

WATERFRONT ITEMS

Four Big Vessels Anchored in Port.

SHIP TELLUS GETS A CREW

Fine Sight on the River Last Night When Heavy Clouds Were Massed All Round and Lights of Four Big Vessels Shone.

The Lurline did not get down till a quarter after nine last night. She was delayed by an accident to her steering gear at Ladue. While making the landing she broke a tiller wire and was delayed two hours making repairs.

Captain Betts, the Portland shipping master, brought down 10 men on the steamer Telegraph yesterday to form the crew of the Tellus. The Tellus is lying at Knappton awaiting the crew and despite the 10 men who arrived yesterday will still be two men short.

Carrying a part cargo of cement consigned to Halfour, Guthrie & Co., the British steamship Strathnairn sailed from Port Los Angeles for the Columbia this morning. The shipment is coming from London, the steamer having arrived at the California port only a short time ago to discharge about half of the cargo.

Twelve of the sailors arriving from Hamburg on the British ship Dalgomar the other day have already deserted and before the week passes it is predicted every man on her before the mast will be ashore. These vessels is not chartered for the outward voyage.

As no one has seen them since they came ashore. It is understood if they can be found an effort will be made to induce them to go to Puget Sound and take berths on the ships which have been tied up there for weeks waiting for crews. It is surmised the men have obtained employment in the sawmills and intend to abandon the sea for good.

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The Arabia when she left here had a cargo valued at \$229,798, consisting principally of flour with a large quantity of machinery.

The steam schooner Newburg cleared at the custom house yesterday with a cargo of ties amounting to 1,100,995 feet. She loaded at Goble and will proceed to Los Angeles.

The schooner Letitia came in and proceeded up to Rainier to load lumber.

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PORTLAND MARKETS

Wholesale Price List as Reported Daily.

PORTLAND, July 3.—Through the extent of the damage done has not yet been determined, it is the belief of a number of front street dealers that the heavy rain last night ruined the Lambert and Bing cherry crops of Portland and vicinity, as well as the unpicked portion of the Royal Annes.

A carload of navel oranges reached the city last night, and it is said that this is the last shipment of this variety of oranges to be received here this season. Valencias and other sorts later than the navels have been coming in for some time, and the trade will have to depend upon these from this time on.

A shipment of apricots from California also reached the city last night and the fruit is said to be in good condition. California has a short crop of apricots this year and prices are considerably higher than last year. Prices today are \$2.25 a box.

Loganberries have been coming in heavily for some days past, and if shipments continue at present rates for a little while longer there will be a slump in this fruit. The fruit brought \$1 to \$1.15 a crate today.

WHOLESALE PRICES.

The following are quotations ruling in Portland as reported by jobbers in the various lines:

- Grain, Flour, Feed. Wheat—Club, 86c; CValley, 84c; blue-stem, 89c; red, 84c. Flour—Hard wheat patent, \$4.80; straight, \$4.25; graham, \$4.25@4.75; rye, 85c; whole wheat flour, \$4.50@5; Valley flour, \$4.50; Dakota, \$6.25@6.50; Eastern rye, \$6.50; Pillsbury, \$7; Corvallis, \$4.05. Cereal foods—Rolled oats, cream, 90-lb. sacks, \$7; lower grade, \$5.50@6.50; oatmeal, steel-cut, 45 lb. sacks, \$8 bbl.; 9 lb. sacks, \$4.25 per bale; oatmeal (ground), 45 lb. sacks, \$7.50 per bbl.; 9 lb. sacks, \$4 per bale; split peas, \$4.25 per 100 lb. sacks; 25 lb. boxes, \$1.25 per box; pastry flour, 10 lb. sacks, \$2.30 per bbl. Oats—Producers' prices: White, \$27.50; gray, \$27.

Captain Swan of the British ship Zinita which has been lying idle up the river for some time has received instructions from his owners to ballast his ship and proceed immediately to Newcastle, N. S. W. It is considered probable that the Zinita will load coal in Australia and will return with it to the Columbia when she will be ready for the wheat crop.

- Corn—Whole, \$28; cracked, \$29 per ton. Barley—Producers' prices, Brewing, \$23; feed, \$22; rolled, \$23.50@24.50. \$23.50@24.50. Bye—\$1.55 per cwt. Buckwheat—\$36 per ton. Hay—Valley timothy, \$16@18; Eastern Oregon, \$21@23; clover, \$8.50; cheat, \$10; alfalfa, \$13; grain hay, \$7@8; chop, \$15; bran, \$17; shorts, \$10.50. Grain bags, foreign and domestic, 8-3-4@9c. Vegetables. Cabbage—Per pound, 2@3c; cauliflower, \$1.65 per dozen; parsley, 25c per doz., hot house lettuce, 75c@81.00 box, head 15c dozen; spinach, per box, \$1.25; artichokes, 75c@81 doz; okra, \$1.75; tomatoes, \$1.50@1.75 box; Summer squash, \$1 box; wax beans, 5@6c lb.; Oregon rhubarb, 6c lb.; cucumbers, \$1.00 box; egg-plant, 25c lb.; Cuban peppers, \$6 crate; asparagus, \$1@1.50 box; cantaloupes, \$2.50@3.50 crate; green corn, 6@6c dozen. Potatoes—Old, \$2.50@3.00 per cwt; new, \$2.50@3.00. Onions—\$2.75@3.50. Turnips, per sack, \$2; carrots, \$2.50 sack; beets, \$2 and \$2.25; horseradish, 8@9c per pound. Fresh Meats and Fish. Fresh Meats—Veal, medium, 75 to 100 lb., 7@8c; 100 to 150 lb., 7c; 150 to 200 lb., 5@6c; 200 lb. and over, 41-2@5c; pork, 8@81-2c; heavies, 7@8c; beef, bulls, 3@4c; cows, 5@6c; steers, 6@6 1-2c; mutton, medium size, 8@9c; large and coarse, 4@6c; Spring lambs, dressed, 9@10c. Oysters—Shoalwater Bay, per gallon, \$2.50; per sack, \$4.50; Toke Point, \$1.60 per 100; Olympia, 120 lbs., \$6; Olympia, per gallon, \$2.25. Fish—Halibut, 6c; black cod, 8c; black bass, per lb., 20c; striped bass, 13c; herring, 5 1-2c; flounders, 6c; catfish, 11c; shrimp, 10c; perch, 6c; sturgeon, 12 1-2c; sea trout 15c; tom cod, 7c; Chinook salmon, 11c; steelheads, fresh, 8c; shad, 4c lb.; shad roe, 15c lb; roe shad, 4c. Clams—Hardshell, per box, \$2.40; razor clams, \$2 per box. Fruits. Tropical Fruits—Bananas, 5@6c lb; lemons, \$5.25@6.50 box; oranges, \$3@4.50; grapefruit, \$3.50 crate; limes, 75c @1.25 per 100; tangerines, \$2 per box; strawberries, \$1.50@2.00 crate; cherries, 3@12c per lb.; gooseberries, 7@8c lb.; blackberries, \$1.15 per box; raspberries, \$1.00@1.75 crate; currants, 8@9c lb; apricots, \$2 box; peaches, \$1.15@1.50 box; new apples, \$1.50@2.25 box; plums, \$1.50 box; loganberries, \$1.00@1.15 crate. Dried fruits—Apples, evaporated, 1-1-2@2c lb.; apricots, 20c; peaches, 13 1-2c; pears, 13 1-2c; prunes, Italian, 4@6c, French, 4@6c; figs, California blacks, 5 3-4c; California whites, 6c; Smyrna, 20c; plums, pitted, 6c. Domestic fruits—Apples, common, \$1.50@2.00; fancy, \$2@3 box. Produce. Butter—Country creamery, 25@27c; city creamery, 27c; store, 15@19c; butter, fat, 26c. Eggs—Oregon ranch, 24@25c. Cheese—Young America, 17@17 1-2c; Oregon full cream flats, 15@16c. Poultry—Old roosters, 7@8c; hens, 12@13c; spring, 13c unound; dressed stock, 1 1-2c higher than live; ducks, old, 8@9c; young, 10@11c; turkeys, 12@13c; dressed, 15@17c; geese, live, 6c; dressed, 10@11c; pigeons, \$1 and \$1.25 per dozen; squabs, \$1.75@2 per doz. Honey—Dark, 10@11c; amber, 12@13c; fancy white, 14@15c. Hops, Wool Hides, Etc. Feathers—Geese, white, 35@40c; geese, gray or mixed, 25@30c; duck, white, 15@20c; duck, mixed, 12@15c. Hops—Choice, 7@7c; prime, 6@7c per pound. Cascara Sagrada—(Chittim bark), 5c per pound. Wool—Valley, 19@21c; Eastern Oregon, 13@19c, as to shrinkage. Mohair—Choice, 29@30c. Beeswax—Good clean and pure, 22@23c per pound. Tallow—Prime, 5c; No. 2 and grease, 2@3c per pound. Oregon grape root—Per 100 lbs., \$4. Hides—Dry No. 1, 16 lbs. and up, per lb., 18@19c; kip, No. 1, 16@17c, as to size; dry salted bulls and stags, one-third less than dry flint; calf, 20@22c; salted steers, 60 lbs. and up, 8 1-2@9c; under 50 lbs., steers and cows, 8 1-2c; stags and bulls, 5 1-2@6 1-2c; kips, 15 to 30 lbs., 8@9c per pound; calf, 10 to 14 lbs., 11c; calf, under 10 lbs., 11@12c; green, unsalted, 1c per pound less; sheepskins shearings, No. 1, 15@25c; short wool, No. 1, 40@60c each; medium

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When We Ship Pianos we time our shipments from the various factories so as to have several car loads on the way at one time, making it more convenient for the railroad companies. Then we route our shipments over lines of road giving us quickest service, and because we are the heaviest shippers of pianos on the Pacific Coast we get the very lowest freight rates musical instruments are handled for.

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