Oct. 2.—General MacArthur's column has returned to Angeles, where Generals MacArthur, Wheaton and Wheeler have established their headquarters, with 3,000 troops. It is expected they will remain there until a general advance is ordered. There are no troops at Porac. Nine Americans were wounded in yesterday's fighting, two it is believed fatally. It is estimated that 50 insurgents were killed or wounded.

### Conference at Angeles.

Manila, Oct. 2.—Generals Otis and Schwan and possibly Generals Lawton and Bates will proceed to Angeles today, where they may confer with Filipino commissioners, as the result of an exchange of communications between General MacArthur and the insurgents. A Filipino general is expected with the American prisoners today. Two reconnoitering parties came into collision with the insurgents near Almus and four Americans were wounded.

## NEW YORK'S WELCOME.

The Committee From Washington State Boards the Olympia.

New York, Sept. 30.—New York was decked brilliantly today in honor of the gallant sailor who is waiting at her gate. Had an ocean of color swept through the city, its ebbing tide could not have stained the streets more brilliantly. Hundreds of miles of red, white and blue bunting cover the noble facades of Broadway and Fifth avenue, and a million flags flutter over the town. Not even the churches have escaped the universal decorations. The doors and gothic windows of old Trinity, on lower Broadway, are gracefully draped with the national colors, and in ancient Trinity graveyard, the tomb of that gallant sailor, who, dying, issued the command not to give up the ship, lies shrouded in the silken folds of the flag for which he died.

When the committee from Washington reached the Olympia, each member of the committee was cordially greeted by Admiral Dewey, but the warmest hand clasp and heartiest greeting was for the admiral's lifelong friend, Senator Proctor, of Vermont. The captain presented each of the visitors to Captain Lambertson, and then all went to the admiral's cabin, where the committee completed the programme of the Washington ceremony, and the admiral expressed his entire satisfaction with the celebration. Secretary Pruden presented an invitation to a dinner with the president, and the admiral accepted it.

Admiral George W. Baird, who sailed with Farragut and Dewey in the Gulf in 1861, unrolled a package which he had carefully guarded all the way to the Olympia, and displaying a faded blue admiral's ensign, upon which were stitched four white stars, said to Admiral Dewey:

"Admiral, I wish to present to you the first admiral's flag ever 'broken out' in the navy of this country. The admiral whose name and memory we all so reverently hoisted this ensign upon the good ship Hartford, before New Orleans, and afterwards upon the Franklin, and since it came down from that masthead it has never been whipped by the wind or worn by the elements. You, the worthy successor of that great admiral whose tactics you so successfully followed a short while ago, I deem the proper person for Farragut's mantle to fall upon."

This flag was made by Quartermaster Knowles out of a blue "number" flag, when Farragut was first made a rear-admiral. Two white stars were sewed on it. When Farragut was made an admiral, two more white stars were sewed on it. Farragut flew this flag on the Hartford at New Orleans, and afterwards in the Mediterranean. The admiral was deeply affected, and tears where in his eyes as he gazed at the souvenir. It was several moments before he recovered his voice. Finally he said:

"I'll fly it. I'll fly it at masthead. I'll fly it in the parade. I'll fly it always. And—and when I strike my admiral's flag this shall be the flag I shall strike."

This was the most impressive scene that has occurred on the Olympia since her arrival in this port, and for some time no one spoke. The silence was not broken until he called his Chinese steward and ordered a case of champagne.

The Washingtonians remained on board chatting with the admiral for an hour. A portion of the committee left for Washington at 2:30 o'clock.

### HUNDREDS WERE DROWNED.

Effect of the Recent Storms and Floods in India.

Calcutta, Sept. 30.—Lieutenant-Governor Sir John Woodburn announces that 500 lives were lost in Darjeling, capital of the district of that name, in addition to those drowned on the plains.

Great havoc has been caused at Kurseong. The Margareti Ehope estate lost 100 acres and the Mealand factory was destroyed. Some coolies were buried in the ruins of the manager's house, which was partially destroyed. The Avongrove estate lost 30 acres and 4,000 tea bushes. The colliery lines were swept away and hundreds were killed. A factory was also destroyed at that place. A huge landslide below St. Mary's seminary destroyed the railroad bridge and completely blocked the road. A breach 300 yards wide has been made and the rails are hanging in the air. It is thought the break cannot be repaired within 30 days.

### Boilermakers Strike.

San Francisco, Sept. 29.—The boilermakers who quit work on the government transports last week on account of the notification from their employers that they would be required to work nine hours per day, instead of eight hours, as they had previously been doing, and all the men employed at boilermaking in the Risdon and Fulton shops, who walked out this week in sympathy with the strikers, are still out. The men are determined to hold out for the eight hour working day and double pay for overtime, these being the terms granted them by the federal law on all government work.

### Contributions to Dewey Fund.

Washington, Sept. 30.—Among today's contributions to the Dewey home fund were: C. P. Huntington, \$2,000, and the Chicago Tribune, \$500.

London, Sept. 30.—The decision of the Volksraad of the Orange Free State to join with the Transvaal in the event of hostilities, although fully expected, is the leading news today and will naturally stiffen the Boers' independent attitude. The raad's resolution has made the brotherhood of arms between the Transvaal and the Orange Free State, of which hitherto there was only a strong probability, an absolute certainty, and the British will have to face the situation.

## THE HOP YIELD.

Washington, 50,000 Bales; California, 60,000 Bales, and Oregon, 70,000 Bales.

Speaking of the hop situation, Captain George Pope, of Portland, says:

"The situation of Oregon's hop crop this year is a peculiar one. Four weeks ago the most conservative grower or dealer had made up his mind that nearly 100,000 bales would be produced in this state. The hops were on the vines, and no doubt the quality would have been excellent but for the heavy rains in August, which imparted new life to vines, and fresh straggles began to set on laterals that could not have come to maturity at so late a date. In addition to this, the core of the burr grew continuously under conditions produced by the August rains and the warm weather of August were so that growers were confronted by a problem that puzzled them. Kilns which in former years could be dried in 18 hours could not this year be taken off in less than 24 to 26 hours, and in some cases even 30 hours were required to take off a flooring of moderate size. This threw the drying machinery out of shape. The hops, owing to the cool weather of August were backward. Picking of them did not become general until about September 10, so that all large yards have suffered considerably. Entire yards have been abandoned on account of the rapid spread of mold, with the result that the crop has been cut down to about 70,000 bales. The quality of these 70,000 bales will range about 10,000 bales choice, 30,000 to 40,000 medium, and the remainder indifferent."

"From what is known of other states, California has the best quality, and 60,000 bales is said to be the yield in that state. Washington's quality is said to be the same as ours, but as that state is seven or eight days later in maturing the crop west of the Cascades, it is doubtful if it will harvest the quota accredited to her—50,000 bales. New York has one-third less this year than last, and the crop is said to have come down in very poor shape. English advices are conflicting. The yield in England is said to be the heaviest in many years. One writer who is an authority, while very conservative, gives the yield as 1,100 pounds per acre. England this year has 50,000 acres of hops. Such a yield, therefore, if it is all gathered, will be nearly equal to British consumption. Germany's crop is also above the average, but it is doubtful if she has many hops to throw on the export market. The market value of English hops today ranges from £2 15s to £4 10s per 112 pounds, but it is said that even these prices will not be maintained after the surplus of the United States seeks an outlet. As to this, however, there is no assurance."

"The points in favor of the grower are these: First, the old stocks have all been worked off, and the crop of the world goes to a practically bare market; second, times all the world over are better, confidence has been restored, labor is everywhere fully employed, and hence the consumption of beer is on the increase."

### Seattle Starch Factory.

At the meeting of the Seattle chamber of commerce at Seattle last week that committee reported in favor of aiding in raising \$25,000 for the establishment of a starch factory there. The proposed factory is to be built under the supervision of Mr. Hundhausen, of Westfalen, Germany whose family owns a secret process of making starch that has been in use for 30 years. The process saves all the gluten from the flour, while the process now in use on the coast, saves little or none of the gluten. The estimated cost of building and running the factory is \$27,924. It is estimated that a factory at that point could sell in round numbers one-eighth of all the starch used on the coast, or per annum 600,000 pounds. This is an average of one ton per day and would require 1.33 tons of flour per day.

### To Have a Regular Steamship Line.

The Alaska Packers Association is making preparations to establish a regular steamship line running between San Francisco and Bristol bay next summer. The company has several canneries located on Bristol bay which are operated during the summer, but there has been no mail or passenger service from that place. The men engaged in fishing there are shut out from the world while the season lasts. The association has recently let a contract with a Portland firm for the building of a steamer which will cost \$200,000.

### Atlin Needs More Courts.

A petition is being circulated in Atlin asking for the appointment of a county court judge for that district. The need of such a court is imperative. Already there are 28 cases on the calendar. This, in most instances, will work great hardship. In one case an old gentleman sued for 60 days' wages at \$4 per day, in all \$240. The amount being over \$100 the matter could not be settled in the small debt courts, and so the case pend.

Six carloads of fancy liquors, weighing 60 tons, going to Dawson under special permits issued by Canadian government officials, went through Skagway recently in care of a convoy of the United States customs inspector.

### Dryers in Operation.

A few days of warm weather have ripened the prunes at Roseburg so rapidly that the packers were forced to quit packing. L. Chapman sent one car to Montana and T. N. Segar, of Eugene, three cars to the Eastern states. Mr. Riddle and Mr. Woonacott have started their dryers and all the other dryers of the valley will start up within a few days.

Good paper is made in Holland of the stalks of potato plants.

## TREMENDOUS EXPANSION.

The Volume of Business Is Still Growing in All Lines.

R. G. Dun & Co.'s weekly review says: September is the 12th consecutive month in which the volume of business, both at New York and outside of New York, has been greater than the same month of any previous year. In the 12 months, payments through clearing houses have been \$89,600,000,000, against \$61,200,000,000, in 12 months, ending with September, 1892, an increase of \$28,400,000,000, over 46 per cent.

When the tremendous expansion began, men called it replenishment of long-depleted stocks, then for a time it was called a crazy outburst of speculation, and when demands still expanded, some permanent increase of business was recognized as a result of increased population, earning better wages. But the demand still grows, now ranging about 60 per cent greater than in 1892, while population, according to treasury estimates, is 16 per cent greater, and wages equal, if not over 10 per cent greater. A reconstruction of business and industries, of producing and transporting forces, is in progress throughout the land, with results which none can now measure.

The wool market is active, with a general advance, aggregating about ½ cent on washed fleece combing, the entire list quoted by Coates Bros. probably averages about ½ cent higher.

Cotton opened the crop year at 6.25 cents and has risen to 6.87, although about a quarter more has come into sight than last year from the greatest crop on record, and stocks here and abroad commercial and bill, are 658,000 bales greater than a year ago.

Corn is unchanged in price, and still in large foreign demand, exports having been in four weeks 12,555,904 bushels, against 8,133,641 last year.

### PACIFIC COAST TRADE.

#### Portland Market.

Wheat—Walla Walla, 59¢@60¢; Valley, 59¢@60¢; Bluestem, 61¢@62¢ per bushel.

Flour—Best grades, \$3.25; graham, \$2.65; superfine, \$2.15 per barrel.

Oats—Choice white, 34¢@35¢; choice gray, 33¢@34¢ per bushel.

Barley—Feed barley, \$15@16½; brewing, \$17.50 per ton.

Millstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16 per ton.

Hay—Timothy, \$8@9.25; clover, \$6@8; Oregon wild hay, \$6 per ton.

Butter—Fancy creamery, 45¢@47¢; seconds, 35¢@40¢; dairy, 30¢@35¢; store, 22¢@27½¢.

Eggs—20¢ per dozen.

Cheese—Oregon full cream, 13¢; Young America, 14¢; cream cheese, 10¢ per pound.

Poultry—Chickens, mixed, \$3.50@4.00 per dozen; hens, \$4.00; springs, \$3.00@3.50; geese, \$6.50@8 for old; \$4.50@6.50 for young; ducks, \$4.50@5.50 per dozen; turkeys, live, 12¢@14¢ per pound.

Potatoes—50¢@65¢ per sack; sweets, 2¢@2½¢ per pound.

Vegetables—Beets, \$1; turnips, 90¢; per sack; garlic, 7¢ per pound; cauliflower, 75¢ per dozen; parsnips, \$1; beans, 5¢@6¢ per pound; celery, 70¢@75¢ per dozen; cucumbers, 50¢ per box; peas, 3¢@4¢ per pound; tomatoes, 25¢ per box; green corn, 12¢@15¢ per dozen.

Hops—11¢@13¢; 1897 crop, 4¢@6¢.

Wool—Valley, 12¢@13¢ per pound; Eastern Oregon, 8¢@13¢; mohair, 27¢@30¢ per pound.

Mutton—Gross, best sheep, wethers and ewes, 3½¢; dressed mutton, 6½¢@7¢ per pound; lambs, 7½¢ per pound.

Hogs—Gross, choice heavy, \$5.00; light and feeders, \$4.50; dressed, \$6.00@7.00 per 100 pounds.

Beef—Gross, top steers, \$3.50@4.00; cows, \$3.00@3.50; dressed beef, 6¢@7¢ per pound.

Veal—Large, 6½¢@7½¢; small, 8¢@8½¢ per pound.

#### Seattle Markets.

Onions, new, \$1.25@1.50 per sack.

Potatoes, new, 75¢@\$1.

Beets, per sack, \$1.10.

Turnips, per sack, 90¢.

Carrots, per sack, 90¢.

Parsnips, per sack, 90¢.

Cauliflower, 75¢ per dozen.

Cabbage, native and California, \$1@1.25 per 100 pounds.

Peaches, 65¢@80¢.

Apples, \$1.25@1.50 per box.

Pears, \$1.00@1.25 per box.

Prunes, 60¢ per box.

Watermelons, \$1.50.

Cantaloupes, 50¢@75¢.

Butter—Creamery, 27¢ per pound; dairy, 17¢@22¢; ranch, 12½¢@17¢ per pound.

Eggs—27¢.

Cheese—Native, 13¢@14¢.

Poultry—15¢; dressed, 16½¢.

Hay—Puget Sound timothy, \$7@9; choice Eastern Washington timothy, \$14.00.

Corn—Whole, \$23.50; cracked, \$23; feed meal, \$23.

Barley—Rolled or ground, per ton, \$21, whole, \$22.

Flour—Patent, per barrel, \$3.50; blended straight, \$3.25; California, \$3.25; buckwheat flour, \$3.50; graham, per barrel, \$3.60; whole wheat flour, \$3.00; rye flour, \$3.75.

Millstuffs—Bran, per ton, \$15.00