



## WHEAT JUMPS SKYWARD

Soars to \$1.22 1-2--Is Higher Than Any Point on the Famous Gates Deal.

### ONE CHICAGO FIRM BREAKS

Only Twice in the Past 20 Years Has Wheat Reached Higher Marks on the Chicago Board of Trade--But Farmers Gain Nothing.

CHICAGO, April 3--Wheat for May delivery overtopped the highest point reached in the celebrated Gates' deal in 1905, when it sold on the Board of Trade here today at \$1.22 1-4 per bushel. Only twice during the last 20 years has wheat sold at a higher figure on the local exchange. In October, 1888, the price reached \$1.23 1/2 and again in May, 1898, during the Leiter campaign a mark of \$1.85 was established. The present high level is due largely to an exceedingly urgent demand for the cash grain.

Announcement was made on the Board of Trade today of the suspension of the firm of John Dickinson & Co., grain, stock and provision brokers. In addition to its membership on the Board of Trade the company also held membership on the Consolidated Stock Exchange of New York.

The firm also had from 25 to 30 offices scattered throughout the country. The liabilities were said to be in the neighborhood of \$250,000.

According to J. T. Murphy, manager of the Chicago office, the firm has been doing a good business here, but the trouble, he said, grew out of the stock business in the East. He stated that Mr. Dickinson, who is now in New York, had wired him that the suspension was only temporary, and that it was expected the firm would be doing business again in a month.

When the suspension of the firm was announced on the floor of the Consolidated Exchange in New York today, a representative of the firm in that city said the failure was due to the recent advance in wheat and to the fact that one of the firm's large customers in Chicago "laid down" on the firm yesterday. This customer, it is stated, failed to furnish additional margins when called upon, thus forcing the suspension. The firm's commitments in this case, however, are not believed to be heavy.

### WHEAT JUMPS IN NEW YORK.

NEW YORK, April 3--The wheat for May delivery in New York touched \$1.24 5-8 today, and July \$1.15 7-8, both new high records. There was heavy covering of shorts due to the strong cash situation, higher cables and the suspension of a Chicago grain house reported to have been heavily short of May wheat.

## LUMBER PRICES HAVEN'T DROPPED

Dealers Deny a Story That Bottom Has Fallen Out of the Market

PORTLAND, April 3--The Columbia and Willamette river lumber manufacturers and loggers are considerably wrought up over the report that appeared in a number of newspapers of the Pacific Coast that the bottom had dropped out of the lumber market in the Northwest.

Prominent men in the lumber business of the state say they see absolutely no reason for the publication of a report; and that there is no rea-

### RAILROAD COMPLETED

NORFOLK, Va., April 3--The arrival today of the first train load of coal from West Virginia over H. H. Rogers' new Virginian Railway, marking the completion of the road, was made the occasion for an interesting celebration. The celebration took place at Sowell's Point, near this city where the road has its terminal.

H. H. Rogers came to Norfolk to witness the opening, attended by a party of New York friends. Included in the party were Samuel L. Clemens, James M. Beck, Franklin Q. Brown and others. Tonight the distinguished visitors are to be given a banquet at the Monticello Hotel by the business men of Norfolk.

The new road affords a direct outlet to the coast for the coal and other products of West Virginia and is expected to prove an important factor in the industrial development of that region. The line is 443 miles in length and has cost approximately \$40,000,000. About half of this amount it is said, has been put up by Mr. Rogers personally.

### WALLIS-WOODWARD

SANTA ROSA, Cal., April 3--One of the most brilliant weddings ever seen in this city was that of today which united Miss Irma Woodward of this city and J. Allen Wallis of Dubuque, Iowa. The ceremony took place in the First Congregational Church in the presence of numerous guests. The Rev. Walter Frear of Oakland, grandfather of the bride, officiated. Dubuque, Los Angeles, Oakland and other cities were represented among the attendants of the bride and bridegroom.

## FIGHTING THE CHURCH IN MEXICO

### PRIESTS DEFEND MIRACLES AND APPARITIONS AGAINST THEIR FOES.

GUADALAJARA, Mexico, April 3--Archbishop Ortiz and the priests of the Catholic church have declared open war against the anti-clericals here, the latter of whom are seeking to belittle the miraculous power of the Virgin Mary. Anti-clerical newspapers charged the priests with manufacturing "apparitions" in order to frighten the people into believing that Virgin Mary was appearing at various places. The archbishops in a sermon defended the doctrine of miracles and defended the doctrine of apparitions and adjured all members of the church to remain firm in their faith. The attacking paper was supported by two other newspapers and in retaliation the clericals started a boycott against all three publications and in addition posted printed placards on houses throughout the town bearing the following inscription: "Honor and glory to Virgin Mary; no impious paper received in this house."

Further to confuse the churchmen the newspapers have now begun a crusade against what they term the excessive number of church holidays observed in the republic. They assert that of the 365 days in the year, 168 are observed as church holidays.

## INLAND EMPIRE FARMERS FILE A SUIT FOR COMMON RATES THROUGH TO ASTORIA

Proceedings Are Commenced at Washington For the Purpose of Securing Equitable Rates on Wheat to This Port--Is Of Great Importance To This City.

WASHINGTON, D. C., April 3--Congressman Francis W. Cushman of Tacoma, Washington, filed this morning with the Interstate Commerce Commission a petition from the Farmers Co-Operative and Educational Union representing fifteen thousand wheat farmers of the Northwestern wheat states against the Great Northern Railway Company, Northern Pacific Railway Company, Astoria & Columbia River Railroad Company, Spokane Portland & Seattle Railway Company, Oregon Washington & Idaho Railroad Company, and the Oregon Railroad & Navigation Company, asking for a rate on grain to Astoria at the mouth of the Columbia River common with Puget Sound points.

The Farmers' Union is represented by one of the ablest attorneys of the Northwest, Mr. Frederick H. Murray, well known throughout all the Northwestern states and especially to agricultural and manufacturing men.

The farmers in their petition aver that they control twenty-five million bushels of wheat and they especially pray that the Interstate Commerce Commission will decide the matter in time for the wheat to be shipped abroad from Astoria this season. The farmers ask that after due hearing and investigation an order be made commanding the railroad companies to cease their discrimination against Astoria and in favor of Puget Sound because of the injury it does to the wheat growing interests.

They ask the Commission to order the railroad companies to furnish transportation for wheat and cereals and other farm products from Idaho, Washington and Oregon to Astoria over the respective lines and to establish a through and joint tariff rate on such products.

They ask that just and reasonable rates be made applicable to Astoria which shall not be in excess of the present rate on wheat, grain and farm products now applicable to Puget Sound points.

They ask that this rate which they pray the Commission to establish shall not be unreasonable and unduly preferential in favor of and to the advantage of Puget Sound points and against the City of Astoria and the mouth of the Columbia River. And finally the farmers pray that the lawful rates, regulations and practices justly and lawfully applicable to such transportation be ascertained and that an order be made by the Commission requiring the said defendants to conform thereto in time to handle the present year's wheat crop.

It was an interesting coincidence that the press dispatches brought the news of the filing of this suit by the Farmers Union at the very moment that some of the railroad officials most directly interested were sitting at a session of the State Railroad Commission in the Astoria Chamber of Commerce. The Railroad Commission was considering, however, an entirely different subject.

In a historical way it may be stated that the Farmers Co-Operative and Educational Union is an association duly organized and consists of practically all of the farmers engaged in raising wheat in the Northwest.

The objects and purposes of the association are to sell, ship and otherwise market and dispose of wheat, grain and other products of the farms owned by the membership; to enlarge the market for the sale of such farm products and to advance and promote the interests of its membership; to associate their interests together for the purpose of the most economical production of their farm products; to

secure the best quality and quantity of such products and for taking the necessary means to provide and facilitate the storing and marketing of these products as will be most economical and secure to the membership of the association the most profitable handling; and that among the general purposes of the association is to secure reasonable rates for the transportation of farm products, especially from the States of Idaho, Washington and Oregon to the nearest market on the Pacific Coast as a point from which to tranship wheat and other products direct to foreign markets.

It may be said that the Farmers Union controls about forty wheat warehouses scattered throughout the Great Inland Empire and that they have determined to establish a warehouse of warehouses at Astoria from which they will ship farm products, especially wheat to the Orient and Europe.

The Farmers Union has been looking into the Astoria situation for nearly a year, the Promotion Committee of the Astoria Chamber of Commerce having been in correspondence with the farmers since June 9th of last year.

The officers of the Union visited Astoria several months ago and consulted with the Promotion Committee. After consultation with Chairman Patton, other members of the Committee and Manager Whyte, the farmers were astonished at the apparent discrimination practiced against this port.

The Promotion Committee sent Judge J. Q. A. Bowlby and Manager Whyte to the Convention of the farmers held in Spokane February 8th and 9th and there after consultation the farmers determined to do their shipping from Astoria and to take immediate steps to get the just rate for that purpose which every farmer was confident the Commission would grant them upon application.

At that Convention the farmers duly assembled passed a resolution with great eclat unanimously petitioning all the railroads operating in the wheat country to grant a rate on wheat and grain to Astoria common with the rate to Puget Sound and further pledging the organization to give its full and hearty co-operation to all efforts directed towards the securing of such a rate.

The farmers saw with half an eye that the shipping of twenty-five million bushels of wheat from Astoria after such just rate has been granted would be a saving to them of at least \$250,000 a year, that is one cent per bushel.

They saw upon an examination that big ships will never be able to reach Portland, especially within the lifetime of any people now living although ships drawing 40 feet will probably be able to reach Astoria within the next year, as soon as the Dredge Chinook can be operated successfully in a few months. They were made to understand that Portland is opposed to the deepening of the water over the bar to a greater depth than obtained above Astoria up the Columbia and Willamette Rivers to that city. And of course they understood that such a selfish policy on the part of Portland was nothing more nor less than a process of blood sucking from the very vitals of the wheat growing farmers.

In fact not a farmer present but felt righteous indignation at the short sighted and selfish attitude of Portland which has as a matter of fact driven most of the Columbia River's commerce to Puget Sound. This was shown conclusively by a tabulation which the Promotion Committee of the Astoria Chamber of Commerce has prepared, comparing the commerce of the Sound with that of the Columbia River. This comparison shows that whereas the commerce of the Columbia River in 1880 was in some cases as much as two thousand fold greater than that of the Sound at the present time it is scarcely one-seventh as large as the Sound's commerce. It is not to be wondered at that the wheat farmers of the Great Columbia Basin when they discovered this enormous commercial crime were indignant and that they immediately determined to lay all of these facts before the Interstate Commerce Commission where they knew justice and equity would speedily be meted out to them and to Astoria as well.

The farmers assert in their petition that a direct, feasible and available route for the transportation of their wheat, grain and farm products is to Astoria at the mouth of the Columbia River over the lines of railroads mentioned as defendants.

They say that the lines of railroad thus mentioned constitute continuous lines of transportation from the wheat growing districts to Astoria.

The farmers show that the distance via the Columbia River to Astoria is less than the distance from the wheat growing district to Puget Sound points. The expense of operating railroads over the mountains to Puget Sound through either the Snoqualmie or Stampede Pass they assert is much greater than that of operating to Astoria. The average distance from Spokane on the North, the farmers assert, and from Wala Walla on the South to Sumas over the Cascade Mountains as shown by the mileage and as published by these railroads is 486 miles. The average distance from Spokane and Wala Walla to Astoria down the Columbia River is only 391 miles. The rate for wheat and cereals from this point to Bellingham and Sumas as well as to other Puget Sound points is 19 1-4 cents per hundred pounds while the rate to Astoria is 28 1-4 cents per hundred pounds. The average distance from Spokane and Wala Walla to Sumas is 95 miles further than to Astoria while the charge for freight rates to Astoria is 82 7-10 per cent greater than to Sumas, counting the mileage to Sumas by the shortest route over the Cascade Mountains.

The City of Astoria by virtue of its location is the actual Pacific Coast terminal for the large region tributary to the Columbia, Snake and Willamette Rivers and the mouth of the Columbia River both by nature and commercially is one of the "basing points" of the Pacific Coast from which railroad rates have been and should be fixed with reference to competition with water transportation as the dominant factor and is entitled to the rates as a Pacific Coast terminal which has been and is given to other cities of like geographical and commercial location.

### ACCUSED OF KILLING

HOLYOKE, Mass., April 3--On the charge that he was guilty of manslaughter in causing the death of his wife by neglect, Martin Gately, seventy years old, was given a hearing in court today. The woman, who was sixty years of age, was found dead in her home ten days ago. The medical examiner gave it as his opinion, after an autopsy had been performed, that death was due to neglect and starvation, and that Mrs. Gately had been dead three days when her body was discovered. The husband pleaded not guilty to the charge against him.

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### EDWARD HALE 87 YEARS OLD.

WASHINGTON, D. C., April 3--Rev. Dr. Edward Everett Hale, chaplain of the Senate, was 87 years old today. The venerable author of "The Man Without a Country" was kept busy during the day receiving the congratulations of his numerous friends and admirers, among whom are numbered practically all of the men and women prominent in the official or social life of the national capital.

Two years ago all the world paid tribute to Dr. Hale on his eighty-fifth birthday. Despite his great age he

is as vigorous as he was a quarter of a century ago, and his mental faculties are unimpaired. He attributes his wonderful health to the serenity with which he takes life, to sleeping nine hours a night and to always keeping his mind occupied.

### PRIZED RELICS

NEW YORK, April 3--A letter from President Roosevelt and several autographed photographs of Mrs. Sarah Bernhardt were found in the rooms of Mrs. Matilda M. Shaw who was found dead in her locked quarters in West Eleventh St. last night. She is said to have been a distant cousin of Mme. Bernhardt. She came to this country several years ago and was well known as an author of works in French and as a teacher of that language, her second husband, George Alfred Shaw, was a New York newspaper editor. He died several years ago. The letter from President Roosevelt was one of thanks for the receipt of a book by Mrs. Shaw. Mrs. Shaw's death was due to pulmonary trouble.

### U. OF O. WINS.

Contests Were Hotly Contested But No Records Broken.

PORTLAND, April 3--The University of Oregon athletes won with ease the championship indoor meet given under the auspices of the Multnomah Athletic Club here tonight, their nearest competitors being representatives of the Seattle Athletic Club and Oregon Agricultural College, who tied for second place. Though no records were broken, the events were all hotly contested.

## WANT NO REMOVAL OF LUMBER TARIFF

### SEATTLE CHAMBER OF COMMERCE SENDS MESSAGE TO J. J. HILL.

SEATTLE, April 3--As a result of the reports that J. J. Hill had appeared before the committee in congress, openly advocating the removal of the duty on lumber and coal, the trustees of the Seattle Chamber of Commerce today sent a telegram to Hill urging him in the name of the people of the Pacific Northwest whose prosperity contributes so largely to that of the railroads he controls, to oppose rather than urge any reduction in lumber duty. A protest against reduction in coal and lumber was likewise wired to Chairman Aldrich of the senate committee on finance.

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## FORT WORTH IS FIRE SWEPT

Six Persons Lose Lives and the Damages Will Exceed Five Million Dollars

### IS FANNED BY A STIFF WIND

Wide Area is Swept Over by the Devouring Flames, Which Are Not Stopped Until Dynamite is Resorted to--Started in Barn.

FORT WORTH, Texas, April 3--Fanned by a stiff wind a fire originating in a barn at Jennings avenue and Peter Smith street, in the southern portion of the city this afternoon, swept an area of 10 blocks in length and seven blocks in width. It destroyed property valued at more than \$5,000,000 and caused the death of six persons.

The fire originated in the fashionable residence district and was beyond control within 15 minutes. It was not checked until dynamite was resorted to four hours later.

Assistance was rushed from Dallas and Weatherford on special trains, but the flames were not stopped until they had eaten their way to the Pacific Railroad reservation on the east side. On the south the fire was checked at the Texas & Pacific passenger depot; this steel and stone structure forming a bulwark that saved the wholesale district.

The Texas & Pacific roundhouse, 20 engines, the repair shop, four churches, two public school buildings and Walkers' sanitarium were destroyed.

Other buildings destroyed were residences, most of them new, and in most exclusive sections. Persons living within radius three blocks of where the fire started had no time to save anything.

A patient whose identity was not established perished in Walkers' sanitarium; three men were electrocuted and their bodies burned to cinders at Sawyers' electric plant. Herbert Stacy was fatally burned while endeavoring to save his home, and a fireman fell from a house top and was killed. H. O. Cowan, assistant pastor of the Broadway Presbyterian church, is missing. It is estimated that 500 families are homeless. Many of these have gone to Dallas. The district is patrolled tonight by 500 troops to prevent looting.

### CRAZY SNAKE GETS AWAY.

It is Said he Has Escaped to the Hills His Others of His Tribe.

OKLAHOMA CITY, Okla., April 3--That Crazy Snake has eluded his pursuers was made certain today, when posses from Henrietta accosted a party of the leaders of the scouts near Hoffman. The Indians were ordered to surrender, but fled. A dozen shots were exchanged, the Indians escaping uninjured into the hills. They are believed to have returned to Crazy Snake's new retreat.

## FRENCHMAN WINS MARATHON RACE

Styves the Winner, With Durando the Italian Coming in Second at New York

NEW YORK, April 3--The first a wonderful pace throughout. Just to show that he was in good form, Styles finished with a terrific sprint. Styles' time was 2:45:50 3-5. Durando's time, 2:45:37; Hayes, third, 2:49:27; Maloney, fourth. Shrubbs and Longboat quit.

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