

PLAGUE IN SAN FRANCISCO

Disease in a Virulent Form in the Bay City.

EFFORTS TO SUPPRESS NEWS

Six Deaths Have Already Occurred—Many Cases Are Being Watched—The Victims Are Chinese.

San Francisco, May 19.—Bubonic plague in its most virulent form actually exists in San Francisco. Every endeavor is being made by the authorities to suppress the facts at the request of local merchants and commercial bodies, who fear the news might hurt Pacific coast trade.

Thus far, the dread disease is confined to Chinatown, situated in the heart of the city. Six deaths were reported in as many weeks and a number of plague cases are being watched. All the victims are Chinese. An epidemic is feared, but physicians are trying their utmost to prevent its spread. The health board holds meetings daily and is much alarmed. The district is a squalid condition and favors the spread of the disease.

Federal Quarantine Officer Kenyon, of the port of San Francisco, has cooperated with the local health officers and has offered the use of Angel Island, the government quarantine and disinfecting station. A large three-horse power sulphur disinfectant was brought up from the island this morning and has been in operation all day. All the houses in the district are being fumigated with formaldehyde gas and sulphur. Kenyon makes a personal inspection with the health board daily of a cases under suspicion.

All sewers in the district have been screened with netting and thousands of pounds of fish poisoned with arsenic and phosphorus thrown into them for the purpose of killing rats which might distribute the disease germs. Physicians are stationed at wharves, railway stations and all outlets of the city to prevent Chinese from departing. All conveyances are searched. Chinese Consul-General Ho Yow is offering every assistance in sending Chinese into the field, and the police have sent corps of interpreters and guides, who assist the medical men in the search for plague cases.

The Chinese hide the sick, as they fear the quarantine, and dying celestials are carried over roofs by their countrymen to avoid the health authorities.

The first case discovered was Ho Woon York, at 732 Pacific street. The Chinaman had come from Stockton recently and died six weeks ago.

Dr. Williamson today sent a formal notification of the plague conditions to the consuls of foreign countries, with a request to suppress the news. All facts are being withheld from the public, owing to the recent censure of local newspapers.

The deaths to date are as follows: Wing Chut Kin, 1001 Dupont street; Ho Woon York, 732 Pacific; Ho Sam, same address; Thin Moon, Pacific hospital; Yung Hoop, 838 Clay, and Wing Ching, 717 Clay.

Dr. Chalmers said: "Conditions are very bad, and favor a spread of the disease. Thus far we have the plague in check."

Dr. Kellogg said: "I fear an epidemic and will suppress facts if possible. We may be compelled to burn the infected houses in Chinatown."

OCCUPATION OF GLENCOE.

Logical Sequence of General Buller's Advance.

London, May 19.—The war office has posted the following dispatch from General Buller, dated Dundee, May 18: "We occupied Glencoe yesterday and the Transvaalers have now evacuated Biggarsberg. The Free States on the Drakensberg are much reduced in number. The Pretoria, Carolina and Lydenburg commands trekked north from Hattukul on the 13th and 14th of May, with 11 guns. Eleven guns were entrained at Glencoe. The last train with ambulance left there at dawn May 15. This result has been largely produced by the action of the Fifth division, which, during the last few days, has done a great deal of very hard work—marching, mountain climbing and road making. Trains are now running to Wessels' Nek station."

The war office posts the following dispatch from Lord Roberts, under date of Kroonstad, May 15: "Two officers and six men of Prince Alfred's guards, while out foraging yesterday a few miles from Kroonstad, visited a farm flying a white flag, the owner of which surrendered himself, with arms and ammunition. They then approached another farm, also flying a white flag. When within 40 yards of the enclosure, they were fired upon by 15 or 16 Boers, concealed behind the farm wall."

The occupation of Glencoe was merely a logical sequence of General Buller's advance and the Boers' retiring movement. As usual, the Boers are reported to be flying, but also as usual, the accounts add that their transports and guns were removed in safety, which in itself is a contradiction of any statement that the Boers were panic-stricken.

Locomotive Blew Up.

Ashley, Ill., May 19.—Two men were killed and seven injured, three fatally, by the explosion of the boiler of the locomotive attached to south-bound passenger train No. 21 on the Illinois Central railroad today. The dead are Charles Price, engineer, of Centralia, Ill., and Tom Wright, of Odin, Ill. The fatally injured are Sam Ascoff, Fred Crawford and John Hampton, section hands.

MAY LOSE MILLIONS.

By a Word Being Omitted in a Government Treaty With France.

New York, May 21.—A decision just rendered by Judge Townsend, who is hearing in the United States circuit court the appeals from the decision of the board of general appraisers, under the customs administration act, lessens the duties on French brandies and liquors 50 cents a gallon, and in the particular suit which was brought by George S. Nicholas, an importer, takes \$45,000 out of the treasury of the government.

Nicholas, on June 10, 1898, received from France 80,000 gallons of the cordial known as "Chartreuse." Collector Bidwell assessed the duty on this importation at \$2.25 per gallon. The importer appealed to the board of general appraisers, and they affirmed the collector's action. Then the matter was brought into the circuit court and, when the hearing came up, counsel for Nicholas insisted that under the new treaty with France, made in 1898, a year later than the passage of the tariff under which the appraisal had been made, the duty should have been only \$1.75 per gallon. Copies of the treaties made between France and the United States were produced as evidence, and in the French copy the word "liquors" appears, while from the American copy the word "liquors" is missing. This decision is in favor of the importers, and if it holds, means a loss of many million dollars to the government annually.

AGUINALDO HEARD FROM.

His Latest Proclamation to the Insurgents.

Manila, May 21.—A proclamation purporting to have been issued by Aguinaldo and dated May 4, from Polillo island, one of the Philippine group east of Luzon, is circulating in Manila. It says the commission appointed by President McKinley was appointed without the authority of congress, and hence it cannot treat officially. It urges the Filipinos not to surrender their arms at the instigation of the commission and on promises which congress may not ratify, and also urges the Filipinos to enthusiastically welcome the commission when it arrives in the towns and provinces, asking boldly for the form of government they most desire, as the Americans permit of freedom of speech. The proclamation closes with asking the Filipinos to strive for liberty and independence and again warns them against deception.

In the Catarama district about 500 of the enemy attacked a portion of the Forty-third regiment. The Americans killed 203 of the rebels. Only three Americans were wounded.

Major John C. Gilmore and 100 men of the Forty-third regiment were ambushed May 6 near Pambugan, Samar. Seventy-five of the enemy were killed and there were no American casualties.

The transport Lennox has returned here after landing four troops of the Eleventh cavalry to reinforce Colonel J. F. Bell. Two troops, Major Sims commanding, were landed at Legaspi and proceeded across the country to strengthen the garrison at Liago. They found numerous entrenchments manned by insurgents between the towns, and were two days on their way. Their only loss was three horses. The officers report they killed 40 insurgents, but the natives declare 80 were killed.

Panama Canal Plot.

Washington, May 21.—Soon after the senate convened today, Morgan (Dem. Ala.), chairman of the committee on inter-oceanic canals, offered a resolution directing the committee to make an investigation, sweeping in its character, of the dealings of individuals or corporations with a view to monopolizing a ship canal at Panama or in Nicaragua, and whether the individuals or corporations propose to obstruct the United States in the construction of an isthmian canal. Morgan stated that the object of the inquiry proposed is to enable the president of the United States to check and destroy a conspiracy founded on fraud, corruption and arrogance, against the highest rights and privileges of the people and government of the United States.

Explosion in a Boarding House.

Chicago, May 21.—Twenty persons at the dinner table in Mrs. Anna Smith's boarding house were startled last night when, following an explosion in the kitchen, the proprietress of the place ran into the dining room wrapped in a sheet of flame. The guests started to her rescue, but when the door into the cooking room was thrown open, it was found to be in flames also and they retreated in fear. Two other persons were burned during the fire, which originated from the explosion of a kerosene can. The injured are: Mrs. Anna Smith, face, hands and body severely burned, taken to the hospital, will die; Lee Leahy, asleep on a couch in kitchen when the explosion occurred, hands, shoulders and face severely burned, may die; Edward Leahy, burned and hair singed while rescuing Mrs. Smith from the burning room.

Nordlund's Horrible Crime.

Stockholm, May 21.—A dispatch received today from Eskilstavarna says that Philip Nordlund, who was arrested there, has now fully confessed that he deliberately planned the crime he committed on board the steamer Prinz Carl, on Wednesday night, when he murdered seven men and a woman.

Grand Vizier of Morocco Dead.

Tangier, Morocco, May 21.—The grand vizier, Ahmed Ben Mussa, died Sunday, May 13. A convulsion in internal affairs is threatened, but it is believed Germany, Italy and Great Britain have agreed to maintain the status quo, so it is hoped the threatened anarchy will be averted.

Tacoma, May 21.—William Patterson, a waiter, fell from a window in the Lexington hotel last night and later died from his injuries.

SIEGE OF MAFEKING RAISED

Boer Forces Withdrew From the Investment.

LONDONERS ENTHUSIASTIC

Buller Occupies Newcastle, in Northern End of Natal, the Federals Retreating Through the Passes.

Pretoria, May 21.—It was officially announced today that when the laagers and forts around Mafeking had been severely bombarded the siege was abandoned.

London, May 21.—From the mention of laagers in the Pretoria dispatch, it is understood here that prior to the raising of the siege of Mafeking, the Boer laagers around that place were vigorously bombarded by the British relief column and the burghers practically compelled to abandon the siege.

Buller Takes Newcastle.

London, May 21.—General Buller, in a dispatch to the war office, dated Newcastle, May 21, says: "Newcastle was occupied last night, and today the whole Second division and the Third cavalry brigade will be concentrated here. I have sent the mounted force through Nguta to expel a small force of the enemy and to reassure the natives. The enemy have burned the chapel, broken much glass, plundered many houses and taken cash from the banks, but otherwise they have not done much harm. The railway is badly damaged, the Ingaganze and Nkader bridges are destroyed, as are many culverts and the pumping station and water works. Of the 7,000 men flying before us, about 1,000 seem to have gone to Wakkerstroom and some by Muller's Pass to the Free State. The remainder, who are described as disorganized rabble, have gone north and they intend to make a stand at Laing's Nek."

British at Christiansia.

Pretoria, May 21.—President Steyn, who arrived here Wednesday and has been in close conference with the Transvaal authorities, left for the Free State last night. Addressing a crowd on the platform, he urged them to be of good cheer.

It is reported that 5,000 British troops have surrounded Christiansia, and the landrost and other officials have been taken prisoners.

James Milne, the correspondent of the Reuter Telegram Company, who has been prisoner here, was liberated and escorted to the border this morning.

MAGINNIS VS. CLARK.

Governor Smith Appoints a Senator to Fill Vacancy.

Butte, Mont., May 21.—Governor Smith today sent dispatches from here to Senator W. A. Clark, Senator Chandler, chairman of the committee on privileges and elections, and Senator Frye, president of the senate, saying he had resigned and revoked the action of Lieutenant-Governor Spriggs in naming Mr. Clark to succeed to the vacancy caused by his own resignation, and saying he had named Martin Maginnis, of Helena, to fill the vacancy. The governor gives as his reasons his opinion that the appointment of Mr. Clark by the lieutenant-governor was tainted by collusion and fraud. The dispatches are practically the same, that to Mr. Clark reading: "I have this day disregarded and revoked your appointment as United States senator, made by Lieutenant-Governor Spriggs on the 15th inst., as being tainted with collusion and fraud, and have this day appointed Hon. Martin Maginnis United States senator to fill the vacancy caused by your resignation."

Those to Frye and Chandler are of the same tenor, notifying them of his action. The governor also sent a formal protest to Chandler, detailing his reasons. He has also issued an open letter to the people of the state, denying he had any knowledge of the contemplated step when he left Montana for California. He says he went to California at the request of Thomas R. Hinds to look into the title of some mining property in which Miles Finlen was interested. He owed Finlen \$2,000, and thought by going he might earn a fee that would be applied on the indebtedness. "I shall prove by my conduct in the future," he concludes, "that I was not guilty of any wrong doing or any idea of wrong."

Miles Finlen is one of the Democrats in the legislature who voted against Clark. Martin Maginnis was delegate in congress for the territory, and, with Clark, a Democratic contestant for senatorial honors when Montana became a state.

Tagal Guerrilla Warfare.

Yokohama, May 6, via Victoria, B. C., May 19.—The United States transport Thomas arrived unexpectedly from Manila Saturday last. Returning officers and men of the army disagree with the optimistic views of the Philippine situation lately held by the press and the public. Everything seems to point to a long and devastating guerrilla warfare, and altogether the outlook is not reassuring.

A Memphis Tragedy.

Memphis, May 21.—At an early hour this morning the bodies of Henry Reichman, of Memphis, and Mrs. Lily Badakin, wife of a newspaper man of Forest City, Ark., were found in the woman's apartment on Jefferson avenue. Reichman had been shot six times, while the woman's body received one bullet. The affair is shrouded in mystery. No weapon was found about the premises, and it is believed to be a case of murder.

SUPERB CITY ON WHEELS.

Chicago-Portland Special No-Plus-Ultra of Trains.

Nineteenth-century civilization culminates in the perfecting press, the telegraph, the ocean steamer and the limited-express train. The progress of a region or a people is measured by its facilities for the diffusion of intelligence, and its methods of transportation. Judged by this standard, no part of the United States, or of the world, has advanced more rapidly than the great American West.

Today, the whole vast half-hemisphere, from the Mississippi to the Pacific, is girdled with electric wires, and gridironed with railways that in all the essentials of speed, safety and comfort, amounting to luxuriousness, are unsurpassed anywhere in the old world or the new. In all the refinements of travel, the West is fast overhauling the boastfully fastidious East.

The new double-daily flyer between Portland and Chicago, via Huntington, Granger and Omaha. It is incomparably the finest transcontinental train in the history of American railroading, and, considering all the circumstances, and the wild and rugged character of a large part of the country to be traversed—it may safely challenge comparison with the best trains that fly between the great cities of the Atlantic coast. It has been christened "The Chicago-Portland Special."

The Oregon Railway & Navigation Company and its connections combine to form and operate this magnificent annihilator of time and space, and they have spared no pains or expense to enhance the comfort of the trans-hemisphere journey, while they diminish its duration to the least possible minimum of time. Nothing that taste could suggest, ingenuity devise, skill construct, or lavish money pay for, has been left undone to render the flight across 2,314 miles of mountain and plain a pleasure to the most delicate and fastidious traveler.

The whole train is uniform in color and style. Every car is finished externally in dark olive green and gold, and on every one is emblazoned in golden characters "Chicago-Portland Special." Next to the mighty 120-ton locomotive come the mail, express and baggage cars. Then follow, in the order named, the composite or buffet car, the Pullman and tourist sleepers, dining car, two reclining chair cars and a day coach or smoker. All have been designed and built expressly for this model train, and all are models of their kind. The buffet car is a clear case of multum-in-parvo or e-pluribus-unum on wheels, containing a library, elegantly furnished reading room, writing desks, card tables, cafe and bar, barbershop and bathroom, with trained attendants always at command. The Pullman sleeping car is a veritable palace of dreams, on which cunning artificers in brass and glass, and precious woods and tapestries, have exhausted their genius and skill.

The ordinary or tourist sleeper is extraordinary considering the prices charged for its accommodations. It is in every respect equal to the best Pullman car of a few years ago, and a 300-mile sleep in one of its snowy-lined and daintily comfortable beds costs no more than a night's lodging in any average provincial tavern. The dining car is a flying banquet hall, equipped with every modern improvement and convenience to be found in a first-class metropolitan restaurant, and serving an epicurean menu a la carte as cheaply as though 50 or 75 miles of glorious scenery were not thrown in with every meal, as an esthetic aid to appetite and digestion. The chair cars are handsomely finished and furnished, and offer many advantages free to those who, from any cause, decline to avail themselves of the sleepers. They are carpeted, brilliantly lighted, abundantly supplied with clean towels, and other toilet accessories, and each car is in charge of a trained and uniformed porter. One or two first-class day coaches in the rear of the chair cars complete this paragon of cross-continent trains.

The heaviest and most powerfully built cars, like the sleepers and buffet cars, are always placed in front, and those of lighter construction in the rear, as a precaution in case of accidents—where serious accidents have never yet occurred. Second-class passengers are carried at second-class rates, but there is not a second-class car in the train. From engine to hindmost day coach, everything is first-class of its kind, and its kind is unsurpassed. It is a solidly vestibuled train of flying palaces, where every man is a sovereign, and every woman a queen, who holds either a first or second-class ticket. The trip from Portland to Chicago is a 2,314-mile long panorama of all that is sublime and most enchanting in nature's glorious handiwork, and the time is little short of greased lightning. The whole wonderful journey of 2,314 miles from the golden slopes of the Pacific to the windswept shores of the Great lakes, is accomplished in 72 hours and 15 minutes—a reduction of 11 hours and 15 minutes from the fastest time ever made heretofore—and of this the actual running time is but a trifle over 69 hours, showing an average speed across the hemisphere of 33 1/3 miles an hour! The train leaving Portland at 9:15 Monday morning reaches Denver at 8:40 Wednesday morning, and Chicago at 9:30 Thursday morning. And the flyer leaving Portland at 6 Monday evening, via Spokane, arrives in St. Paul, over the Great Northern Railway, at 2:30 Thursday afternoon, and in Chicago at 7:30 Friday morning. The Atlantic Express, via Huntington and Omaha or Kansas City, leaves Portland at 9 P. M. and whirls into Chicago in about the same time as the shortest schedule ever attained before.

One-tenth of the tour around the globe in three short, delightful days! No grander trip is possible on earth.

ON THITHER COAST.

New Gold Fields on the Siberian Shore Will Be Opened to American Miners.

New gold fields rivaling in richness the deposits of Cape Nome will be opened to American miners, if the expectations of the members of the Russian expedition, which arrived in New York on the Campania, on its way to Northeastern Siberia, are fulfilled.

Vladimir Wronlarlarsky, a colonel of the Russian Imperial Guard, obtained the concession of the Siberian tract which the expedition is to examine. There were more than 40 applicants for the grant, which had been sought with eagerness since the discovery of gold on the American side of Behring sea. By means of court influence, Wronlarlarsky carried off the prize. He formed a company in Russia, which planned the present expedition, headed by A. Bogdanovitch, a Russian engineer. It is understood that a subsidiary company has been formed in England in connection with the concession, but secrecy is maintained in regard to the English and American interests.

Miners who have visited the Siberian coast by stealth have reported that it is practically the same as the Nome coast, consisting of a strip of beach, behind which lies a tundra, or belt of gold-bearing sand. Many companies have been formed to work dredges and pumps off the coast of Cape Nome, in order to draw up the precious sand where it reaches the beach. It is expected that the operation of these appliances will be prevented by the beach miners, and that apparatus in which large capital has been invested will be idle, unless new fields are opened to it. If the expedition to Siberia finds what it expects, the company will invite pumps and dredges to cross to the Siberian shore and operate there upon payment of a royalty.

Hooley, the English promoter, has nothing to do with the plan. George D. Roberts, who is a veteran California miner, will be a member of the exploring party. Mr. Roberts has made a study of gold deposits in sea sands, and has a plan for extracting the gold from the frozen tundra. The expedition will sail from San Francisco about June 1, after the Russians have conferred with the Russian minister at Washington. It will return about November 1, and expects then to make a complete report of the possibilities of the region.

Mr. Roberts said today that, from information he had received, the deposit of gold on the Siberian coast promised to be the most valuable ever discovered. No attempt will be made to work the tundra this year, but the party hopes to be able to make some contracts with American owners of pumps and dredges.

Northwest Notes.

The Oregon Hopgrowers' Association last week sold 670 bales of hops.

A telephone exchange with 20 subscribers is to be established in Canyon City, Or.

The Umatilla Indians have invited the Nez Perces, of Idaho, to join them in a Fourth of July celebration that will last about a week.

The Shamokawa, Wash., creamery is now turning out 175 pounds of gilt edge butter daily. It finds a ready market in Portland at top-notch prices.

The new creamery located at Norway, Or., has commenced operations. The plant is complete in every respect and is in charge of a competent manager.

Camas Prairie, southeast from Heppner, Or., is a great dairy region, and 800 cows are being milked there. The creameries pay 62 to 82 cents per 100 pounds for milk.

The original townsite of Prairie City, Or., was 80 acres. A land company has just platted additions to the extent of 364 acres, providing liberally for depot grounds, repair shops, etc.

Asotin, Wash., will soon have a bank, arrangements having been made to establish such an enterprise there by E. J. and W. L. Thompson, recently of Wisconsin. The bank will be organized under the state banking laws and will begin with a paid in capital of \$25,000.

The Anti-Saloon League, at Colfax, Wash., has a membership of about 80 persons, who are antagonistic to the saloon, and more especially to such as may violate the liquor selling laws. Active work is to be begun by the organization against the liquor traffic in the near future.

Grant county offered a reward of \$450 for the recapture of Al Keeton, held for murder, and William Wallace, charged with horse stealing, and it was divided equally between William Byram and Ray Short, of Canyon City; Ed Luce and Hamp Officer, of John Day, and W. C. Gibbs, of Susanville.

G. W. Kiger has a contract from the government to furnish 2,000 tons of rock to be placed behind the spur dikes recently constructed in Tillamook bay. As it is seen that the dikes are doing the work for which they were intended, the rock is for the purpose of making them permanent. Mr. Kiger will receive \$1 a ton for the rock.

Falling to get all the saw timber needed into the river last winter, because of lack of snow, William Codd, the Colfax sawmill owner, has determined to haul the necessary logs to water on wheels. An outfit of 10 or 12 big teams was sent into the woods on the upper Palouse river for this purpose. The necessary feed and supplies were taken from Colfax. This will be a rather costly method of floating sawlogs, but the lumber demand is good and it is found necessary in order to meet the calls.

JRADSTREET'S REPORT.

Wheat Higher on Unfavorable Crop Reports.

Bradstreet says: Continued dullness in many branches and a further shading in several staple lines constitute the leading features in the business situation this week. The weakness of prices is displayed in lower quotations for corn, pork, butter, cheese, wool and cotton among the great agricultural products and petroleum and lead among the mineral products. Wheat is slightly higher, partly owing to less favorable crop reports here and abroad. Continued dryness in the Northwest has given the spring wheat situation a less satisfactory appearance and there is little improvement noted in the winter wheat sections of the central west. It is doubtful, however, if the dry weather has as yet really affected the spring wheat, the chief complaint coming from the lumber interests, which report low streams interfering with the forwarding of supplies. The industrial situation is, on the whole, rather much better than for some time past, in that new disturbances are fewer and some old ones have been settled. But practical ties-up in Chicago are still unbroken. At St. Louis all kinds of business have been hurt by the strike of street railway employes, and uncertainty at other cities, particularly in the building trade, has had an unsettling effect upon lumber.

Wheat, including flour, shipments for the week aggregate 5,178,422 bushels, against 3,480,574 bushels last week. Business failures in the United States for the past week number 155, as compared with 174 last week. Failures in the Dominion of Canada are slightly more numerous, numbering 24 for the past week, against 19 last week.

PACIFIC COAST TRADE.

Seattle Markets.

Onions, \$9.
Lettuce, hot house, 40 @ 45c doz.
Potatoes, \$16 @ 17; \$17 @ 18.
Beets, per sack, 50 @ 60c.
Turnips, per sack, 40 @ 60c.
Carrots, per sack, \$1.
Parsnips, per sack, 50 @ 75c.
Cauliflower, California 85 @ 90c.
Strawberries—\$2.25 per case.
Celery—40 @ 60c per doz.
Cabbage, native and California, \$1.00 @ 1.25 per 100 pounds.
Apples, \$2.00 @ 2.75; \$3.00 @ 3.50.
Prunes, 60c per box.
Butter—Creamery, 22c; Eastern 22c; dairy, 17 @ 22c; ranch, 15 @ 17c pound.
Eggs—18c.
Cheese—17 @ 15c.
Poultry—14c; dressed, 14 @ 15c; spring, \$5.
Hay—Pugget Sound timothy, \$11.00 @ 12.00; choice Eastern Washington timothy, \$18.00 @ 19.00.
Corn—Whole, \$23.00; cracked, \$23; feed meal, \$23.
Barley—Rolled or ground, per ton, \$20.

Flour—Patent, per barrel, \$3.25; blended straight, \$3.00; California, \$3.25; buckwheat flour, \$6.00; Graham, per barrel, \$3.00; whole wheat flour, \$3.00; rye flour, \$3.80 @ 4.00.
Millstuffs—Bran, per ton, \$13.00; shorts, per ton, \$14.00.
Feed—Chopped feed, \$19.00 per ton; middlings, per ton, \$20; oil cake meal, per ton, \$30.00.

Fresh Meats—Choice dressed beef steers, price 8c; cows, 7c; mutton 8c; pork, 8c; trimmed, 9c; veal, 8 1/2 @ 10c.
Hams—Large, 12c; small, 13 1/2 @ 14c; breakfast bacon, 12 1/2c; dry salt sides, 8c.

Portland Markets.

Wheat—Walla Walla, 51 @ 52c; Valley, 52c; Bluestem, 54c per bushel.
Flour—Best grades, \$3.00; Graham, \$2.50; superfine, \$2.10 per barrel.
Oats—Choice white, 86c; choice gray, 83c per bushel.
Barley—Feed barley, \$14 @ 14.50; brewing, \$16.00 @ 16.50 per ton.
Millstuffs—Bran, \$13 per ton; middlings, \$19; shorts, \$15; chop, \$14 per ton.

Hay—Timothy, \$9 @ 11; clover, \$7 @ 7.50; Oregon wild hay, \$6 @ 7 per ton.
Butter—Fancy creamery, 30 @ 35c; seconds, 45c; dairy, 25 @ 30c; store, 22 1/2 @ 25c.
Eggs—13c per dozen.
Cheese—Oregon full cream, 18c; Young America, 14c; new cheese 10c per pound.

Poultry—Chickens, mixed, \$4.00 @ 4.50 per dozen; hens, \$5.00; springs, \$2.50 @ 3.50; geese, \$6.50 @ 8.00 for old; \$4.50 @ 6.50; ducks, \$6.00 @ 7.00 per dozen; turkeys, live, 14 @ 15c per pound.

Potatoes—40 @ 65c per sack; sweets, 2 @ 2 1/2c per pound.

Vegetables—Beets, \$1; turnips, 75c per sack; garlic, 7c per pound; cabbage, 1 1/2c per pound; parsnips, 75c; onions, 3 @ 8c per pound.

Hops—2 @ 8c per pound.
Wool—Valley, 12 @ 13c per pound; Eastern Oregon, 10 @ 15c; mohair, 27 @ 30c per pound.

Mutton—Gross, best sheep, wethers and ewes, 3 1/2c; dressed mutton, 7 1/2c per pound; lambs, 5 1/2c.

Hogs—Gross, choice heavy, \$5.00; light and feeders, \$4.50; dressed, \$5.00 @ 6.50 per 100 pounds.

Beef—Gross, top steers, \$4.00 @ 4.50; cows, \$3.50 @ 4.00; dressed beef, 6 1/2 @ 7 1/2c per pound.

Veal—Large, 6 1/2 @ 7 1/2c; small, 6 @ 8 1/2c per pound.

Tallow—5 @ 5 1/2c; No. 2 and grease, 3 1/2 @ 4c per pound.

San Francisco Market.

Wool—Spring—Nevada, 14 @ 16c per pound; Eastern Oregon, 12 @ 16c; Valley, 20 @ 32c; Northern, 10 @ 12c.
Hops—1899 crop, 11 @ 13c per pound.
Butter—Fancy creamery 17 @ 17 1/2c; do seconds, 16 @ 16 1/2c; fancy dairy, 16c; do seconds, 14 @ 15c per pound.
Eggs—Store, 15c; fancy ranch, 17c.
Millstuffs—Middlings, \$17.00 @ 20.00; bran, \$12.50 @ 18.50.