

GATES MAY GIVE ARMOUR A TWIST

Pork-Packer Is Many Millions Long on High-Priced July Wheat.

BUMPER CROP IS COMING

Manipulator of the Smashed May Corner Is Supposed to Have Rather the Best of the Situation.

CHICAGO, April 23.—(Special.)—Now, that the great May wheat corner has gone to smash and all that remains is the somewhat costly burying of the corpse, interest is turning to the July proposition.

In the last fatal hours of the May deal, John W. Gates was forced to make terms with Armour to minimize the losses. It is held by close observers that Mr. Gates is now in a position to make things highly interesting for Mr. Armour, and drive him to terms in the July deal.

Armour is long on July—just how long no one but himself knows—but within a week or two he has taken on 30,000,000 or 12,000,000 bushels, at an average price of 87c. The price now hovers around this figure.

Crop conditions are ideal, and with no setback a bumper crop will begin to pour in before the end of July. It is believed that the supply of wheat will drive the price to 75 cents, or lower.

Wheat Will Roll In.

All of the Texas crop and the Kansas hard winter wheat can be put into Chicago before the end of July. Other states in the Southern territory will contribute largely to the supply, and here is the hook upon which Gates can hang his proposition to Mr. Armour—to walk up and make terms.

It is supposed that Gates still has at least 30,000,000 bushels of May wheat. It would be better to sell this to Armour at 85 or 87 cents now than to hold it, pay elevator charges and insurance, and take chances on a bumper crop and 75 cents or less inside of 13 weeks. It is held that the tables have been turned, and Gates is now in a position to dictate the terms.

Prospects of Great Crop.

Prospects for a great wheat crop were never brighter. Weather conditions have been perfect, and the season for Kentucky and states farther South say the stand of winter wheat is superb. In the state farther North the plant is not far enough advanced to be in danger of frost.

Floods and hot winds, rust and blight are always present perils, but the danger of floods is not nearly so great as it was last season. This also eliminates much of the danger of rust. All things considered, crop prospects were never better, and the prospects of the wheat long are correspondingly fading.

One feature of the collapsed May corner that should have also been mentioned is the fact that the public could not break into the market and take a hand.

It is figured today that the Gates party must lose at least \$5,000,000 on the May deal. Much of the wheat they hold they bought at \$1.15, and much of it will probably be sold at 85 cents. It is predicted that the market will be petted and cajoled along softly while small lots are scooped out as near it as can be obtained, but the crop prospects are against high prices, and there is bound to be heavy loss.

PROVED ITS WORTH.

United States Fish Commission's Good Work.

WASHINGTON, April 23.—(Special.)—The busy season with the officers and employees of the United States Fish Commission has commenced. Comparatively speaking, the people generally derive probably more direct benefit by what is spent by this commission than by any other appropriations made by Congress.

The total expenditures for a year are considerably under \$1,000,000, and year by year, the rivers, bays and lakes of the country are being bountifully stocked with fish hatched largely by artificial methods.

Some 20 years ago fishermen and packers regarded artificial propagation of fish as a fad and an experiment which in the end would prove a worthless expenditure of money. Time, however, has vindicated the Government. The United States Fish Commission became an established institution and soon old and hardy fishermen and packers began to swear by the Government and Uncle Sam's propagation scheme.

The average layman who would seek an evening's diversification by a fishing expedition also benefited by Uncle Sam's new philanthropic propaganda. He found fish to be more plentiful and consequently "bites" more numerous. It is hardly necessary to add that the Fish Commission was a good thing in the eyes of the man who delighted in waiting for a "nibble." So from a small beginning over 20 years ago when the Government appropriated only a few thousands of dollars for the work of propagation and scientific investigation the Fish Commission has grown into an institution that now costs the Government nearly \$1,000,000 a year to maintain.

A considerable portion of this money is used in the support and the construction of new hatcheries and fish culture stations throughout the country. For the reason that the East and middle sections of the country are pretty well supplied with these stations more and more are each year erected west of the Mississippi River. They may be found in Montana, Washington, Oregon, Colorado, California, North Dakota and other states. An effort was made last year by Senator Heyburn to locate one of these stations in Idaho. Due to the shortness of the season and the great amount of work demanding the attention of Congress, the Senator was unable to pass his bill for the establishment of a \$25,000 fish culture station in Idaho. That he will be successful at the next session of Congress, however, there is no doubt whatever.

All told there are some 49 fish hatcheries in the land. They are located in 25 states and have in attendance a force of about 1,000 men, this figure including those employed at headquarters in Washington. Salmon are being propagated at 11 stations, whitefish at seven, lake trout at five, shad at four, pike-perch at three, and at two, striped bass, white

SPECIAL TRAIN FOR HOO-HOO

Lumbermen Are Coming to Portland to Hold Annual Convention.

ITINERARY IS ARRANGED

Northern Route Is Selected, and the Principal Cities of the Pacific Northwest Will Be Visited.

Five hundred persons will be attracted to Portland in September by the annual convention of the Concatenated Order of Hoo-Hoo. A special train will carry at least 125 to 200 of the visitors, who will start from St. Louis September 1, arriving in Portland September 8.

An official bulletin has been issued from Hoo-Hoo headquarters, giving a map of the route selected. The bulletin gives the routing and other general information, as follows:

What you see on the trip is of great benefit and immense educational value—what you take with you is of infinitely more importance. The folks on this pilgrimage will have in stock good humor and good cheer—a radiant vitality that lifts up the heart and refreshes the brain grown weary with the cares of life.

As a recreation the trip will be worth many times its cost. Railroad and sleeper fare is less expensive than doctors' bills and very much more fun. A change of environment broadens the mind, sharpens the wits and stirs up the liver. Most of us are pitifully narrow. We revolve around in our little circle till we get so hard shell. It will help us all to get out into the atmosphere of the boundless West, where men grow big ideas to match the mountains, the plains and other things that suggest grandeur and immensity.

On the journey we will have time to make some delightful new acquaintances and to see on the way many interesting phases of life. There will be plenty of time for courtesies that will add greatly to the pleasure of the trip. Every luxury of modern travel will be ours.

In so far as it will discriminate to the disadvantage of some of the roads, the officers of Hoo-Hoo would have greatly preferred to select no route and run no special train. The Concatenated Order of Hoo-Hoo considers its membership as being made up of practically every road traversing the continent. These men are all good Hoo-Hoo and have done faithful and noble work in furthering the interests of the order. We would gladly have left the whole thing to these men and let each road take what it could get of the travel to the Hoo-Hoo annual. It was felt, however, that in the matter of the trip, this shape—each man to make the trip out to Portland by himself and by the route to be figured out by himself—it would result in a very small attendance. To state it differently, it was felt that if we could arrange for a special train to take out anywhere from 125 to 200 persons and put the whole thing before such a map as a definite and concrete proposition, a very much larger number of people would take advantage of it and the trip be infinitely more enjoyable. This consideration, and this alone, led up to the idea of a special train and the consequent necessity of selecting a route.

The general idea of the committee was to select a route for the route for the going trip and some central route for the return. It was felt that a Northern route was imperative for the reason that such a route would give the greatest amount of lumber centers of Spokane, Seattle and Tacoma and permit of stops being made at these points. Had a central route been selected for the "going" trip a special side trip from Seattle to Portland, and vice versa, would have been necessary for those who wish to see the city of Seattle and the city of Portland.

The main idea that the committee had in view was to select such a route as would traverse the most picturesque mountain country, take in as many as possible of the points of greatest interest, and return by a route that would take them down through Central and Southern California, returning finally across the country by a route which while in itself picturesque and interesting is seasonably free from dust and excessive heat.

The routing is as follows: Chicago to St. Paul by Chicago & Northwestern. St. Paul to St. Paul by Chicago, Burlington & Quincy. St. Paul to Seattle and Portland by Northern Pacific.

Portland down to Sacramento by the "World's Great Shasta Line" of the Southern Pacific. Sacramento to San Francisco over Southern Pacific.

San Francisco to Los Angeles by another world-famous route, the "Coast Line" of the Southern Pacific.

Los Angeles to Sacramento by another equally picturesque and interesting line, the Southern Pacific, the noted "Valley Route," through the San Joaquin Valley—celebrated in song and story and oft dreamed of by all readers of Bret Harte, Joaquin Miller and other of the vilit writers of the West.

Salt Lake City to Omaha over the Union Pacific. Omaha to Chicago over the Chicago & Northwestern.

On one point the committee was not unanimously, but enthusiastically, it was that if any man goes out to Portland on this special train—out to the annual meeting, no matter how he goes—and who does not make that swing through California, will miss one of the greatest opportunities of his life. From communications already received, it was before the committee at its two sittings, it seems that \$5 practically every one going out to Portland will make this trip.

The route selected through California is the most beautiful in the world, and none. The age-long celebrated points on the Riviera and the mountains of Switzerland cannot equal it. The committee urges that everyone going to Portland will make his arrangements to take this trip to Los Angeles.

The special train will be a duplicate or counterpart of the famous "North Coast Limited," going out from Chicago over the Chicago & Northwestern and Northern Pacific to Portland. This is one of the finest trains in America. Our special train will consist of a fine engine as the road can furnish; enough baggage cars to take our legitimate baggage, and as many of the "continental" as space will permit; a standard full-length dining-car (it is figured that one dining-car will suffice if the number on the train does not exceed the minimum limit of 125; if something like 150 or 200 go on the train two dining-cars will be put on). The balance of the train will consist of an observation club car (everybody knows what an observation car is on

LOS ANGELES CUT OFF FROM EAST.

LOS ANGELES, Cal., April 23.—Storms in New Mexico, in the region of Albuquerque, tonight completely prostrated all telegraphic communication between Los Angeles and the East. Both the Western Union and Postal companies lost their Eastern wires about 9:30 o'clock and have not been able to resume communication at midnight.

ALL SALOONS ARE CLOSED

Municipalities of Missouri and Kansas Observe the Law.

KANSAS CITY, Mo., April 23.—With less than half a dozen exceptions, saloons in Kansas City, Mo., and Kansas City, Kan., and wine gardens in the suburbs, were closed today. There were a few arrests for direct violation of the Sunday-closing law.

AMERICANS WERE ACTIVE

Feature of Quiet Week on London Stock Exchange.

LONDON, April 23.—Business on the Stock Exchange last week was interrupted by the holidays and the uncertainty of events in the Far East. Otherwise the market was cheerful and steady. Money was more plentiful than had been expected and with returns from the country after the holidays and increasing bank reserve, there is renewed talk of a reduction of the bank rate in the near future.

STRIKES TO BE NO MORE

Building in New York Starts Under New Agreement.

NEW YORK, April 24.—New York's building season will begin in earnest today when 100,000 workers in the several trades will begin operations under the arbitration agreement signed Saturday by employers and representatives of skilled men, and under which it is provided there shall be neither strikes nor lockouts.

NEW YORK CRIME FIGURES

Preponderance of Male Wildness Is Very Marked.

NEW YORK, April 24.—Although the population of the county of New York has increased 40 per cent during the past three years, there has not been a corresponding increase in crime, according to the annual report of District Attorney Jerome's chief clerk.

SMALL FORCE OF RUSSIANS

Reported as Still in Laoling Twenty Miles North of Tunghwa.

TOKIO, April 23.—(3 P. M.)—It is officially announced that, forces holding Tunghwa has reported that a small body of the enemy is still stopping at Laoling and Maloukou, twenty miles north of Tunghwa. The enemy's cavalry, 100 strong, attempted an attack on April 20 against Klingching, but were repulsed.

Austrian Bandmaster Killed.

VIENNA, April 23.—Karl Konzack, who was leader of the Austrian band at the St. Louis Exposition last year, was accidentally killed by trying to board a railway train at Baden, near Vienna, today.

There's Nothing Like Hood's Sarsaparilla

for keeping blood pure and giving real

ELKS' COUNTY FAIR OPENS AT THE ARMORY APRIL 25, CLOSES APRIL 29

one of these continental lines); and then the sleepers, which are to be the regular standard Pullman make.

EARTHQUAKE IN ENGLAND

Derbyshire and Yorkshire Are Much Shaken Up.

LONDON, April 23.—An earthquake lasting several seconds and occasioning much alarm was felt about 2 o'clock this morning throughout Derbyshire and Yorkshire and in adjacent districts. There was trifling damage to walls and roofs in some places, but nothing serious is yet reported.

JEW'S ARM THEMSELVES.

Preparing for Riots During Easter Holidays.

ODESSA, April 24.—All of the hundreds of the Jewish population of this city are arming themselves in anticipation of anti-Semitic riots during the Easter holidays. Even the women are working up over the prospects and are arming themselves with small flasks of vitriol, with which they will defend themselves.

Proclamations in the Dark.

TIFLIS, April 23.—During a big demonstration in the Georgian Theater here tonight the electric lamps were suddenly extinguished and in the darkness thousands of revolutionary proclamations were showered upon the audience, who sang the "Internationale" with the autonomy, and sang the "Marseillaise."

Issue of Spanish Bonds.

MADRID, April 23.—The government has authorized the issue of 3 per cent treasury bonds to the amount of \$40,000,000.

BIG STORM DOWNS WIRES

Rain and Snow Extend From Arizona to Montana.

DENVER, April 23.—According to reports received late tonight, a heavy storm of rain and snow has practically stopped telegraphic communication to the Pacific Coast. The storm reaches from Arizona to Montana. In Colorado, it began to snow tonight, and in some sections a blizzard is raging.

DOYLE LOSES CASE

Jury at Council Bluffs Brings Unfavorable Verdict.

HE SPENT MONTHS IN JAIL

FOREST GOING UP IN SMOKE

Northeastern Minnesota Is Covered by Blanket of Smoke.

Rain Needed to Save Forests.

Anti-Boycott Law in Colorado.

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Lipman, Wolfe & Co.

Today's Bargain Bulletin

- \$7.50 Shirtwaist Suits \$5.75
- \$18.50 Tailor-Made Suits \$9.45
- \$12.50 Walking Skirts \$7.95
- \$12.50 Silk Petticoats \$8.45
- \$1.50 White Lawn Shirtwaists 98c
- Trim'd Hats \$4.95 Walking Hats \$1.45
- 35c to 25c Embroidery 17c
- 50c to 40c Embroidery 25c
- 75c to 60c Embroidery 33c
- \$1 to 85c Embroidery 37c
- \$1.50 to \$1.25 Embroidery 47c
- \$2 to \$1.65 Embroidery 57c
- \$3 to \$2.25 Embroidery 67c
- 15c Torchon Lace 5c
- 15c Platte Lace 5c
- \$2.50 to \$1.50 Trimming 95c
- \$1.25 All-Wool Voile 75c Cleo Messaline \$1.00
- \$1.00 Sicilians 79c 50c Emb'd Zephyr 39c

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MAKES YOU ACHE ALL OVER

Ache all over? Feverish? Chilly? Just coming down with a hard cold? Where do you suppose it will settle? In the throat? That means hoarseness, sore throat, tonsillitis. In the chest? Then bronchitis, pneumonia, consumption. Do not let your cold settle. Break it up! Drive it out! Ask your doctor the best medicine for this. If he says Ayer's Cherry Pectoral, take it at once. If he has anything better, take that.

Made by the J. C. Ayer Co., Lowell, Mass. Also manufacturers of AYER'S HAIR VIGOR—For the hair. AYER'S SERRAPILLULA—For the blood. AYER'S PILLS—For constipation. AYER'S AGUE CURE—For malaria and ague.